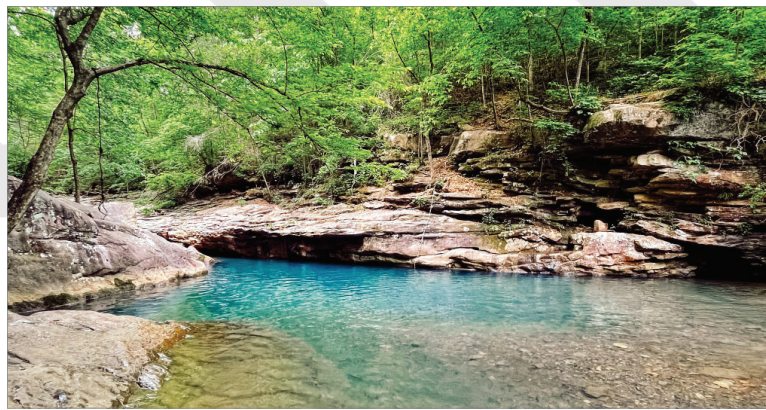




PLAN HAMILTON

OUR COMMUNITIES. OUR GROWTH.



Planning Commission
1/13/2025

13 | NORTH END / SODDY-DAISY AREA PLAN

Bakewell
Sale Creek
City of Soddy-Daisy

Plan Draft version 04/24/25



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CHAPTER 1

AREA SUMMARY

- 1.1 AREA PLANNING SUMMARY
- 1.2 INTRODUCTION
- 1.3 NORTH END / SODDY-DAISY STUDY AREA
- 1.4 HISTORY OF NORTH END / SODDY-DAISY

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 any new development is thoughtfully integrated by accelerating infrastructure planning and delivery, improving development review and design criteria, and that it contributes 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 have been refined to address the County's evolving needs and offer the most impactful steps forward.

The Chapter 5 implementation strategies focus on practical and ready to implement policy changes and development principles, as well as, collaborative actions. 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 and the RPA is dedicated to working closely with residents, businesses, and local leaders to implement these policies in a way that fosters a resilient future based on resident priorities and objectives. 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 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.

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 a Conceptual Land Use map that is illustrative and Place Types maps that define 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 North End / Area 13 Plan features five chapters which cover the following:



1.3 NORTH END / SODDY-DAISY STUDY AREA 13

The North End/Soddy-Daisy area of Hamilton County is where the tranquility of rural life blends seamlessly with suburban conveniences, offering a unique community that's deeply connected to its landscape and history. Nestled between Walden's Ridge and the Tennessee River, this region is defined by its scenic vistas, farmlands and vibrant neighborhoods, each with its own distinct charm and story to tell.

Area 13's natural beauty is more than just a backdrop—it's a way of life. Rolling hills, verdant green spaces, and the presence of the Tennessee River along its western edge create a peaceful retreat for both residents and visitors. This dynamic area of Hamilton County is marked by a harmonious mix of residential, commercial, and recreational spaces. From charming historic homes to modern developments designed for growing families, the housing options reflect the area's rich diversity. Strong educational institutions further enhance its appeal, making it an ideal place for families seeking quality schooling in a tranquil environment.

Beneath its serene exterior lies a complicated past. The North End's history is woven with stories of struggle and resilience — from the Trail of Tears to the industrial booms and busts that shaped the local economy. These experiences have forged a deep sense of identity and pride among its residents, who are committed to preserving the area's rural character even as it grows.

Economically, the North End thrives on the strength of its small businesses, retail centers, and professional services. Its strategic location ensures easy access to major transportation routes, connecting residents to nearby urban centers while supporting the region's economic vitality. For outdoor enthusiasts, the North End is a haven. The area's numerous parks, trails, and nature reserves and proximity to Lake Chickamauga invite exploration and an active lifestyle, with the community's dedication to preserving these green spaces ensuring that nature remains at the heart of life here.

Community engagement is woven into the fabric of the North End, where local events, farmers' markets, and cultural activities bring residents together, fostering a strong sense of belonging and civic pride. As Hamilton County continues to evolve, the North End/Soddy-Daisy area remains a focal point for thoughtful planning and sustainable development.

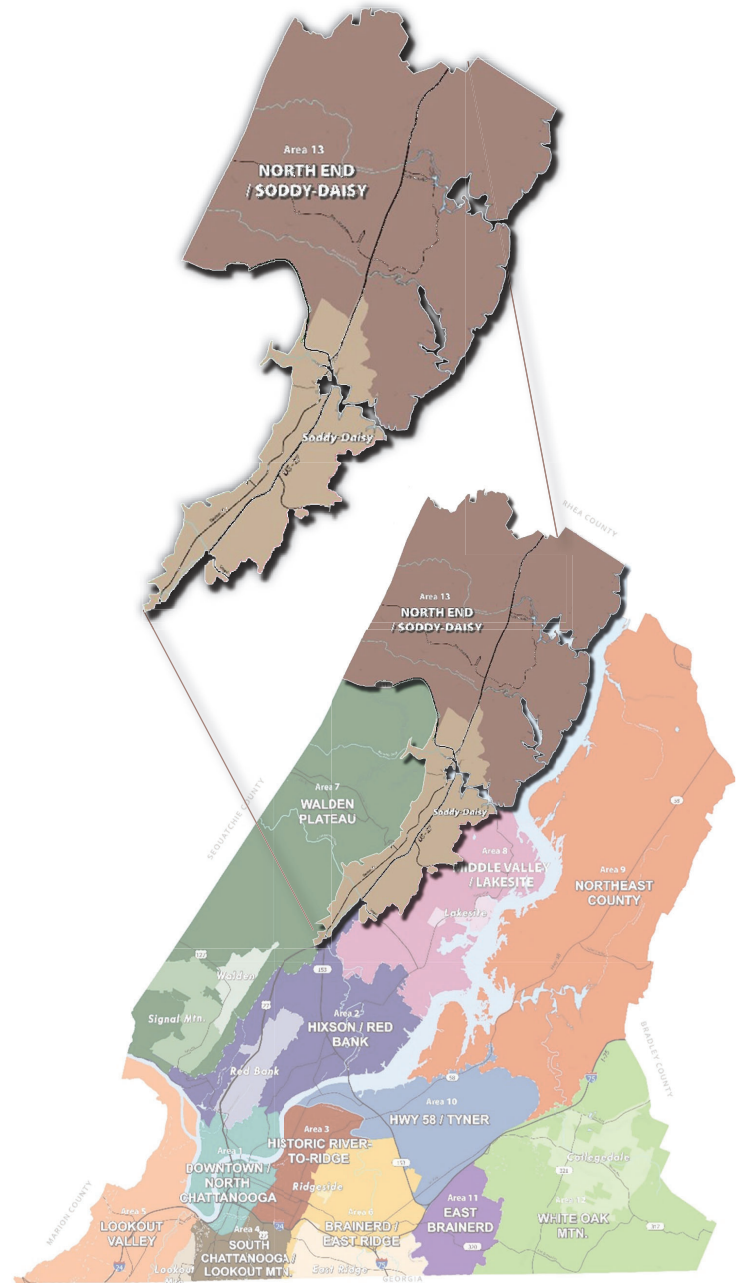


Figure 1.1: North End / Soddy-Daisy Area 13 Map as a part of Hamilton County study area



North End / Soddy-Daisy Area 13 Map



Figure 1.2: North End / Soddy-Daisy Area 13 Map



1.4 HISTORY OF NORTH END/ SODDY-DAISY

The North End/Soddy-Daisy area of Hamilton County is steeped in history and cultural significance, with landmarks and narratives that reflect its rich past. The Tennessee River, a vital lifeline for centuries, has witnessed key events such as the Cherokee-American War and Civil War skirmishes that have left an indelible mark on the landscape. The McDonald Farm, a historical and agricultural cornerstone, exemplifies the area's deep agricultural heritage and connection to the land. This region's historical and cultural fabric is woven with stories of resilience and adaptation with the Trail of Tears crossing directly through this area, underscoring the importance of preserving its scenic landscapes and agricultural heritage as the area continues to evolve.

