



PLAN HAMILTON

OUR COMMUNITIES. OUR GROWTH.



Planning Commission
1/13/2025

8

MIDDLE VALLEY / LAKESITE AREA PLAN

Clearwater Acres
Greens Mill
Greenway Village
Lake Dweller
Lakeside Park

Lakesite
Middle Valley
Port Serena
Prairie Peninsula

Plan Draft version 12/16/24



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CHAPTER 1

AREA SUMMARY

- 1.1 PLAN SUMMARY
- 1.2 INTRODUCTION
- 1.3 MIDDLE VALLEY / LAKESITE STUDY AREA
- 1.4 HISTORY OF MIDDLE VALLEY / LAKESITE
- 1.5 PAST PLANS

1.1 AREA PLANNING SUMMARY

The Hamilton County Area Plans represent a comprehensive approach to managing growth and change in our diverse communities, recognizing both the distinct identities of each Area and the interconnectedness of our county. With a focus on the specific challenges and opportunities within Hamilton County's unincorporated Areas, each plan addresses critical factors that shape community life—land use, infrastructure, environmental preservation, housing, and economic resilience. Throughout the planning process, we engaged with community members to create a vision that reflects local priorities and builds on the character and strengths of each Area.

From the rural expanse and scenic beauty of Sale Creek and Birchwood, to the residential communities of Georgetown and Apison, to the vibrant mountain villages and outdoor offerings of the Walden Plateau, or the waterfront community of Lakesite, all places where many families have multi-generation histories attached to the landscape, the plans recognize the local topographic, geologic, and infrastructure constraints found in these unique areas. This approach allows for tailored strategies that honor local heritage, rural qualities, and natural landscapes while accommodating sustainable growth.

The planning process began with in-depth research and analysis to understand the existing conditions, demographic trends, and economic drivers across Hamilton County. By examining land use, transportation networks, environmental features, and community facilities, we identified both opportunities and constraints in each area. This research also shed light on trends such as housing demands, population shifts, and economic patterns, allowing us to anticipate future needs and create a foundation for adaptable, forward-looking plans.

The visions articulated in these Plans emerged from collaborative dialogue with residents, local stakeholders, and county officials. Community workshops, surveys, and public meetings provided residents the opportunity to voice their aspirations, concerns, and ideas for the

future of their neighborhoods. The resulting goals and policies emphasize maintaining rural character, supporting local businesses, enhancing outdoor recreation, and fostering a sense of place in each community. Across the county, residents expressed a desire to balance growth with preservation—ensuring that new developments are thoughtfully integrated and contribute positively to the character of their communities.

To bring these visions to life, the Area Plans detail policies and actions centered on Community Character and Land Use, Natural Resources, Economic Health and Community, and Funding Mechanisms. These categories, rooted in the community themes established in Chapter 2, have been refined to address the County's evolving needs and offer the most impactful steps forward.

The implementation strategies focus on practical, collaborative actions that turn these plans into reality. Partnerships with local and regional organizations, support for small businesses, and investments in community facilities are vital to advancing these initiatives. Monitoring and evaluation will be critical to ensure the plans stay flexible, allowing policies to adapt as new challenges and opportunities emerge. Each Area Plan is intended as a living document, responsive to ongoing community input and changing needs over time.

As we move from planning to action, the success of this Plan relies on commitment, collaboration, and community engagement. Hamilton County is dedicated to working closely with residents, businesses, and local leaders to implement these policies in a way that fosters a resilient and inclusive future. By advancing these Plans with a shared sense of purpose, we can create communities that are not only livable and economically vibrant but also reflective of the unique character and heritage that residents value. Through strategic growth, environmental stewardship, and respect for community identity, the Comprehensive Plan will encourage each Area to thrive for generations to come.



1.2 INTRODUCTION

As Hamilton County’s population grows, thoughtful planning is crucial to managing the upcoming changes while efficiently using limited resources. The goal is to create resilient communities where neighborhoods, commercial centers, parks, and natural spaces flourish, striking a balance between development and conservation.

To guide this growth, we develop specific Plans that are later presented to local legislative bodies for adoption. These Plans become essential in shaping zoning, guiding private development, and influencing public infrastructure investments. They serve as a blueprint for determining where growth, redevelopment, and conservation should occur.

The Plans will equip Hamilton County leadership with the tools necessary to make strategic community investments in infrastructure, staff, and services, ensuring a livable community with sustained economic opportunities.

The [Introduction Chapter](#) serves as the background for the planning process and sets the tone for

- » Planning Framework
- » Existing Planning Goals
- » What is An Area Plan?
- » Hamilton County Planning Areas
- » Policy Focus
- » Area Plan Process
- » Outline of the Area Plans

Community input is essential to shaping Hamilton County’s long-term planning efforts, ensuring that residents and business owners help define the County’s future. The 2016 Comprehensive Plan established a responsible land-use framework that prioritizes environmental preservation and community character. Complementing this, the Regional Transportation Plan (RTP) forecasts transportation needs and guides infrastructure investment.

Area Plans provide localized guidance on development, zoning, infrastructure, and conservation. These plans use tools like Conceptual Recommendations Maps and Place Types maps to outline development patterns and set policies for future growth. They are shaped by prior planning, community feedback, and professional analysis. Key goals include creating vibrant, well-defined spaces and balancing growth while preserving each area’s character and meeting future demands.

Although Area Plans do not regulate development or change zoning directly, they guide policy and decisions related to infrastructure, housing diversity, and commercial centers. They emphasize efficient investment in public services, transportation, and natural resource preservation, especially in rural areas. Constraints like limited sewer capacity, emergency services, and infrastructure demands shape policies to ensure sustainable growth while maintaining residents’ quality of life.

The Middle Valley / Lakesite Area 8 Plan features five chapters which cover the following:



1.3 MIDDLE VALLEY / LAKESITE STUDY AREA (AREA 8)

The Middle Valley / Lakesite community in unincorporated Hamilton County exemplifies the character of rural and lake living, offering a tranquil contrast to the pace of downtown Chattanooga. Located in the northern part of the County, this area is shaped by the expansive Chickamauga Lake, which not only forms a natural boundary but also provides residents with stunning water views and abundant opportunities for boating, fishing, and other water-based activities. Area 8 is a region defined by its open spaces, rolling farmlands, and a blend of rural homes and lakeside retreats that reflect a deep connection to the outdoors.

While the Area maintains its rural charm, it also supports a network of local businesses that meet the daily needs of residents. Small, family-owned shops, local eateries, and essential services are woven into the fabric of the community, ensuring convenience without compromising the Area's rural character.

As Hamilton County continues to grow, Middle Valley/Lakesite remains a valued part of the County, balancing the desire for peaceful, rural living with the conveniences of modern life.

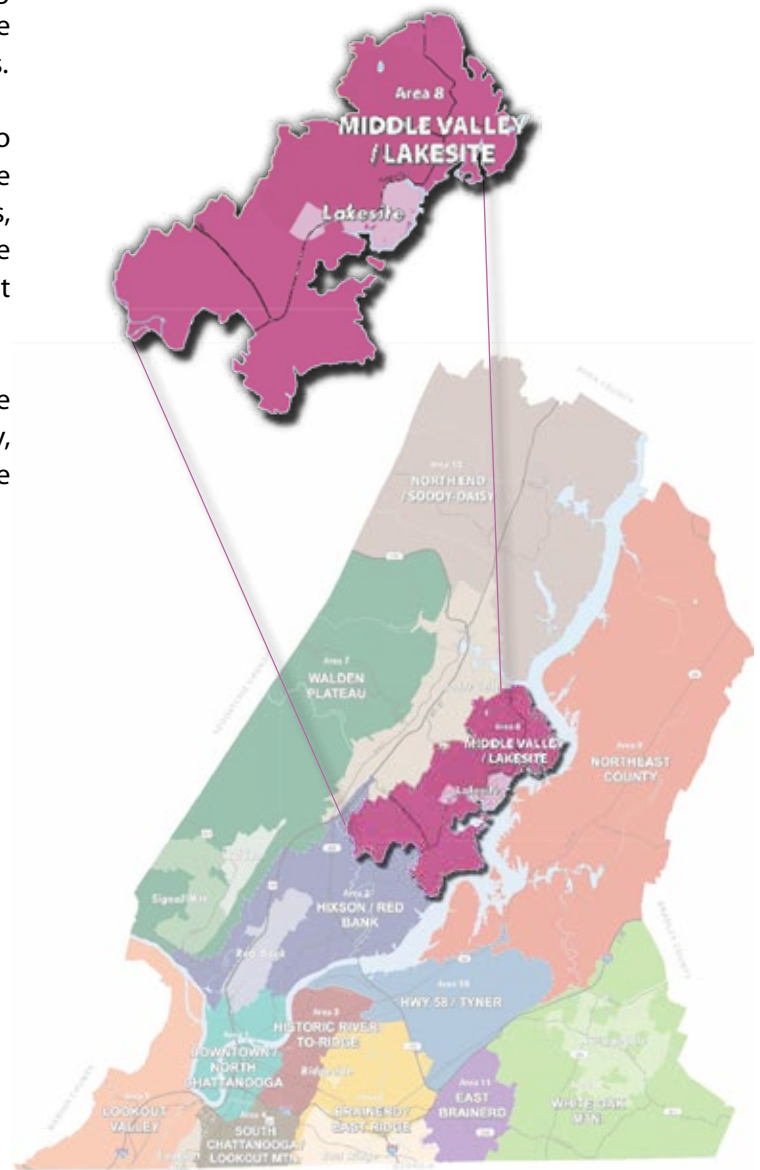


Figure 1.1: Middle Valley / Lakesite Area 8 as a part of Hamilton County Study Area



Middle Valley / Lakesite Map

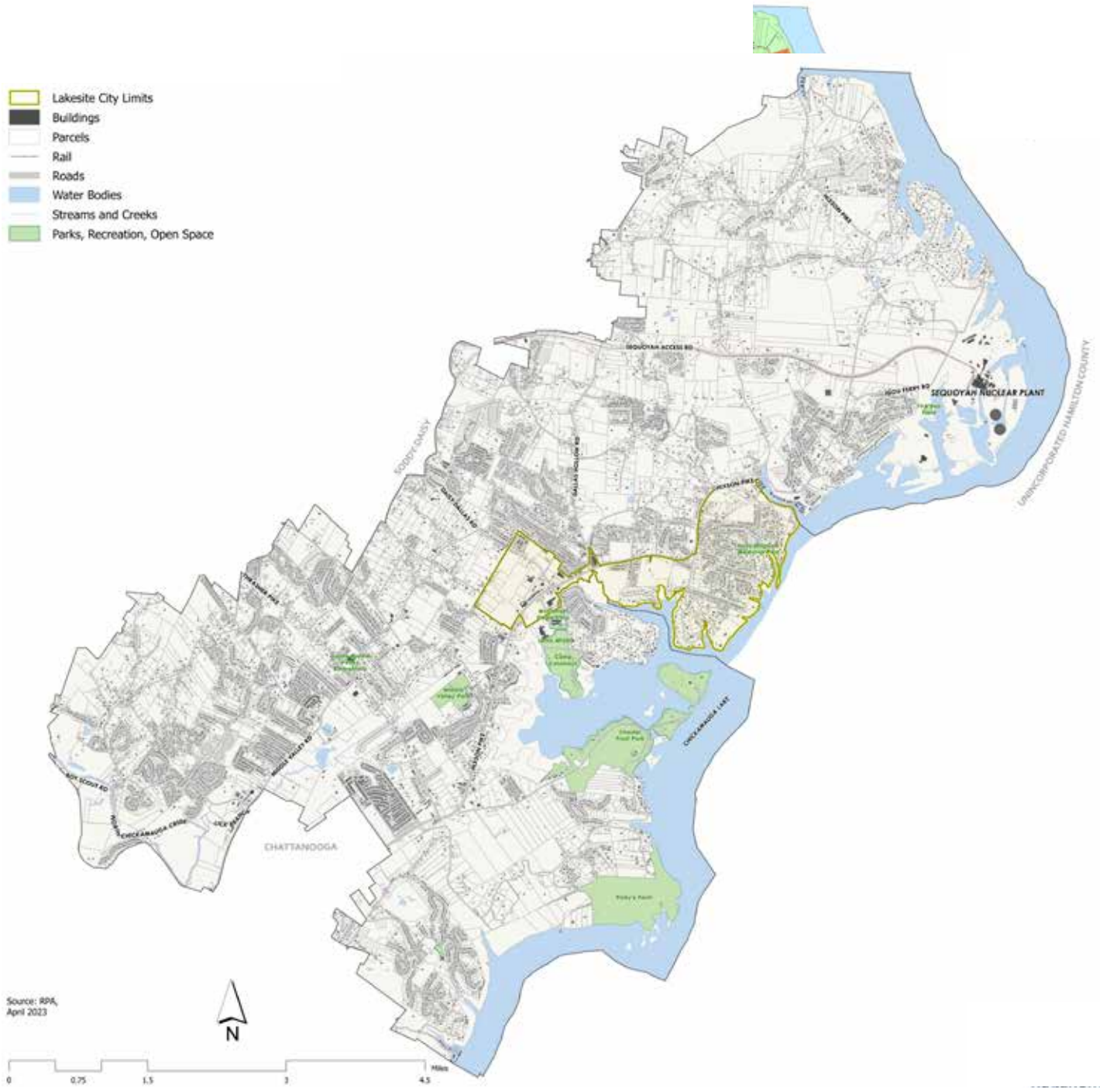


Figure 1.2: Middle Valley / Lakesite Area 8 Map



1.4 HISTORY OF MIDDLE VALLEY / LAKESITE

The history of the Middle Valley and Lakesite Area in Hamilton County is marked by the influence of natural features and early Native American settlement patterns. Originally inhabited by Indigenous peoples who utilized the rich resources of Dallas Bay and surrounding Areas, the landscape saw dramatic changes with the arrival of settlers who established agricultural operations. The construction of the Chickamauga Dam in the 1930s transformed the region further, creating Chickamauga Lake and altering the flow of the Tennessee River. This development, along with the expansion of the North River, spurred suburban growth in Middle Valley and Lakesite, leading to the eventual establishment of the Sequoyah Nuclear Plant. These elements collectively shaped the Area's agricultural and residential character.

HIXSON / NORTH RIVER

From the prior Area Plan Document:

On October 25th, 1819, the U.S. Government acquired the Hixson-North River Area from the Cherokee Indians. This purchase preceded the purchase of land south of the Tennessee River in 1838 which resulted in the "Trail of Tears". During the Civil War, North Chickamauga Creek was used as a staging Area for Union Troops on their way to fight the Battle of Missionary Ridge. Soon after the Civil War, the Area's first mills were constructed – "Upper Mill" located on Chickamauga Creek at Boy Scout Road, and "Lower Mill" at Lower Mill Road. During the early 1900's, more people began to reside and conduct business in the Hixson-North River Area. Lupton City, a classic mill town, was established by Dixie Yarns company during the 1920's. The Area's growth trend accelerated with the building of Chickamauga Dam in 1940. The growth in this Area led to the expansion and growth further north.

CHICKAMAUGA DAM

The history of the Middle Valley area can date as far back as the founding of Hamilton County in 1819. When the County was first established, its leaders wanted to locate the County seat at a river landing because of the constant travel on the Tennessee River. Because of this, the "Hamilton County Courthouse Community" was established in what is now Chester Frost Park. In March 1935, the TVA announced the construction of the Chickamauga Dam upstream from Chattanooga to control downstream flooding. For the dam to function properly, a 33,500-acre reservoir was created, submerging several communities, including Old Harrison. The rising waters required TVA to remove many remaining structures.

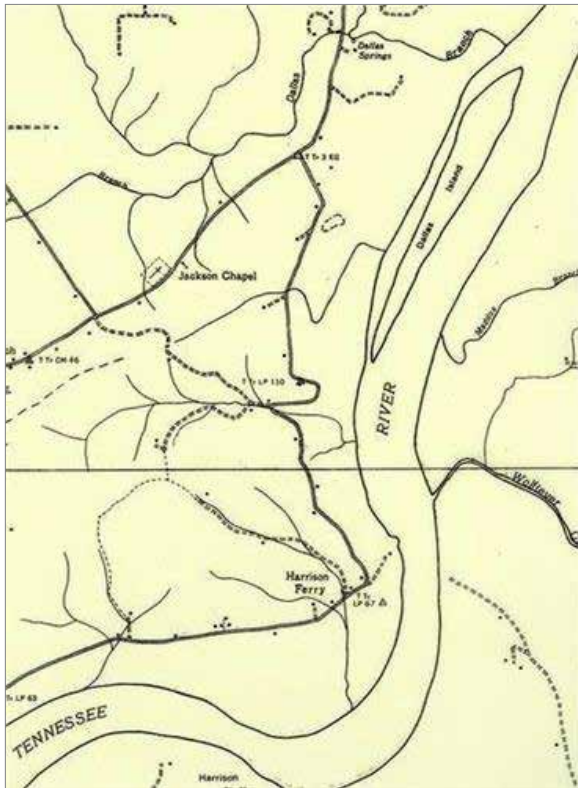


North River
Source: Chattanooga Pulse



Chickamauga Dam Groundbreaking
Source: Chattanooga Times (January 22, 1936)





Dallas Bay
Source: Chattanooga.com

DALLAS BAY & THE LOST COMMUNITY OF DALLAS

Present day Dallas Island is the Area noted by Chester Frost Park but before the TVA released the spillway waters, it was an 84 acres island home to over 200 citizens. This land Area has undergone multiple renaming throughout the years. One of the first names originated in the 1700s which was “Oolequah” from the Cherokee Indian settlements. Following that the community was named the “Hamilton County Courthouse” to ensure it was easily locatable. When the County seat moved to the nearby town of Old Harrison, the community was renamed to “Dallas” after the American statesman Alexander James Dallas, who served as Secretary of the treasury, reporter for the US Supreme Court and cabinet member for James Madison. Dallas is one of the two towns in Hamilton County that was lost to the waters of the TN river and is now part of Lake Chickamauga and continues to prevent flooding of the greater Chattanooga Area and further south.

LAKESITE

Nestled southeast of Soddy-Daisy along the shores of Chickamauga Lake, Lakesite is one of Hamilton County’s nine smaller municipalities, each with a story shaped by local resilience. In the late 1960s, Chattanooga’s nearby annexations—including Middle Valley—prompted Lakesite residents to take matters into their own hands, leading to its incorporation in January 1972. Growth continued over the years, and by 1994, neighboring communities began advocating for annexation into Lakesite, nearly doubling its population by the next year. This momentum led to the opening of a new City Hall in 2000, further establishing Lakesite’s identity and commitment to its residents. Embodying the town’s small-town charm, the first annual Fishing Rodeo was held in 2015 at Little Chickey Pond in Hans Bingham Park—a cherished community event that celebrates Lakesite’s close-knit spirit. Today, with a population just under 2,000, Lakesite preserves the sense of community that defines it.



Welcome to Lakesite Sign
Source: City of Lakesite



1.5 PAST PLAN

HIXSON - NORTH RIVER AREA PLAN (2002, UPDATED 2004)

Led by the RPA, the Hixson-River North River Area Plan represented a collaborative effort among local elected officials, residents, business owners, developers, natural resource advocates and civic leaders. The plan sought to create a unifying vision, define policy for future development, identify community assets, and guide future investments in capital improvements. The study Area boundary was Lupton Drive, the Tennessee River and Chickamauga Lake to the south and east, Thrasher Pike to the north, and Boy Scout Road, US 27 and Red Bank to the west and covered more than 16,000 acres of land. The plan was organized into five (5) sections:

1. Area Assessment
2. Planning Process
3. Vision & Principles
4. Plan Recommendations
5. Land Use Plan

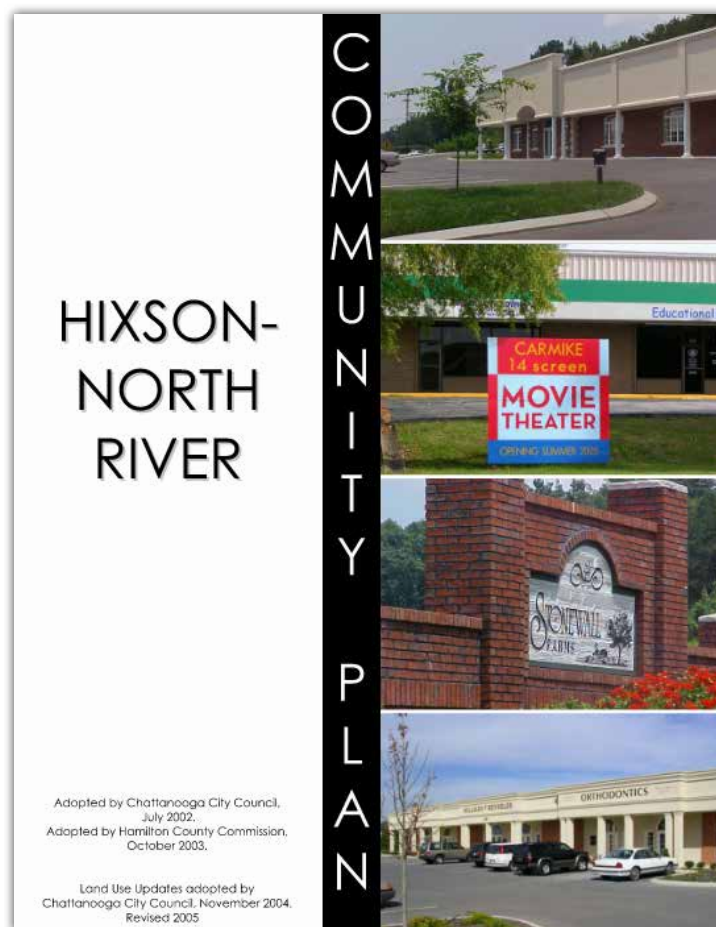
Plan Purpose:

Area stakeholders indicated that community atmosphere, quality natural environment and positive business environment are what they value most. These assets should be enhanced and protected as the community grows.

“To create a place that promotes community, accessibility and a high quality of life for all residents through planned growth that maintains a visually attractive and cohesive built environment, convenient public facilities, strong businesses, and protection of the natural environment”

The plan identified six (6) key recommendations that were based on the community vision:

1. Develop a Town Center Complex in the Northgate Mall Area.
2. Promote Planned Growth.
3. Develop a Community Wide Park-Trail System.
4. Improve Public Education.
5. Upgrade Substandard Road Infrastructure.
6. Promote more housing for seniors and younger families.



Hixson / North River Community Plan
Source: RPA





CHAPTER 2

RESEARCH & ANALYSIS

- 2.1 COMMUNITY SUMMARY
- 2.2 COMMUNITY PROFILE
- 2.3 DEMOGRAPHICS & ECONOMIC TRENDS
- 2.4 COMMUNITY THEMES
- 2.5 PLAN ANALYSIS



2.1 COMMUNITY SUMMARY

Area 8 has proximity and direct connectivity to Downtown Chattanooga, Red Bank, Lakesite and Soddy-Daisy. Proximity to jobs, quality of schools, and access to shopping and recreational assets has led to steady growth in the development of residential communities and commercial properties. Market demand for residential and commercial opportunities is likely to continue or accelerate in Area 8 as sewer capacity and road infrastructure is improved to accommodate the anticipated growth.

COMMUNITY CHARACTER

- » Easy access to jobs and shopping and interconnected to neighboring communities.
- » Moderate Density (5-8 DU/Acre) with growth potential south of Sequoyah Access Road.
- » Above average schools for the region.
- » Easy access to recreation opportunities.
- » Views of the lake and lakefront homes along Hixson Pike and other locations (Camp Columbus, Chester Frost Park, Pinky's Point, etc.)

REGIONAL FACILITIES AND ASSETS

- » Camp Columbus
- » Sequoyah Nuclear Plant
- » Middle Valley Park
- » Chester Frost Park & Pinky's Point
- » Lakesite Park & City Hall
- » Manufacturing & Industrial Clusters



Chester Frost Park
Source: Choose Chattanooga



PRIMARY CONSTRAINTS

Roadways:

- » Hixson Pike, Middle Valley Road, Gann Road, and Daisy Dallas Road are critical Area arterials that have been identified as needing targeted improvements. Corridor and access management strategies should be employed to maintain the capacity and efficiency of the transportation network for Area 8.

Area Boundaries:

- » The entire eastern boundary of Area 8 is the Chickamauga Lake / TN River and nearly the entire western boundary is the City of Soddy-Daisy creating both natural and jurisdictional barriers to growth on both sides.

Flood Plain & Drainage:

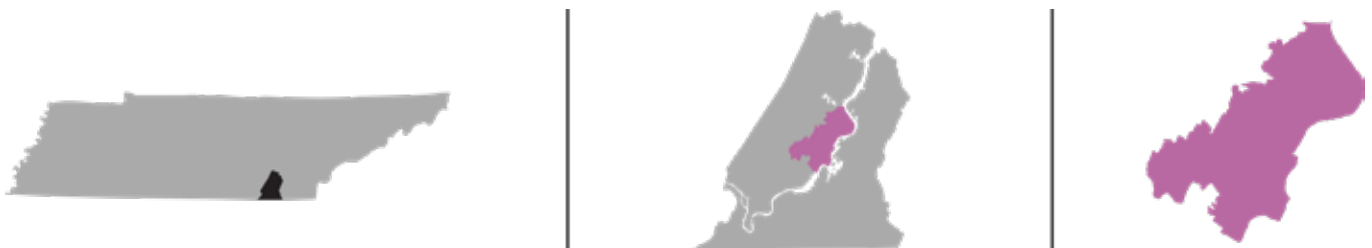
- » The flood zones associated with North Chickamauga Creek and associated tributaries and Chickamauga Lake present natural barriers that should be respected in planning for growth in Middle Valley, particularly in the Boy Scout Road Area. These features influenced the recommendations for boundaries of low versus moderate density residential Areas.
- » The portion of Area 8 south of Gann Road is impacted by flood plain and stormwater for properties in the North Chickamauga Creek/ Lick Branch drainage basin. These constraints are reflected in a pattern of larger parcels and a more rural development pattern. (Lower density residential development patterns with large, clustered lots, setbacks from flood plain and roadways, and significant open Areas are recommended in this Area).



Hixson Pike in Middle Valley
Source: Google Earth Pro



North Chickamauga Creek
Source: Nathan Barnes, Google Maps



2.2 COMMUNITY PROFILE



69%

of residents are influenced by the cost of housing when choosing the Middle Valley / Lakesite Area to live.



35%

Bachelor's Degree

28%

Some College

27%

Master's Degree +

Source: ACS



63%

Believe that large-lot single-family homes should be encouraged in Area 8.



71%

Believe that preservation of farmland, rural character, wooded & riparian Areas should be priorities.



55%

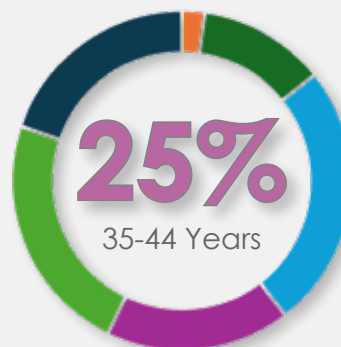
Lived in Hamilton County for 20+ Years

33%

Lived in Hamilton County for 5-19 Years

12%

Lived in Hamilton County for 0-4 Years



25%

65 or Over

22%

55-64 Years

<15 Years 15-24 Years 25-34 Years 35-44 Years
45-54 Years 55-64 Years 65 or Over

Source: ACS



2.3 DEMOGRAPHICS & ECONOMIC TRENDS

DEMOGRAPHICS OVERVIEW

Hamilton County Census data reveals a balanced distribution across age groups, with a notable presence of young families (30-34 Years), working professionals (25-29 Years), and retirees (60-69 Years). The County upholds a high level of educational attainment and a skilled workforce, reflecting the Area’s commitment to quality education and lifelong learning. In comparison to the state of Tennessee as a whole, Hamilton County has a higher median income, advanced education background, higher employment rate, lower poverty rates, and lower commute times. These factors continue to contribute to growth in Hamilton County in both the incorporated and unincorporated Areas.

GROWTH TRENDS AND FUTURE PROSPECTS

Area 8 has experienced steady population growth and economic development over the past decade, driven by the availability of flat land for residential development. Future prospects remain positive, with planned developments emphasizing smart growth principles that enhance connectivity, sustainability, and quality of life for residents. By prioritizing the preservation of the region’s distinctive character and promoting responsible development, ongoing efforts aim to attract new businesses and support residential growth, supporting commercial services, and appropriate industrial and public facilities that align with the community’s vision, further diversifying the economic base and creating new growth opportunities. To anticipate these needs, the RPA engaged RCLCO to complete a detailed market analysis to assess market opportunities for housing needs over the next 20 years.

HAMILTON COUNTY CENSUS DATA

39

Median Age

63%

Employment Rate

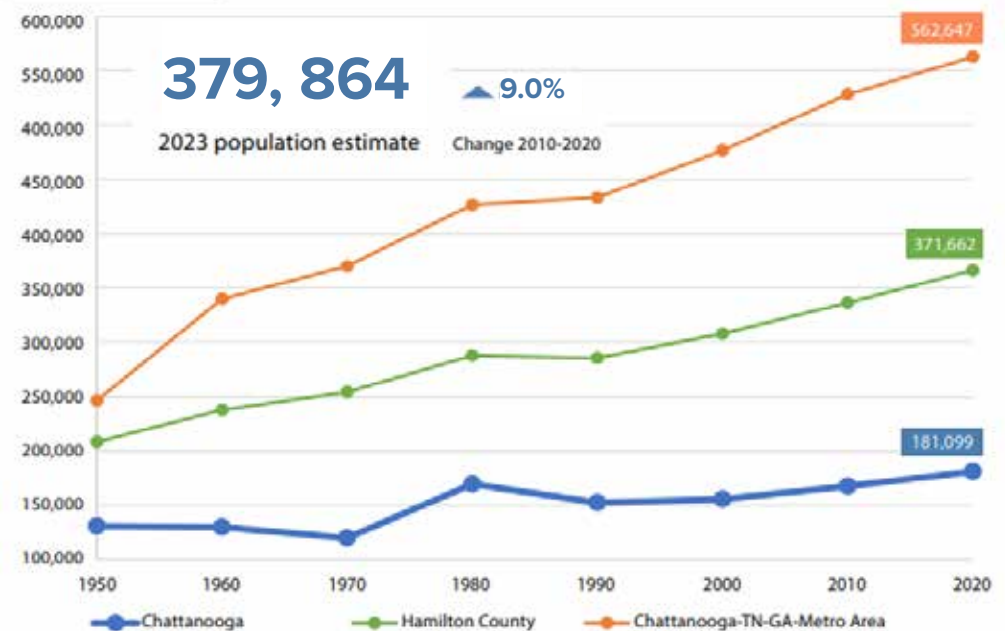
\$76,219

Median Household Income

38.4%

Bachelor’s Degree +

POPULATION 1950-2020



ECONOMIC LANDSCAPE

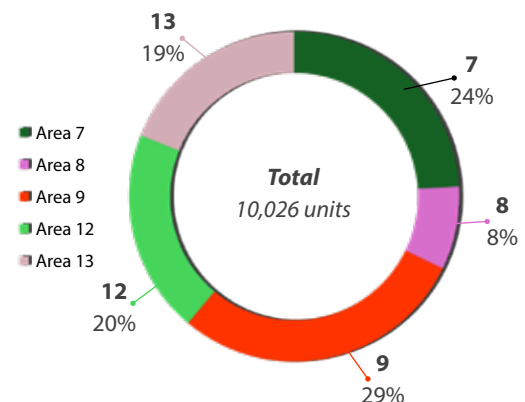
Area 8 has a relatively diverse mix of uses and is centrally-located within the County, providing excellent opportunities for housing to supply the regional workforce. Less topographically defined or challenged as some other parts of Hamilton County, the Middle Valley offers some rare flat land for development. As a result, much of the southern and central portions of the Area have already been developed with residential uses. Lakefront properties have secured a premium, with a recreation component focused less on rugged adventure recreation and trails, and more on fishing and boating on the lakes that define the Area's eastern edge. The northern part of the area is largely occupied by the Sequoyah Nuclear Power Plant, which has experienced minimal related development so far.