TRAIL OF TEARS

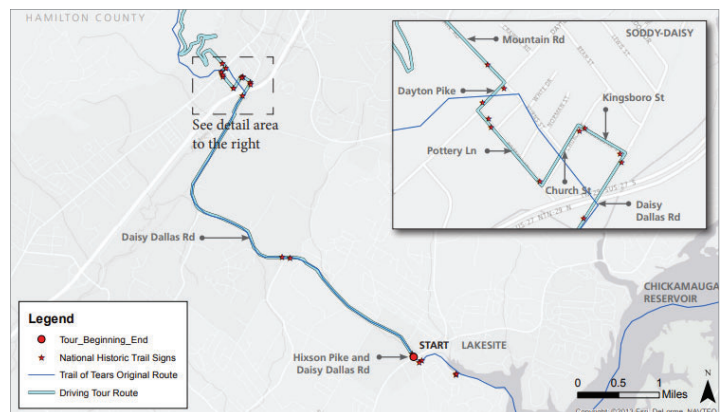
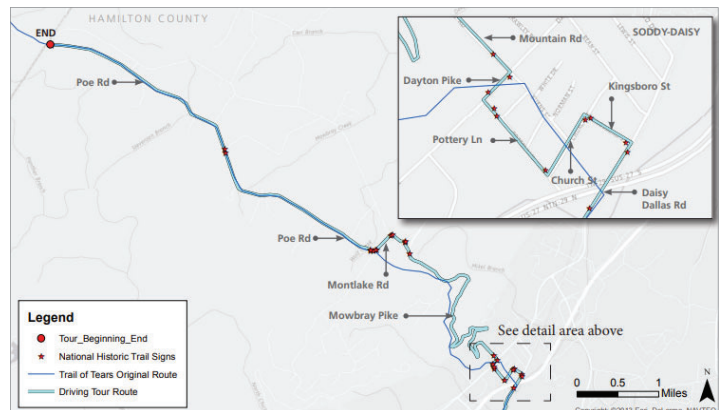
The Trail of Tears is a significant historical event that left a lasting impact on the cultural and geographical landscape of Hamilton County. The Indian Removal Act passed by U.S. Congress in 1830 forced the relocation of Native American tribes. Thousands of Cherokee people passed through this region on their journey to the designated Indian Territory. This event significantly influenced the area's demographics and social fabric, with remnants of the historic route still evident in the region's trails and markers.

There are approximately 12 miles of navigable route remaining for the Trail of Tears starting in Area 8 and terminating in Area 13. The maps on the right identify the starting and ending route where the paved roadways follow along the original route. The Trail of Tears is a crucial aspect of history, reflecting the broader national policies and events that have shaped the development and character of the community.



Riverfront Trail of Tears Marker

Source: HMdb.org



Trail of Tears starting in Soddy Daisy & Lakesite

Source: National Park Service





Sale Creek Sign

Source: northhamiltonn.com

SALE CREEK

Sale Creek is one of the three main neighborhoods that make up Area 13. Now with approximately a population of approximately 3,021 in the 2020 Census, the area has a strong military history. Sale Creek initially received its name due to an auction in 1779 during the Cherokee-American wars with items the frontiersmen collected during the war. One of the main creek's that runs through this area was also named Sale Creek in honor of this community. This area was also occupied during the Civil War from September to December 1863 by the 6th Tennessee Infantry.



McDonald Farm

Source: Fox Chattanooga (WTVG)

MCDONALD FARM

McDonald Farm has a rich history that reflects the agricultural heritage of the region. The farm which was initially occupied by native american tribes was established in the late 19th century, the farm was owned by the McDonald family, who played a significant role in the local community through their farming operations. Spanning over 2,100 acres, the farm became well-known for its dairy and cattle production, contributing to the agricultural economy of Hamilton County. In late 2021, Hamilton County purchased the entire site for approximately \$16 million to ensure that it not only brings recreational opportunities to Hamilton County residents but future uses are anticipated to create new jobs within the County limits.



Good Old Days Museum

Source: Chattanooga.org

SODDY-DAISY HISTORY

The origins of the names "Soddy" and "Daisy" are tied to local history. "Soddy" may derive from the Cherokee word "Tsati," meaning "sipping place," possibly referencing the area's lakes, creeks, and streams. Another theory links the name to William Sodder's Trading Post. Daisy was named after Daisy Parks, the daughter of a coal company vice-president. Both communities thrived as coal mining towns until the 1930s, with industries such as a hosiery mill, turpentine plant, and pottery kilns also active. In April 1969, Soddy and Daisy were incorporated into one city, stretching about nine miles along US-27.



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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 13 includes the remainder of Hamilton County through Chickamauga Lake, Flattop Mountain, and Soddy-Daisy. This area of Hamilton County focuses on agricultural operations and is a rural area of Hamilton County with the entirety of the eastern unincorporated border on the TN River/Chickamauga Lake Reservoir waterfront. The southern portion of Area 13 is within the incorporated limits of Soddy-Daisy and the remainder of the area is conveniently located on both sides of Interstate 27 and other local roads promoting connectivity between surrounding communities. With a significant number of schools, this area serves predominantly residential and rural residential neighborhoods. A primary objective of this area is to focus on infrastructure needs and maintaining the agricultural objectives of the community. Growth in this area should focus on infrastructure needs first and the growth of the agricultural heritage and the natural beauty throughout this area.

COMMUNITY CHARACTER

- » Predominantly rural portion of Hamilton County populated by families who have often lived within the area for generations.
- » Both lakefront and mountain living are available along with multiple subdivisions, small towns, and good schools.
- » Agricultural operations are still a critical employment sector, source of cultural identity, and feature of the landscape.
- » TN Scenic Parkway US-27 bisects Area 13 along its North/South axis promoting convenient access throughout the area and to surrounding communities.
- » Opportunities for recreation and trail/greenway connectivity between community centers and assets associated with the mountains and river.
- » A robust recreational system exists that includes the Cumberland Plateau and local waterways.



McDonald Farm

Source: Old McDonald Farm, Facebook.com

REGIONAL FACILITIES AND ASSETS

Area 13 contains prime farmland and is largely zoned for agricultural use in areas outside of Sale Creek and Soddy-Daisy where commercial development is located and includes easy access from Hwy 111 to the plateau.

McDonald Farm:

One of the key future assets of unincorporated Hamilton County. The county has many existing parks in established areas that will continue to provide benefits. The county has owned the property since 2022 and due to its size, it can become both an important regional park asset and economic opportunity. The former farm currently serves as a public open space and event venue. The County Fair was re-launched in 2023 at this location. The RPA has undertaken an economic impact analysis of the site to guide future uses. Opportunities for the site are outlined further in Chapter 4.

Parks:

The Tennessee River, Rock Creek, Possum Creek and significant preserved natural areas (Audubon Mtn, State Parks, and forest lands), and a well established trail network including segments of the Cumberland Trail offer many recreational opportunities including:

- » Holly Circle - County boat ramp
- » Big Soddy Creek Gulf
- » Poe's Tavern Historical Park
- » North Soddy Lake Park
- » Veterans Park
- » North Chickamauga Creek
- » McDonald Farm County Park
- » Sale Creek launch & ramp



PRIMARY CONSTRAINTS

Community Concerns:

Area 13 residents have articulated concerns about the potential pace of growth and development and the need to first address gaps in area infrastructure, emergency services, and a strategy for preserving agricultural lifestyles and business operations.

Drainage & Water:

A series of creek drainages run throughout Area 13 from east to west. Possum Creek, Middle Creek, Rock Creek, Big Soddy Creek and Little Soddy Creek, McGill Creek, N. Chickamauga Creek and Sale Creek all flow to the Tennessee River. These creeks and drainages make road connectivity a challenge and result in large land areas that are prone to flooding.

- » Very limited access to centralized sewer and water infrastructure outside of that existing within Soddy-Daisy jurisdictional authority.

Roadways & Railways:

The sparse nature of the road network and natural features that must be navigated lead to slower point-to-point travel times, making emergency service response times a potential liability for new development.

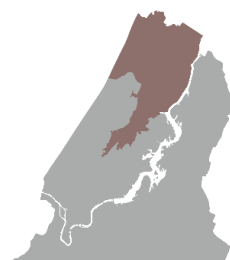
- » Apart from US-27 and its associated exits, the remainder of the road network in Area 13 outside of Soddy-Daisy is sparse and connectivity is inhibited by several significant creek drainages, a rail corridor, and available public ROW.



North Chickamauga Creek
Source: RPA



Hwy 111
Source: RPA

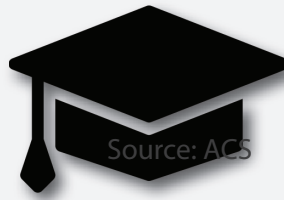


2.2 COMMUNITY PROFILE



69%

of residents are influenced by personal safety and security when choosing the North End / Soddy-Daisy Area to live.



Source: ACS

40%

Have Some College or Associate's Degree

34%

Bachelor's Degree

15%

Master's Degree +

Source: ACS



62%

Believe that large-lot single family homes should be encouraged in Area 13.



78%

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



61%

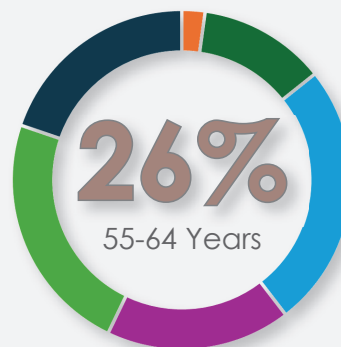
Lived in Hamilton County for 20+ Years

19%

Lived in Hamilton County for 5-19 Years

20%

Lived in Hamilton County for 0-4 Years



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

23%

55-64 Years

22%

35-44 Years

Source: ACS



2.3 DEMOGRAPHICS & ECONOMIC TRENDS

DEMOGRAPHICS OVERVIEW

Hamilton County Census data reveals a balanced distribution across age groups, including 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

Hamilton County has experienced steady population growth and economic development over the past decade, driven by strategic investments in infrastructure, education, and 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 entrepreneurial ventures that align with the community’s vision, further diversifying the economic base and creating new growth opportunities. To anticipate these needs, the CHCRPA engaged RCLCO to complete a detailed market analysis to asses market opportunities for housing needs over the next 20 years.

HAMILTON COUNTY CENSUS DATA

39

Median Age

63%

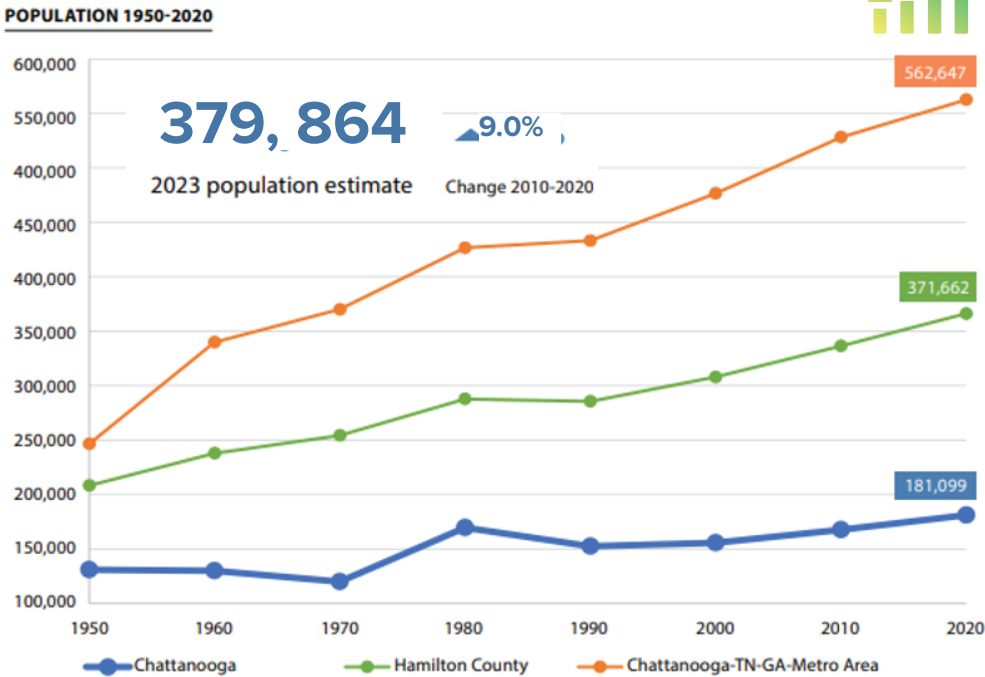
Employment Rate

\$76,219

Median Household Income

38.4%

Bachelor's Degree +



ECONOMIC LANDSCAPE

As RCLCO highlights in their comprehensive market analysis for Hamilton County, the North County/Soddy-Daisy area stands out as “one of the more remote subareas, with very little development and plenty of large, vacant parcels.” Beyond the suburban boundaries of Soddy-Daisy, the region retains a distinctly rural character, with only modest settlement in Sale Creek and a few scattered sites throughout the expansive Area.

While U.S. Highway 27 remains the main thoroughfare connecting Chattanooga to Dayton, extending north to Fort Wayne, Indiana, and south to Miami, Florida, much of the tourist traffic has long since shifted to Interstate 75, located 27 miles eastward. Additionally, the area is 23 miles from Interstate 24 to the west, leaving it with neither direct nor indirect interstate highway access. There is a Norfolk-Southern trunk rail line runs through the area, connecting New Orleans to Cincinnati and Columbus, Ohio, with further connections to Detroit and Cleveland. This high-capacity line, capable of accommodating 315,000 pounds, is one of only three in the Norfolk-Southern system with such capacity. Despite this robust rail infrastructure, Area 13 has not experienced significant or sustained development in manufacturing or other industries utilizing the line.

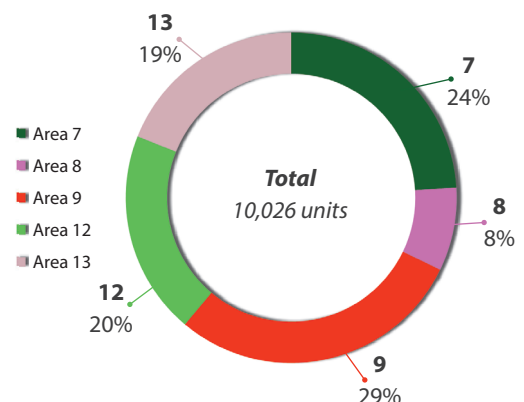
The RCLCO study projects a strong growth in both industrial and residential development within Area 13 including:

- » 1,900 units of detached single family residential
- » 830 multifamily rental apartments
- » 4,000,000 SF of Industrial
- » 240,000 SF of commercial/retail

Additional comments & Driving Factors:

- » A large extent of the industrial projections are based on McDonald Farm being built out with Industrial uses.
- » The increase in industrial facilities will increase the need for retail and additional housing.
- » It is anticipated that Area 13 will generate Recreation and Tourism uses such as lodging, event facilities, marinas as well as specific recreational activities.
- » This area has a lot of potential for agricultural related businesses and Research and development due to the already existing significant agricultural component of the community.

Chart 1: Single- Family (Detached) Projections



2.4 COMMUNITY THEMES

The Plan Analysis section of the Area Plans 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:

2.4.1 Land Use and Development Character

Zoning:

Examination of land use patterns, existing zoning district designations to ensure that development harmonizes with the areas 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 North End/ Soddy-Daisy:

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

2.4.2 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?