The following growth is anticipated by the RCLCO report in Area 8 over the next 20 years which is predominantly focused on residential growth and supporting commercial services. This Area is projected to have approximately 8% of the detached single-family growth in the unincorporated County.

Additional market findings include:

- » Based on availability of flat land, school capacity/quality, and utility capacity RGDE concurs with land use recommendations that Area 8 can accommodate additional medium density single family housing as well as medium density housing clusters around Village, Town, and Neighborhood Centers.
- » Additional retail commercial may be warranted in centers as residential units are occupied.
- » Recommend additional coordination with TVA to understand future use of the Sequoyah site and compatible adjacent uses.
- » Resort Recreation Centers should be smaller commercial footprints, campgrounds, storage, or outfitters in support of existing recreational assets. Larger lodging, restaurants, entertainment, or retail commercial projects should be accommodated in the Town Center to preserve synergies.

Chart 1: Single- Family (Detached) Projections



2.4 COMMUNITY THEMES

The Plan Analysis section provides a detailed examination of the current conditions, opportunities, and challenges within each Area, offering insights that will guide strategic decision-making and inform the implementation of targeted initiatives. Grounded in the four Community Themes - Land Use and Development Character, Resiliency, Transportation and Mobility, and Community Facilities, this analysis establishes a comprehensive framework that evaluates each Area's unique characteristics. This section includes the following categories:

2.5.1 Land Use and Development Character

Zoning:

Examination of land use patterns, existing zoning district designations to ensure that development harmonizes with the Area's unique geological features.

Land Use:

Examination of existing land use patterns and street patterns in combination with existing zoning.

Building Permits:

Evaluates the current state and number of permits being issued within the Area and its impact on the surrounding community.

Development in Middle Valley/Lakesite:

Overall analysis of how development in general is impacting or influencing the community and how it's changed its character.

2.5.2 Resiliency

Natural Resources:

Evaluation of natural assets including parks, recreation, open spaces, slopes, waterways, aiming to balance preservation with development.

Infrastructure:

Evaluation of the existing adequacy of public utilities, including sanitary sewer, water, and trash?

2.5.3 Transportation & Mobility

Transportation:

This section evaluates the existing transportation infrastructure, including roadways, public transit systems pedestrian and cycling paths. It also considers future development needs and the potential impacts of anticipated growth.

2.5.4 Community Facilities

Schools and Major Institutions:

Examination of the role of these institutions in fostering learning, innovation while assessing their current state and future needs in the context of regional growth and development.

City, County, State/Land or Property:

Examination of ownership patterns and its impact on land management and development potential.

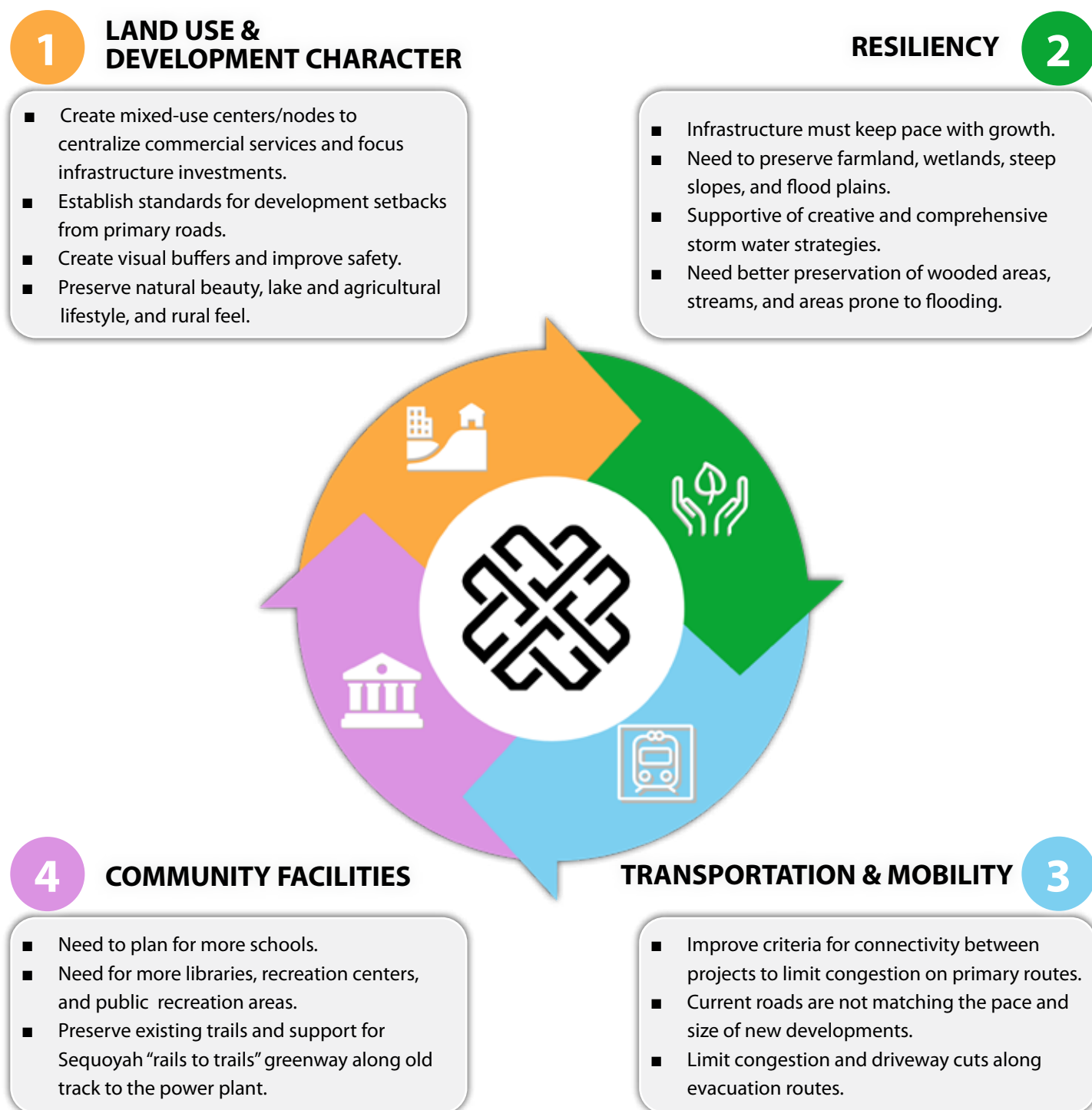
Emergency Services:

Examination of emergency response capabilities, encompassing fire, police, medical, and disaster response services.



2.5 PLAN ANALYSIS

In general, the community feedback phase was focused on identifying metrics for success based on critical outcomes. The desired outcomes have been organized into a framework of Community Themes or Drivers to provide structure to the plan analysis, recommendations, and implementation solutions. Identifying these themes and utilizing them as a framework for organizing each Area plan will provide community leaders with a set of filters for future strategic, policy, and project based decisions. The following graphic identifies the 4 Community Themes and the public consensus that framed the analysis, goals, and policies within Area 8.



2.5.1 CURRENT LAND USE AND DEVELOPMENT CHARACTER

The Land Use and Development Character analysis examines zoning regulations, land use, permitting history, and development patterns and how these factors influence both conservation efforts and the scope for future growth. The Area’s terrain, forested Areas, and ecological sensitivity create distinct land management challenges that have shaped current land use decisions. The analysis provides a detailed assessment of how the Area’s physical characteristics impact development, offering insights into the strategies needed to balance environmental preservation with strategic growth.

LAND USE

Area 8 is primarily categorized as residential with 61.6% of the land being used for single-family residential. Vacant land makes up approximately 23.9%. Agricultural Land is approximately 3.1% of the land area. The commercial and industrial land uses combined make up less than 5% of the land Area with industrial at 0.1%, commercial at 0.9%, and utilities at 3.8% indicating very little non-residential activity in comparison.

The primary land use in the unincorporated Areas of Middle Valley/Lakesite is single-family residential, like much of the unincorporated Areas of Hamilton County. This specific land use exists in a variety of contexts, from large farms to conventional subdivisions, and in this Area includes the Sequoyah Nuclear Plant which are second in terms of prevalence. Commercial and Industrial uses are primarily concentrated along Sequoyah Access Road, Hixson Pike, and Middle Valley Road . These commercial nodes provide essential services and amenities to the residents while maintaining the overall rural and residential character of the region. There are also some sporadic non-residential uses interspersed between these clusters, ensuring that commercial activity supports rather than dominates the landscape.

This land use pattern highlights the region’s commitment to preserving its rural pattern while accommodating gradual growth and development. By maintaining a clear distinction between residential, commercial, and agricultural Areas, Middle Valley/Lakesite balances the needs of its residents with the desire to protect its community character.



Example Residential Subdivision
Source: RPA

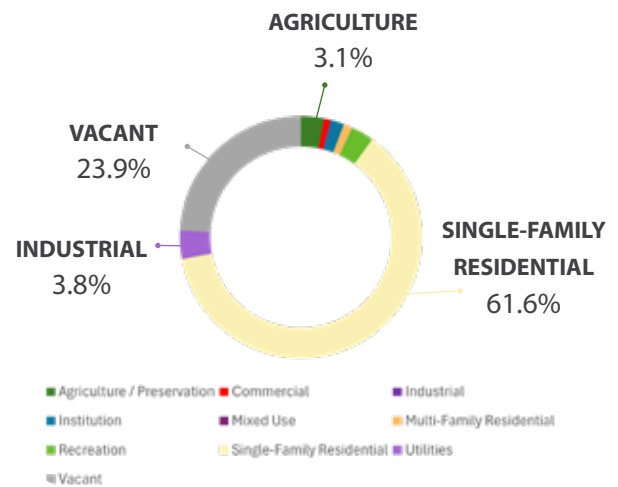


Chart 3: Percentages of Existing Land Use



Existing Land Use Map

KESITE

Expressways

SODDY-DAISY

MIDDLE VALLEY

LAKESITE

HIXSON

VOOGA

LEGEND

- Parcels
- Buildings
- Hydrology
- All Other Roads
- Major and Minor Collectors
- Major and Minor Arterials
- Interstates, Highways, and Expressways
- Rail
- Lakesite
- Area 8 Land Use**
 - Commercial
 - Agricultural & Preservation
 - Industrial
 - Institutional
 - Recreational
 - Residential Single Family
 - Residential Multi Family
 - Transportation
 - Utilities & Communication
 - Vacant
 - Needs to be Verified

Figure 2.1: Existing Land Use Map (2023)



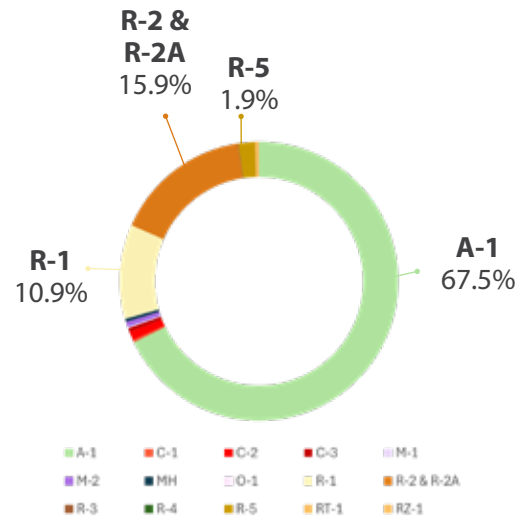
ZONING

Most properties in the unincorporated portion of Area 8 are zoned A-1 (67.5%) , which permits agricultural uses and single-family residential development with a maximum density of two dwelling units per acre. This zoning classification preserves the rural character and open spaces that define much of the region, ensuring that agricultural activities and low-density housing remain predominant, an important aspect of maintaining the community character. The second most common zoning is R-1 (10.9%), which permits single-family residential development at a base density of two dwelling units per acre for traditional septic systems and on public sewer it is closer to 7.5 du/ac. The zoning categories of A-1 and R-1 making up 78.4% of the land Area is consistent with the existing community character and the land use and development character community theme.

Following the A-1 and R-1 categories the most predominant categories are zoned R-2 & R-2A (15.9%) which permits single-family and two-family dwellings, including manufactured homes.

Commercial and industrial activity is concentrated along Sequoyah Access Road, Hixson Pike, and Middle Valley Road with the remainder of the Area being residential or agricultural in nature.

Chart 2: Percentages of Existing Zoning



Lakesite commercial center
Source: RPA



Existing Zoning Map

8 MIDDLE VALLEY / LAKESITE AREA PLAN

LEGEND

- Parcels
 - Buildings
 - Hydrology
 - All Other Roads
 - Major and Minor Collectors
 - Major and Minor Arterials
 - Interstates, Highways, and Expressways
 - Rail
 - Lakesite
- Zoning Area 8
- A-1
 - C-1, TCM
 - C-2
 - C-3
 - M-1
 - M-2
 - M-3
 - O-1, NO
 - R-1; R-1L; PRD; RD; SF-1
 - R-2; R-2A; SF-2; UR
 - R-3
 - R-3MD
 - R-4
 - R-5
 - MH
 - RT-1; RT-2, R-T/Z; R-T/Z

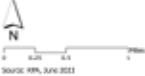


Figure 2.2: Existing Zoning Map (2023)



BUILDING PERMITS & DEVELOPMENT PATTERNS

Over the past decade, the Middle Valley/Lakesite Area has witnessed fluctuations influenced by economic conditions, population growth, and shifting residential and commercial demands. As residential needs expand, the Area has experienced increased activity in new construction. Analyzing these trends offers valuable insights into the region’s growth patterns, regulatory impacts, and future development prospects, highlighting the dynamic nature of Area 8’s built environment.

Figure 2.3 reveals that there is a close correlation between single-family permits and “Other” permits which aligns with the existing and desired character of the community. The preference for single-family homes is anticipated to continue, as detailed in Chapter 2.3. The emphasis on low-density housing, agriculture, and community-centered amenities reflects an effort to sustain the Area’s “small town” development pattern.

The “Other” classification represents the second-highest category for permit issuance as identified in Table 2. This activity reflects the Area’s evolving economic condition as well as its desire to be primarily residential. There were less than 10 new commercial permits issued between 2013-2023.

Development in Middle Valley/Lakesite is significantly shaped by its rural character and the community’s preference for maintaining residential character. The Area’s appeal lies in its natural beauty, expansive landscapes and lake living.

The map on the following page (Figure 2.3) identifies the building permits that were approved over the last 10 years including single-family residential permits and other permits.



Example Single-family Residential
Source: RPA

Chart 4: Permits by Area in Unincorporated vs. Incorporated Hamilton County.

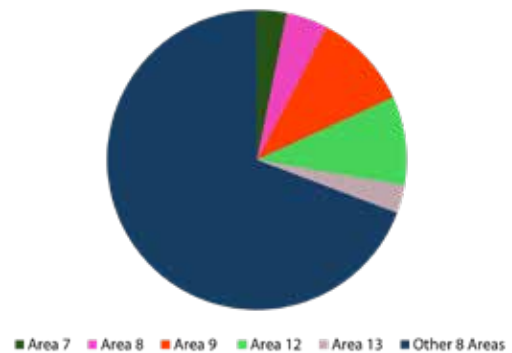


Table 1: Permit Classification Comparison

Permit Classification	Area 7	Area 8	Area 9	Area 12	Area 13
Commercial / Office	-	6	19	49	1
Commercial Solar	-	1	2	1	-
Hotel, Motel, Tourist Cabin	-	-	1	1	-
Industrial	-	1	-	3	1
Multi-Family/ Mixed Residential	-	10	-	29	3
Other Permits*	592	1,005	1,898	1,983	516
Public Works / Utilities	-	-	-	1	2
Single Family Residential	879	1,063	2,883	2,339	876
Total (Per Area)	1,471	2,086	4,803	4,406	1,399
Total (Unincorporated County)	14,165				

- The “Other” Permit Classification Category Includes: Demolition permits, Residential Additions & Alterations, Religious Institutions, Parking Garages, Hospitals, and Non-Residential Additions & Alterations.
- Permit Classifications shown are reflective of the anticipated growth pattern in Hamilton County and the categories selected in the Economic Analysis projections in the RCLCO study.



Existing Permits Map

LEGEND

- Parcels
- Hydrology
- Parks, Recreation, and Openspace
- Lakesite
- Rail
- Major and Minor Arterials
- Major and Minor Collectors
- All Other Roads

Area 8 Building Permits 2013-2023

- Commercial / Office
- Commercial Solar
- Industrial
- Multi-Family/Mixed Residential
- Other
- Single Family

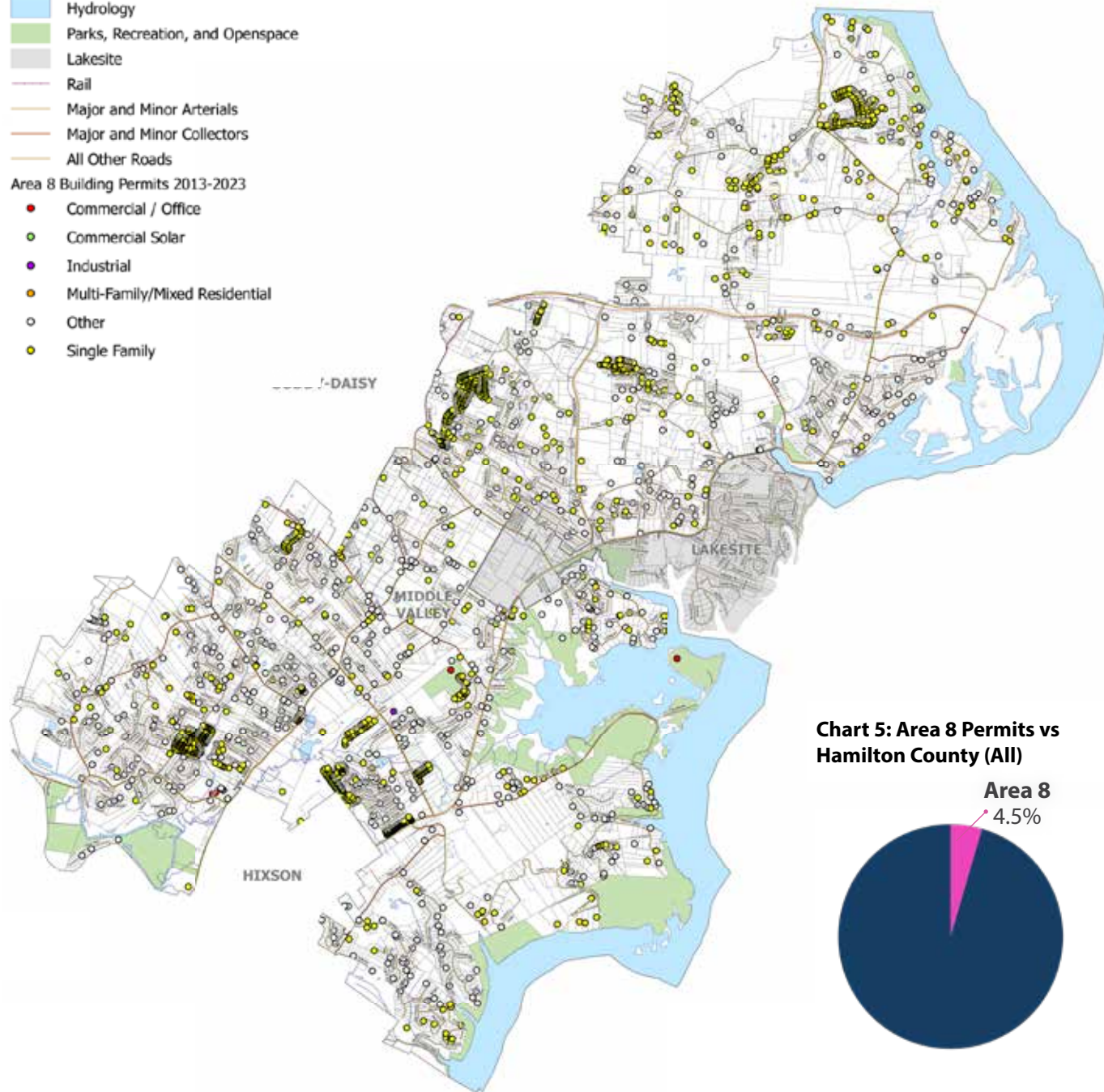


Chart 5: Area 8 Permits vs Hamilton County (All)

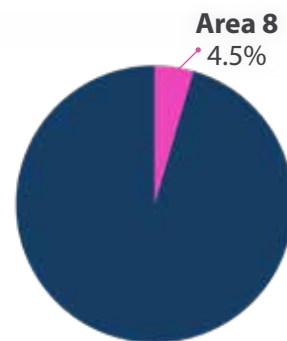


Figure 2.3: Building Permits Map (2013-2023)



2.5.2 RESILIENCY

The Resiliency Community Theme for Middle Valley/Lakesite reveals a strategic intersection underscoring the importance of harmonizing built environments with the natural landscape. A key focus is on developing resilient infrastructure while preserving and enhancing the Area's natural resources and rural lake lifestyle. The analysis highlights water management systems, renewable energy solutions, conservation efforts, and sustainable land use practices. These elements are crucial in maintaining a balance between development and environmental stewardship, ensuring that the community not only thrives but also respects and protects the Area's natural heritage.

NATURAL RESOURCES

The Middle Valley/Lakesite Area is located between Walden's Ridge and Lake Chickamauga, featuring the North Chickamauga Creek, parks, and rolling hills. These resources support local ecosystems and offer opportunities for recreation and sustainable development. The nuclear power plant is located within Area 8. Proper management of these natural assets is crucial for maintaining the region's beauty and ecological health. The map (Figure 2.4) indicates points within the study Area that feature natural resources deemed sensitive in terms of water function, steep slopes or habitat as identified in the adopted 2016 Comprehensive Plan for Hamilton County. In the Middle Valley/Lakesite, 8.8% of the land is 25% or greater slope and 19.2% is in the 100-year floodplain. Waterways are shown to indicate the floodway and 100 year and 500-year floodplains along with Impaired Waterways (303D) which indicate water quality status based on monitoring of sediment, pollution (metals, pesticides/fertilizer run-off, etc.) and erosion or changes in flow/volumes. Development in the floodway is prohibited.

Besides the southeast corner of Area 8, the topography of Middle Valley/Lakesite is not as steep as the other unincorporated Areas of Hamilton County and creating a unique system of water flow, and infrastructure considerations for the community.

A facility unique to Area 8 that feeds from the natural resources is the Sequoyah Nuclear Plant which is owned and operated by the Tennessee Valley Authority (TVA) and sits on 525 acres within Area 8 along the TN River.

It officially opened for commercial service on July 1, 1981 and is licensed through 2041. The facility supplies enough power to meet the needs of approximately 1.3 million homes in the Tennessee Valley.



Sequoyah Nuclear Plant
Source: After Action Report, FEMA



North Chickamauga Creek & Boy Scout Road (Floodway Zone)
Source: Google Earth



Natural Resources Map

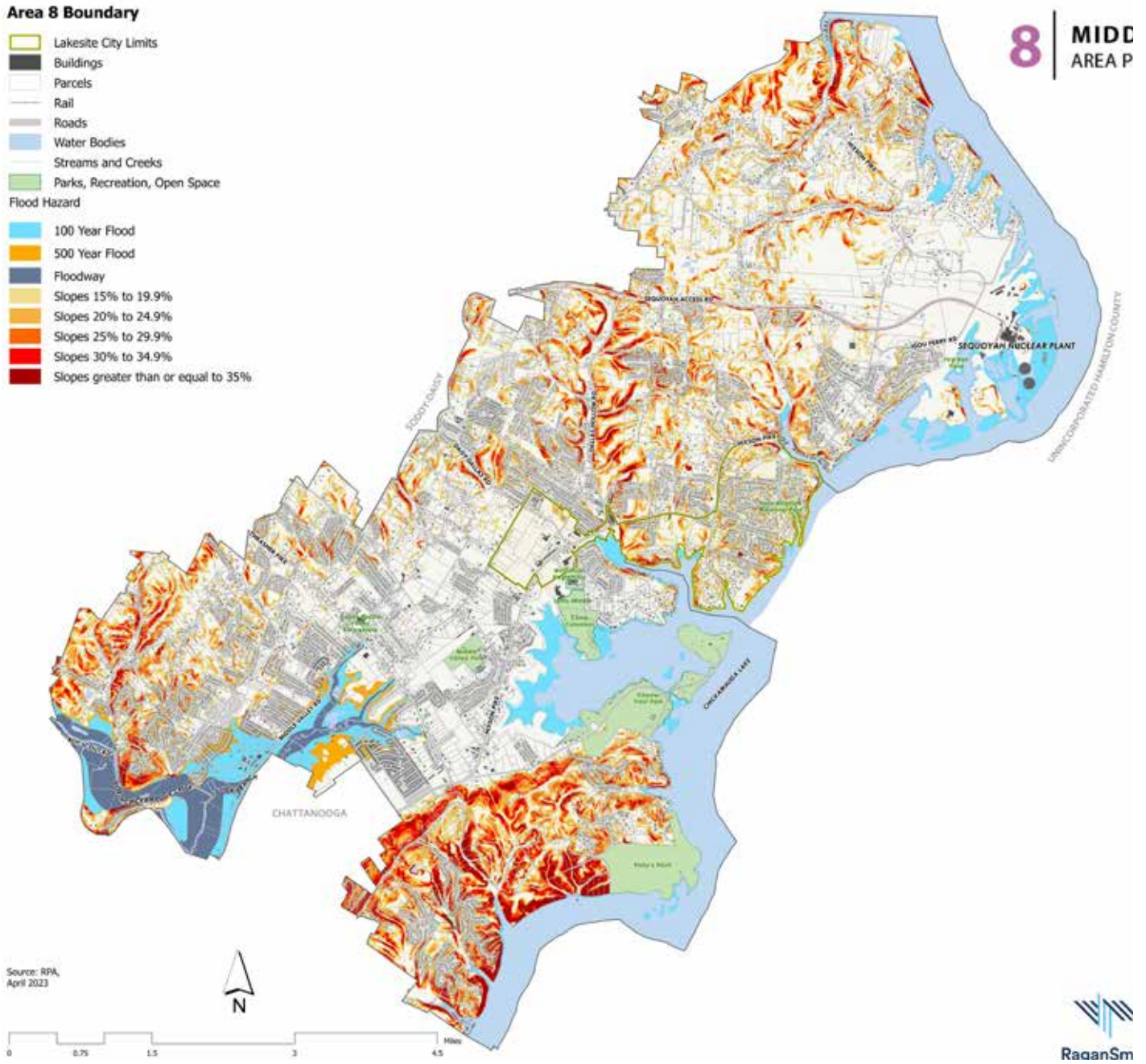


Figure 2.5: Natural Resources Map



With North Chickamauga Creek State Park, the Cumberland Trail, and a portion of John P. Wilson Cumberland State Park all located in Area 13, there are multiple opportunities to connect the communities of north Hamilton County as well as Lakesite, Red Bank, Hixson, Falling Water, Walden and Dayton. Additionally, expansion of the Great Eastern Trail network is underway providing connections in a broader, state to state context. This system of trails may provide access to public recreational facilities since the Area is well connected to Walden’s Ridge’s rock climbing, hiking, and biking trails, and water sport activities tied to the Tennessee River and local waterways.





Natural resource areas are often designated as public parks or open space that soon become tourist destinations.

Image Sources: RPA





Water Quality BMP's (Best Management Practices) focus on the above goals of Protect, Reconnect, Restore and Sustain
Source: Stormwater runoff diagram tu.org, SETD Green Infrastructure Handbook



PARKS, RECREATION & GREENWAYS

Like much of Hamilton County, Middle Valley/Lakesite has multiple recreation options for outdoor enthusiasts. This includes Chester Frost Park, Middle Valley Park, Pinky's Point, the TVA Ball Field, Camp Columbus, and others. These spaces offer residents and visitors a variety of activities, from hiking and biking to picnicking, wildlife observation, etc. The parks and greenways are designed to highlight the natural beauty of the Area, providing both accessible and adventurous options for recreation and relaxation. These spaces not only enhance the quality of life but also play a crucial role in preserving the region's natural landscapes and promoting environmental stewardship.

These green spaces serve a purpose beyond recreation. They are critical for environmental preservation, offering habitats for diverse wildlife and contributing to the overall health of the region's ecosystems. This preservation nurtures a sense of environmental stewardship, as the community becomes more connected to the land they enjoy. With a total of 577 acres of official public recreation space and 72 acres of private recreation space in Area 8, as noted in Tables 3 and 4 on page 27, these green spaces play a crucial role in safeguarding the environmental integrity of the region. A separate analysis was conducted to measure the total approximate acreage for all aspects of parks, recreation, and open space which is approximately 6% of the total land area.