2.4.3 Transportation & Mobility

Transportation:

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

2.4.4 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.

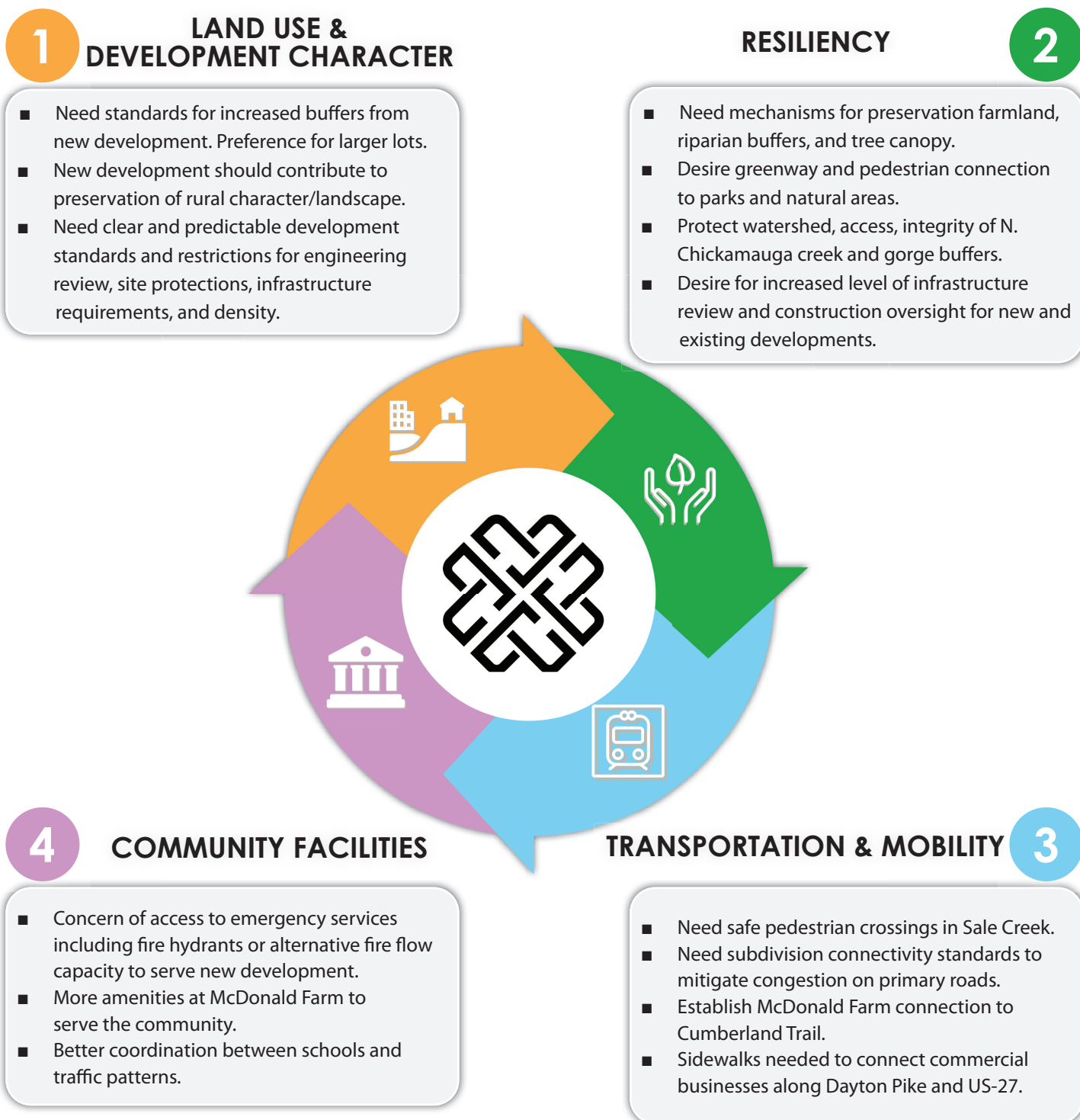
Emergency Services:

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 13.



2.5.1 CURRENT LAND USE AND DEVELOPMENT CHARACTER

The analysis of Land Use and Development Character in the North End/Soddy-Daisy area underscores the importance of preserving the region's rural identity while managing future growth. Located between Walden's Ridge and the Tennessee River, this area is marked by low-density residential zones, agricultural lands, and expansive natural spaces. The analysis highlights the need for a balanced approach to development, ensuring that any new growth aligns with the community's commitment to maintaining its scenic beauty and rural charm, while carefully integrating necessary services and amenities to support a sustainable future.

LAND USE

Area 13 is predominantly residential, with 38.5% of the land designated for single-family residential use. This substantial portion highlights the community's commitment to fostering a living environment that supports family life and neighborhood cohesion. Another approximately 26.5% of the land is used for agricultural/preserve purposes.

Land allocated for commercial or industrial purposes comprises less than 1% of the total area, underscoring the County's strategic approach to concentrating economic activities in specific zones that minimize disruption to residential areas. These commercial and industrial zones are essential for providing local employment opportunities and services but are carefully managed.

Institutional uses, such as schools and religious facilities, account for 0.5% of the land. This indicates a modest but vital presence of institutions that serve the educational and spiritual needs of the community, reinforcing the County's focus on fostering a supportive and well-rounded environment for its residents.

Approximately 31.6% of the area is classified as vacant offering potential for future development that can be thoughtfully planned to enhance the community without compromising its existing character. This mixture of existing land uses reflects the current community's desire for agricultural and residential preservation.



Source: RPA

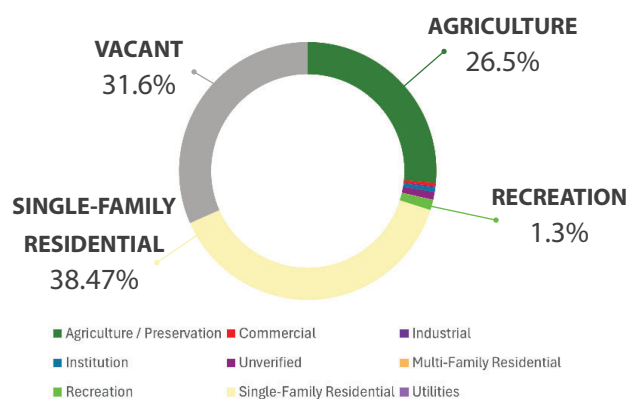


Chart 3: Percentages of Existing Land Use



Existing Land Use Map

13 | NORTH END / SODDY-DAISY AREA PLAN

LEGEND

- Parcels
- Buildings
- Hydrology
- All Other Roads
- Major and Minor Collectors
- Major and Minor Arterials
- Interstates, Highways, and Expressways
- Rail

Area 13 Land Use

- Commercial
- Agricultural & Preservation
- Industrial
- Institutional
- Recreational
- Residential Single Family
- Residential Multi Family
- Utilities & Communication
- Vacant
- Needs to be Verified

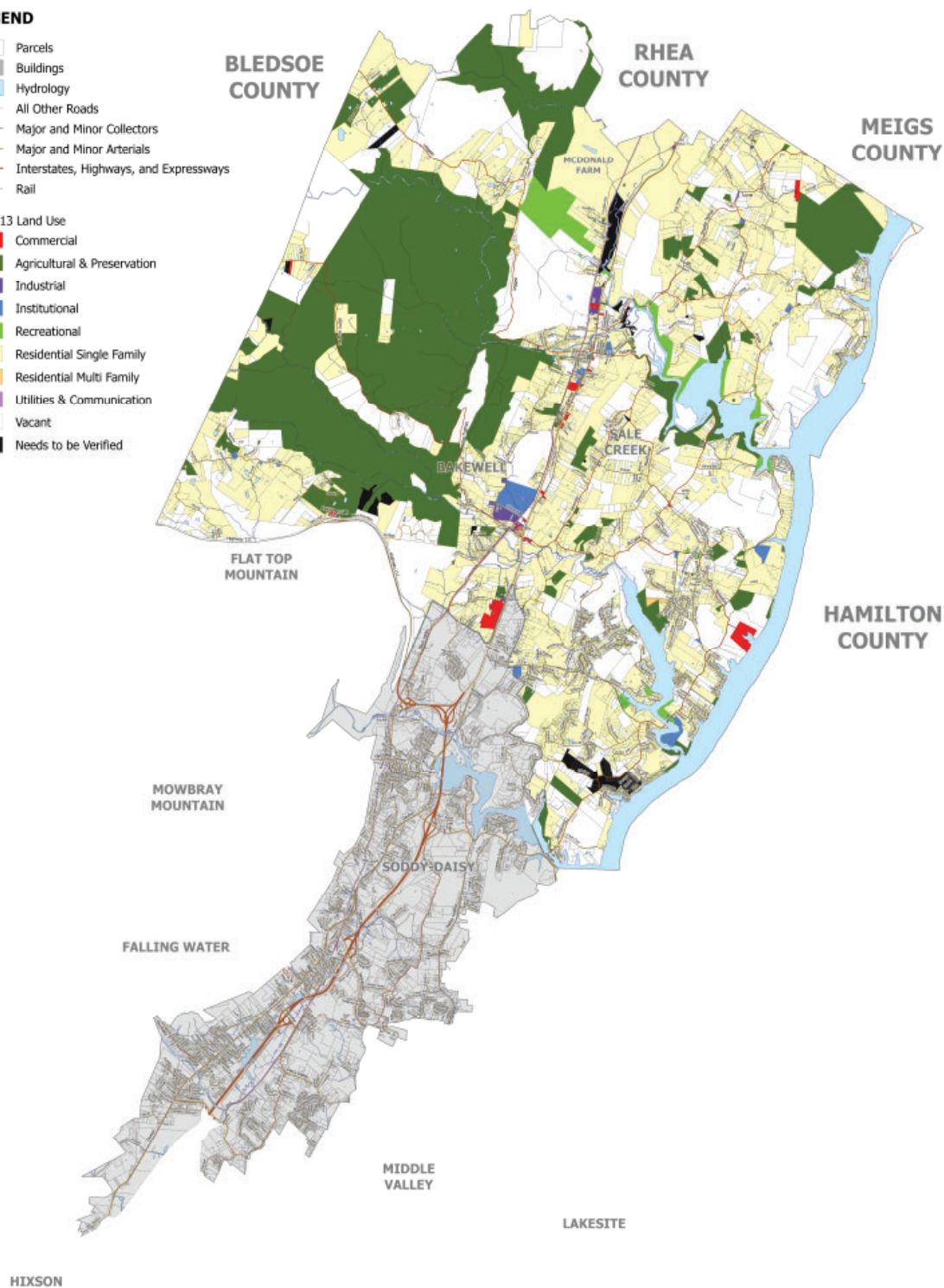


Figure 2.1: Existing Land Use Map (2023)

ZONING

Currently, the majority of Area 13 is zoned for low-density residential purposes, making up over 95% of the area. This includes A-1 Agriculture zone (90.7%), R-2 & R-2A Rural Residential (4.3%), R-1 single-family residential (1.8%), and R-5 (2%). These zoning classifications preserve 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.

Commercially and mixed-use zoned areas, on the other hand, are relatively scarce, comprising of slightly over 1% of the land. These commercial zones are strategically concentrated along two primary corridors: Dayton Pike (Hwy 27) and Sequoyah Road. These commercial corridors provide essential services and retail opportunities while the remainder of the area is zoned agricultural or residential.

This zoning landscape highlights the North End/Soddy-Daisy’s thoughtful planning approach, balancing growth and development with the preservation of its cherished rural character. By focusing on residential and agricultural zones while strategically placing commercial areas, the County maintains its unique identity and ensures a high quality of life for its residents.



Example of large lot residential typically found in A-1 zoning
Source: RPA

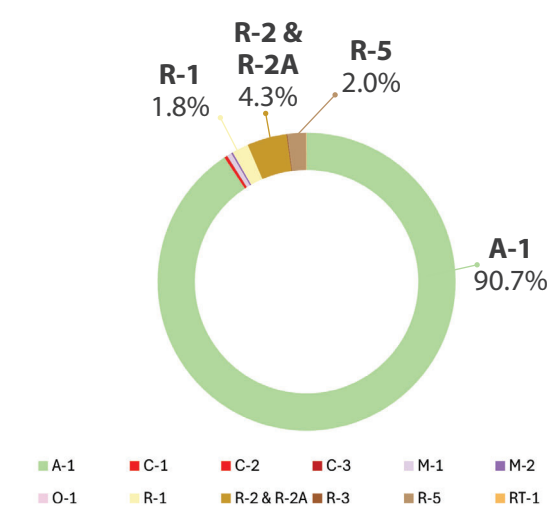









Chart 2: Percentages of Existing Zoning






Existing Zoning Map

13 NORTH END / SODDY-DAISY AREA PLAN

LEGEND

-  Parcels
-  Buildings
-  Hydrology
-  All Other Roads
-  Major and Minor Collectors
-  Major and Minor Arterials
-  Interstates, Highways, and Expressways
-  Rail
-  Soddy-Daisy

Zoning Area 13

-  A-1
-  C-1, TCM
-  C-2
-  C-3
-  M-1
-  M-2
-  O-1, NO
-  R-1; R-1L; PRD; RD; SF-1
-  R-2; R-2A; SF-2; UR
-  R-3
-  R-3MD
-  R-5
-  RT-1; RT-Z, R-T/Z; R-T/Z