By prioritizing the protection of these landscapes, we ensure the continued survival of Middle Valley/Lakesite's biodiversity while also securing a legacy of natural beauty for future generations. Whether through careful planning or the community's growing engagement with these outdoor spaces, this Area stands as a testament to the balance between progress and preservation, reminding us all of the importance of maintaining the delicate ecosystems that define Hamilton County's identity.

Chart 6: Percentage of Parks, Recreation & Open Space in Area 8

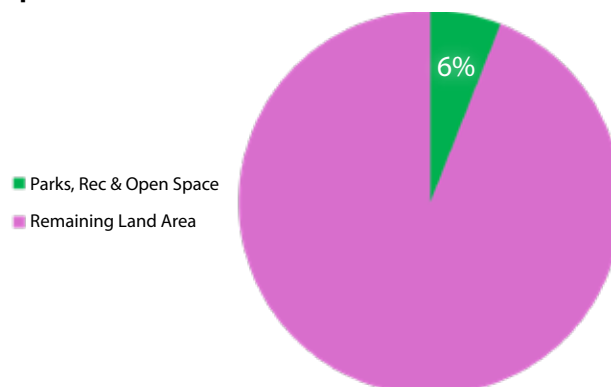
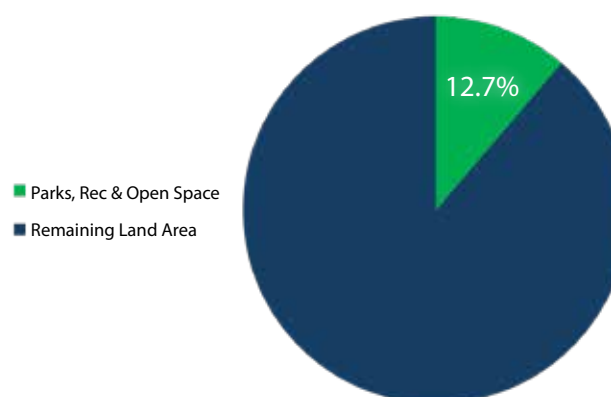


Chart 7: Percentage of Parks, Recreation & Open Space in all 5 Plan Hamilton Areas



Harbor Lights Marina
Source: RV Park Store



Table 2: Public Parks, Recreation, and Greenways

Name	Type of Recreation Area	Size (Acres)
Chester Frost Park	Municipal Recreation Area	285
Ganns Middle Valley Elementary School	School Recreation Area	6
Hidden Harbor Pool, Tennis Courts, and Track	Neighborhood Recreation Area	6
Loftis Middle School Athletic Complex	School Recreation Area	19
McConnel Elementary School Playground	School Playground	8
Middle Valley Park	Municipal Recreation Area	39
Pinky's Point	Federal Recreation Area	212
TVA Ball Field	Federal Recreation Area	2
Total		577

Table 3: Private Parks, Recreation, and Greenways

Name	Type of Recreation Area	Size (Acres)
Camp Columbus	Membership Required Recreation Area	61
Harbor Lights Marina	Boat Rentals & Yacht Club	11
Total		72



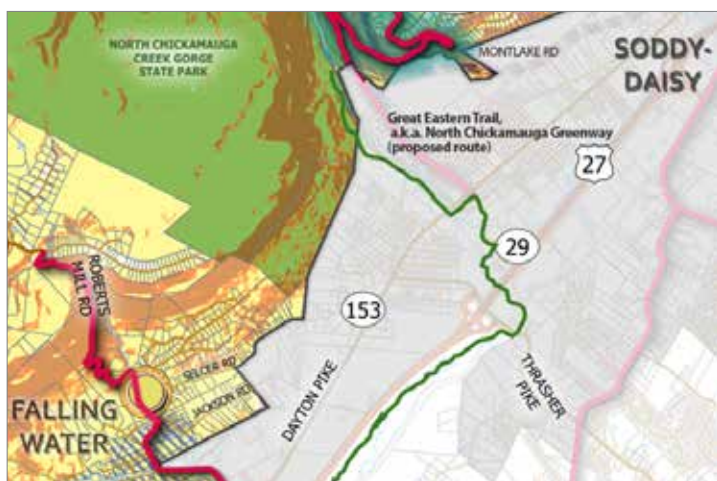
Chester Frost Park
Source: Hamilton County Parks and Recreation



There are multiple opportunities to connect Area 8 and the communities of north Hamilton County to Soddy-Daisy, Hixson, Falling Water, Sale Creek, Walden and Dayton. A connected system of greenways is envisioned with a study of options well underway to explore routes throughout the region. Whether expansion occurs as trails, sidewalks or blueways, many opportunities exist in the area. Portions of Sequoyah Access Road may be eligible for the conversion of railroad right-of-way as an important new east-west bike/ped facility. The North Chickamauga Creek Greenway is an established route that runs from the TVA dam to the Clear Creek Church of Christ property off Hixson Pike near Middle Valley Road. An expansion of this route is being planned in partnership with Chattanooga Parks and Outdoors to identify a trail

route following the creek bank and through areas that flood regularly or serve as riparian habitat.

Additionally, expansion of the Great Eastern Trail network is underway to provide connections in a broader, state to state context and locally to unite Hixson & Red Bank with communities in the northern portions of Hamilton County and beyond. This system of trails may provide access to already established public recreational facilities since the region features rock climbing, hiking and biking trails, camping and water sport activities including extensive fishing tournaments tied to the Tennessee River and Lake Chickamauga.



Greenways offer access to nature while also providing both recreational use and transportation aspects, especially when there are schools, businesses or residential neighborhoods nearby.

Source: RPA



Wastewater

Current capacity of the sewers is managed by the Hamilton County Water and Wastewater Treatment Authority (WWTA) with flows routed to the County’s only treatment facility on Moccasin Bend many miles away. Currently all sewage in Hamilton County (including the incorporated areas) eventually flows to Moccasin Bend for treatment. A major overhaul of the Moccasin Bend facility is anticipated to be complete by the end of 2028. The main goal of this expansion is to add a Green Energy Program that increases processing from the existing 140 million gallons per day to 210 million gallons per day (Chattanooga.com; March 23, 2024).

Sewer availability and capacity is an issue throughout Hamilton County and the WWTA must consider both connection as well as capacity issues for any new development being considered. Area 8 has generally well connected sewer access compared to other Unincorporated Areas as shown in figure 2.5 on the following page. Steep slopes, rock or soil types may rule out sewers or make them prohibitively expensive. Sewer facilities and expanded lines are best justified in locations where high density housing is planned and in close proximity to existing lines. Other system technologies may be used in the more rural areas. Independent systems are available that include smaller scaled treatment facilities and, in some cases, pump stations.

Septic Systems

Due to sewer capacity and availability, septic is the most common wastewater treatment option in Unincorporated Hamilton County. Generally, the minimum lot size required for septic systems is 25,000 square feet. Residential development in rural areas without sewer service is often built on these larger lots. Unless a decentralized/private sewer system is used, then density is treated as if its served by public sewer.

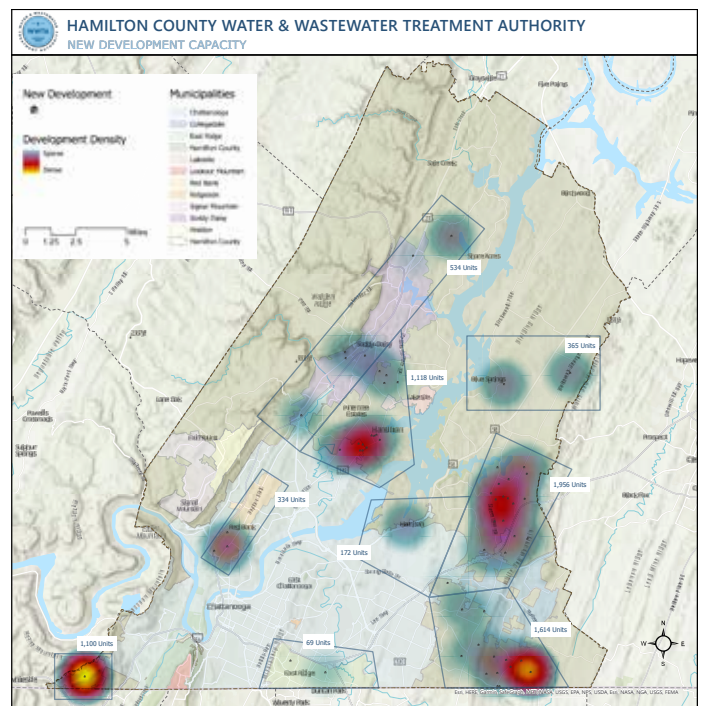
Information Highlight

Decentralized Wastewater Treatment Systems

A decentralized wastewater treatment system is like a combination of traditional septic and sewer. In a decentralized system, buildings or groups of buildings have a septic tank on-site as an initial treatment. Wastewater is then piped to a central location for additional treatment and disposal. Currently, Hamilton County only has a few examples of existing systems but anticipates them to become more common.

One key advantage in these systems is off-site disposal, which provides flexibility in housing types and helps preserve valuable open spaces. Additionally, centralizing the final stages of treatment and disposal reduces the risk of individual system failures, positively impacting the environment. WWTA provides oversight on these systems.

Note: If approved, these systems allow development to be approved at a density/intensity as if it were on sewer.



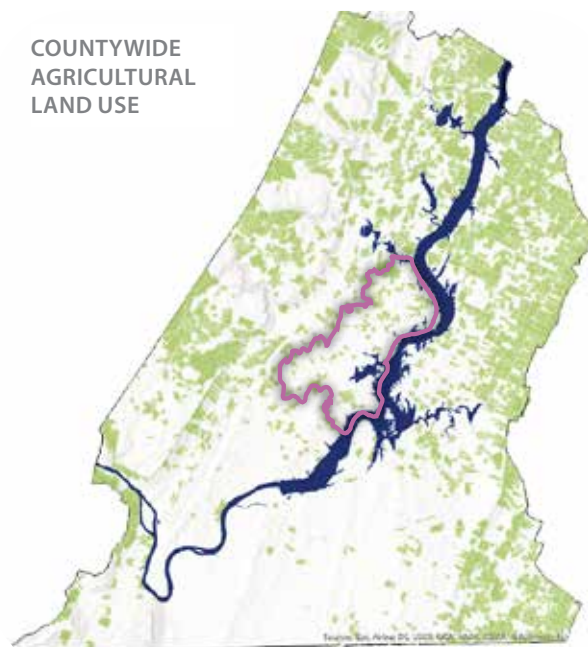
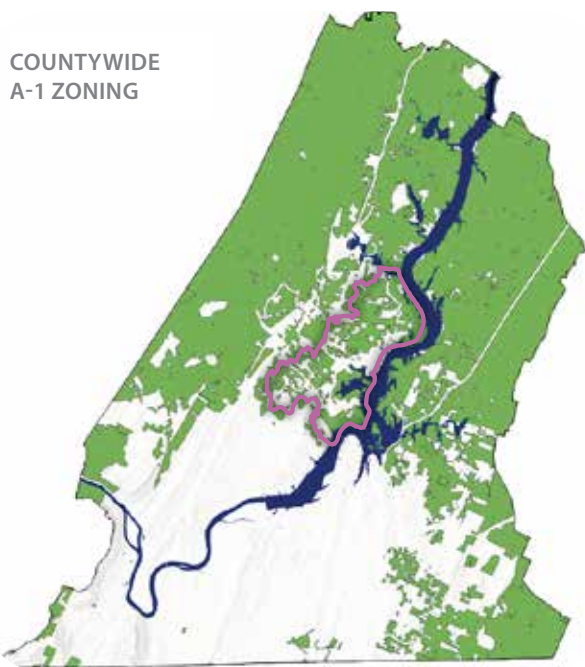
New Development Capacity (June 2023)
Source: WWTA



AGRICULTURE

Hamilton County has a long history of agricultural activity in areas like Apison, Sale Creek, Flat Top Mountain, Georgetown and the Hwy 58/Birchwood area. A portion of Area 8 consists of agricultural uses related to the production of crops, livestock, forestry uses and agricultural service businesses and may also include open fields, woodlands, and streams or lakes. Usually zoned as a A-1 district, they often include single-family homes on large lots as well as accessory buildings such as barns and greenhouses. Properties given the “Greenbelt” status (15 acres or more) usually feature a farm or single-family home with surrounding open space, pastures or forests retained and with tax benefits available. Development centered around farming is typically on septic systems. Agricultural uses in Hamilton County range from commercial businesses or large production facilities, such as a dairy or orchards, to horse stables, to roadside vegetable stands or feed & seed stores.

Not only do these agricultural uses add to the rural character of the area, but they also provides many benefits to the local community such as healthy food sources, educational programs, agritourism opportunities and improved environmental function for clean air and water quality - when significant vegetated areas are preserved and low impact farming practices (limited pesticide use or organic farming) are put in place. Programs that promote local agriculture and conserve open space and natural resources are readily available. See TN Dept of Agriculture (add link) Conservation practices may also include the use of clustered residential homes with farm amenities or scenic views and open space set aside. Another tool used to help preserve agricultural places and provide income includes special event facilities such as barns or pavilions, guesthouses or wedding chapels for instance.



AREA 8

- 67.5%** A-1 Zoning
- 61.6%** Single-Family Parcels
- 4.5%** of Permits issued in the County
- 28%** of Area in Steep Slopes & Floodway
- 6%** Of Area in Parks, Recreation & Open Space

HAMILTON COUNTY

- 56%** of the County in A-1 Zoning
- 30%** of the County has Agricultural Land Use



Sewer Infrastructure Map



Figure 2.4: Sewer Infrastructure Map (2023)



2.5.3 MOBILITY & TRANSPORTATION

While the single-occupancy vehicle remains the predominant mode of transportation and will continue to be so in the foreseeable future, it is crucial not to overlook multi-modal transportation options. This analysis will focus on the network of pathways that underpin the Area's mobility and accessibility. The Area's road network forms the backbone of its transportation system, connecting neighborhoods, commercial centers, and outlying regions. The existing network of sidewalks, crosswalks, bike lanes, and trails is assessed for connectivity, safety, and accessibility. These modes are equally important in these Areas as they are in urban settings, serving purposes such as recreation, exercise, and social interaction.

The transportation network in Area 8 is mostly reliant on vehicular trips. Most arterials and collectors located within Area 8 do not have pedestrian or bicycle infrastructure available. Previous planning documents referenced that citizens requested more pedestrian and bicycle facilities when they were originally written, and it can be anticipated that the current citizens will also desire these facilities. Portions of TN 319 / Hixson Pike have been improved to include sidewalks when widening projects were constructed. The Chattanooga-Hamilton County Regional Transportation Authority's (CARTA) routes do not serve Area 8, with the exception of the Dial-a-Ride service. Both the Hixson-North River Community Plan and the City of Lakesite listed adding a transit shuttle as one of the goals for the communities.

Functional Classification is a system for how roads are designated based on traffic volume, connectivity, use, and other factors. This often distinguishes between locally owned roads and state or federally owned roads. The main functional classes are arterials, collectors, and local roads. For example, within Area 8, Hixson Pike (TN319) is considered an arterial, Middle Valley Road is considered a collector, and Dallas Lake Road is classified as a local street. Roadway improvements can be affected by functional classification either through funding or by the agency overseeing the project.

Within Area 8, there are several arterial roads to provide connectivity across the Area. Both principal arterials can be accessed by numerous connector roads. The majority of these connector roads are two lane roads that may have horizontal and vertical curves as a result of the geography in the Area. Another hindrance to mobility to the Area is the Chickamauga Lake which serves as a natural boundary between Area 8 and Area 9.

The transportation analysis provides a detailed and dynamic overview of the current and future state of the Area's transportation network. By addressing the diverse needs of all users—drivers, transit riders, pedestrians, cyclists, and freight operators—the Area plans aim to create a balanced, efficient, and forward-thinking transportation system that supports the region's growth and enhances the quality of life for its residents.



FUNCTIONAL CLASSIFICATIONS

The Federal Highway Administration (FHWA) uses functional classification to “define the role each element in the roadway network plays in serving travel needs.” Roads are categorized by location (urban or rural), capacity, and alignment with future development plans. This classification system also differentiates between locally-owned, state-owned, and federally-owned roads, which can influence the funding sources and oversight agencies involved in roadway improvements. For example, improvements to state routes are generally proposed by the Tennessee Department of Transportation (TDOT) and the FHWA, with additional input from the Chattanooga-Hamilton County/North Georgia Metropolitan Planning Organization (MPO). This coordinated approach ensures that infrastructure upgrades align with both state and local priorities.

The functional classification categories at the local level in Area 8 are as follows:

- » Arterial
 - Principal Arterial
 - Minor Arterial
- » Collector
 - Major Collector
 - Minor Collector
- » Local Roads

Arterials

Arterials are classified based on their high level of mobility. Arterial routes are typically the longest and have higher capacity compared to the other roads in the transportation network. They have few access points and only connect to other Arterials within the network. Most travel that occurs on an Arterial is over long distances, such as inter-state travel. Arterial routes typically account for the highest traffic volumes within the transportation network, but less than 15% of the physical transportation network. For example, Interstates consist of 3% of the vehicle miles traveled and between 17% and 38% of the vehicle miles traveled in

a transportation network. Arterials are further classified as principal or minor arterials. Examples of Principal Arterials include interstates, freeways, and expressways. Minor arterials serve trips of shorter lengths than principal arterials connect smaller geographic areas to the transportation network.

Collectors

Collectors connect local roads to the arterial routes within a transportation network. They are shorter routes than arterials and have lower speed limits with more access points. Collector routes are typically used for intra-county travel rather than statewide travel like the Arterial routes. Collector routes make up approximately a third of the transportation network. Collector routes are further classified into major and minor collectors. Major collectors usually allow for higher levels of mobility within an area and minor collectors often have more access points. The distinction between major and minor collectors is often determined by speed limits, driveway spacing, and annual average traffic volumes.

Local Roads

Local roads account for less than 25% of the vehicle miles traveled but make up between 62% and 74% of the transportation network. They are usually characterized as having a low number of lanes, low speed limits, and low traffic volumes. Local roads are classified after the arterials and collectors have been identified within the network.



Crash Data

The transportation analysis of Area 8 reviewed functional classifications, traffic operations, and safety. Potential improvements were identified by analyzing historic and projected traffic volumes, crash data, and delay levels, with roads ranked by priority. Review of historic crash data identified Middle Valley Road, Daisy Dallas Road, and Gann Road as exceeding the statewide average crash rate based on the frequency and severity of crashes over the past three years. The historic crash data is shown on Figure 2.6.

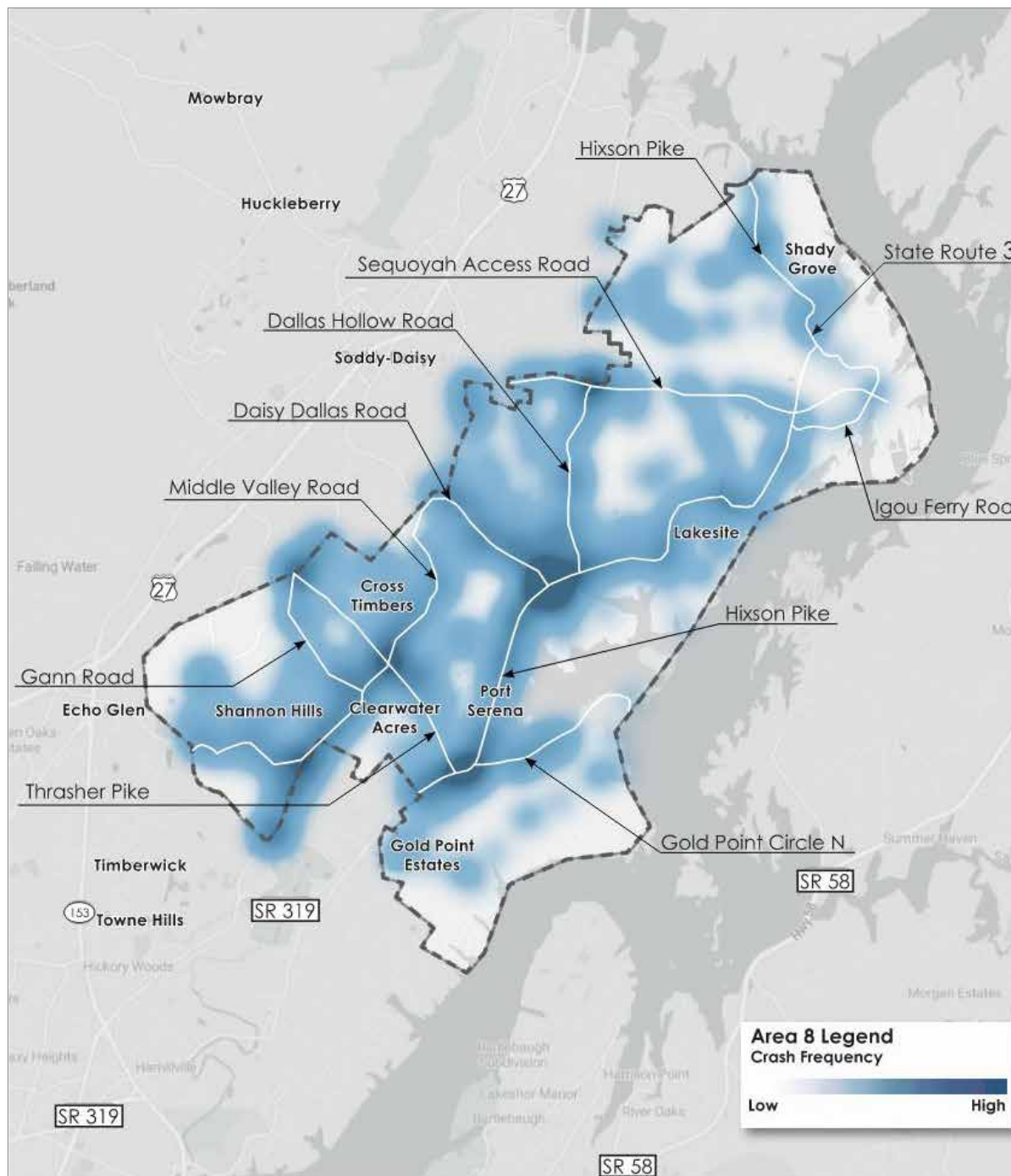


Figure 2.6: Area 8 Crash Data Map (08/24/2020 - 08/24/2023)



PROPOSED IMPROVEMENT CONSIDERATIONS

Roadway improvement considerations began with a thorough inventory and analysis of Hamilton County’s existing roadway network. This initial assessment included a detailed review of traffic operations and crash patterns to identify potential safety enhancements. From this analysis, a list of roadway improvements was developed and organized by priority, focusing on areas that would benefit most from strategic upgrades.

To assess traffic operations, we used a combination of historical traffic count data collected annually, future traffic forecasts from the [RPA’s 2050 Regional Transportation Plan](#), and general Level of Service (LOS) criteria. This approach allowed us to pinpoint current capacity constraints and anticipate areas likely to face similar issues as the County grows. Roadway segments already at or nearing capacity were flagged for inclusion in the improvement list to address these pressing needs.

The safety review analyzed three years of crash data across Hamilton County roadways to calculate crash rates on key segments. We then compared these rates to statewide averages to identify roads that might benefit from targeted safety studies or projects.

Table 4: Proposed Roadway Improvements (All Areas)

Priority Group	Roadway	Project Location	Area	Type of Improvement
Short-term	Hunter Road	at Lebron Sterchi Drive	9	Intersection
Short-term	Hunter Road	at curve near Crooked Creek Drive	9	Safety
Short-term	Hilltop Drive	between Hunter Road and Volkswagen Drive	9	Extension
Short-term	Hunter Road	from Hwy 58 to Lee Highway	9	Safety
Short-term	Standifer Gap Road	from Banks road to Camp Road	12	Safety
Short-term	Daisy Dallas Road	from Harrison Lane to Hixson Pike	8	Safety
Short-term	Middle Valley Road	from Hixson Pike to Daisy Dallas Road	8	Safety
Medium-term	Middle Valley Road	at Daisy Dallas Road	8	Intersection
Medium-term	Middle Valley Road	at Walnut Road	8	Intersection
Medium-term	Middle Valley Road	at Gann Road	8	Intersection
Medium-term	Hunter Road	at Garfield Road	9	Intersection
Medium-term	Roberts Mill Road	from Dayton Pike to Mountain Laurel Trail	7	Safety
Medium-term	Snow Hill Road	from Mountain View Drive to Mahan Gap Road	9	Safety
Medium-term	Snow Hill Road	from Mountain View Drive to Amos Road	9	Capacity
Medium-term	E Brainerd Road	at London Lane	12	Intersection
Long-term	Hunter Road	from Hwy 58 to Lee Highway	9	Capacity
Long-term	Standifer Gap Road	at Bill Reed Road	12	Intersection
Long-term	Armstrong Road	from Hixson Pike to Lee Pike	13	Safety
Long-term	Harrison Bay Road	from Hwy 58 to Birchwood Pike	9	Safety
Long-term	McCallie Ferry Road	from US 27 to Spradling Road	13	Safety
Long-term	Gann Road	from Middle Valley Road to Daisy Dallas Road	8	Safety
Long-term	Montlake Road	from Dayton Pike to Mowbray Pike	7	Safety
Long-term	W Road	from Mountain Creek Road to Anderson Pike	7	Safety



TPO Planned Transportation Projects Map

Average crash rates for the entire state of Tennessee were used for comparison to identify roads that might benefit from a safety study or project that would identify detailed crash patterns or implement improvements or strategies that could reduce the number or types of crashes. Three roads within Area 8 were identified as candidates for safety projects including Middle Valley Road, Daisy Dallas Road, and Gann Road. There was one fatality noted in the crash history of Gann Road.

Projects

(Considerations for future investments)

- **Principal Arterials**

- Dallas Hollow Rd from Sequoyah Rf to Hixson Pike*
- Hixson Pike from Thatcher Rd to Hamby Rd*
- Hixson Pike from Hamby Rd to Daisy Dallas Rd*
- Hixson Pike from Daisy Dallas Rd to Thrasher Pike*

- **Minor Arterials**

- Sequoyah Access Rd*
- Daisy Dallas Rd from Lovell Rd to Hixson Pike*
- Boy Scout Rd*

- **Minor Collectors**

- Lovell Rd, Thrasher Pike, Gann Rd,*
- Moses Rd, Bowman, Rd*
- Middle Valley Rd from Daisy Dallas to Thrasher Pike*
- Middle Valley Rd from Thrasher Pike to TN 319*



Source: RPA, May 2023

Figure 2.7: Area 8 TPO Planned Transportation Projects Map



2.5.4 COMMUNITY FACILITIES

Area 8 offers a comprehensive array of community facilities designed to enhance the quality of life for its residents and business owners. These facilities include educational institutions, healthcare centers, libraries, and recreational amenities, and emergency services. Each facility is integrated into the community to ensure accessibility and to meet the diverse needs of the population and support sustainable growth. While some of these facilities are within the incorporated limits of Collegedale they are included due to the use of the residents of the unincorporated residents of Hamilton County.

SCHOOLS AND MAJOR INSTITUTIONS

It is imperative that Hamilton County Schools be part of the conversation when it comes to growth in the Lakesite/Middle Valley Area. New schools tend to attract new growth in the form of residential development. As the area continues to grow, schools may approach, or exceed, capacity due to increasing student enrollment. Factors such as transportation, access, and space needed for buildings, parking, and recreation must be considered as new schools are planned.

Hamilton County Opportunity 2030 Strategic Plan

Hamilton County Schools introduced a 7 Year Strategic Plan "[Opportunity 2030](#)" to engage stakeholders and align strategies to directly respond to the needs of the students, staff, and the community.

HCDE's mission is:

To equip students with the knowledge, skills, and supports to thrive in life.

HCDE's vision is:

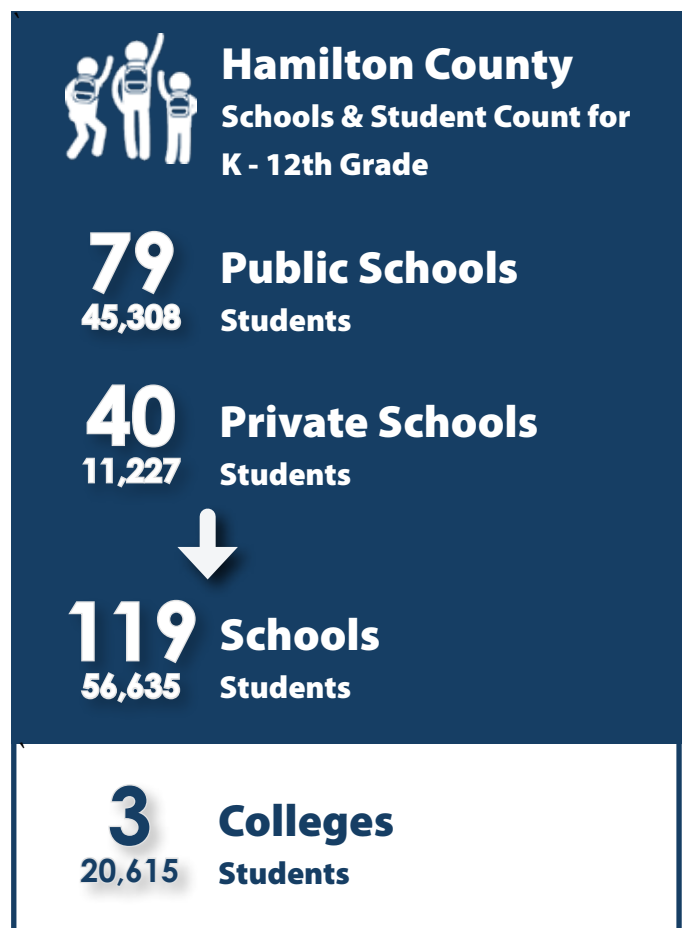
By 2030, Hamilton County Schools will be a leader in developing our diverse graduates to be connected, competitive, and life ready.

The HCDE 2030 plan has made 5 commitments:

1. Every Student Learns
2. Every Student Belongs
3. Every School Equipped
4. Every Employee Valued
5. Every Community Served

In 2024, the County established 250 million in bonds in anticipation of upcoming school needs.