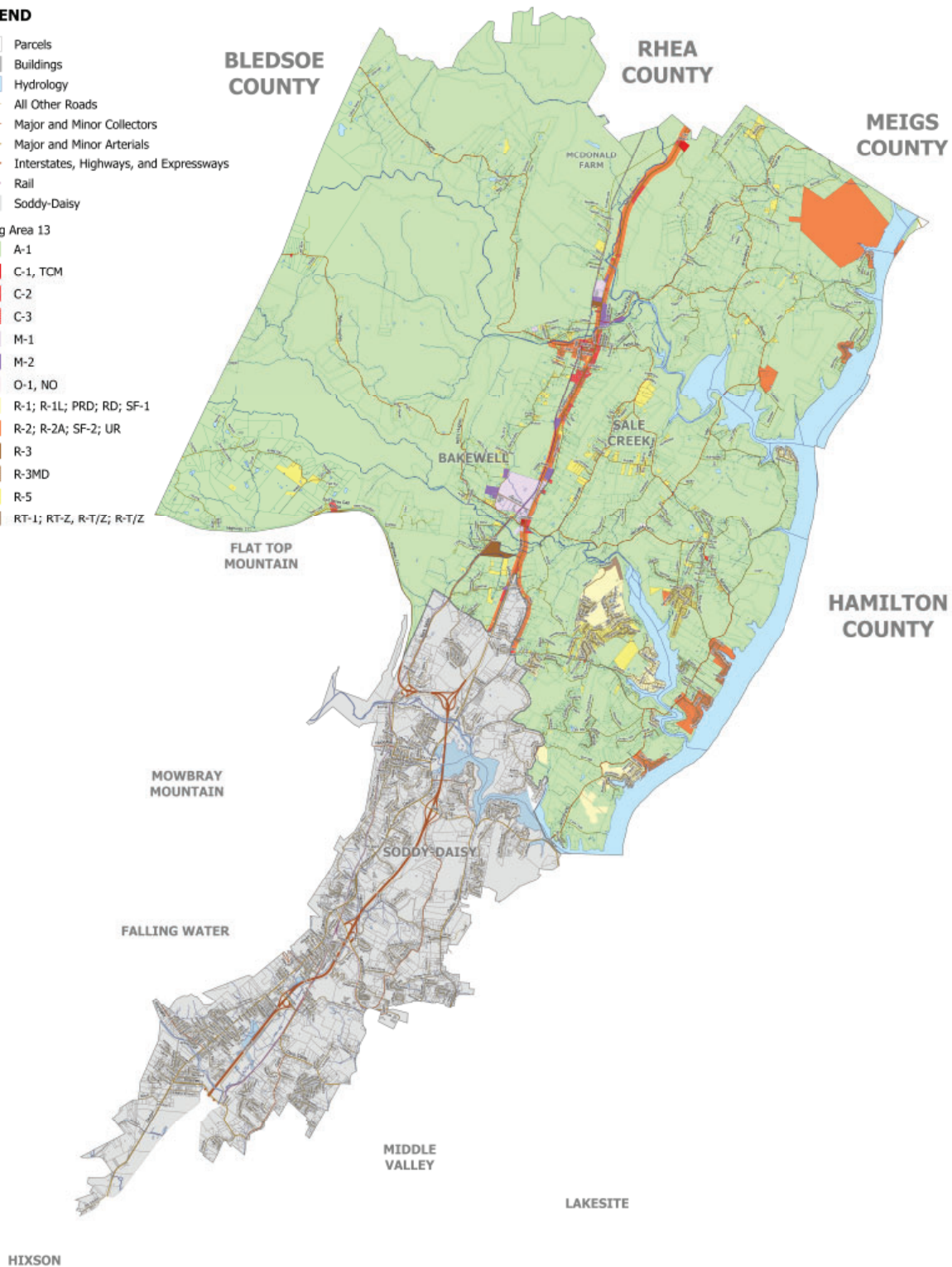


Figure 2.2: Existing Zoning Map (2023)



BUILDING PERMITS & DEVELOPMENT PATTERNS

Over the past decade, the North End/Soddy-Daisy 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 as infrastructure has allowed. Analyzing these trends offers valuable insights into the region’s growth patterns, regulatory impacts, and future development prospects, highlighting the dynamic nature of Area 13’s built environment.

Figure 2.3 reveals that the majority of permits issued have been for single-family homes 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 will most likely continue as there is a market demand for continued residential growth.

Following single-family residential permits, 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 permits issued in the remaining categories issued between 2013-2023.

The analysis of building permit trends also highlights how economic and demographic shifts have shaped development.

Development in North End/Soddy-Daisy reflects the rural character and the community’s preference for single-family residential, which prompts the need for continued land use planning. The area’s appeal lies in its natural beauty, recreational opportunities and expansive landscapes, attracting residents who prioritize rural, lake living, and mountain lifestyles.

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.

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

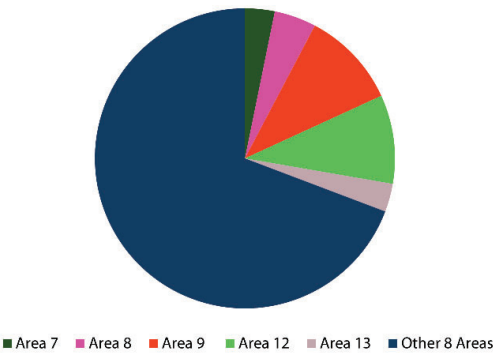


Table 2: Permit Classification Comparison

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.



Building Permits Map

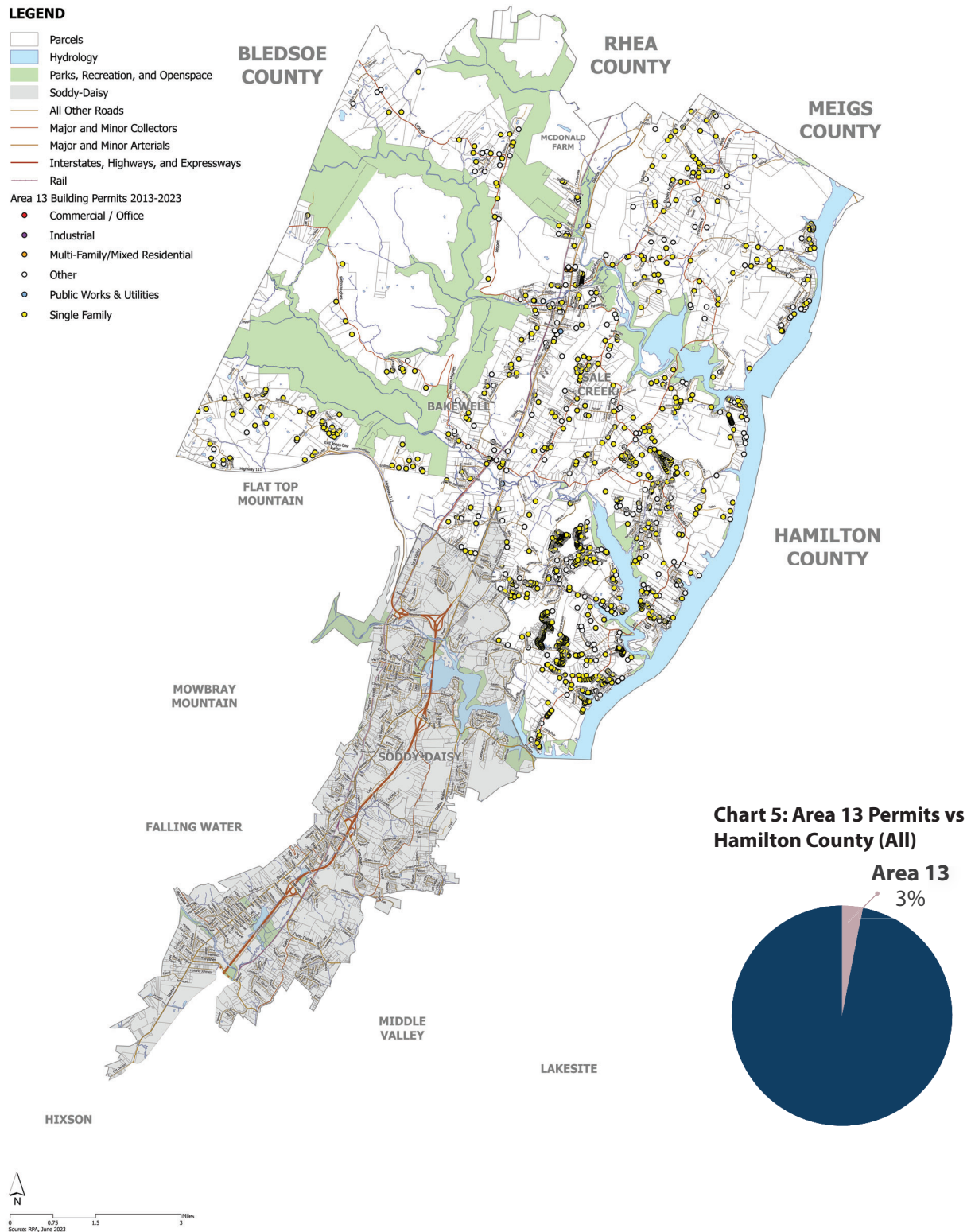


Figure 2.3: Building Permits Map (2013-2023)



2.5.2 RESILIENCY

Resiliency in the North End/Soddy-Daisy region is closely connected to the management of its natural resources, the development of parks and recreational spaces, and the strength of its infrastructure. As this area continues to grow, its future will be shaped by sustainable practices that protect key natural features such as rivers, forests, and open spaces—elements that are essential to the region’s ecological health and community character. Preserving and enhancing these natural assets, along with well-planned recreational areas, will be crucial for maintaining the quality of life for residents. Additionally, adaptable will play a critical role in supporting the community’s ability to manage growth and respond to environmental challenges. By integrating environmental stewardship with strategic infrastructure planning, the North End/Soddy-Daisy area can prepare for a future that respects its natural heritage while addressing the demands of the community.

NATURAL RESOURCES

The North End/Soddy-Daisy Area is rich in natural resources, featuring diverse water sources, parks, natural areas, and agricultural resources. These resources support local ecosystems and offer opportunities for recreation and sustainable development. 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 North End/ Soddy-Daisy Area, 20.2% of the land is 25% or greater slope and 8.8% 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.

Area 13 is home to multiple creeks that flow from Walden’s Ridge to the Tennessee River. Possum Creek, Middle Creek, Rock Creek, Big and Little Soddy Creek, McGill Creek, N. Chickamauga Creek and Sale Creek all flow to the Tennessee River. The location and number of these creeks throughout the area result in flooding and create development limitations and infrastructure limitations.



Possum Creek

Source: Google Earth Pro



Big Soddy Creek

Source: RPA



Natural Resources Map

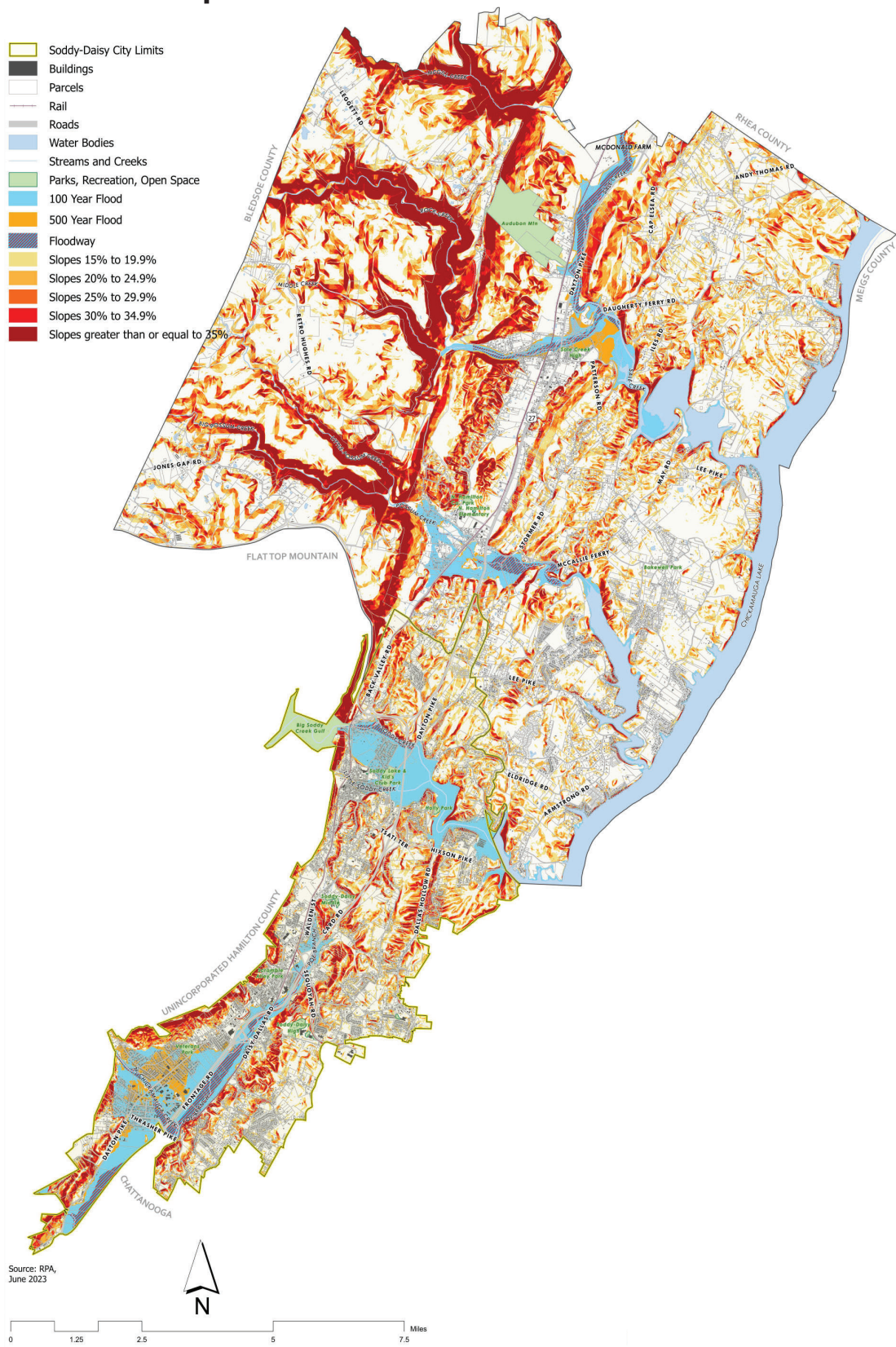
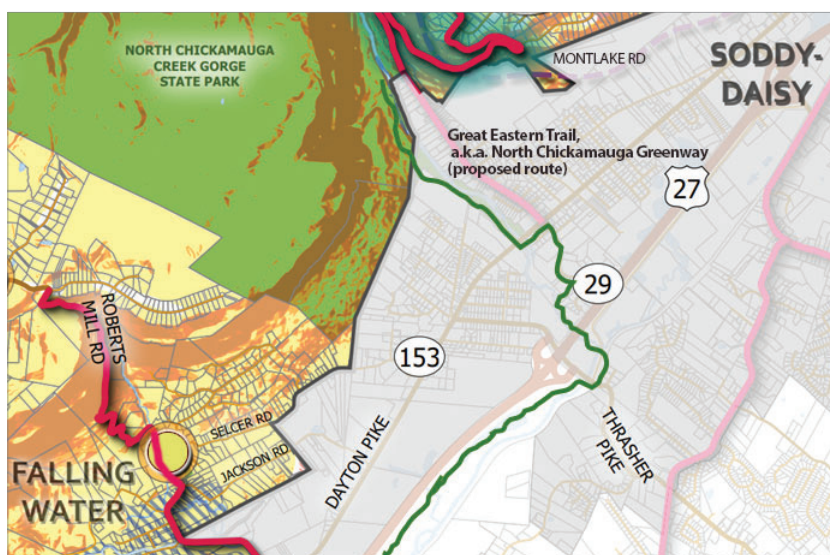


Figure 2.5: Natural Resources Map



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 become tourist destinations.
Image Sources: RPA