Hamilton County is home to many private and public K-12th Grade institutions and colleges, the following is a Countywide total of all schools and students:

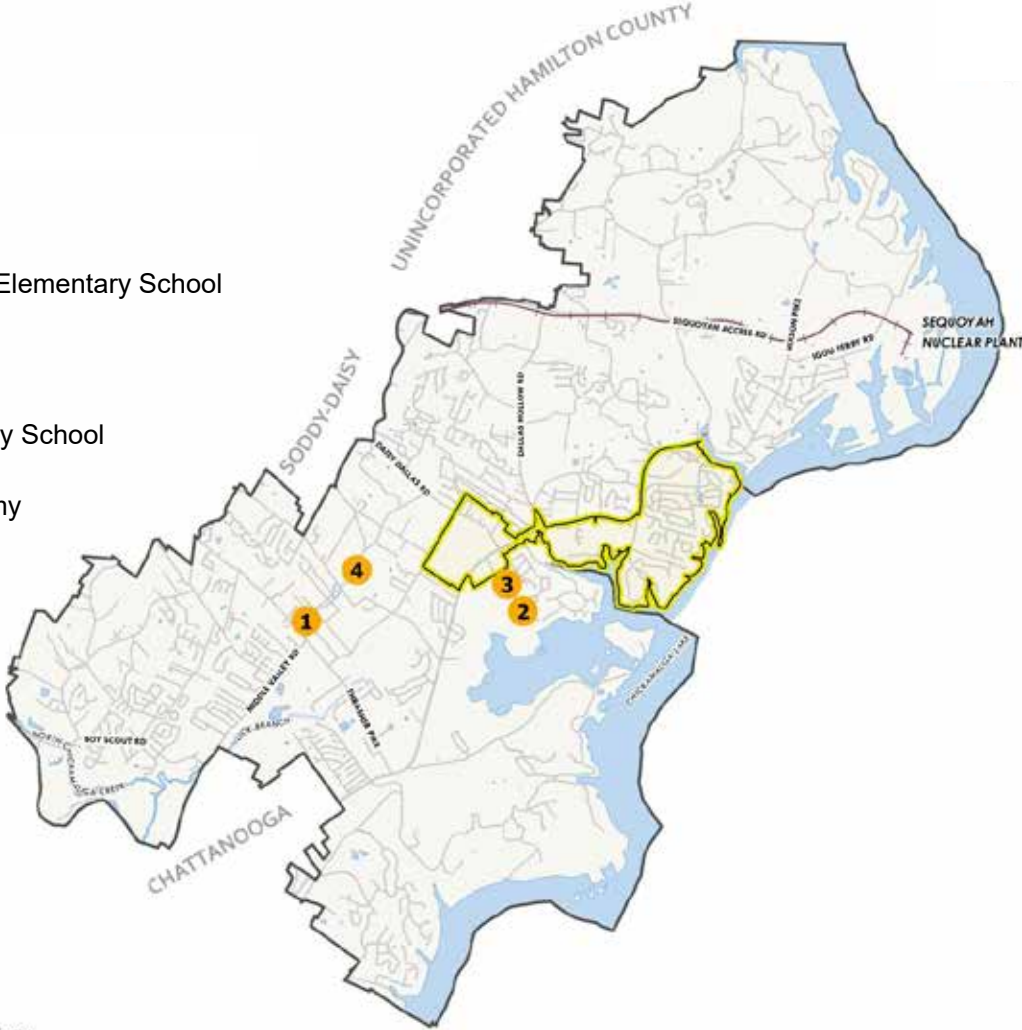


Schools Map

Area 8 - Schools

Lakesite City Limits

- 1 Ganns Middle Valley Elementary School
- 2 Loftis Middle School
- 3 McConnell Elementary School
- 4 Middle Valley Academy



Source: RPA, May 2023
0 0.75 1.5 3 Miles

Figure 2.8: Schools Map (2023)



PARKS & GOVERNMENT OWNED LAND

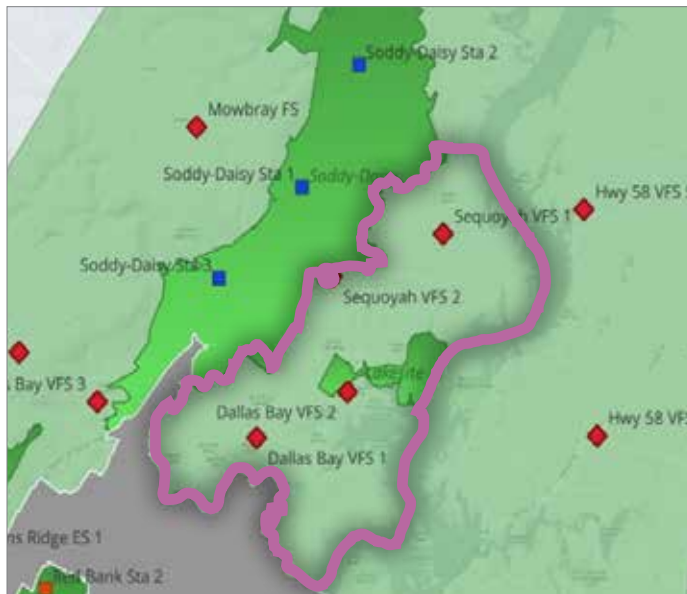
Given the predominantly residential nature of Area 8 and number of schools, there is a significant presence of public recreational facilities. While this section also appears in the Resiliency section it is also important to note the impact that public recreational facilities have on the overall community environment. In addition to preserving sensitive environmental assets, these Areas are a recreational asset that draw hikers, bikers, boat riders, horse riders, and others. Unlike other Areas of unincorporated Hamilton County, there are not significant lands under conservation. Publicly used parks in Area 8 when combined total approximately 577 acres.

Access to public recreational facilities, hiking and biking trails is not as proximate as other portions of unincorporated Hamilton County which presents an opportunity for new programs such as “rails to trails” programs where abandoned railway is reused for public pedestrian and multimodal pathways. There is also an opportunity to connect to existing greenways outside of Area 8 and create new greenways throughout the Area.



EMERGENCY SERVICES

In 2024, the Tri-Star conducted a [Fire and Emergency Response Evaluation](#) of the unincorporated Areas to identify current levels of fire protection service, geographic coverage, response time, Areas of need, etc. Within Area 8, there are four (4) volunteer fire departments (VFD) including Dallas Bay VFD 1 and 2 and Sequoyah VFD 1 and 2 as pictured in figure 2.9 below with an outline of Area 8. The stations are evenly distributed throughout the Area and the report did not identify any gaps in coverage. The report did however, identify that the VFD’s in Area 8 are one of the less populated Areas with an estimate of 25,322 people and therefore, has one of the lowest demands for emergency services within all of the unincorporated Areas. As growth continues in Area 8, it will be necessary to continue to evaluate emergency service and response and improve accordingly.



Fire Stations in Middle Valley / Lakesite
Source: Tri-Star Public Solutions, Fire & Rescue Services Evaluation

Hamilton County Emergency Management owns and constantly updates evacuation routes and plans for natural disasters.



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CHAPTER 3

COMMUNITY VISION & GOALS

- 3.1 INTRODUCTION
- 3.2 COMMUNITY FEEDBACK
- 3.3 GOALS
- 3.4 VISION STATEMENT



3.1 INTRODUCTION

Shaping a vision for the future of the Middle Valley involves exploring its potential and engaging with residents and business owners to understand their aspirations for the next decade. What qualities do people value? What elements make this Area unique or special? To identify these community values, two surveys were distributed during the planning process. During public meetings, participants were invited to identify issues and prioritize potential solutions. While some concerns were specific to particular sub-Areas, many were relevant to the entire area.

The initial feedback produced four key [Community Themes](#) which ultimately outlined the analysis portion of this plan. Those key themes helped shaped the remainder of this plan and are identified in Chapter 2 of this plan.

Survey responses, input from community meetings, feedback from the Advisory Committee, and professional guidance from staff and technical advisors, were used to draft goals, a vision statement, and recommendations to reflect the shared values of the Northeast County community to establish a direction for the future.

A community's **GOALS** form the foundation of its identity and guide its actions and decisions. They identify the driving forces of the community, by adhering to these core goals, the community fosters a sense of unity and purpose, enabling all members to work together towards a common vision of a prosperous and harmonious future.

A **VISION STATEMENT** outlines the collective aspirations and core values of the community. It serves as a guide, highlighting the community's desired future and setting a clear direction for growth and development. Crafted through collaborative input, the vision statement emphasizes key principles such as preservation, recreation, infrastructure, housing, and overall quality of life.



Presentation briefing at County Commission
Source: RPA



3.2 COMMUNITY FEEDBACK

Community feedback is crucial in creating an area plan because it ensures that the voices of those who live, work, and play there are heard and valued. The residents have an intimate understanding of the unique challenges and opportunities within their community, providing insights that outside experts might overlook. Engaging the community fosters a sense of ownership and collaboration, making the planning process more inclusive and transparent. By incorporating diverse perspectives, we can create a more comprehensive and effective plan that reflects the true needs and aspirations of the people it serves. Ultimately, community feedback ensures that the final plan promotes sustainable development, enhances quality of life, and preserves the distinctive character of the Middle Valley / Lakesite.

Public input is vital to the success of any planning process and in the area planning process for Hamilton County. Understanding the perspectives of those who live and work in a community every day provides invaluable insights to experts developing concepts and recommendations. Several opportunities were offered for the public to share their thoughts and feedback in various formats with the goal of developing a shared vision. This section outlines the engagement efforts of each event



Plan Hamilton Landing Page
Source: RPA Website, <https://planhamilton.org/>



Area 8 Website
Source: RPA Website, <https://planhamilton.org/middle-valley-lakesite/>



1600
approximate # of people participating in person at various meetings.



505
people participated in the online survey.



35
Community, online, commission meetings, etc.



COMMUNITY MEETINGS

The following outlines the public meetings held to provide a platform for the community to express concerns, share priorities, and offer feedback on the proposed strategies within the Area Plan. Through an analysis of the themes and perspectives that emerged, this section highlights the key issues raised by participants. Input from these meetings plays a crucial role in shaping the recommendations, ensuring the Area Plan aligns with the community's needs and values.

KICK-OFF

In September 2023, a kick-off meeting took place at Chester Frost Park Pavilion. The goal of the first meeting was to introduce the purpose of Area planning as well as the process as a whole and gather initial feedback from the community. A summary of the input received at the kick-off meeting is included in [Appendix D](#).

PUBLIC MEETING #2

In November 2023, the second public meeting was held at Soddy-Daisy High School. The goal of this meeting was to not only update the community on the process but to understand the community vision so that was the forefront of the Area planning process before the documents were created. The insights and ideas gathered from all these meetings are summarized in the appendix of this plan and have directly influenced the goals and policies.

PUBLIC OPINION SURVEY

In addition to in-person engagement, we conducted a comprehensive public opinion survey from August 2023 through October 2023. This survey covered a wide range of topics, including recent and current development, future development, environmental issues, and mobility. The valuable insights gained from the survey are included in [Appendix C](#).

ONLINE INFORMATIONAL MEETINGS

Two Countywide informational meetings were held online by the RPA in January of 2024 to discuss 4 topics with the public including: Traffic & Transportation, Commercial Centers & Corridors, Housing, and Parks & Greenways.

Draft Plan Meeting

In October 2024, a draft Area Plan meeting was held at Clear Creek Church of Christ. The goal of this meeting was to present the 75% draft version of the Area 8 plan to the community and for the RPA to provide an update of the overall process, how the plan addresses community concerns, and how this plan will guide growth moving forward.



Public Meeting
Source: RPA



Table 5: Community Outreach Timeline for Plan Hamilton

OUTREACH TECHNIQUE	DATE	LOCATION	AREA REACHED
Survey (Online)	08/25 - 10-07/2023	Online	7, 8, 9, 12, & 13
1st Round Public Meetings	10/03/2023	Bachman Community Center	7
	09/07/2023	Chester Frost Park Pavilion	8
	08/24/2023	Ooltewah High School	9
	08/29/2023	East Hamilton High School	12
	08/21/2023	Sale Creek Fire and Rescue	13
2nd Round Public Meetings	11/28/2023	Walden’s Ridge Emergency Services	7
	11/30/2023	Soddy Daisy High School	8
	11/16/2023	Ooltewah High School	9 & 12
	09/14/2023	Soddy Daisy High School	13
	12/05/2023	Soddy Daisy High School	13
Online Informational Meeting 1	01/18/2024	Virtual	7, 8, 9, 12, & 13
Online Informational Meeting 2	01/25/2024	Virtual	7, 8, 9, 12, & 13
Community Meetings	04/19/2023	Collegedale City Hall	12
	06/14/2023	East Hamilton High School	12
	06/15/2023	Veteran’s Building, Sequoyah Road	8
	08/16/2023	Lakesite City Hall	8
	09/21/2023	Tri-Star Beverage	13
	9/30/2023	Soddy Lake Park (Booth)	13
	11/09-11/11/2023	Hamilton County Fair	7, 8, 9, 12, & 13
	1/23/2024	Sale Creek Fire and Rescue	13
	05/16/2024	Tri-Star Beverage	13
	06/20/2024	East Hamilton High School	12
	06/25/2024	The Commons	12
	08/01/2024	Century Club Banquet Hall	7, 8, 9, 12, & 13
	10/24/2024	Century Club	7, 8, 9, 12, & 13
Draft Plan Review Meeting	09/19/2024	East Hamilton High School	12
	09/25/2024	Walden’s Ridge Emergency Services	7
	09/26/2024	Hwy 58 Volunteer Fire Department	9
	10/01/2024	Sale Creek Middle/High School	13
	10/16/2024	Clear Creek Church of Christ	8
Public Hearings	3/28/2023	County Courthouse	7, 8, 9, 12, & 13
	03/06/2023	County Commission	7, 8, 9, 12, & 13
	12/09/2024	Planning Commission	7, 8, 9, 12, & 13
	TBD	County Commission	7, 8, 9, 12, & 13
Mass Emails & Social Media	<i>Additional outreach was conducted through regular email announcements and Facebook updates as well as media releases to local news outlets. The mailing list on average numbered over 2,000 contacts who had registered via the website or at meetings</i>		



COMMUNITY SURVEY RESULTS



Commercial uses and services most needed:

- 1. Food & Beverage
- 2. Leisure / Entertainment
- 3. Retail



38%

Experience mild congestion during peak rush hours



The top 3 infrastructure investments needed:

- 1. Roads
- 2. Parks, Greenways & Open Space
- 3. Schools



Civic uses and services most needed:

- 1. Trails, Greenways & Sidewalks
- 2. Pool or Recreation Center
- 3. Parks & Open Space



Type of Commercial Development the community would support:

74%

Neighborhood Commercial

44%

Mixed-Use Commercial

WHAT DID WE HEAR?

"Reuse old commercial land"

"Flooding and lack of stormwater engineering"

"Support of Sequoyah Greenway "Rails to Trails""

"Connection across the river would improve the east-west connectivity"

"Leave large natural areas as natural land"

"Need recommendations for better connectivity between subdivision congestion from dead-end cul-de-sac"

"Protection of farmland, wetlands, and flood areas"



3.3 AREA PLAN GOALS

These seven general Area plan goals apply to all five unincorporated Areas and create a blueprint for balanced and sustainable growth in Hamilton County, enhancing its unique character and natural beauty. These goals are based on the four Community Themes established in Chapter 2 including Land Use and Development Character, Resiliency, Transportation and Mobility, and Community Facilities.

By focusing on strategic growth management, we aim to harmonize new development with existing community values and landscapes, fostering economic vitality while preserving the charm of our neighborhoods. Our commitment to conserving natural resources ensures

they are protected and enhanced for future generations, promoting sustainable practices. Providing diverse and affordable housing options is essential for an inclusive and thriving community. Ensuring housing meets the needs of all residents supports a diverse population and fosters socioeconomic stability.

By addressing these interconnected goals, Hamilton County is committed to creating a resilient, vibrant, and sustainable future that enhances the quality of life for all residents. Each goal is paired with specific policy recommendations and strategies to ensure successful implementation and long-term benefits for our community.



3.4 VISION STATEMENT

As we look toward the future of the unincorporated Areas of Hamilton County, we aim to craft a vision statement that captures our shared aspirations and values. This statement isn't just a list of goals; it's a reflection of our dedication to honoring our rich heritage while embracing sustainable growth. We are committed to enhancing the quality of life for all residents through thoughtful development, preserving our natural

resources, and fostering economic opportunities. By engaging in collaborative and transparent planning, we will build resilient, connected, and thriving neighborhoods where everyone can live, work, and prosper together for generations. This vision statement will serve as our guide, illuminating the path toward a vibrant and inclusive future for Hamilton County's unincorporated Areas.

To create vibrant and SUSTAINABLE communities that honor our heritage while embracing growth. We aim to ENHANCE QUALITY OF LIFE by promoting THOUGHTFUL DEVELOPMENT, preserving NATURAL RESOURCES, and fostering ECONOMIC OPPORTUNITIES. Through collaborative and transparent planning, we will build RESILIENT, CONNECTED, and THRIVING NEIGHBORHOODS where everyone can live, work, and prosper together for generations.





CHAPTER 4

PLANS, POLICIES RECOMMENDATIONS

- 4.1 PLANNING OVERVIEW
- 4.2 PLACE TYPES
- 4.3 POLICIES



4.1 PLANNING OVERVIEW

The RPA draws on a wide range of resources to determine the most suitable land uses within Hamilton County. While standard practices such as zoning often guide these decisions, it's crucial to recognize that the rich history of our neighborhoods and the specific desires and needs of the community extend beyond these conventional frameworks.

This chapter outlines the three key steps in the planning process used as part of the comprehensive planning effort. The primary aim of these steps is to prioritize community character, ensuring that each area's unique identity and needs are at the forefront of decision-making. While these steps prioritize the preservation of each area's identity, it's important to note that they operate alongside public input and community programming integrated throughout the process. By leveraging distinct planning models,

the RPA has developed Place Types that cater to the specific conditions of each of the unincorporated areas within Hamilton County. The process begins with a thorough understanding of each area's unique characteristics and needs. These Place Types serve as a foundation for developing customized conditions and recommendations. The final step involves formulating specific Policies, which provide best practices for implementing the earlier planning stages.

The RPA's approach is uniquely multi-layered, incorporating best management practices tailored to the needs of each individual Area. This method ensures that land use decisions are not only guided by standard practices but also by a deep understanding of local contexts, resulting in a planning process that is responsive to the diverse needs of Hamilton County's communities.

#1

PLANNING MODELS

The RPA and their consultants have developed Countywide Growth Capacity Modeling to show current trends. This influenced the Centers and Corridors approach to planning which is graphically displayed in the Conceptual Land Use Map. These maps identify Centers, Corridors, and general land use determinations in advance of Place Type mapping that were informed by community feedback, existing policy, existing code, proposed policy and Place Types, as well as general community character.

#2

PLACE TYPES

The RPA has created a palette of 23 Place Types to describe the various uses, forms, and character that development can take throughout the County, and its jurisdictions. The section identifies how they are used and which ones exist in Area 7. The RPA's Place Types Matrix addresses a range of contexts from most urban to most rural based on the transect model. Each Place Type policy includes a general description, real-world examples, recommended land uses, guidance on intensity and form, mobility, and infrastructure.

#3

POLICIES

The policy recommendations are inspired from the 4 Community Themes which created the 7 Goals for Unincorporated Area Plans. Each Area Plan will have customized Policy Recommendations based on the community's character, needs, land use, zoning, Place Types, planning models, etc. The policy recommendations are intended to be a guide for implementation at the regulatory level and create a standard by which this document is regulated.



CENTERS AND CORRIDOR APPROACH

The Centers and Corridors Approach is a land development strategy that the RPA has developed to address growth and redevelopment throughout Chattanooga and Hamilton County and which will influence this plan's recommendations. It has three essential concepts:

- » Walkable, clustered Centers where retail uses are concentrated.
- » Corridors comprised of a mix of uses when in suburban areas or with deep setbacks to preserve rural character.
- » Medium and higher density housing near Centers and Corridors to support their economic vitality and local transit viability.

*This approach addresses the plan's 7 Goals and the **community's preferences**:*

1. Complete Communities

A mix of housing types in close proximity to centers and corridors gives residents convenient access to daily needs, employment, recreation, and transportation options.

2. Connected Communities

Connected communities enable walking, biking, and transit options, all of which depend on a mix of uses in close proximity. Concentrating businesses in Centers and at key locations along transit Corridors makes these alternate transportation modes more feasible, helping to reduce congestion.

3. Healthy Communities

Communities, where active transportation options and public greenways and parks are available, tend to be healthier: Proximity to these amenities allows people to recreate and get around by providing the built environment to do so.

4. Safe Communities

The Centers and Corridors Approach promotes more eyes on the street, by locating buildings up to the sidewalk, animating the street edge with doors and windows, and more frequent pedestrian activity. Corridors with sidewalks, street trees, and bike lanes promote safe and efficient movement for all users of the street, including motorists, transit users, bicyclists, and pedestrians.

5. Unique and Attractive Communities

Place Types emphasize form and character which helps preserve and foster distinctive and memorable places. Due to changes in commercial corridors throughout the County having vacancies, new opportunities are presented for multi-family housing providing redevelopment opportunities for more compact site planning, smaller tenant spaces suited to local businesses, and integrated attached single-family and multi-family. This can ; increase profits for businesses, reduce traffic and congestion related impacts, and help to preserve the character of existing single-family neighborhoods consistent with input from local residents.

6. Economically Vibrant Communities

Given finite government resources, the Centers and Corridors approach helps prioritize where City resources are invested. Walkable, compact Centers have significant economic impacts for the County Centers require a certain number of households within a given proximity (depending on their size) in order to sustain businesses. Businesses also tend to be more successful in Centers where retail, services, and housing are all clustered in a compact, walkable environment. Also, compact development yields more tax revenue per acre than dispersed development, thus contributing to the overall wealth and economic vitality of the area.



4.1.2 CONCEPTUAL LAND USE MAP

The Conceptual land use map is intended to identify the high-level areas for initial recommendations to inform the place type mapping. These maps identify more of the major Centers and Corridors, Resort/Recreation, Special Districts and Residential. The Conceptual land use map is intended to identify the high-level areas for initial recommendations to inform the place type mapping. The Conceptual Land Use Map is illustrative, whereas the Place Types Map defines development patterns and sets policies for future growth. These Concept maps were created early in the process to identify potential major Centers and Corridors, Resort/Recreation, Special Districts and Residential. The purpose of these maps is to provide guidance to residents, development interests, utility providers, planners, and county leadership on what areas should be primarily preserved in their current form with incremental growth and where new growth should be planned for to support economic opportunity and a balance of services across the County. The Conceptual land use maps also identify areas with challenging topographic or hydrologic constraints, existing agricultural use, locations of regional facilities, and recreational assets. While parcel size and density was considered this map is generalized to highlight projected trends and opportunities and to provide guidance on where public and private sector investments are most warranted.

Centers & Corridors

Centers and Corridors are planned considering a variety of factors including utility infrastructure capacity, transportation factors, proximity to schools and emergency services, environmental conditions, recreational access, housing opportunities, and access to commercial services. Centers provide the opportunity to integrate commercial services into our neighborhoods in a predictable manner with accompanying infrastructure investments and site considerations.

Corridor designations have been applied in rural areas to indicate opportunities to preserve rural landscape, views, and development patterns, consolidate points of access to primary roadways, limit congestion, and to protect rural lifestyles. In suburban settings, corridors are utilized to demonstrate primary transportation corridors that will experience continued development pressure and warrant access management improvements.

Residential

Residential Place Types are the places (outside of centers and corridors) that make up the neighborhoods we call home. They can be urban or rural, vertical and dense, or secluded retreats and are the building blocks of most traditional neighborhoods and modern suburbs.



Center Example
Source: Continuum



Rural Corridor
Source: RPA



Residential Cont.

When a community wants to incorporate space for a school, a corner restaurant or coffee shop, a convenience store, an accountant’s office or even a care facility for elderly family members; the residential Place Types may not accommodate these uses. This is the reason for the variety of scale and intensity of Centers which may be used to complement residential areas to provide for daily needs services and a place for mixed residential units. This approach protects single-family residential areas and provides for a more complete community.

Resort/Recreation

Resort Recreation Centers are introduced in this plan as a specialty district place type. Hamilton County has a wealth of recreational assets from highly programmed parks, to blended park-preserves such as Enterprise Nature Park, to traditional passive use natural areas and preserves. These special use areas have all found a place in the hearts of recreation enthusiasts as varied as league sports athletes, paddlers, fitness walkers, bird watchers, runners, cyclists, nature photographers, and neighborhood residents looking for a safe quiet walk. Not as readily recognized has been the economic potential of these assets and the user groups who love them. Working from community and stakeholder input locations have been identified where commerce can be sustainably integrated with recreation to provide jobs, tax base, and income while enhancing and preserving our community recreational resources.

Specialty Districts

Specialty Districts are used to designate the places that form the fabric of our community. They may not be where we live or shop but they house many of the other essential resources we require to thrive in modern society. These include the campuses where our children attend school, the land and facilities that produce our food, power our utility grids, clean our water, house our medical and emergency response facilities, build our communities, and manufacture the products we utilize every day. In many cases, this means they are also our places of employment.



Source: Marco Homes



Resort Recreation Example
Source: City of Rockwood, TN



Specialty District Example
Source: Volkswagen



Conceptual Land Use

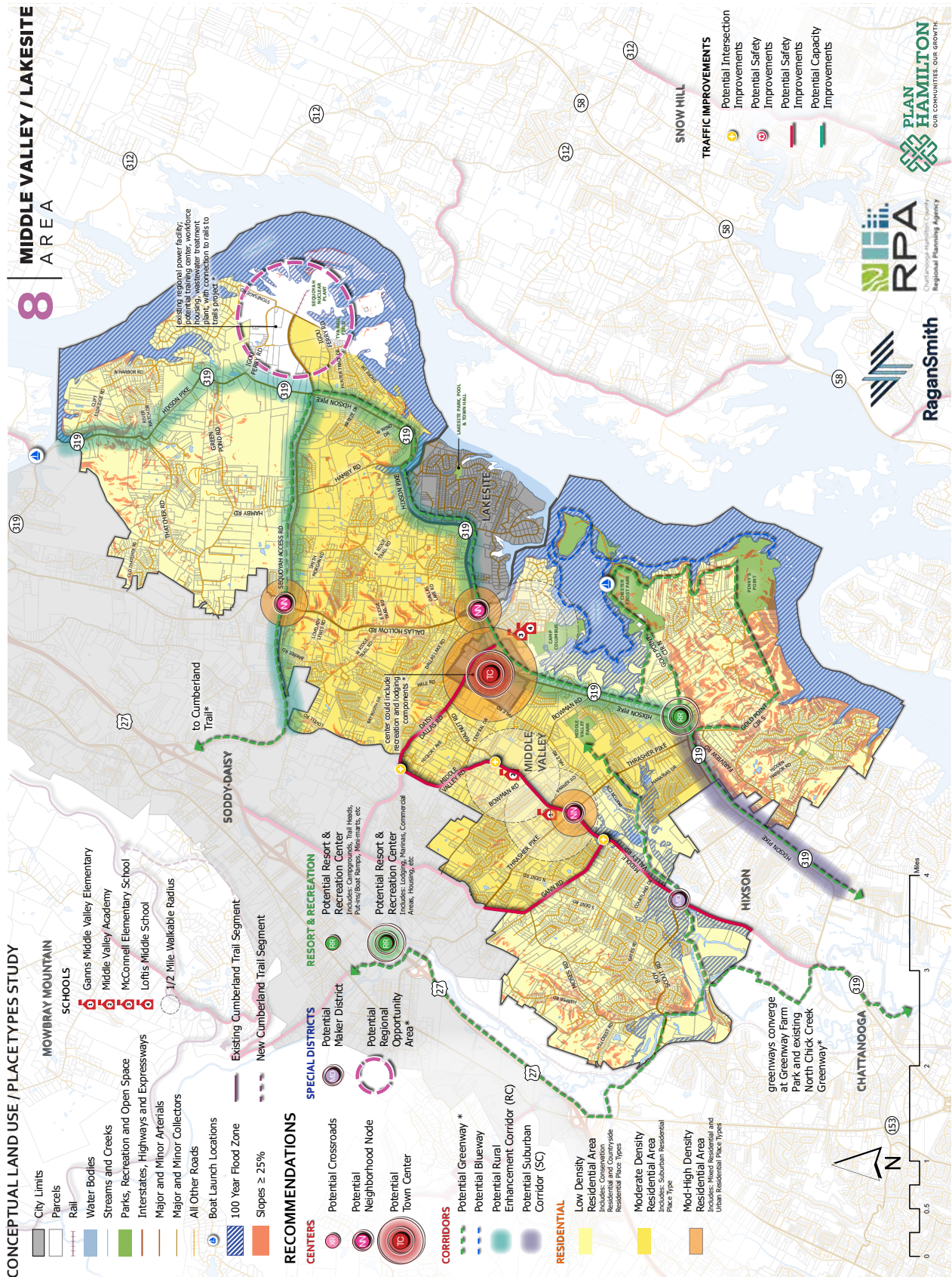


Figure 4.2: Conceptual Land Use Map



4.1.3 FUTURE DEVELOPMENT OPPORTUNITIES

The growth opportunities for Area 8 should be tempered by constraints related to natural features, infrastructure, and community vision. In general, the growth should be primarily rural residential. The residential developments should be supported by thoughtful commercial or mixed-use developments that align with the character of the community including a combination of Corridors, Regional Opportunity Areas, Town Centers, Neighborhood Nodes, and Crossroad Centers.

Parks, Recreation and Open Space:

- » Lake Chickamauga, Chester Frost Park, and North Chickamauga Creek are unifying assets. They warrant protection and enhancement strategies to capitalize on the value they provide for recreation, resiliency, and economic development.



Regional Opportunity Area:

- » A Regional Opportunity Area has been identified around the Sequoyah Nuclear Plant including the potential site for a wastewater treatment plant.



Corridors:

- » Hixson Pike between the municipal limits of the City of Chattanooga and Lakesite still has a desirable natural setting and provides an efficient north/south transportation link. Hixson Pike should be a top priority for implementing corridor and access management solutions. Development setbacks, access coordination/consolidation, and development of infrastructure for multi-modal transportation should all be employed to preserve transportation function and enhance user experience.
- » Greenway connections should be explored over time along the entire length of Hixson Pike as well as connections into Chester Frost Park and Greenway Farms, and a route paralleling North Chickamauga Creek.





Centers:

- » An expansion of the Town Center is proposed at Hixson Pike and Daisy Dallas Road near the edge of Lakesite. The concentration of commercial services, schools, traffic controls and existing utilities make this an appropriate location to co-locate higher density housing, office, and government services to create a true community hub.
- » A Neighborhood Center is proposed at Dallas Hollow Road and Hixson pike northeast of the Town Center .
- » A Neighborhood Node is proposed at Dallas Hollow Road and Sequoyah Access Road.
- » A Crossroads is proposed at Middle Valley Road and Thrasher Pike to support small neighborhood services.

Additional Opportunities:

- » Resort & Recreation Center uses near the parks and recreation assets along Hixson Pike.
- » Expansion of existing industrial uses at Boy Scout Road and Middle Valley Road.
- » Build out of existing light manufacturing / light Industrial space near the existing Tri-Start Beverage facility at the edge of Soddy-Daisy and off Thrasher Pike.
- » Significant additional moderate density residential growth is also projected in Area 8 south of Sequoyah Access Road through most of Middle Valley to Thrasher Pike or Gann Road.

Development Examples

Source: RPA, with Genesis Studios rendering of Maker District/Industrial Hybrid



4.2 PLACE TYPES

Place Types are carefully designated to guide future development and align with the community's vision and adopted plans. These designations indicate whether an area is slated for significant change, gradual transformation, or preservation with minimal alterations. Key considerations include existing zoning, proximity to centers, schools, and parks, as well as the presence of natural resources, necessary infrastructure, and public services. Once Area Plans are adopted, these Place Type designations become essential tools for the Regional Planning Agency (RPA) in making informed zoning decisions. Recommendations for zoning changes are made based on how well the proposed zone aligns with the intended characteristics of the Place Type.

Place Types illustrate a desired character to guide development across a range of community types, from the most urban to suburban, to the most rural places. This distinction is prominently noted in the names of most Place Types, such as Suburban Residential, Urban Residential, and Countryside Residential. Some key elements that contribute to Hamilton County's sense of place include important vistas, the river and its setting within the forested ridges, our diversity of trees, and our historic buildings. This sense of place can occur at multiple levels - across an entire city,

within individual neighborhoods, or in a specific block. The transect graphic below identifies seven general levels of the natural environment to the built environment. The Place Types were partially based on this transect model to ensure that all aspects of Hamilton County's character were considered.

To promote good placemaking, the RPA uses Place Types to influence the form and character of development. This is done alongside the Centers and Corridors approach, as described in Chapter 4.1, to guide different types of development to the most suitable locations. This is based on factors such as Land Use and Development Character, Resiliency, Mobility and Transportation, and Community Facilities.

By designating Place Types, we are not just planning for the present but also safeguarding the unique essence of Hamilton County for future generations. Whether it's the urban vibrancy, suburban charm, or rural tranquility, each Place Type plays a crucial role in maintaining the region's distinct identity and ensuring thoughtful, cohesive development.



Figure 4.3: Transect Zones from Natural (left) to Special District (right)
Source: Duany Plater-Zyberk & Company



4.2.1 HOW ARE THEY USED?

Place Types reflect whether the community vision and adopted plan identifies an area for significant change, gradual transformation, or preservation with little change. Other factors, such as the surrounding or existing zoning, proximity to Centers, schools or parks, the location of natural resources, necessary infrastructure, and public services are considered. Once Area Plans are adopted, the Place Type designations within those Plans are used by the RPA to inform zoning decisions. A recommendation for a zoning change is based on whether the requested zone will result in the Place Type characteristics described in this chapter. The following Place Types represent the full palette of Place Types available throughout the County but not all Place Types are used in all areas.

Place Types layout out a vision for future land uses and they are intended to guide development choices. Once a plan and its associated Place Type map is adopted, then a request to study new zoning designations and assess what tools are needed to achieve the adopted vision may occur. A zoning study typically follows within 6 months to a year of plan adoption depending on the level of change desired or other influences.

- » Place Types are not zoning.
- » Place Types are recommended future development patterns.
- » Place Types are policy.
- » Place Types are used to inform zoning decisions.
- » Zoning is a regulation.
- » One or more zoning districts may be used to develop a Place Type.

PREDOMINANT USES, LIMITED USES, AND DENSITY

Place Types intentionally promote a mix of uses as a means of providing residents with more housing choices and more access to daily needs and jobs. Each Place Type listed in this subchapter provides examples of potential uses, along with other elements that generally define its character and are divided into:

1. **Predominant Uses** – The most prevalent, most frequently
2. **Limited Uses** – Less common, but can still be compatible with the predominant use if limited to certain locations, limited in size, buffered from adjacent uses, etc.

While limited uses are less prevalent in a Place Type, they can provide additional services and housing options, while maintaining compatibility with the predominant use. However, a proliferation of limited uses will change the character of an area, and the original intent of the Place Type can be lost. Often, rezoning requests are for these limited uses, and where Limited Uses are listed additional guidance has been provided regarding the appropriateness of integrating the use into the Place Type.

Each of the following Place Types includes:

- » A two or three letter abbreviation, and the color, used to identify each on the Place Types map.
- » A general description of the typical, or ideal, situation.
- » A list of characteristics that are generally needed to support the intended development form of the Place Type.
- » Examples of the predominant uses.
- » Examples of the limited uses.
- » Illustrative photos, presented as examples only.

“Place Types do not necessarily describe what exists today, but rather the desired vision of what a place may become.”

*Chattanooga - Hamilton County
Regional Planning Agency (RPA)*



4.2.2 CATEGORIES & PLACE TYPES IN AREA 8

There are 23 Place Types in total as provided and amended from time to time by the RPA [on their website here](#). The four categories with listing of Place Types are below. On the pages following in this section are the individual Place Types that appear in Hamilton County and as shown on the Place Type Map (Figure 4.6).

RESIDENTIAL

- *Countryside Residential (CR)*
- *Suburban Residential (SR)*
- *Urban Residential (UR)*
- *Mixed Residential (MR)*

SPECIALTY DISTRICTS

- *Preserve (PR)*
- *Agricultural (AG)*
- *Resort & Recreation (RR)*
- *Industrial (IN)*
- *Maker District (MD)*
- *Campus (CA)*
- *Regional Facility (RF)*

CENTERS & CORRIDORS

- *Crossroads (XR)*
- *Neighborhood Node (NN)*
- *Neighborhood Center (NC)*
- *Village Center (VC)*
- *Town Center (TC)*
- *Downtown Core (DC)*
- *Rural Corridor (RC)*
- *Suburban Corridor (SC)*
- *Mixed-use Corridor (MC)*
- *Transit Corridor (TRC)*

OVERLAYS

- *Natural Resources (NR)*

Table 6: Density		
PLACE TYPE	MAXIMUM DENSITY	GENERAL INTENSITY
CR Countryside Residential	Up to 2 du/acre	Low Density
SR Suburban Residential (Principal)	Maximum of 5 dwelling units/acre	Low to Medium Density
SR Suburban Residential (Limited)	Maximum of 7 dwelling units/acre	Medium Density
MD Maker District	Maximum of 12 dwelling units/acre	Medium to High Density
NN Neighborhood Node	Maximum of 12 dwelling units/acre	Medium to High Density
MR Mixed Residential (Principal)	Maximum of 12 dwelling units/acre	Medium to High Density
MR Mixed Residential (Limited)	Maximum of 18 dwelling units/acre	High Density
NC Neighborhood Center	Maximum of 8 dwelling units/acre	Medium to High Density
UR Urban Residential	Maximum of 15 dwelling units/acre	High Density
SC Suburban Corridor	Maximum of 18 dwelling units/acre	High Density
VC Village Center	Maximum of 12 dwelling units/acre	High Density
RR Resort & Recreation	N/A	Varies if Type A or B See Place Type Description



CENTERS

XR Crossroads

Generally four acres or less, Crossroads are smaller than Village Centers or Town Centers and are most often located in rural Areas. They may serve as gateways to adjacent neighborhoods. Smaller footprint buildings frame a single intersection of two arterial or collector streets, or extend a short distance from the intersection. This small cluster of businesses meets some of the daily needs of the immediate residents with stores, restaurants and other neighborhood-serving commercial uses. Over time when the infrastructure needed to support more intense development is in place, Crossroads may grow into the larger Village Center.

Uses

Retail, restaurants, garden centers, personal services, offices, gas stations, small markets, auto repair, landscape businesses, and small industries/workshops (such as breweries, bakeries and woodworking shops).



NN Neighborhood Node

Located in urban or suburban Areas, and generally a total of only two acres or less, Neighborhood Nodes are much smaller than Village or Town Centers. Smaller footprint buildings frame a single intersection or extend a short distance from the intersection. This small cluster of businesses provides goods and services, such as laundromats, restaurants, small grocers, and other neighborhood-serving commercial uses, to the immediate surrounding community. Residential uses over retail or office are common.

Uses

Small retail and restaurants, convenience stores, personal services, offices, farmers' markets, small industries/workshops (such as breweries, bakeries and woodworking shops), live/work, short-term vacation rental, and two, three and four-unit dwellings



When a Neighborhood Node is located along a Mixed-use Corridor or Transit Corridor, the building size in the Neighborhood Node should be consistent with its surrounding corridor type (typically larger than described above), but the uses at that location should include ground-floor commercial or services.



NC

Neighborhood Center

Usually found in suburban locations, Neighborhood Centers are shopping centers of 5–15 acres that provide goods and services primarily to the surrounding neighborhoods. They are not part of a continuous “strip” of commercial uses along a corridor, but rather are limited to a single quadrant of an intersection and surrounded by residential development. They usually have large, shared parking lots with a few outparcel buildings that face the street. Some include smaller commercial properties on the other corners of the intersection. Neighborhood Centers often have one large building that houses multiple stores, deeper building setbacks, an emphasis on vehicle access, and limited civic services. Neighborhood Centers may be redeveloped as Village or Town Centers with a more walkable and urban form, over time.

Uses

Grocery stores, retail and restaurants, offices, personal services, small workshop/industries (such as studios, work spaces, bakeries, breweries, woodworking shops or other low impact production) townhomes, and minor auto service/repair.



VC

Village Center

Larger than Neighborhood Nodes, but smaller than Town Centers, the Village Center (generally 2–10 acres) is a pedestrian-oriented cluster of medium footprint buildings, with a mixture of commercial and residential uses. Multi-story buildings with residential uses over retail or offices are common. Due to their intensity, Village Centers are typically located along transit routes, but primarily serve local residents. Walking, biking and transit are prioritized over auto use in Village Centers, with shared parking lots providing a park-once environment. Pedestrian entrances front directly onto the sidewalks, with window displays at the ground floor to provide interest for pedestrians. Village Centers are often organized around a central public square or park. Village Centers may, over time, grow into Town Centers.

Uses

Civic institutions, public square or park, retail, restaurants, offices, personal services, lodging, live/work, small industries/workshops (such as studios, bakeries, breweries, or woodworking, or other low impact production), townhomes, short-term vacation rentals and two, three and four-unit dwellings.



CORRIDORS



Suburban Corridor

Suburban Corridors have a linear configuration because they are located along major commercial streets, however they differ from Mixed-use and Transit Corridors in that the development along them tends to be more spread out. They are not typically served by frequent transit. Businesses along Suburban Corridors serve a large geographic Area and are primarily accessed by car. Buildings tend to be single-story and house a single use with deep setbacks from the street. Some developments have a horizontal mix of uses within a larger site. The types of businesses found along Suburban Corridors range from stand-alone restaurants and stores, to “strip” shopping centers, to regional malls, medical centers, multi-story office buildings, and hotels. Multi-unit residential is also a growing use along suburban corridors, either as new construction or as retrofits of older retail centers or hotels.

Predominant Uses

Retail, multi-unit housing, offices, restaurants, personal services, medical facilities, lodging, small workshops and artist studios, recreation and entertainment (such as bowling, mini golf, conference centers, theaters) and assisted living facilities.

Limited Uses

Auto-oriented services when located along a major corridor or at the corner of a major intersection.



Rural Corridor

Primarily located in rural parts of the County, and are characterized by lots of open fields and woodlands. Development along Rural Corridors is sparse with farms or single unit homes on large estate lots. A few scattered subdivisions with smaller lots may have entries along these corridors, but the homes are separated from the corridor by distance (50 - 100 feet), and by dense vegetated buffers, in order to preserve the rural character of the corridor. Rural Corridors do not have the more dense, connecting street networks. They are typically two-lane roads. Rural Corridors may however, also take the form of a major thoroughfare, such as a state designated scenic parkway, with mountainside or lakefront views. A few commercial uses, often located at a Crossroads intersection, or as a stand-alone business, may be found along Rural Corridors, but no long stretches of commercial businesses.

The purpose of the rural corridor overlay is primarily to address new subdivision development. A rural corridor setback for a subdivision for the purposes of the plan refers to a required distance that new development must maintain from a designated corridor, as detailed on the Place Type map. The intent of the setback is to protect the character and environmental integrity of the rural landscape. The setback does not apply to individual homes outside a major subdivision.



RESIDENTIAL



Countryside Residential

Countryside Residential Place Types have a very rural character and consist primarily of single-family homes on large lots. Countryside Residential may include open fields, woodlands, and streams or lakes, as well as accessory buildings, such as barns and greenhouses. This Place Type also includes the County’s agricultural uses related to the production of crops, livestock, forestry uses and agricultural service businesses ranging from roadside vegetable stands or feed & seed stores to larger production facilities.

Residences and development centered around farming are typically on septic systems. Residences are generally further from key destinations than in other residential Place Types therefore, a personal vehicle is needed to reach daily needs. Fixed-route transit is not feasible, and sidewalks are not likely, due to the low density of these Areas.

Predominant Uses

Single-unit detached, farming activities, accessory buildings (barns, greenhouses, etc.), manufactured homes

Limited Uses

Event facilities, golf courses, and campgrounds where appropriate infrastructure exists and development impacts such as noise, traffic, and activity are directed away from existing residential uses.



SR

Suburban Residential

The Suburban Residential Place Type has a predominantly low intensity, single-family detached, residential development pattern, especially within the same block. Some moderate density residential development, such as small lot houses or attached townhomes, may exist, but are located on a major street or near a transit route or school. When next to lower density residential development, this moderate intensity infill development maintains the existing rhythm and feel of the street. Factors that play into this rhythm and feel include lot width, setbacks, building massing, and height. Open spaces are typically private (back yards), but greenways may provide connectivity. Residences in this Place Type are generally further from key destinations than those in other Place Types therefore, a personal vehicle is needed to reach daily needs.

Predominant Uses

Single-unit detached residences up to 5 dwelling units/acre, accessory dwelling units (ADUs)

Limited Uses

The following uses when located within a 1/4 mile of a public school or park or center where appropriate infrastructure exists: single-unit detached residences up to 7 dwelling units an acre; townhomes (up to 4 massed units per building); and two, three, and four unit housing



MR

Mixed Residential

The Mixed Residential Place Type is intended to provide a wide range of housing options for residents at various stages of life, and walkable destinations in close proximity. Due to their intensity, Mixed Residential developments are located along major streets, or within walking distance (1/4-mile) of a transit route. The Mixed Residential Place Type includes moderate to higher intensity housing. Taller multi-family buildings are located along streets, with shorter buildings on local streets to provide a transition to any less intense residential uses.

Predominant Uses

Two, three and four unit residences, multi-family residential with 5–12 units per building, cottage courts, townhomes, manufactured home parks, and accessory dwelling units (ADUs).

Limited Uses

Multi-family of over 12 units per buildings should be directed towards major streets/corridor or adjacent to a center.



SPECIALTY DISTRICTS

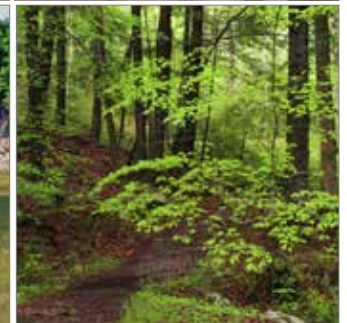


Preserve

Preserves are large expanses of forest, floodplains and other natural resources, as well as public parks and recreation Areas that have been set aside as places where general development is not allowed. They may also include privately-owned land that is permanently protected by conservation easements and remains in a largely undeveloped state. Some may be used for passive recreation, while others are largely off limits to human use due to sensitive natural resources or their remote location. Development within the Preserve is minimized, and is limited to cultural, educational or recreational uses.

Uses

Undisturbed open space, visitors' centers, nature centers, public parks, active and passive recreation, trails, cemeteries, and accessory structures such as concessions, storage and parking.



Resort and Recreation

The Resort and Recreation Place Type supports outdoor activities such as camping, boating, golfing, bouldering, mountain biking, as well as corporate nature retreats, and eco-tourism activities. These places are focused on enjoying nature, exceptional views, or historic landmarks. However, unlike Preserves, which are primarily government-owned properties with very limited development, such as a state or County park, the Resort and Recreation Place Type can include multiple private businesses with more development, such as marinas, hotels, restaurants and even housing. Properties may range in size from a 20-acre campground to 100+ acre resorts with a marina, lodge, restaurant, and individual house lots.

Resort Type A accommodates a more intense outdoor recreation and park experience and could include hotels, conferences centers, large campgrounds/RV parks and related uses or even a full resort. Oftentimes these are located in or adjacent to state or county parks or may develop from a golf course or event facility such as a fairground or agritourism site. The development size and location should be designed so that the impact of this larger-scale format lessens potential negative aspects.

Resort Type B accommodates smaller-scale or less intense recreational activities such as golf courses, ballfields, cultural facilities, marinas, and related accessory use such as parking areas, small campgrounds or cabins, and related retail goods such as camp stores, farm stands, and equipment rental (kayaks/canoes, bicycles, etc.)



Predominant Uses

Campgrounds/RV parks, hotels, cabins, restaurants, marinas, camp stores, golf courses, agriculture-related businesses (e.g. boarding stables, riding academies), farming activities

Limited Uses

Single-unit housing (detached and attached) and reception facilities as a secondary use integrated into a resort.



CA

Campus

Campus Place Types are characterized by one major activity such as educational, office, industrial, medical, or religious. Campuses are typically based on a master plan that incorporates buildings, open spaces, streets, pedestrian networks, and parking in a unified manner. Campuses have clearly defined edges—often delineated with gateway structures and landscape—that distinguish them from adjacent Place Types. Residential buildings and small convenience services often support the predominant use. Campuses function as major employment and activity centers and are often served by public or private transit.

Uses

Institutions (such as academic, medical, religious or research facilities), offices, clubhouses/ meeting halls, athletic facilities, non-noxious/non-nuisance manufacturing and industrial, open space, multi-family residences (residence halls and dormitories), onsite retail and food services, and staff housing.



Existing schools, large medical and church campuses, government facilities, and corporate headquarters are identified as the Campus Place Type. However, as land use and property owners change over time, the Campus designation may no longer be applicable. In that case, the plan goals, surrounding Place Types, and context should all be considered in identifying future use/reuse of the former Campus site.

IN

Industrial

The Industrial Place Type supports a variety of manufacturing uses. Unlike the Maker District Place Type, the Industrial Place Type includes both non-noxious operations (no hazardous materials or pollution) and noxious industries (heavy industrial production). The latter are not located adjacent to residential Areas, but are not so far away as to be a commute burden. The size of lots (2+ acres) and buildings are often larger than those in the Maker District Place Type.

Uses

Light manufacturing and industrial facilities, including assembly facilities, offices, distribution, warehousing, wholesaling, retail specifically related to the primary use and self storage facilities.

Limited Uses

Heavy manufacturing should be located along major transportation infrastructure and directed away from existing development.



There are limited areas of industrial uses in the County today. Some smaller scale industrial areas may appropriately transition to Maker Districts supporting a combinations of contractors, skilled trades, repair specialists, artists and artisans, food production, and service centers.



MD

Maker District

Maker District Place Types are live-work districts where housing and workplaces are located in close proximity to each other, providing residents with convenient access to employment. They include a mix of light manufacturing, assembly, and contractor businesses, along with multi-family residential and commercial uses. Older smaller industrial structures that have been adapted for new purposes are frequently found here. Industrial facilities are non-noxious (no hazardous materials or pollution), and non-nuisance (no odors, excessive light, or heavy truck traffic). Due to these smaller buildings, short block lengths, and the mix of other uses, these Areas are generally walkable. Parks, plazas, and neighborhood-serving retail enhance the character and livability of the Area.

Uses

Non-noxious/non-nuisance light manufacturing, assembly, distribution, small workshop/industries (such as woodworking shops, bakeries, or other low impact production), studios, breweries, contractor’s offices, live/work, multi-unit residential, retail, offices, restaurants, vehicle repair, gas stations, outdoor storage yard, and self storage facilities



OVERLAYS

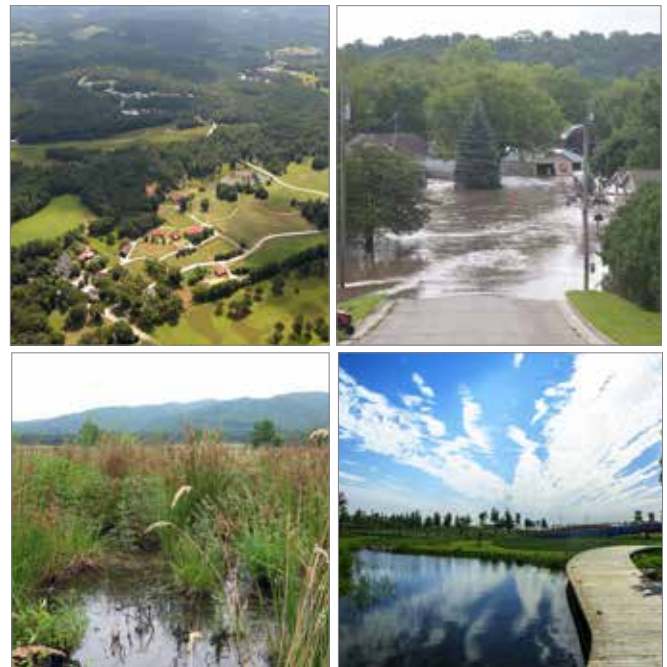
NR

Natural Resources Overlay

The Natural Resources Overlay is not a Place Type in and of itself. It is an Overlay on top of the underlying Place Type that identifies Areas considered sensitive due to the presence of steep slopes, floodplains or wetlands. Sites within this overlay are not protected by law from development. The purpose, therefore, is to identify these sensitive Areas so that they are given consideration for protection, or incorporated as amenities within new developments. Some sites are already developed and the overlay designation does not mean development cannot expand in these Areas; it merely identifies the location of floodplains, wetlands, and steep slopes.

Predominant Uses

Uses are defined by the underlying Place Type.



4.2.3 PLACE TYPES MAP

See separate Place Type Map. Not included due to size.



4.2.4 CENTERS & CORRIDORS VIGNETTES

The Centers and Corridors Vignettes bring to life a vision for thoughtfully guided growth in key locations across our communities. By focusing on high-potential centers and strategically important corridors, these vignettes illustrate how balanced land use—combining residential, commercial, and recreational spaces—can shape places that are both dynamic and resilient. Each vignette reveals how carefully aligned planning can elevate connectivity, support walkable neighborhoods, and foster economic growth while preserving Hamilton County’s distinctive character, natural beauty, and cultural heritage. Through these targeted narratives, we explore how well-designed centers and corridors not only strengthen community identity but also enhance access to essential services, encourage diverse transportation options, and bolster the area’s long-term sustainability. This vision aligns with the unique needs and values of Hamilton County residents, building a legacy of vibrant, and adaptable communities. The following depictions are intended to represent one idea of potential future development at these locations. Any future development or redevelopment at these locations would need to be initiated by the private property owner.



Figure 4.7: Vignette Recommendation, Maker District at Middle Valley and Boy Scout Road



The following depictions are intended to represent one idea of potential future development at these locations. Any future development or redevelopment at these locations would need to be initiated by the private property owner. Where there is a mismatch between a vignette and the Place Type map, the Place Type map reflects the official policy.



Figure 4.8: Vignette Recommendation, Recreation Center at Hixson Pike & Gold Point Circle



4.3 POLICY RECOMMENDATIONS

“Comprehensive Plans offer a strategic approach to where and how we grow. They address areas for change and areas to preserve.”

*Chattanooga - Hamilton County
Regional Planning Agency (RPA)*

The goals and policy recommendations outlined in Area plans represent a comprehensive framework designed to guide sustainable development and enhance community well-being. These initiatives are crafted to ensure that future growth respects and enhances the County's and Area 8 distinct community character while preserving its abundant natural resources.

Emphasizing the importance of balanced growth, the plans prioritize the development of accessible parks and recreation Areas that promote active lifestyles and environmental stewardship. Infrastructure improvements are a cornerstone, aimed at improving the connectivity of transportation networks, enhancing water and wastewater management systems, and integrating sustainable solutions. Additionally, the plans emphasize the need for diverse and affordable housing options to support a growing and inclusive population.

By aligning these goals with thoughtful policy recommendations, Hamilton County seeks to foster a resilient and cohesive community. This approach not only prepares the County for future challenges but also enhances its livability and ensures that development is carried out in a manner that respects and preserves its unique character and natural beauty.

The following section identifies the 7 goals which are consistent amongst all five unincorporated Areas. Following each goal is a policy recommendation to implement that goal.



4.3.1 GOAL 1 & POLICIES

GOAL 1 BALANCE GROWTH, ECONOMY & COMMUNITY CHARACTER

- Policy 1.8.1** Plan for the continued growth of Lakesite and the central valley of Area 8 north of Gann Road and south of Sequoyah Access Road. Invest in schools, identified transportation needs, and recreation infrastructure to maintain high quality of life for residents keeping pace with new development.
- Policy 1.8.2** Plan for the continued growth of the existing Lakesite Town Center. This center is already the primary commercial shopping Area for the north end of Hixson Pike and should be allowed to grow in a coordinated fashion providing the area with gathering spaces, dining & entertainment, lodging, and diverse range of housing in comprehensively planned Town Center.

4.3.2 GOAL 2 & POLICIES

GOAL 2 PROTECT & ENHANCE NATURAL RESOURCES

- Policy 2.8.1** Develop a conservation plan with recreation and conservation partners (North Chickamauga Creek Conservancy, Soil & Water Conservation District, TPL, Land Trust for Tennessee, Hamilton Co. Parks, etc) to acquire or buffer development from properties along the lake front and the North Chickamauga Creek Corridor that can provide recreation access, resilience from storm events, and preserve the viewsheds and natural setting along these water bodies.



4.3.3 GOAL 3 & POLICIES

GOAL 3 PRESERVE & ENHANCE OUTDOOR RECREATION

- Policy 3.8.1** Consider further investment and expansion of Middle Valley Park and Chester Frost Park to meet the needs of Hamilton County residents and as assets to stimulate recreation and tourism based economic growth.
- Policy 3.8.2** Consider development of a greenway in partnership with TVA, USACE, TDEC, and others. Study feasibility of a route from Loftis Middle School to Pinky's Point.
- Policy 3.8.3** Develop a coalition for a combined flood protection, water quality, and recreation based conservation effort along North Chickamauga Creek / Lick Branch / Rogers Branch. Recreational aspects could include: blueway, greenway, fishing, birding, walking, and paddling access. Bike / Ped transportation routes between Chickamauga Gorge SP, Hixson High, Greenway Farms, Chester Frost Park, and Middle Valley Park could be established over time.
- Policy 3.8.4** Consider commissioning an economic impact analysis to consider the potential return on these investments considering recreational, tourism, reduction of natural disaster related expenses, and community health benefits.



4.3.4 GOAL 4 & POLICIES

GOAL 4 PROMOTE CONNECTIVITY & MULTI-MODAL TRANSPORTATION

- Policy 4.8.1** Evaluate a new greenway route along N. Chickamauga Creek from Greenway Farm Park east to and north to Chester Frost and Middle Valley Park.
- Policy 4.8.2** Develop plans for a separated multi-use pathway along Hixson Pike connecting recreation nodes at Chester Frost Park to the Lakesite Town Center and along the old Sequoyah Rail Line.
- Policy 4.8.3** Work with TDEC, Hamilton County Parks, TVA, Tennessee Riverline Project and others to develop a blueway with safe points of access for paddlers and multiple locations including: Pinky's Point, Chester Frost, Camp Columbus, and Lakesite.

4.3.5 GOAL 5 & POLICIES

GOAL 5 PROVIDE ADEQUATE INFRASTRUCTURE

- Policy 5.8.1** Set aside funding for recommended intersection and road improvements to Middle Valley Road, Gann Road, and Daisy Dallas Road (Appendix E).
- Policy 5.8.2** Continue to support WWTA's plans to expand sewage treatment capacity to serve Middle Valley and other areas of unincorporated Hamilton County.



4.3.6 GOAL 6 & POLICIES

GOAL 6 PROVIDE SUITABLE COMMERCIAL & MIXED-USE CENTERS

- Policy 6.8.1** Work with property owners in and surrounding the existing Lakesite Town Center to add connectivity between parcels and improve mobility across transportation modes. Make zoning compatible with lodging, restaurant, and entertainment uses to serve locals, league and tournament play at Middle Valley Park, and outdoor recreation associated with Chester Frost Park, and Chickamauga Lake.

4.3.7 GOAL 7 & POLICIES

GOAL 7 PROVIDE A RANGE OF HOUSING OPTIONS

- Policy 7.8.1** Larger center types such as the Neighborhood Center and Village Center at the periphery of Lakesite are appropriate for multi-family housing. Housing around designated center should taper in density and project size the further a is from the commercial and civic core.
- Policy 7.8.2** Neighborhood Nodes and Crossroads in Area 8 are generally reflective of existing commercial or civic uses and should be encouraged through zoning to incorporate residential townhomes or small single family projects on immediately adjacent parcels if identified as such on the Place Type map. Public investment in sidewalks, intersection improvements, and connecting roadways should be considered.



AREA 8 SPECIFIC RECOMMENDATIONS

Bounded on the west by incorporated Soddy Daisy and the US 27 corridor and on the east by Chickamauga Lake; Area 8 serves as a key transitional zone between Chattanooga's urban core and its surrounding agricultural outskirts. As the region experiences growth, medium-density neighborhoods and multifamily housing, typical of Hixson, are beginning to extend into the southern portion of Area 8, reshaping its development character. The area's largely traffic-free access to Chattanooga, Red Bank, and Soddy-Daisy employment hubs, its high-quality schools, and centralized sewer infrastructure position Middle Valley as an attractive location for residential expansion and continued development interest.

The incorporated communities of Lakesite and Soddy-Daisy offer prime opportunities for commercial growth, while areas along North Chickamauga Creek, the adjacent floodplain, steep ridges, and the shorelines of Chickamauga Lake demand thoughtful planning. The pastoral landscapes north of Sequoyah Access Road should remain at their base density zoning, characterized by larger setbacks and lot sizes, with recreational development considered carefully as a potential exception. Middle Valley has long been a haven for small contractors and entrepreneurs supporting the region. Additionally, Chickamauga Lake and its associated recreational assets—Chester Frost County Park, Middle Valley Park, Pinky's Point, Camp Columbus, and a network of private marinas—form a robust recreational framework.

TOOLS & STRATEGIES

Centers:

- » Larger commercial developments should be concentrated within the incorporated limits of Lakesite and Soddy-Daisy, where residents already rely on established hubs for goods and services.
- » The Town Center in Lakesite is an existing commercial hub including: housing diversity near schools and shopping, local employment, and some resort recreation aspects (potential lodging), commercial entertainment uses, and general merchandise.

- » The western balance of Middle Valley is accustomed to seeking commercial services and retail needs in Soddy-Daisy which is anticipated to continue.
- » There is an opportunity for a mid-sized Resort Recreation Center on Hixson Pike at Gold Point Circle and the entrance to Chester Frost Park

Corridors:

- » The southern stretches of Hixson Pike should evolve from a Suburban Corridor into a Rural Corridor as it approaches Chester Frost Park, creating a welcoming gateway to the recreational area.
- » Sequoyah Access Road should shift from a Suburban Corridor near Soddy-Daisy and US-27 to a Rural Corridor (with access management) east of Dallas Hollow Road. This would mitigate congestion, maintain roadway capacity, and ensure safe passage to nearby schools. It also offers space for a greenway along the old Sequoyah rail line while preserving critical access and evacuation routes from the Sequoyah Power Plant.

Transportation Infrastructure:

- » Transportation Infrastructure must be improved in the areas identified for priority investments in the [Transportation Project Priorities List](#). The county should immediately create requirements limiting the size/density of developments with a single point of access, providing for safe pedestrian infrastructure within developments, and governing intersection spacing and access design for new subdivisions.

General:

- » The RPA should extend the offer for joint planning efforts with Lakesite and Soddy-Daisy to encourage future growth and economic vitality in municipal areas and coordinate delivery of required infrastructure and services between jurisdictions.





CHAPTER 5

NEXT STEPS & IMPLEMENTATION

- 5.1 INTRODUCTION
- 5.2 IMPLEMENTATION MATRIX
- 5.3 PLAN SUMMARY



5.1 INTRODUCTION

This chapter serves as the essential bridge between each community's vision and the actions needed to make it a reality, translating broad goals and strategies into specific, actionable steps. By outlining processes for tracking progress, identifying funding opportunities, and fostering ongoing community involvement, this chapter offers a clear roadmap to bring these plans to life—guiding Hamilton County's growth in ways that honor its unique character, address residents' needs, and protect the qualities that define each community.

Hamilton County's growth has varied significantly across the five Areas examined in this plan, reflecting a wide range of factors. Rapid development has shaped East Brainerd, Ooltewah, and incorporated Collegedale in Area 12, along with parts of Harrison in Area 9 and Middle Valley in Area 8. Similarly, steady interest surrounds Signal Mountain and Walden in Area 7. In contrast, most of Area 13 and the northern sections of Area 9 have largely preserved their rural landscapes and agricultural heritage.

Key infrastructure corridors, particularly I-75, have been instrumental in fostering growth over the past two decades, fueling employment hubs, retail centers, and other commercial services. Interstate access and centralized sewer services has created favorable conditions for development and infrastructure investments in these corridors. Major employers like McKee Foods and Volkswagen, along with their networks of suppliers, have driven demand for nearby housing and led to increased commercial activity. High-performing schools in the Ooltewah and Harrison areas have contributed to further residential demand.

Infrastructure

The presence of sewer trunk lines and available capacity remains one of the single biggest predictors for residential growth. However, the overall availability of sewer capacity is a significant constraint, presenting Hamilton County planners and leadership with critical decisions on where to allocate resources for sewage treatment and collection expansion. Currently, most funding is dedicated to increasing storage for combined sewer flows, aimed at preserving treatment capacity and avoiding regulatory actions tied to water quality.

An integrated approach is essential to addressing challenges facing the sewer facilities that serve Chattanooga and Hamilton County. This includes an intensified focus on reducing stormwater impacts through both engineered and low-impact development practices. Investing in more comprehensive stormwater infrastructure reviews across both commercial and residential projects could provide significant returns, mitigating maintenance costs tied to sewer capacity. Incentives for low-impact development, as implemented in other communities, could help retain stormwater on-site, reduce flow rates into combined systems, and enhance water quality within critical watersheds. Better mapping of sewer and water infrastructure is also needed to provide planners with the tools they need to identify infrastructure gaps, investment targets, and areas of the county that can be planned as future growth centers.

Transportation

The County's economic and population growth has created new challenges such as driving demand for efficient and safe transportation alternatives. This need is especially evident in areas experiencing the most rapid expansion. Keeping pace with these demands through infrastructure maintenance, improvement, and expansion is a significant challenge faced at every level of government, and Hamilton County is no exception. As growth continues in the County and the greater Chattanooga and northwest Georgia region, strategic investments in the transportation system will be essential to support future mobility and enhance residents' quality of life.

Hamilton County's role as a regional transportation hub underscores its significance. Interstates 24, 59, and 75 provide critical connectivity for freight, recreation, and commuter traffic across the Southeast and key corridors to the Northeast, Midwest, Southwest, and Florida. Additionally, the county is served by Class I railroads, CSX Transportation and Norfolk Southern Railway, offering freight movement alternatives nationwide. The Tennessee River further enhances freight transport options as a navigable waterway.



As Hamilton County grows, a more focused approach to transportation planning will be essential. Key strategies include corridor management plans, access management strategies, and road safety audits. Corridor management plans for routes such as Ooltewah Ringgold Road, Highway 58, Hixson Pike, and Middle Valley Road can reduce traffic friction and improve access efficiency for businesses and residential areas. Access management strategies, including regulating driveway placement, optimizing intersection design, and promoting shared access points, offer a more detailed approach to improving traffic flow and safety. Regular road safety audits for high-crash routes will proactively identify and address safety concerns.

Many of Hamilton County's critical routes are under TDOT jurisdiction. Leveraging funding for improvements to those routes would begin with adding the desired route or improvement to the long range transportation plan (RTP) so that state and/or federal funding can be allocated based on the prioritization of needs by the MPO. Ongoing monthly or quarterly coordination meetings are recommended between the Hamilton County Roads Committee, RPA-MPO planners and the staff at TDOT Region 2 to advocate for future projects. This will also allow County leadership to stay informed of changes or opportunities for funding new projects or spot improvements.

To effectively address the unique needs of each Area, strategies must be tailored to specific locations and projects. These approaches should be further refined through detailed, site-specific safety and design studies. Potential tools include:

- » Tax Increment Financing (TIF)– This would be particularly useful in areas where growth is expected to increase traffic demand. The McDonald Farm is a good example of somewhere in Hamilton County that TIF could be applied.
- » Business Improvement Districts (BID)– This would be a similar approach as the TIF but would be more applicable to developed commercial areas to complete smaller road, multimodal, or streetscape projects.

- » Alternative Transportation Funding – probability of success.
- » Public-Private Partnerships – This can be an important tool for funding large infrastructure projects with private companies when the opportunity for an industrial, commercial, or residential projects arise with benefits to the County. The costs, financing, and effort of project delivery can be shared when working with private companies.

The transportation analysis for these Area Plans aimed to identify impactful projects that might otherwise be overlooked in the TIP process but are critical to Hamilton County residents. Potential projects addressing roadway safety and traffic congestion were identified across all five Areas and prioritized based on their impact and cost. [This list](#) serves as a valuable tool for County transportation planners and engineers, helping to advocate for major projects within the MPO-TIP planning process while also providing a strategic roadmap for efficient local investments that can deliver meaningful results in the near term.

The recommended projects include both design and construction initiatives, as well as engineering studies to refine potential solutions and anticipate future transportation needs. These recommendations are designed to address existing traffic and roadway safety challenges and can be seen as deferred investments needed to support growth that has already occurred. If fully funded and implemented, the Transportation Project Priorities List would create synergistic improvements, significantly enhancing the county's transportation network. However, as new growth unfolds, additional evaluations and investments will be essential to meet evolving demands.



Emergency Services

To support the analysis of current conditions, the County and RPA also commissioned a Fire and Rescue Services Evaluation. Unincorporated Hamilton County is primarily served by a patchwork of dedicated and resourceful volunteer fire departments. With findings that reveal life safety implications tied to new growth, the report underscores the need for careful planning on where and how future developments occur, taking into account building types, heights, and roadway connectivity in order to adequately protect residents, business owners, and their structures.

Addressing Future Challenges

The benefit of planning for growth within the centers and corridors framework is that it greatly increases the odds of predicting where future sewer, transportation, emergency services, stormwater, water, communications, education, and recreational infrastructure investments will be required. However, realizing these goals will require significant financial and human resources. Outside projections estimate the combined need for infrastructure investments across [Hamilton County at around \\$3.8 billion](#)—a figure that poses challenges for per capita affordability.

Individual views of elected leaders on where and how much infrastructure investment is needed will undoubtedly vary, but it is clear that higher levels of funding and planning are essential to address existing backlogs across various infrastructure categories. Without an approved Comprehensive Plan, County leadership and staff have had difficulty focusing growth and predicting where infrastructure improvements will be needed next.

While certain areas have already developed strong market dynamics due to key employers, shopping centers, and transportation infrastructure, balanced investments in both traditional and social infrastructure could promote more equitable growth across Hamilton County. However, without adequate sewer capacity, education facilities, and emergency services, further growth-oriented policies may have limited impact.

Hamilton County stands at a critical crossroads where leaders are grappling with past deficiencies in infrastructure investments driven by sustained growth associated with national and regional migration and natural or endemic growth. The county continues to attract residents drawn by job opportunities, climate, quality of life, and comparatively affordable living. Meanwhile, existing residents often express a strong desire to preserve the rural character, safety, and quality education opportunities for their families.

The implementation strategies within this plan aim to directly address these priorities and lay the groundwork for a sustainable future:

1. A multifaceted approach to increasing the quality and capacity of existing infrastructure.
2. Seeking synergies between land use and infrastructure planning and improved standards for new development that maximize the efficiency, capacity, and return on investment for both private and public infrastructure construction and spending.
3. Planning and design strategies that reduce development impacts and maximize existing education, transportation, recreation, and natural resource assets.
4. Initiate new strategies to preserve rural lifestyles, agricultural production, and associated land.
5. To identify new potential revenue streams, financial vehicles, and public-private partnerships for addressing the needs identified by Hamilton County residents.



5.2 IMPLEMENTATION MATRIX

The implementation process for the Area plans is built on strong partnerships, strategic tools, and targeted funding, all aimed at bringing each community's vision to life (see Community Themes). Collaboration between local governments, stakeholders, and residents is at the heart of this process, ensuring that efforts are aligned and resources are effectively utilized. Key projects are prioritized, with clear timelines and responsibilities, while a range of tools and funding mechanisms are deployed to support these initiatives. This comprehensive approach ensures that the plans are not only actionable but also adaptable, allowing for continued progress as community needs and opportunities evolve.

POLICY SUBCATEGORY (TOOLS & STRATEGIES)

The Implementation Matrix organizes recommendations into specific focus areas, providing a clear structure, by breaking down broader policy goals into targeted subcategories. This section enables a more detailed approach to land use, infrastructure, environmental conservation, and community services allowing Hamilton County to meet the unique needs of each planning area while advancing cohesive, Countywide objectives. These categories were tailored based on the overall policy objectives in the introduction chapter and the input received throughout the community feedback process. Within the matrix, here are 5 topics with each covering various community aspects of Plan Implementation:

1. **Community Character & Land Use Patterns**
2. **Natural Resources**
3. **Infrastructure & Transportation Network**
4. **Economic Health & Community Opportunity**
5. **Funding Mechanisms**

RECOMMENDATIONS

Outlines targeted actions to support Hamilton County's vision for balanced, sustainable growth. Each recommendation offers guidance for decision-makers, addressing key areas such as land use, infrastructure, resiliency, and community development. These recommendations are crafted to reflect the unique needs of each planning area, ensuring that policies not only guide growth but also strengthen community character, enhance infrastructure, protect natural resources, and improve residents' quality of life. These implementation recommendations, as part of an adopted plan, are intended in themselves to act as policies guiding future action, including work program activities, coordination, and as an additional reference for future rezoning applications and zoning, subdivision and other development regulation amendments.

APPLICABILITY

Identifies where each recommended action is most relevant across Hamilton County's planning Areas. By specifying how and where the policies can be applied, this category ensures that recommendations are tailored to the unique conditions, needs, and priorities of each community. This targeted approach allows for flexible, area-specific strategies that respect local character while addressing shared Countywide goals.

This helps guide effective implementation, making sure that resources and efforts are directed where they will have the greatest impact.



Case Study/ Example Ordinance

Provides practical insights and proven strategies from other communities that have successfully addressed similar challenges. By examining these real-world examples and ordinances, Hamilton County can draw valuable lessons to inform its own policies and practices. This section highlights adaptable approaches for land use, infrastructure planning, environmental conservation, incentives, economic development, and impact fees offering a foundation for local initiatives that align with the unique needs and goals of each Area.

Timing

Establishes a strategic timeline for each recommended action, guiding when and how these initiatives should be undertaken. By setting immediate (0-1 Years), medium (1-5 Years), and long-term priorities (5+ Years), this category helps coordinate efforts, align resources, and build momentum toward the community's goals and policy implementation.

AREA PLANS

Zoning decisions are based primarily on area plans, which are components of the adopted general plan, in this case Plan Hamilton. The County's five different Area Plans were developed to include Place Type (land use) and capital improvement recommendations to inform rezoning requests.

Area Specific Recommendations

As outlined in Chapter 4, Area Specific Recommendations highlighted tailored actions designed to address the overarching recommendations within each Area. By focusing on area-specific solutions, this category provides a roadmap for targeted investments and initiatives that support sustainable growth, protect local assets, and enhance quality of life in each community.

AMENDMENT PROCESS & UPDATES

In order to ensure that Plan Hamilton best reflects the existing conditions and future vision of Hamilton County, the Plan Hamilton update cycle shall be as follows:

- » Full Plan review - every five years
- » Annual review of policy and map changes - annual review by staff
- » Quarterly Plan Amendments - as necessary and when requested by the rezoning applicant
 - Zoning decisions are based primarily on area plans, which are components of the adopted general plan, in this case Plan Hamilton. The County's five different Area Plans were developed to include Place Type (land use) and capital improvement recommendations to inform rezoning requests.
 - Although the Planning Commission meets monthly, it will consider requests to amend the Area Plan quarterly.
 - Planning staff will consult with applicants to determine whether this type of amendment is necessary for a particular rezoning request.
 - An Area Plan amendment and its companion rezoning case may be heard on the same agenda.



Table 7: Implementation Matrix				
Policy Subcategory	Recommendations	Applicability	Case Study / Example Ordinance	Timing
5.1 Community Character & Land Use Patterns				
5.1.1 Access Management	Utilize TDOT’s Highway System Access Manual for driveway spacing, median openings, and separation distances from signalized intersections.	Start with all State Routes where the existing TDOT Highway System Access Manual has standing. Expand to other principal arterials, minor arterials, and major collectors. Create manual, access management requirements, and corridor management plans before new development impacts are felt. Work with land owners to voluntarily contribute in-kind contributions (ROW, Design, Etc) or require development fees for a proportionate fair share of improvement costs as development applications are approved.		0-1 Years
	Target segments of suburban corridor with high rates of traffic congestion, safety incident history, or new development permit approvals. Improve traffic safety, congestion, pedestrian infrastructure and aesthetics by creating corridor management plans and agreements with state and local partners for high priority suburban corridors		TDOT Highway Access Manual	1-5 Years
5.1.2 Rural Corridors	Develop policy to maintain rural corridor character including setbacks and vegetative buffers for new subdivisions.	All mapped Rural Corridor segments in the Conceptual Land Use and Place Type Maps and those designated in future map updates.	Lumpkin Co. GA Agricultural Preservation Area - Setbacks	0-1 Years
5.1.3 Centers	Work with land owners at Center locations to facilitate development, including district/center specific plan, according to center principles and preferred uses.	All designated center Place Types designated on current and future place type maps.		0-1 Years
	Once approved, partner with developers to install and construct streets and streetscape elements in the form of direct participation or financing vehicles like business improvement districts.	Focus joint development efforts on Village and Town Center areas with regional impacts. Expand to smaller centers where local governance and residents request implementation help and have previously participated in a small area plan.		5 + Years



Policy Subcategory	Recommendations	Applicability	Case Study / Example Ordinance	Timing
	Create an Overlay Commercial Zone or District to provide site and building design standards or other guidelines so new commercial development adds value to the community and is compatible with the rural character sought.			0-2 Years
5.1.4 Conservation Subdivisions	Create a conservation subdivision option to cluster housing that features at least half of its potentially buildable land area devoted to undivided, permanently protected open space.	Conservation Subdivisions should be an opt in tool available to land owners who want to balance financial returns with conservation legacy. Creation of Conservation subdivision provision in the county subdivision regulations will provide a tool to augment land purchase, and voluntary conservation efforts.	Williamson Co. TN - Updated Conservation Subdivision Standards NC Conservation Sub-Division Handbook	1-5 Years
	The use of an Overlay District, P.U.D., or Zone is recommended for implementation of more specific development criteria associated with residential and mixed use Place Types.		Nashville - Explanation of Overlays and Development Standards	1-5 Years
	Establish Conservation or Cluster Bonus subdivision provisions and evaluation criteria in the subdivision ordinance.	All of these tools are necessary to preserve the continuity of productive agricultural land, riparian corridors, and recreational assets at a regional or landscape scale. This tool should be selectively applied in A-1 zoned areas adjacent to existing public land or with high conservation value.	University of GA - Conservation Subdivisions research	1-5 Years
5.1.5 Medium Density Residential	Co-locate future Medium Density Residential adjacent to Suburban Corridor and Center Place Types. Where future Medium Density Residential abuts a Suburban Corridor or Center allow zero lot line single-family and townhomes on a percentage of the overall property. Consider allowing small-scale multifamily in these same areas (6-12 units 3 story maximum).			5 + Years



Policy Subcategory	Recommendations	Applicability	Case Study / Example Ordinance	Timing
5.2 Natural Resources				
5.2.1 Farmland and Riparian Corridor Protection	<p>Build a stakeholder coalition including: NRCS, Trust for Public Land, Land Trust for Tennessee, North Chickamauga Creek Conservancy, Chattanooga Audubon Society, Land Conservation Assistance Network, Soil & Water Conservation District, Thrive Regional Partnership, Tennessee State and others to coordinate farmland and open space preservation efforts in Hamilton County.</p>	<p>Resident input from Areas 7, 9, 12, and 13 all emphasized a strong preference to preserve agricultural land uses, property, and rural character. All five planning areas include riparian corridors that if preserved would help to mitigate flood risks, provide opportunities for contiguous recreational and alternative transportation corridors, storm water quality, and habitat benefits. Development pressures are increasing across the county and in some areas the window for conservation efforts is limited. The time to begin building a coalition of landowners, conservation entities, and funding sources is now.</p>	<p>Thrive - Resilient Communities Program</p>	<p>0-1 Years</p>
	<p>Identify riparian corridors for preservation that have the potential to contribute multiple community benefits including farmland preservation, stormwater filtration, flood resilience, recreation, and habitat. Pursue strategies at landscape scale and on a property by property basis as development is proposed.</p>	<p>Prioritize: North Chickamauga Creek - (Area 8), Wolftever Creek, Johnson Branch - (Area 12), Long Savannah Creek - (Area 9) Falling Water Creek - (Area 7), Possum Creek, and Sale Creek - (Area 13).</p>	<p>America the Beautiful Grants</p>	<p>0-1 Years</p>



Policy Subcategory	Recommendations	Applicability	Case Study / Example Ordinance	Timing
5.2.1 Farmland and Riparian Corridor Protection <i>Continued</i>	Undertake a comprehensive assessment of active farms and prime agricultural land.	Farmland preservation is often a unifying place to begin conservation efforts. The first step is identifying the soils and parcels that characterize productive agricultural land. Local Soil and Water Conservation Office personnel and academic partners should be engaged in this process. Making tangible progress on the ground requires partnership between federal programs such as NRCs and local conservation groups who can bridge funding gaps and provide stewardship and monitoring support. Developing relationships with Agricultural land owners and the farming community in Area 13, the northern half of Area 9, and the eastern portions of Area 12 is a critical first step.	Farm and Ranch Lands Protection Program (FRPP) Info	0-1 Years
5.2.2 Recreation, Economy and Conservation Synergies	Engage UTC - School of Outdoor Recreation & Tourism Management in a study of potential economic impacts from resort recreation centers, greenway/recreational infrastructure investments, and corresponding riparian corridor preservation.			1-5 Years
	Build on existing successes like South Chickamauga Creek and Wolftever Creek. Invest or seek funding for agricultural demonstration projects, educational, and recreation assets.		St Louis Science Museum Grow Exhibit	1-5 Years
	Pursue partnerships to preserve forested land with an emphasis on areas that further regional trail connections, enhance access to unique recreational, historical, or cultural assets.	Cumberland Plateau in Area 7 and Area 13, Big Ridge Area 9, and White Oak Mountain Area 12.	USDA Forest Legacy Program	0-1 Years



Policy Subcategory	Recommendations	Applicability	Case Study / Example Ordinance	Timing
<p>5.2.2 Recreation, Economy and Conservation Synergies <i>Continued</i></p>	<p>Pursue multiple creative mechanisms and funding for preserving critical recreation and natural resource assets. Look for opportunities to create value in these areas through recreational tourism, wetland or stream bank creation, and consider the value of reduced flood risks and other socio-environmental factors in assessing return on investments.</p>		<p>Revenues from Green Infrastructure - Parks & Recreation Magazine</p> <p>Forest, Farm, and Wildlife Incentive Programs in Tennessee</p> <p>State of Tennessee Landscape Management Plan Resources</p>	
<p>5.2.3 Resiliency, Natural Resource Protections, and Development Impact Mitigation</p>	<p>Establish natural resources protection standards for wooded areas, drainages, steep slopes, as well as currently regulated wetlands and streams.</p>	<p>Countywide</p>		<p>1-5 Years</p>
<p>5.3 Infrastructure & Transportation Network</p>				
<p>5.3.1 Connectivity & Congestion Management</p>	<p>Review fire code regarding the number of lots allowed in new subdivision triggering a secondary point of access.</p>	<p>County Wide</p>	<p>Williamson Co Tn Subdivision Connectivity Criteria</p>	<p>0-1 Years</p>
	<p>Require walking path or sidewalk for new residential subdivisions with connections to a safe harbor school bus waiting area.</p>			<p>0-1 Years</p>
	<p>In support of improved traffic safety and congestion management implement spacing requirements for both full and partial (restricted turn movement) intersections on arterial and major collector roadways. (1/4 mile for full access)</p>	<p>Countywide on Arterials and Major Collectors</p>	<p>Street and Subdivision Connectivity Model Ordinance</p>	<p>0-1 Years</p>



Policy Subcategory	Recommendations	Applicability	Case Study / Example Ordinance	Timing
5.3.1 Connectivity & Congestion Management <i>Continued</i>	In support of improved traffic safety and congestion management consider modifications to the subdivision ordinance implementing internal connectivity index standards for developments of more than 500 lots.		Franklin TN Zoning - Circulation Connectivity	1-5 Years
5.3.2 Improvements to Local Roads, Intersections, and Safety Design Features	Follow the Hamilton County Transportation Project Priorities List in this document. Continue to invest County funds and leverage with State and Federal funds to make continuous progress on deferred transportation improvements.	Countywide	Appendix E	0-1 Years On - going
	Explore the use of alternative financing vehicles such as Tennessee's State Infrastructure Bank to amplify County investments.			0-1 Years
5.3.3 Sewage Treatment Capacity and Collection System	Continue to build system storage capacity, resilience for storm events, and greater predictability / flexibility to plan collection system expansion or new treatment capacity. Continue to pursue WIFIA and other capital funding specific to water and wastewater.			On - Going
	Target financing solutions and infrastructure investment to areas that have been identified as suitable for future growth. Proactively plan to shore up capacity or extend collection systems to these areas as necessary to better balance growth impacts.	See Funding Mechanisms		On - Going
	Add further specificity and criteria for utilization of decentralized sewage treatment systems.			0-1 Years
	Evaluate whether tap fees are keeping pace with infrastructure			0-1 Years
	Develop policy with WWTA on decentralized sewer systems with robust criteria and design standards.			0-1 Years



Policy Subcategory	Recommendations	Applicability	Case Study / Example Ordinance	Timing
5.3.3 Sewage Treatment Capacity and Collection System <i>Continued</i>	Evaluate decentralized systems and track projects using the systems to determine rules for use.			1-5 Years
	Evaluate the use of trilateral agreements to add flexibility, predictability, and fairness for developers who choose to collaborate with WWTAs in design and construction modifications for future capacity to recoup costs of infrastructure developed beyond project needs.		San Antonio Water System - Trilateral Agreements Framework for in-kind contributions	1-5 Years
5.3.4 Stormwater Infrastructure, LID Features, and Resiliency	Provide resources for complete and expeditious review of stormwater plans including pre-construction site review and post construction inspections.		Hamilton Co. TN Stormwater Rules & Regulations	0-1 Years
	Hamilton County Water Quality BMP under Development		Hamilton Co. TN Stormwater BMP Guidelines	0-1 Years
	Phase in additional resources for review and enforcement.		Wilson Co. TN Stormwater Ordinance	1-5 Years
	Implement stormwater fee structures that incentivize BMP's..		Ft. Wayne, IN Stormwater Rate Structure ERU reduction incentives	1-5 Years
	Evaluate establishing a program for neighborhood or watershed based storm water infrastructure to capture storm water closer to where it falls and reduce combined sewer flows.		Philadelphia Stormwater Management Manual	0-1 Years



Policy Subcategory	Recommendations	Applicability	Case Study / Example Ordinance	Timing
5.3.5 Fire & EMS	Consider the findings of the Fire and Rescue Services Evaluation March 2024 to identify future service improvements.			0-1 Years
	Evaluate sources of funding to increase full-time personnel and standardize equipment purchases and training to simplify inter-local agreements.			

5.4 Economic Health & Community Opportunity

5.4.1 Resort Recreation Centers	Engage land owners where resort recreation centers have been identified to participate in small area plans or joint planning sessions. Work to provide examples that would establish the scale and scope of future projects. Help landowners or potential developers understand infrastructure requirements, neighborhood concerns, and connect them with resources to create plans compatible with goals for this place type.	Prioritize land near designated Resort Recreation Centers and with close proximity to existing state and regional recreational facilities and natural areas.	Dancing Bear Lodge - Example of Resort Recreation Doe Mountain Governance & Operations Conservancy at Doe Mountain	0-1 Years
	Require that resort recreational development on lands adjacent to public land or waterways be a catalyst for securing and enhancing public access to recreational assets in addition to creating private recreational development.	Countywide in designated centers	APA PAS Report on Waterfront Resort Development	0-1 Years
	Look for partners to start a recreation and tourism based business incubator/accelerator program.		UPLIFT NC Tourism Incubator & Accelerator Hospitality & Tourism Incubation Resources Clearwater Tourism Incubator	1-5 Years



Policy Subcategory	Recommendation	Applicability	Case Study / Example Ordinance	Timing
5.4.1 Resort Recreation Centers <i>Continued</i>	Engage UTC School of Sport, Outdoor Recreation and Tourism Management in a study of potential economic impacts from resort recreation centers, greenway/recreational infrastructure investments, and corresponding riparian corridor preservation.			1-5 Years
	Engage Tennessee Department of Tourism, Chattanooga Tourism Co, SETDD, and SETTA in creating a small recreational resort promotional plan and programming assistance.		Southeast Tennessee Tourism Association State of Tennessee Rural Tourism & Destination Development	0-1 Years
	Explore potential for agriculture based resort or event centers to contribute to agricultural revenue streams. Consider McDonald Farm as a potential case study for synergies between rural resort economic development, traditional agriculture, and recreation.	Sale Creek - McDonald Farm; Birchwood		0-1 Years
	Evaluate outcomes from existing case studies - including preservation goals, impacts on existing farms, housing costs, property taxes, etc.		Serenbe Farms Olivette, NC Willowsford, VA	
	Study Industrial opportunities - both as larger industrial/corporate scaler and smaller Maker District			
5.4.2 Growing the job Base	Pursue development study of future employment centers including emerging industries and manufacturing districts			



Policy Subcategory	Recommendations	Applicability	Case Study / Example Ordinance	Timing
5.5 Funding Mechanisms				
5.5.1	Consider use of RIDA as an incentive for developers who voluntarily meet specific infrastructure standards such as: improved street and pedestrian connectivity, LID stormwater improvements, provide easements for regional greenways, trails, or watershed protection.		Residential Infrastructure Development Act of 2024 (RIDA)	0-1 Years
	Explore use of alternate funding mechanisms such as TDOT's State Industrial Access (SIA) Program	Hilltop Drive Extension; matching funds for other prioritized projects	TCED Report - The Power of Road Infrastructure	0-1 Years
	Consider strategic utilization of Business Improvement Districts, Tax Increment Financing, Trilateral Agreements, or Infrastructure Trust Funds to set the table for desired development patterns (sidewalks/ connectivity, roads and utility infrastructure, landscape buffers, LID enhancements) in identified current and future centers. (Village Centers, Neighborhood Centers, Neighborhood Nodes, Maker Districts, etc.) i.e. Joint Development		San Antonio Water System - Trilateral Agreements Framework for in-kind contributions	1-5 Years
	Use the Capital Funding for Mid-Sized Cities & Counties study as a guide to identifying innovative funding and financing approaches for capital improvements.			

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APPENDIX

- [A. LIST OF CHARTS, FIGURES, AND TABLES \(draft\)](#)
- [B. BIBLIOGRAPHY](#)
- [C. SURVEY RESULTS](#)
- [D. KICK-OFF MEETING NOTES](#)
- [E. TRANSPORTATION PROJECTS - COUNTYWIDE](#)
- [F. EMERGENCY SERVICES REPORT - COUNTYWIDE](#)
- [G. VIGNETTE - FULL SIZE](#)
- [H. CONCEPTUAL RECOMMENDATIONS MAP - FULL SIZE](#)
- [I. GOALS, POLICIES & COMMUNITY THEMES MATRIX](#)

*PLEASE NOTE: FOR REFERENCE ONLY.
INFORMATION CONTINUALLY UPDATED.*



UPDATED LISTS TO BE ADDED



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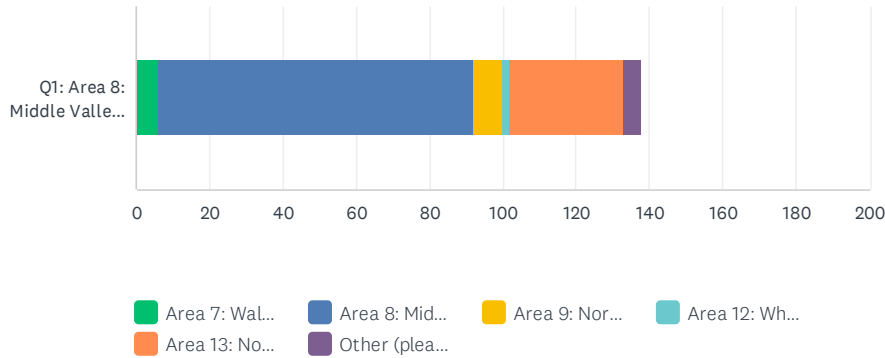


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Q1 We have divided the county into thirteen areas for more focused planning, and five of these areas are in the unincorporated portions of Hamilton County. See the map below. Which of these five areas are you most interested in? It is probably the area you live in, but it could be another area where you work, spend time, or own a business or other property. Think about that same area when answering the questions that follow.

Answered: 86 Skipped: 0



	AREA 7: WALDEN PLATEAU	AREA 8: MIDDLE VALLEY / LAKESITE	AREA 9: NORTHEAST COUNTY	AREA 12: WHITE OAK MOUNTAIN	AREA 13: NORTH END / SODDY-DAISY	OTHER (PLEASE SPECIFY)	TOTAL
Q1: Area 8: Middle Valley / Lakesite	6.98%	100.00%	9.30%	2.33%	36.05%	5.81%	160.47%
	6	86	8	2	31	5	138
Total Respondents	6	86	8	2	31	5	86

Q2 What are the community assets you use most frequently? These could include schools, parks, a grocery, gym, church, clinic, etc. List up to three. Please provide specific names and locations. (for ex. - Food City Plaza on Dayton Pike in Soddy Daisy or White Oak Mountain Trails)

Answered: 75 Skipped: 11

	A.	B.	C.	TOTAL
Q1: Area 8: Middle Valley / Lakesite	100.00%	93.33%	77.33%	270.67%
	75	70	58	203
Total Respondents	75	70	58	75

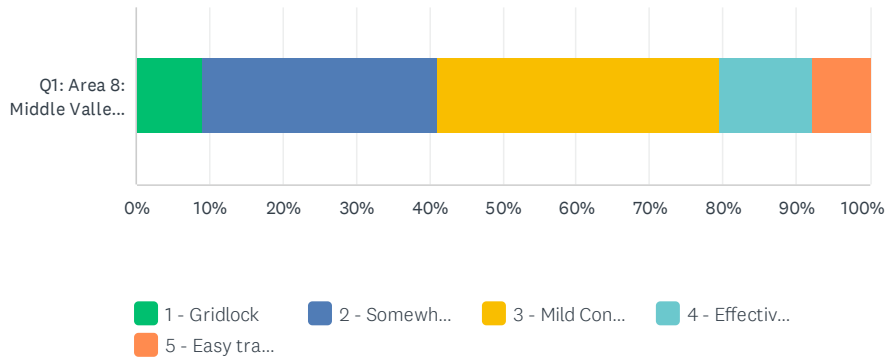
Q3 Thinking about your typical day, which roads do you most often use? Please name the street(s) or highway(s)?

Answered: 78 Skipped: 8

	FAVORITE ROUTE	TOTAL
Q1: Area 8: Middle Valley / Lakesite	100.00%	100.00%
	78	78
Total Respondents	78	78

Q4 While traveling between the places you frequent most, rate your commuting experience during peak rush hours (7-9am and 4-6pm).

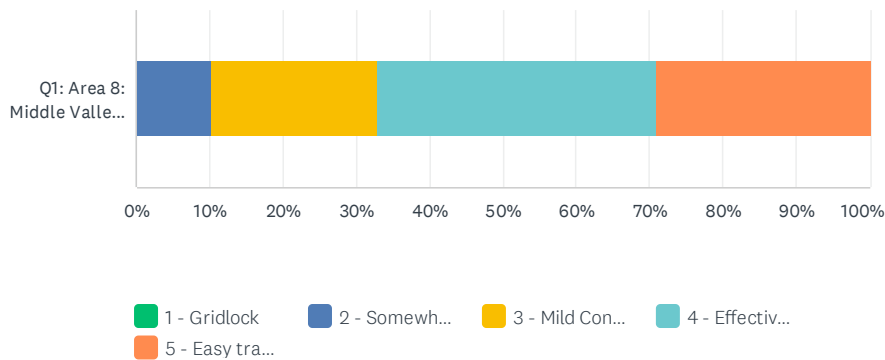
Answered: 78 Skipped: 8



	1 - GRIDLOCK	2 - SOMEWHAT CONGESTED WITH LONG DELAYS AT INTERSECTIONS	3 - MILD CONGESTION WITH SHORT DELAYS AT INTERSECTIONS	4 - EFFECTIVE TRAVEL - MINIMAL DELAYS	5 - EASY TRAVEL - FREE OF CONGESTION OR DELAYS	TOTAL
Q1: Area 8: Middle Valley / Lakesite	8.97% 7	32.05% 25	38.46% 30	12.82% 10	7.69% 6	100.00% 78
Total Respondents	7	25	30	10	6	78

Q5 Please rate your travel experiences outside peak rush hours. At all other times, my trips are:

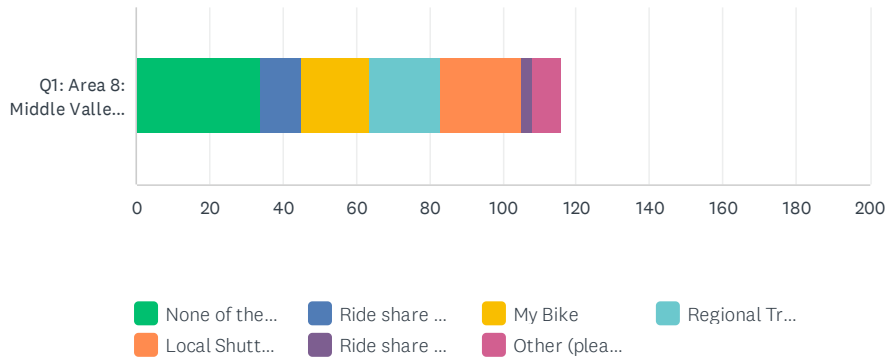
Answered: 79 Skipped: 7



	1 - GRIDLOCK	2 - SOMEWHAT CONGESTED WITH LONG DELAYS AT INTERSECTIONS	3 - MILD CONGESTION WITH SHORT DELAYS AT INTERSECTIONS	4 - EFFECTIVE TRAVEL - MINIMAL DELAYS	5 - EASY TRAVEL - FREE OF CONGESTION OR DELAYS	TOTAL
Q1: Area 8: Middle Valley / Lakesite	0.00% 0	10.13% 8	22.78% 18	37.97% 30	29.11% 23	100.00% 79
Total Respondents	0	8	18	30	23	79

Q6 If there were safe alternatives in my area, the methods of transportation (other than my car) I would be most likely to use for some trips include:

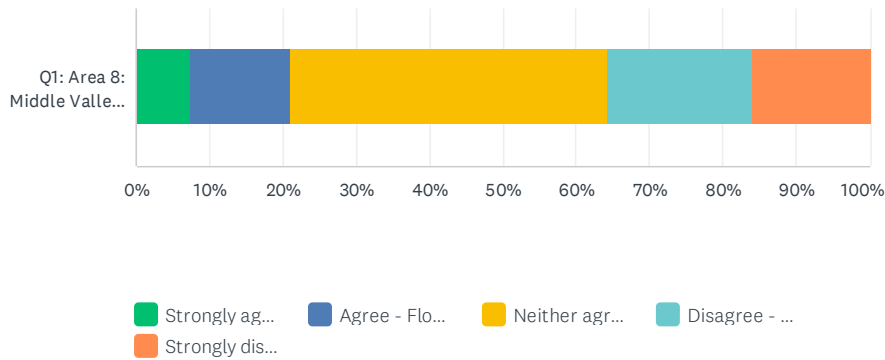
Answered: 80 Skipped: 6



	NONE OF THE ABOVE	RIDE SHARE SERVICE APP	MY BIKE	REGIONAL TRANSIT - TO COMMUTE TO A JOB OR SCHOOL OUTSIDE MY AREA	LOCAL SHUTTLE - FOR ERRANDS OR SHOPPING IN MY LOCAL AREA	RIDE SHARE / CAR POOL	OTHER (PLEASE SPECIFY)	TOTAL
Q1: Area 8: Middle Valley / Lakesite	42.50% 34	13.75% 11	23.75% 19	23.75% 19	27.50% 22	3.75% 3	10.00% 8	145.00% 116
Total Respondents	34	11	19	19	22	3	8	80

Q7 Flooding and storm damage have frequently impacted my area in the last ten years.

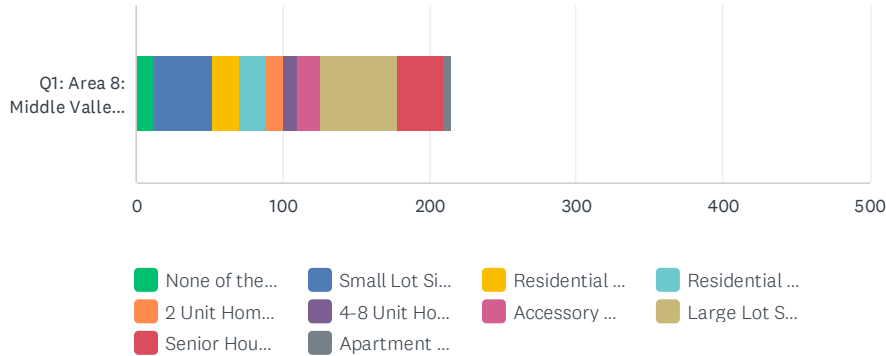
Answered: 81 Skipped: 5



	STRONGLY AGREE - FLOODING HAS FREQUENTLY BEEN UNAVOIDABLE, DAMAGED PROPERTY OR THREATENED SAFETY.	AGREE - FLOODING HAS BEEN FREQUENT AND HAS OCCASSIONALLY DAMAGED PROPERTY OR THREATENED SAFETY.	NEITHER AGREE NOR DISAGREE - FLOODING HAS OCCURRED BUT IMPACTS HAVE GENERALLY BEEN MINOR.	DISAGREE - OUR AREA OCCASSIONALLY FLOODS BUT ONLY IN AREAS THAT DO NOT THREATEN PROPERTY OR SAFETY.	STRONGLY DISAGREE - OUR AREA DOES NOT FLOOD.	TOTAL
Q1: Area 8: Middle Valley / Lakesite	7.41% 6	13.58% 11	43.21% 35	19.75% 16	16.05% 13	100.00% 81
Total Respondents	6	11	35	16	13	81

Q10 The type of new homes that should be encouraged in my Area include: (please check all that you would support)

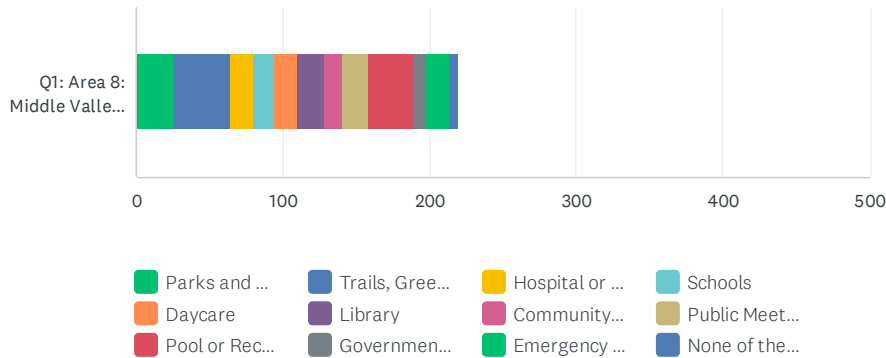
Answered: 82 Skipped: 4



	NONE OF THE ABOVE	SMALL LOT SINGLE UNIT HOMES	RESIDENTIAL TOWN HOMES	RESIDENTIAL MIXED USE	2 UNIT HOMES	4-8 UNIT HOMES	ACCESSORY DWELLING UNITS	LARGE LOT SINGLE UNIT HOMES	SENIOR HOUSING	APARTMENT BUILDINGS	TOTAL
Q1: Area 8: Middle Valley / Lakesite	14.63% 12	48.78% 40	23.17% 19	20.73% 17	14.63% 12	12.20% 10	19.51% 16	63.41% 52	39.02% 32	6.10% 5	262.20 2
Total Respondents	12	40	19	17	12	10	16	52	32	5	

Q11 The three types of civic uses and services most needed in my area include:

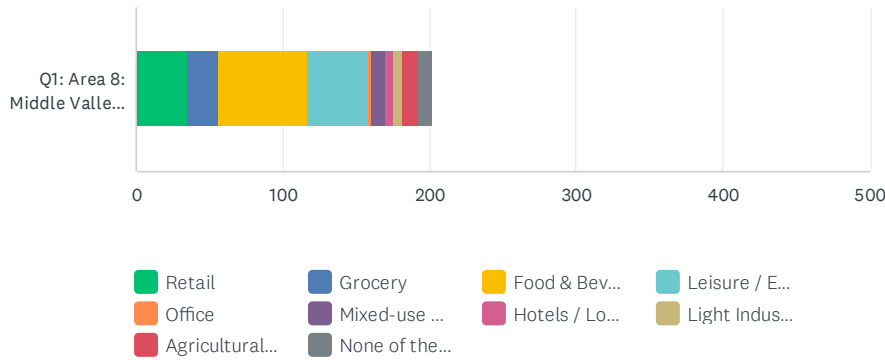
Answered: 81 Skipped: 5



	PARKS AND OPEN SPACE	TRAILS, GREENWAYS, SIDEWALKS	HOSPITAL OR MEDICAL CLINIC	SCHOOLS	DAYCARE	LIBRARY	COMMUNITY COLLEGE BRANCH OR TRADE SCHOOL	PUBLIC MEETING OR EVENT SPACE	POOL OR RECREATION CENTER	GOVERNMENT SERVICES
Q1: Area 8: Middle Valley / Lakesite	32.10% 26	46.91% 38	19.75% 16	17.28% 14	19.75% 16	23.46% 19	14.81% 12	20.99% 17	38.27% 31	9.88% 8
Total Respondents	26	38	16	14	16	19	12	17	31	8

Q12 The three types of commercial uses and services most needed in my area include:

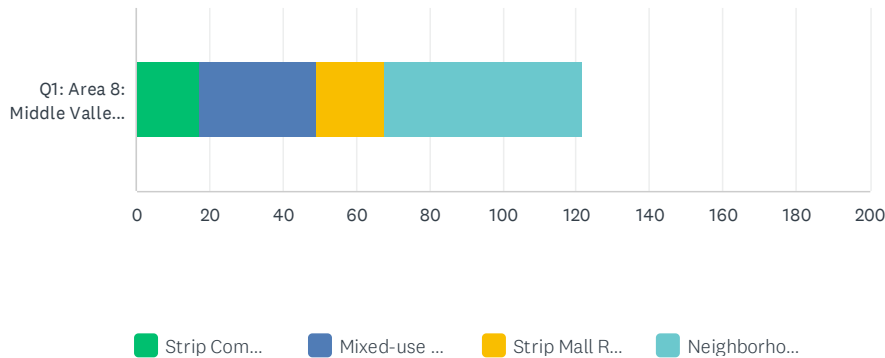
Answered: 83 Skipped: 3



	RETAIL	GROCERY	FOOD & BEVERAGE (RESTAURANTS, COFFEE SHOPS, ETC.)	LEISURE / ENTERTAINMENT (THEATERS, GYM/CLIMBING, CRAFT ACTIVITIES, MUSIC VENUES)	OFFICE	MIXED-USE COMMERCIAL (OFTEN COMMERCIAL OR OFFICE ON THE GROUND FLOOR WITH HOUSING ABOVE OR ATTACHED)	HOTELS / LODGING	LIGHT INDUSTRIAL / LIGHT MANUFACTURING	AGRICULTURAL BUSINESSES
Q1: Area 8: Middle Valley / Lakesite	42.17% 35	25.30% 21	73.49% 61	49.40% 41	3.61% 3	10.84% 9	7.23% 6	7.23% 6	12.00% 10
Total Respondents	35	21	61	41	3	9	6	6	10
OTHER (PLEASE SPECIFY)									TOTAL
Q1: Area 8: Middle Valley / Lakesite								4	4

Q13 Please select the images that reflect the type of commercial development you would be most likely to support in your area.

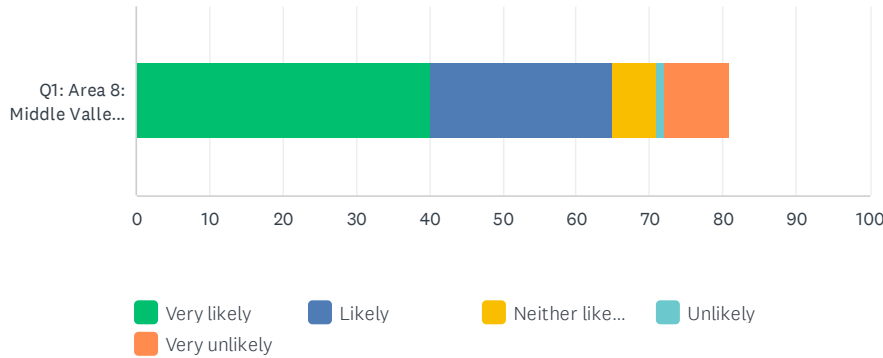
Answered: 73 Skipped: 13



	STRIP COMMERCIAL	MIXED-USE COMMERCIAL CENTER	STRIP MALL RETROFIT	NEIGHBORHOOD COMMERCIAL	TOTAL
Q1: Area 8: Middle Valley / Lakesite	23.29% 17	43.84% 32	26.03% 19	73.97% 54	167.12% 122
Total Respondents	17	32	19	54	73

Q14 Think about smaller neighborhood shopping centers, perhaps with a deli, a small locally-owned restaurant, a barber shop, or an accountant’s office. How likely would you be to support a small cluster of such commercial businesses at an intersection near your neighborhood (within walking distance)?

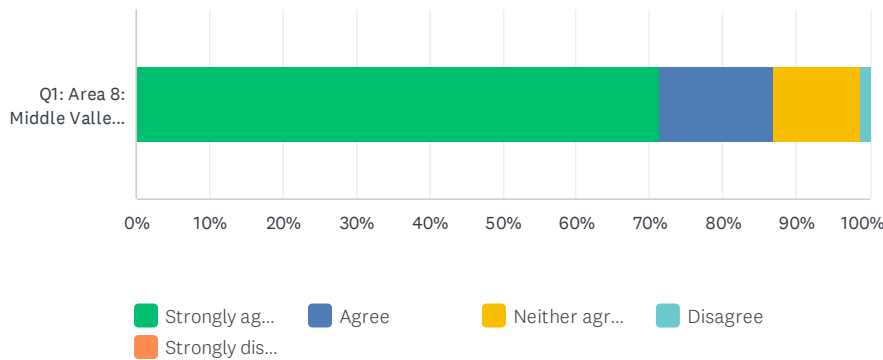
Answered: 81 Skipped: 5



	VERY LIKELY	LIKELY	NEITHER LIKELY NOR UNLIKELY	UNLIKELY	VERY UNLIKELY	TOTAL
Q1: Area 8: Middle Valley / Lakesite	49.38% 40	30.86% 25	7.41% 6	1.23% 1	11.11% 9	100.00% 81
Total Respondents	40	25	6	1	9	81

Q15 Preservation of farmland and rural character, steep slopes, wooded and riparian areas should be priorities in my area.

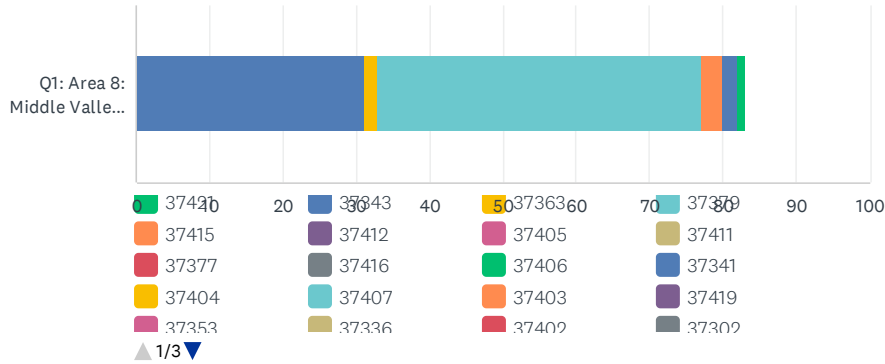
Answered: 84 Skipped: 2



	STRONGLY AGREE	AGREE	NEITHER AGREE NOR DISAGREE	DISAGREE	STRONGLY DISAGREE	TOTAL
Q1: Area 8: Middle Valley / Lakesite	71.43% 60	15.48% 13	11.90% 10	1.19% 1	0.00% 0	100.00% 84
Total Respondents	60	13	10	1	0	84

Q16 In which zip code do you reside?

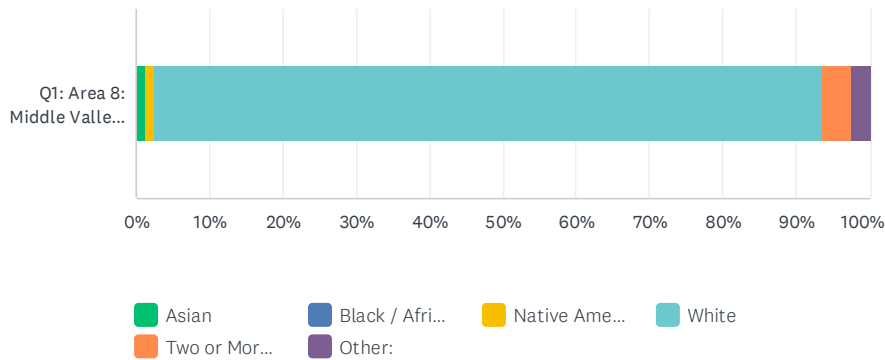
Answered: 82 Skipped: 4



	37421	37343	37363	37379	37415	37412	37405	37411	37377	37416	37406	37341	37404	37407	37403	
Q1: Area 8: Middle Valley / Lakesite	0.00%	37.80%	2.44%	53.66%	3.66%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.44%	0.00%	0.00%	0.00%	
Total Respondents	0	31	2	44	3	0	0	0	0	0	0	2	0	0	0	
OTHER (PLEASE SPECIFY)														TOTAL		
Q1: Area 8: Middle Valley / Lakesite															0	0

Q17 Which racial group do you most closely identify with?

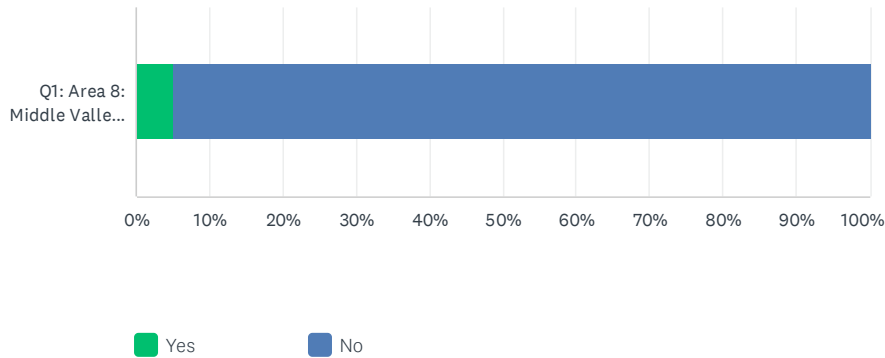
Answered: 79 Skipped: 7



	ASIAN	BLACK / AFRICAN AMERICAN	NATIVE AMERICAN	WHITE	TWO OR MORE RACES	OTHER:	TOTAL
Q1: Area 8: Middle Valley / Lakesite	1.27%	0.00%	1.27%	91.14%	3.80%	2.53%	100.00%
Total Respondents	1	0	1	72	3	2	79

Q18 Area you Hispanic / Latinex?

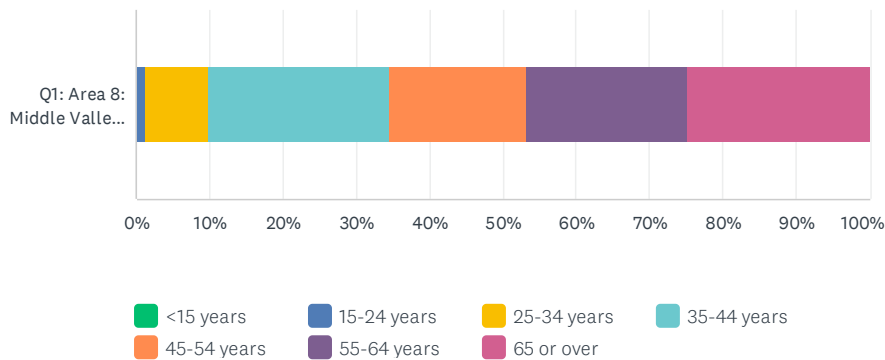
Answered: 79 Skipped: 7



	YES	NO	TOTAL
Q1: Area 8: Middle Valley / Lakesite	5.06% 4	94.94% 75	100.00% 79
Total Respondents	4	75	79

Q19 What is your age?

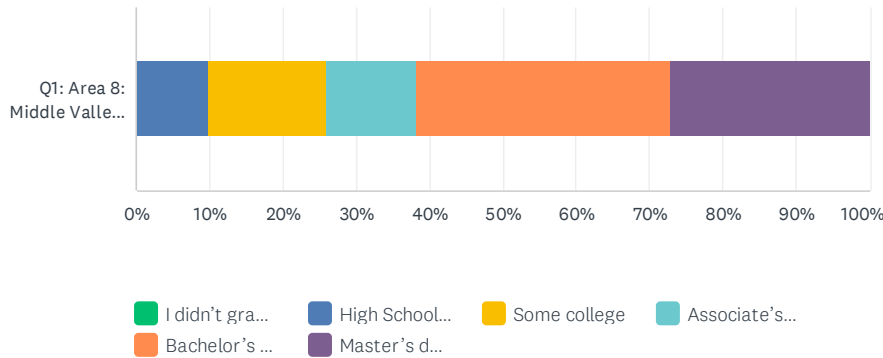
Answered: 81 Skipped: 5



	<15 YEARS	15-24 YEARS	25-34 YEARS	35-44 YEARS	45-54 YEARS	55-64 YEARS	65 OR OVER	TOTAL
Q1: Area 8: Middle Valley / Lakesite	0.00% 0	1.23% 1	8.64% 7	24.69% 20	18.52% 15	22.22% 18	24.69% 20	100.00% 81
Total Respondents	0	1	7	20	15	18	20	81

Q20 What is your highest level of education?

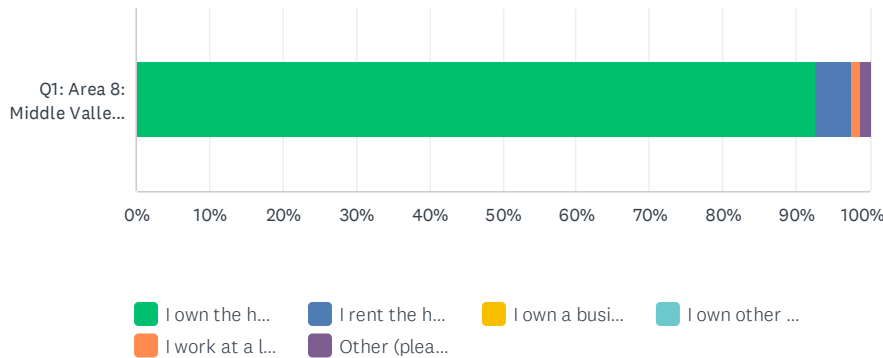
Answered: 81 Skipped: 5



	I DIDN'T GRADUATE FROM HIGH SCHOOL	HIGH SCHOOL DIPLOMA	SOME COLLEGE	ASSOCIATE'S DEGREE	BACHELOR'S DEGREE	MASTER'S DEGREE / PH.D.	TOTAL
Q1: Area 8: Middle Valley / Lakesite	0.00%	9.88%	16.05%	12.35%	34.57%	27.16%	100.00%
	0	8	13	10	28	22	81
Total Respondents	0	8	13	10	28	22	81

Q21 What are your connections to the area of the county you identified in Question 1? Please select all that apply.

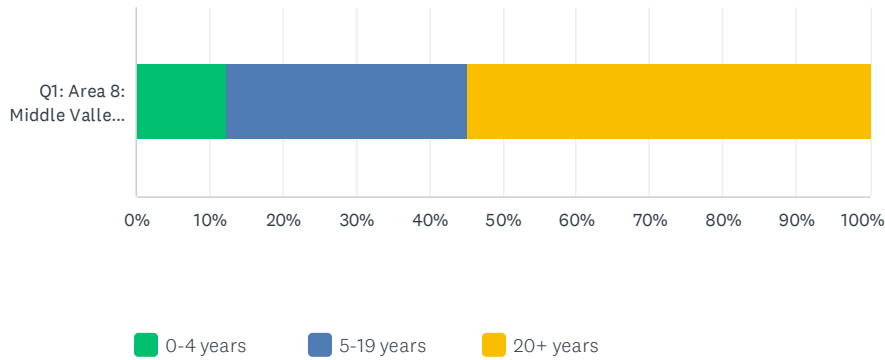
Answered: 82 Skipped: 4



	I OWN THE HOME I LIVE IN	I RENT THE HOME I LIVE IN	I OWN A BUSINESS	I OWN OTHER PROPERTY	I WORK AT A LOCAL BUSINESS	OTHER (PLEASE SPECIFY)	TOTAL
Q1: Area 8: Middle Valley / Lakesite	92.68%	4.88%	0.00%	0.00%	1.22%	1.22%	100.00%
	76	4	0	0	1	1	82
Total Respondents	76	4	0	0	1	1	82

Q22 How long have you lived Hamilton County?

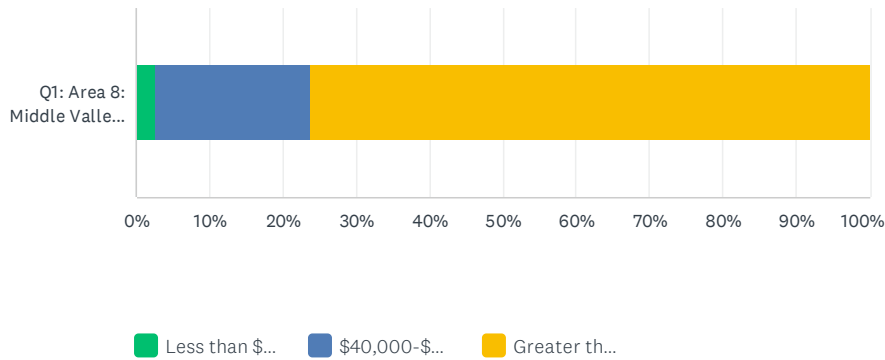
Answered: 82 Skipped: 4



	0-4 YEARS	5-19 YEARS	20+ YEARS	TOTAL
Q1: Area 8: Middle Valley / Lakesite	12.20%	32.93%	54.88%	100.00%
	10	27	45	82
Total Respondents	10	27	45	82

Q23 What is your household income level?

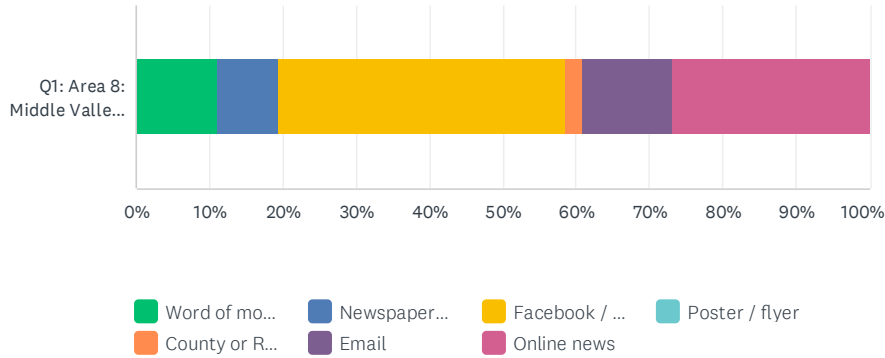
Answered: 76 Skipped: 10



	LESS THAN \$40,000	\$40,000-\$60,000	GREATER THAN \$60,000	TOTAL
Q1: Area 8: Middle Valley / Lakesite	2.63%	21.05%	76.32%	100.00%
	2	16	58	76
Total Respondents	2	16	58	76

Q24 How did you hear about this planning process?

Answered: 82 Skipped: 4



	WORD OF MOUTH	NEWSPAPER / AD	FACEBOOK / TWITTER / ETC.	POSTER / FLYER	COUNTY OR RPA WEBSITE	EMAIL	ONLINE NEWS	TOTAL
Q1: Area 8: Middle Valley / Lakesite	10.98%	8.54%	39.02%	0.00%	2.44%	12.20%	26.83%	100.00%
	9	7	32	0	2	10	22	82
Total Respondents	9	7	32	0	2	10	22	82

Q25 Thank you for completing this survey! Please enter your contact Information for a chance to win one of three \$25 Amazon gift cards!*

Answered: 59 Skipped: 27

	NAME	COMPANY	ADDRESS	ADDRESS 2	CITY/TOWN	STATE/PROVINCE	ZIP/POSTAL CODE	COUNTRY	EMAIL ADDRESS	PHONE NUMBER
Q1: Area 8: Middle Valley / Lakesite	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	98.31%	93.22%
	59	0	0	0	59	0	0	0	58	55
Total Respondents	59	0	0	0	59	0	0	0	58	55

Meeting Discussion Notes

Railroad at Thrasher Pike - safety, a difficult crossing and traffic backing up, it's a problem.

More communication needed from Norfolk Southern - for closings, etc.

Is CARTA service in the area possible? Not necessarily bus transit but could be something like a twice daily uptown/downtown or Middle Valley to Hixson & back shuttle.

Para-transit for medical appointments, i.e., elderly or disabled individuals needing on-demand/scheduled transportation.

Traffic from state route for housing development is a problem. Did not receive sufficient notice of the development before it was approved.

Gold Point at Hixson Pike has traffic problems.

Development and traffic issues in particular areas: Boy Scout Rd., Dayton Blvd., Hwy 153

Car washes shouldn't be near Dupont Elementary.

Infrastructure maintenance - quantity, quality and upgrades are needed.

Land acquisition for roads? Widening or having more alternative routes is needed.

Retail, commercial businesses; need greater variety of retail and commercial businesses, attract more to the area and we should support local businesses.

Improvement Districts or Business Improvement Districts for Centers in Middle Valley, Lakesite, and other centers in the County in order to improve quality.

Alternative mobility options: Sidewalks, trails, etc.

Middle Valley Road: Bikes and vehicles, space issues with lanes.

Can we do a Building Permit moratorium until roads are improved and infrastructure in place?

Need clarity on RPA and Planning Commission. *STAFF: The Regional Planning Agency (RPA) is a joint city/county agency staffed by planning professionals. The Regional Planning Commission (PC), is a body of volunteers, appointed by the Mayors of Hamilton County and Chattanooga. The Planning Commission (PC) provides recommendations to the Chattanooga City Council, Hamilton County Commissioners, and other smaller municipalities regarding rezoning requests. The Planning Commission (PC) meets on the 2nd Monday of each month in the Hamilton County Courthouse.*

Accessibility and transportation for mobility challenged, older, disabled, or individuals with busy schedules, hard to attend [PC] meetings held once a month.

How does County zoning differ from City zoning? *STAFF: Each has their own Zoning Ordinance.*

Is it wise to develop with insufficient infrastructure?

What is the Planning Commission and where does it get its authority? *STAFF: The Planning Commission (PC) is a board of volunteers appointed by the Mayors of Hamilton County and Chattanooga. It was established by State law to review and approve new subdivisions and to review and make recommendations on rezoning requests.*

How we can have zoning that's responsible and not damaging to the integrity of watersheds?

Middle Valley Airport status? *STAFF: See chcrpa.org for case details.*

Tree Commission needed for unincorporated Hamilton County

Any plans for sewer expansion?

Need more greenery.

How to get information about upcoming development or zoning cases?

Hwy 127, curb cuts, traffic - are there any options to lessen?

Could website or a map show all cases/development in area number of interest? *STAFF: See <https://chcrpa.org/project/development-trend-dashboards/>*

Zero-lot line zoning, it's popular, but does it benefit anyone aside from developers?

Concern: Loss of tree canopy; will it be addressed?

Hixson Pike: Does it have to develop without regard for what's already there in terms of residential development?

Storage businesses; how many do we need, when do we say "There are enough or we have too many"?

Trash & outdoor material stored outside is a widespread issue and commercial and residential properties can be unsightly and should be cleaned up.

Community Comment Cards

Preserve: tree canopy, native landscape, mom & pop businesses, rural feel with suburban amenities; **Improve:** shade in parking lots, Water quality outreach by local government seeking community input; Infrastructure in parks. **See more of:** library, rec center, trees, using existing retail or cleared land real estate for redevelopment instead of turning forested areas into development.

Bus service (including handicapped) to North Hamilton County; Business improvement district on Hixson Pike; limited access to Hwy 153.

Middle Valley - Area 8

Middle Valley, Lakesite

September 7, 2023

Please don't forget families that have lived here for several generations as you welcome all the new families.

Daisy Dallas Rd is like a race track. It is 2 lanes, it carries traffic from Hixson Pike to Harrison Rd. It is becoming more congested especially at Sedman Road and Daisy Dallas Road. Are there any future plans for widening it?

There is a transportation issue for the disabled and elderly. What is the plan? If there is no plan, how or when will that issue/problem in unincorporated areas be resolved?

Developers should share in cost of increasing traffic control and road capacity including sidewalks; RPA recommendations should be binding but collaborative; Developers should properly fix roads they dig up.

Traffic on Hixson Pike: most of the traffic goes south in the morning and north in the afternoon. Use the center left turn lane as rush hour directional lane for busiest 2 hours am/pm; example, use center lane for south lane 7-9am and north lane 4-6pm; Railroad crossing at Hamil next to hospital number 1 overpass needed.

Will there ever be a north county bridge from Soddy-Daisy/Sale Creek to the Harrison/Ooltewah/I-75 areas?

Would love to see a renewed study of new bridge over the river in northern county; a bridge could take the load off Hwy 153 and Hixson pike and US 27; many motorists go out of the way because there is no bridge from Soddy Daisy to Ooltewah and Cleveland.

Preserve - Natural beauty, lake living lifestyle, small town feel; **Improve** - Lakesite needs a city center; more moderate - density housing so next generation can raise their children here; multi-modal transportation; public lake access outside of Chester Frost Park.

* You can NOT open up parks for anyone coming into them without SECURITY.

* You can NOT approve zero lot lines without sewers, and Hamilton County does not need zero lot lines anywhere.

* Parks should not be reopened on a one lane road (i.e. Pinky's Point)!

* Nelson Spur Rd does not need any more traffic; only residents who reside there should be traveling on it. Needs to be a private road; too many sightseers and deer! Relocate 3/4 of deer! It is a narrow, curvey road with deep ditches, overhanging tree limbs, and an S-shaped steep turn in the road.

* The Pinky's Point Park at the end of the road should not be opened due to this one lane road and no security in that park. It should be protected due to the historical trail of tears. (also grave of Indian Woman - unmarked).

Preserve our land - too much building; Improve roads. Hixson Pike and Middle Valley very congested, very hard to get in and out now, Middle Valley flooding from too much building; East Boy Scout and Eagle Drive floods now and we do not need more construction pushing water on us. Thank you.

I have noticed a lot of building of overpriced homes on Thrasher Pike even from my subdivision of Port Serena. The homes are very close together and look like crackerjack box houses that are built well. There are at least 3 new subdivisions being built within a mile or two from where I live. I know that you cut the lot size from 1 acre to 1/2 to cram as many homes as possible. I moved up to Port Serena around 44 years ago to get away from the sprawl of the city of Chattanooga. I ask you where are the animals going to live if you cut down the trees and build these homes? You don't have any regular people that care for the environment or the people themselves on the board [i.e. *the Planning Commission*], just rich developers who only see \$\$ signs on any undeveloped land. What I see when I see a piece of land that doesn't have anything on it is beauty and peace. Hixson Pike is looking like an overdeveloped zoo with buildings and overpriced apartment complexes being built up so close to each other. I know you want to develop Sale Creek in the same way, but don't. Hamilton County as a whole is losing its beauty that makes it special. You can't have pocket woods ,for the animals to live in, surrounded by houses. Who can afford to live in Hamilton County if you keep building over priced homes and apartment complexes that are ugly as heck?

Behind Northgate mall are 2 apartment complexes that are built so close to the road that anyone who rents them is sure to have hearing loss. What are you going to do about Northgate mall? It was once a good shopping complex and now it's dead.

Middle Valley - Area 8

Middle Valley, Lakesite

September 7, 2023

My late grandfather and late father used to say that if you build homes that are so close to each other that you can tell who is having sex or not just by looking out your window, then [your houses] are [built] too close to each other. Look at Stone Walls Farms just south of Thrasher Pike on Hixson Pike; the homes are within 10 feet of each other. That is a fire hazard since if one goes up there is a higher chance the rest will go up as well if the fire is left to burn. Stone Wall Farms is a perfect example why building homes close together isn't a good thing. Do you want to walk outside and see what your next door neighbor is doing in his yard or cooking? I doubt that you would, but again most of you live in mansions so that you don't have to be on top of your neighbor like you are forcing the rest of us to do. There used to be deer and other animals that used to live in the woods behind my house. Now there is nothing thanks to people like you who want to overdevelop it. As far as EVs go - whoever buys them must not like driving long distances like to any other metro area. The price of the batteries are nearly the price of the car and does cause more damage to the environment than gas powered cars. Also look at the countries that have gone electric and you will see that there are piles of them left on the side of the road. When a EV car burns, it stays that way for hours - burning with no chance of being put out. The mandate by the government is [ridiculous] since we don't have enough charging stations and the grid can't handle the influx of the cars being charged at the same time. Look at California with the blackouts that they have had. That can be us if you keep pushing the "green energy agenda" before ready. Building the grid up first and the charging stations as well as make sure that you can drive more than 300 miles with a full load before telling the rest of us to go green and buy these death traps of a car. I'd appreciate it if you'd take my words to heart and use some common sense and not greed to make your decisions about what this county needs.

**Hamilton County
Transportation Project Recommendations**

Priority Group	Roadway	Project Location	Area	Type of Improvement	Warranting Condition	Preliminary Project Cost
Medium-term	Roberts Mill Road	from Dayton Pike to Mountain Laurel Trail	7	Safety	Crash Rate	\$2M-\$3M
Long-term	Montlake Road	from Dayton Pike to Mowbray Pike	7	Safety	Crash Rate	\$1M-\$6M
Long-term	W Road	from Mountain Creek Road to Anderson Pike	7	Safety	Capacity & Crash Rate	\$1M-\$2M
Short-term	Daisy Dallas Road	from Harrison Lane to Hixson Pike	8	Safety	Crash Rate	\$1M-\$2M
Short-term	Middle Valley Road	from Hixson Pike to Daisy Dallas Road	8	Safety	Crash Rate	\$1M-\$2M
Medium-term	Middle Valley Road	at Daisy Dallas Road	8	Intersection	Capacity & Crash Rate	\$2M-\$4M
Medium-term	Middle Valley Road	at Walnut Road	8	Intersection	Crash Rate	\$2M-\$4M
Medium-term	Middle Valley Road	at Gann Road	8	Intersection	Capacity & Crash Rate	\$2M-\$4M
Long-term	Gann Road	from Middle Valley Road to Daisy Dallas Road	8	Safety	Crash Rate	\$1M-\$5M
Short-term	Hunter Road	at Lebron Sterchi Drive	9	Intersection	Crash Rate	\$2M-\$3M
Short-term	Hunter Road	at curve near Crooked Creek Drive	9	Safety	Crash Rate	\$1M-\$2M
Short-term	Hilltop Drive	between Hunter Road and Volkswagen Drive	9	Extension	Capacity/Congestion	\$12M-\$19M
Short-term	Hunter Road	from Hwy 58 to Lee Highway	9	Safety	Crash Rate	\$2M-\$5M
Medium-term	Hunter Road	at Garfield Road	9	Intersection	Capacity & Crash Rate	\$2M-\$3M
Medium-term	Snow Hill Road	from Mountain View Drive to Mahan Gap Road	9	Safety	Crash Rate	\$1M-\$4M
Medium-term	Snow Hill Road	from Mountain View Drive to Amos Road	9	Capacity	Capacity & Crash Rate	\$2M-\$5M
Long-term	Hunter Road	from Hwy 58 to Lee Highway	9	Capacity	Capacity & Crash Rate	\$22M-\$39M
Long-term	Harrison Bay Road	from Hwy 58 to Birchwood Pike	9	Safety	Crash Rate	\$1M-\$3M
Short-term	Standifer Gap Road	from Banks Road to Camp Road	12	Safety	Crash Rate	\$1M-\$3M
Medium-term	E Brainerd Road	at London Lane	12	Intersection	Capacity/Congestion	\$2M-\$4M
Long-term	Standifer Gap Road	at Bill Reed Road	12	Intersection	Capacity & Crash Rate	\$2M-\$4M
Long-term	Armstrong Road	from Hixson Pike to Lee Pike	13	Safety	Crash Rate	\$1M-\$4M
Long-term	McCallie Ferry Road	from US 27 to Spradling Road	13	Safety	Crash Rate	\$1M-\$2M

Due to its length, the ***Fire and Rescue Service Evaluation Rural Hamilton County Tennessee*** document is not included in this appendix.

The document can be found on the RPA's website by selecting "Analyses" under the "Data & Analyses" tab from the main navigation. Scroll down to find the link for "Fire and Rescue Service Evaluation Rural Hamilton County Tennessee."

A direct link to the PDF document has been provided below for your convenience.

Link to page:

<https://chcrpa.org/project/fire-and-rescue-service-evaluation-rural-hamilton-county-tennessee/>

Link to google doc (PDF):

https://drive.google.com/file/d/1XC4t8V8ZCB2cRVxhqk33YqmibI4-gOG2/view?usp=drive_link

MAKER DISTRICT

at Middle Valley and Boy Scout Road

- existing commercial building
- proposed commercial building
- proposed multi-family
- proposed greenway

CONNECTIVITY

(A) regional greenway connections

PEDESTRIAN IMPROVEMENTS

(B) sidewalk connectivity & clearly marked pedestrian crossings

(C) entry / wayfinding signage

DENSITY

(D) add opportunities for small business start-ups, additional specialty contractors, specialty repair, and neighborhood commercial services; create employment opportunities where people live

(E) added housing diversity supports retail and provides workforce housing options to recruit labor

INFRASTRUCTURE PLANNING

(F) use LID principles for enhanced stormwater management and water quality

STREETSCAPE

(G) front new buildings on existing and proposed streets

(H) enhanced landscaped buffers and street trees



BOY SCOUT RD

MIDDLE VALLEY RD



RESORT & RECREATION

at Hixson Pike & Gold Point Circle

- existing commercial building
- proposed commercial building
- proposed lodging
- proposed greenway

PLACEMAKING

- A** space for visitor center kiosk, entry and wayfinding signage, pocket park
- B** announce entry to a resort recreation / parks district with well-landscaped entry, coordinated signage, and design guidelines
- C** playgrounds and gathering spaces

RESORT / RECREATION

- D** embrace outdoor outfitters and recreation equipment dealers but transition to retail / showroom buildings fronting landscape buffers with primary outdoor storage located in rear
- E** encourage small format accommodations, f & b, camping to support park assets
- F** recreation-based businesses

STREETSCAPE

- G** large landscaped buffers with ample space for regional greenway route

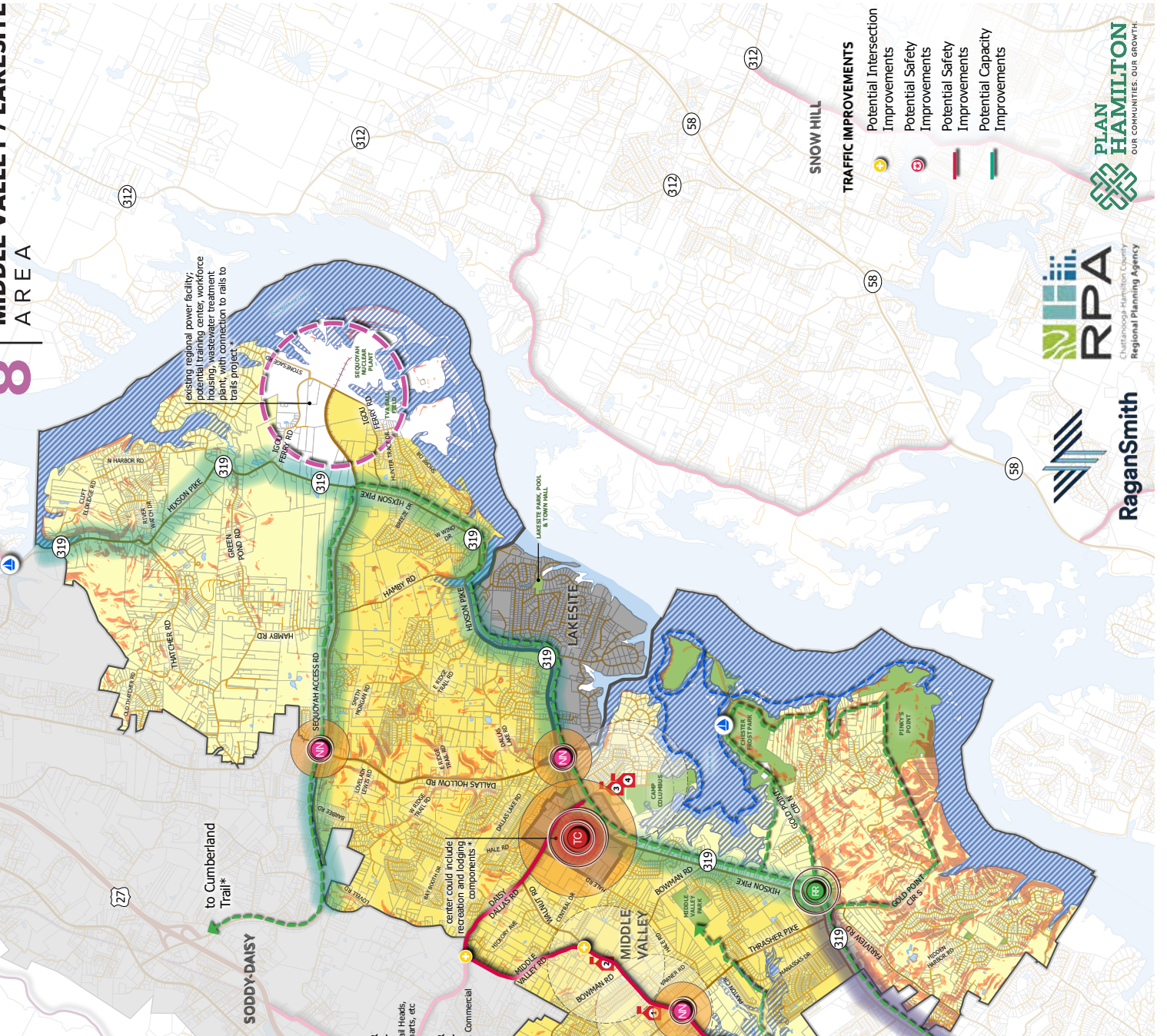


CONCEPTUAL LAND USE / PLACE TYPES STUDY

8 MIDDLE VALLEY / LAKESITE AREA

- MOWBRAY MOUNTAIN SCHOOLS**
- Ganns Middle Valley Elementary
 - Middle Valley Academy
 - McConnell Elementary School
 - Loftis Middle School
- 1/2 Mile Walkable Radius
- TRAIL SEGMENTS**
- Existing Cumberland Trail Segment
 - New Cumberland Trail Segment
- RECOMMENDATIONS**
- Potential Crossroads
 - Potential Neighborhood Node
 - Potential Regional Opportunity Area*
 - Potential Town Center
 - Potential Greenway *
 - Potential Blueway
 - Potential Rural Enhancement Corridor (RC)
 - Potential Suburban Corridor (SC)

- SPECIAL DISTRICTS**
- Potential Maker District
 - Potential Regional Opportunity Area*
- RESORT & RECREATION**
- Potential Resort & Recreation Center
Includes: Campgrounds, Trail Heads, Put-ins/Boat Ramps, Mini-marts, etc
 - Potential Resort & Recreation Center
Includes: Lodging, Marinas, Commercial Areas, Housing, etc
- CORRIDORS**
- Potential Greenway *
 - Potential Blueway
 - Potential Rural Enhancement Corridor (RC)
 - Potential Suburban Corridor (SC)
- RESIDENTIAL**
- Low Density Residential Area
Includes: Conservation Residential and Countryside Residential Place Types
 - Moderate Density Residential Area
Includes: Suburban Residential Place Type
 - Mod-High Density Residential Area
Includes: Mixed Residential and Urban Residential Place Types



- TRAFFIC IMPROVEMENTS**
- Potential Intersection Improvements
 - Potential Safety Improvements
 - Potential Safety Improvements
 - Potential Capacity Improvements





GOALS, POLICIES & COMMUNITY THEMES MATRIX

- **Directly influenced by the Community Themes**
- **Supports or reinforces the Community Themes**



1. BALANCE GROWTH, ECONOMY & COMMUNITY CHARACTER

1.8.1	Plan for the continued growth of Lakesite and the central valley of Area 8 north of Gann Road and south of Sequoyah Access Road. Existing and planned sewer infrastructure, ease of commute to Chattanooga-based employment, and proximate recreation opportunities will drive development. Invest in schools, identified transportation needs, and recreation infrastructure to maintain high quality of life for residents keeping pace with new development.	●	●	●	●
1.8.2	Plan for the continued growth of the existing Lakesite Town Center. This center is already the primary commercial shopping Area for the north end of Hixson Pike and should be allowed to grow in a coordinated fashion providing the Area with gathering spaces, dining & entertainment, lodging, and a diverse range of housing in a comprehensively planned Town Center.	●			
1.8.3	Transition to lower density Place Types and zones along the North Chickamauga creek corridor in to maintain rural setting and reduce impacts from flooding in this Area containing both steep slopes and an abundance of low lying property.	●	●		
1.8.4	Preserve the rural character of the north end of Area 8 (bounded by Dallas Hollow-Sequoyah Access - Chickamauga Lake) by transitioning to lower density Place Types and zoning in this neighborhood characterized by narrow country roads, woodlands, and quiet lakeside retreats	●			






























2. PROTECT & ENHANCE NATURAL RESOURCES

2.8.1	Develop a conservation plan with recreation and conservation partners (North Chickamauga Creek Conservancy, Soil&Water Conservation District, TPL, Land Trust for Tennessee, Hamilton Co. Parks, etc.) to acquire or buffer development from properties along the lake front and the North Chickamauga Creek corridor that can provide recreation access, resilience from storm events, and preserve the viewsheds and natural setting along these water bodies.		●		
2.8.2	North Chickamauga Creek and Lick Branch are critical watersheds for receiving and filtering stormwater from most of Area 8. Land bordering these water bodies is low lying and subject to severe flooding. These environmental conditions warrant the following measures: <ul style="list-style-type: none"> • Careful review of engineered storm water plans for new development. • Buffering floodways and stormwater storage basins from development through a combination of development setbacks, storm water buffers and conservation efforts. 		●		

3. PRESERVE & ENHANCE OUTDOOR RECREATION

3.8.1	Consider further investment and expansion of Middle Valley Park and Chester Frost Park to meet the needs of Hamilton Co residents and as assets to stimulate recreation and tourism based economic growth.	●	●		●
3.8.2	Consider development of a lake front greenway in partnership with TVA, USACE, TDEC, and others. Study feasibility of a route from Loftis Middle School to Pinky’s Point.	●	●		●
3.8.3	Develop a coalition for a combined flood protection, water quality, and recreation based conservation effort along North Chickamauga Creek/Lick Branch/Rogers Branch. Recreational aspects could include: blueway, greenway, fishing, birding, walking, and paddling access. Bike/Ped transportation routes between Chickamauga Gorge SP, Hixson High, Greenway Farms, Chester Frost Park, and Middle Valley Park could be established over time.	●	●		●
3.8.4	Consider commissioning an economic impact analysis to consider the potential return on these investments considering recreational, tourism, reduction of natural disaster related expenses, and community health benefits.	●	●		●



 Directly influenced by the Community Themes  Supports or reinforces the Community Themes					
4. PROMOTE CONNECTIVITY AND MULTI-MODAL TRANSPORTATION					
4.8.1	Evaluate a new greenway route along N. Chickamauga Creek from Greenway Farm Park east to Soddy Daisy and north to Chester Frost and Middle Valley Park.				
4.8.2	Develop plans for a separated multi-use pathway along Hixson Pike connecting recreation nodes at Chester Frost Park to the Lakesite Town Center and along the old Sequoyah rail line.				
4.8.3	Work with CARTA to model potential demand for transit service as recreation and town centers develop along Hixson Pike at Chester Frost Park and Lakesite. Also, evaluate ability for transit to create synergies with recreational access, tourism, and economic development objectives.				
4.8.4	Work with TDEC, Hamilton County Parks, TVA, Tennessee Riverline Project and others to develop a blueway with safe points of access for paddlers and multiple locations including: Pinky's Point, Chester Frost, Camp Columbus, and Lakesite.				
5. PROVIDE ADEQUATE INFRASTRUCTURE					
5.8.1	Set aside funding for recommended intersection and road improvements to Middle Valley Road, Gann Road, and Daisy Dallas Road. Ref. Exh. __				
5.8.2	Continue to support WWTA's plans to expand sewage treatment capacity to serve Middle Valley and other areas of unincorporated Hamilton County border the north side of Chattanooga.				
6. PROVIDE SUITABLE COMMERCIAL & MIXED-USE CENTERS					
6.8.1	Work with property owners in and surrounding the existing Lakesite Town Center to add connectivity between parcels and improve mobility across transportation modes. Make Zoning compatible with lodging, restaurant, and entertainment uses to serve locals, league and tournament play at Middle Valley Park, and outdoor recreation associated with Chester Frost Park, and Chickamauga Lake.				
6.8.2	The majority of neighborhoods in Area 8 have convenient access to shopping and services in existing commercial centers within the incorporated limits of Chattanooga, Soddy Daisy, or Lake Site. As the Area grows additional commercial development should primarily occur in these Areas with proximate mixed residential infill housing both for rent and for sale.				
6.8.3	Help existing hybrid industrial uses, now referred to as Maker Districts, at Boy Scout Road and Middle Valley Road to thrive. Match successful business in these Areas with small business loan assistance and entrepreneurial incubator programs. Evaluate the potential to design a neighborhood scale storm drainage system to provide local business with resilience from storm events. Allow flexible mixed-use zoning in Maker Districts so that business can combine light manufacturing, warehouse, and retail space under one roof. Also allow for integrated housing solutions such as detached town homes or attached live-work units with minimal setbacks.				
7. PROVIDE A RANGE OF HOUSING OPTIONS					
7.8.1	Utilize the full spectrum of center Place Types, maker districts, and the co-located mixed-residential Areas to provide focal points for housing diversity and prerequisite infrastructure investment in transportation, water, and sewer infrastructure. Larger center types such as the Neighborhood Center and Village Center at the periphery of Lakesite are appropriate for multifamily housing including apartment clusters. Housing around designated centers should taper in density and project size the further a parcel is from the commercial and civic core.				
7.8.2	Neighborhood nodes and Crossroads in Area 8 are generally reflective of existing commercial or civic uses and should be encouraged through zoning to incorporate residential town homes or small lot single family projects on immediately adjacent parcels. Public investment in sidewalks, intersection improvements, and connecting roadways should be considered.				
7.8.3	The Area of middle valley south of Sequoyah Road and north of Gann Road is designated for medium density residential use. This means that suburban residential growth in this Area is expected to continue with new subdivisions serviced by centralized sewer allowing for R1, RTZ with potential pockets for PUDs and RT1 zoning.	