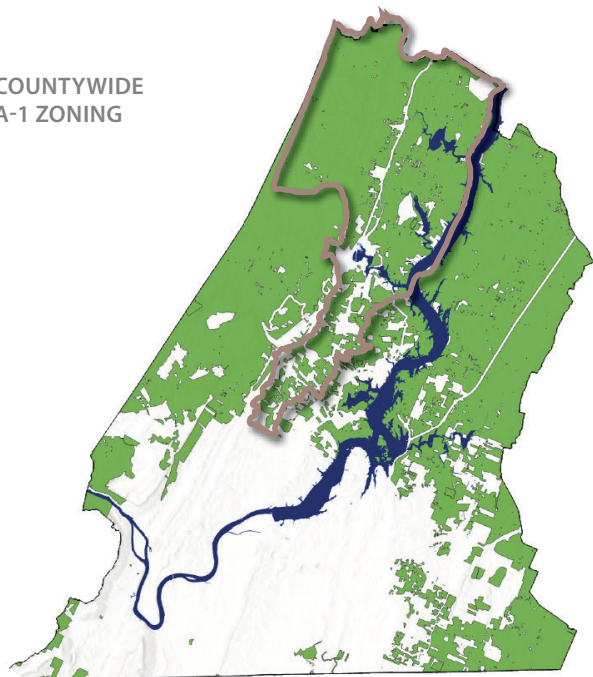


AGRICULTURE

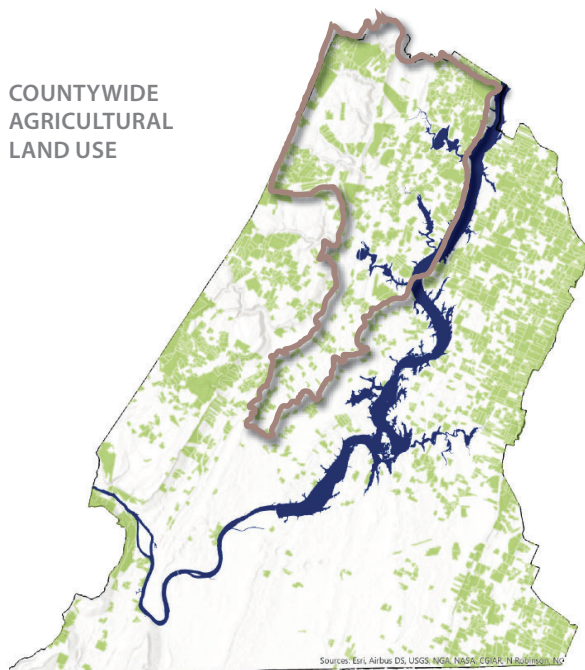
Hamilton County has a long history of agricultural activity in areas like Apison, Sale Creek, Flat Top Mountain, Georgetown and the Hwy 58/Birchwood area. A portion Area 13 consists of agricultural uses related to the production of crops, livestock, forestry uses and agricultural service businesses and may also include open fields, woodlands, and streams or lakes. Usually zoned as an 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 provide 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. 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.

COUNTYWIDE
A-1 ZONING



COUNTYWIDE
AGRICULTURAL
LAND USE



AREA 13

- 90.7%** A-1 Zoning
- 34.7%** Single-Family Parcels
- 3.1%** of Permits issued in the County
- 29%** of Area in Steep Slopes & Floodway
- 17%** 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



PARKS, RECREATION & GREENWAYS

An analysis of the parks and recreation resources in the North End/Soddy-Daisy area of Hamilton County indicates that the region's natural assets are pivotal to the community's identity and quality of life. This Area has many public recreation spots including Bakewell Park, Big Soddy Creek Gulf, Mowbray Park, Sale Creek Recreation Area, Soddy Lake, Veteran's Park, and others. Additionally, Area 13 is in close proximity to large County and state parks in Areas 7 and 8. These spaces offer residents and visitors a variety of activities, from hiking and biking to picnicking, wildlife observation, etc. 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. There is a total of 494 acres of official public recreation space and 23 acres of private recreation space in Area 13, as noted in Tables 3 and 4 on page 31, 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 17% of the total land area.

By prioritizing the protection of these landscapes, we ensure the continued survival of North End/Soddy-Daisy'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 seeks a balance between progress and preservation in maintaining the delicate ecosystems that define Hamilton County's identity.

Chart 6: Percentage of Parks, Recreation & Open Space in Area 13

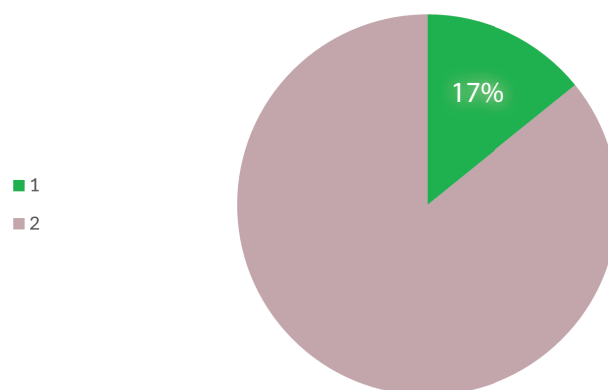
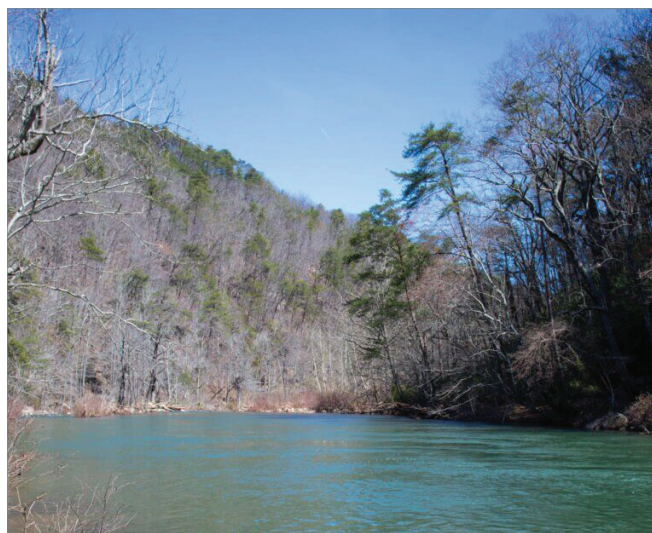
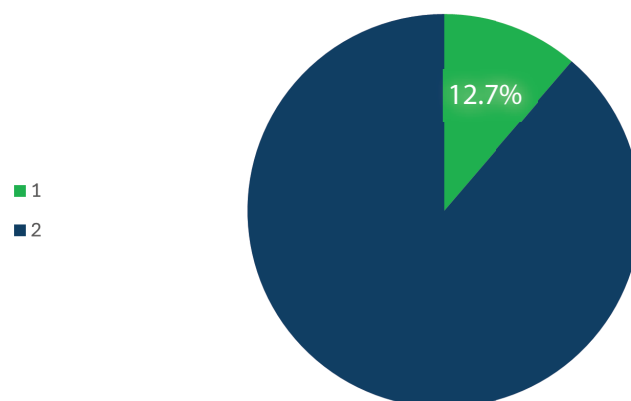


Chart 7: Percentage of Parks, Recreation & Open Space in all 5 Plan Hamilton Areas



Big Soddy Gulf

Source: Exploring Chatt.com



Table 3: Public Parks, Recreation, and Greenways

Name	Type of Recreation Area	Size (Acres)
Bakewell Park	Public Park and Ball Field	6.1
Big Soddy Creek Gulf	Natural Area with Trails	285
Holly Park	Recreational Area and Boat Launch	26.5
Mowbray Park	Recreational Area with Sport Fields	21
Kids Park (Northend Ball Fields)	Recreational Area with Sport Fields	97
Poe's Tavern Historical Park	Historical Park - Cultural Site	7.7
Sale Creek Recreation Area	Park and Boat Ramp	27.5
Soddy Lake & Kid's Club Complex	Recreational Area and Fishing Pier	n/a
Soddy-Daisy Park Bird Sanctuary	Recreational Area and Bird Watching	6
Veteran's Park	Historic Park and Recreational Area	17
Total		493.8

Table 4: Private Parks, Recreation, and Greenways

Name	Type of Recreation Area	Size (Acres)
Pine Harbor Marina	Marina	2.5
Sale Creek Marina	Marina	8
Shady Grove Harbor	Marina	12.9
Total		23.4

**Soddy Lake Park**

Source: City of Soddy-Daisy Tennessee





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



INFRASTRUCTURE

Wastewater

The Chattanooga Department of Wastewater and Hamilton County Water and Wastewater Treatment Authority (WWTA) are tasked with planning and administration of sewer services under state and federal laws. Chattanooga Department of Wastewater manages the Moccasin Bend Wastewater Treatment Plant which is the primary treatment facility for both the City of Chattanooga and unincorporated Hamilton County.

RPA staff has coordinated closely with the City of Chattanooga Wastewater Department staff during the development of the Comprehensive Plans to ensure adequate sewer capacity is available to accommodate the anticipated residential, commercial, and industrial development growth. This coordination is a technical evaluation with ongoing coordination of local agencies to ensure long term capacity.

WWTA staff has provided information to RPA that existing capacity and available financial support substantially limits new sewer availability in the unincorporated county in the short and mid-term. Chattanooga Department of Wastewater has provided guidance that adequate sewer capacity is available for anticipated development during the next 5 years.

RPA staff working with both WWTA and County staff to support new development and achieve the best outcomes possible regarding managing growth in the unincorporated area.

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 must therefore be built with these larger lots.

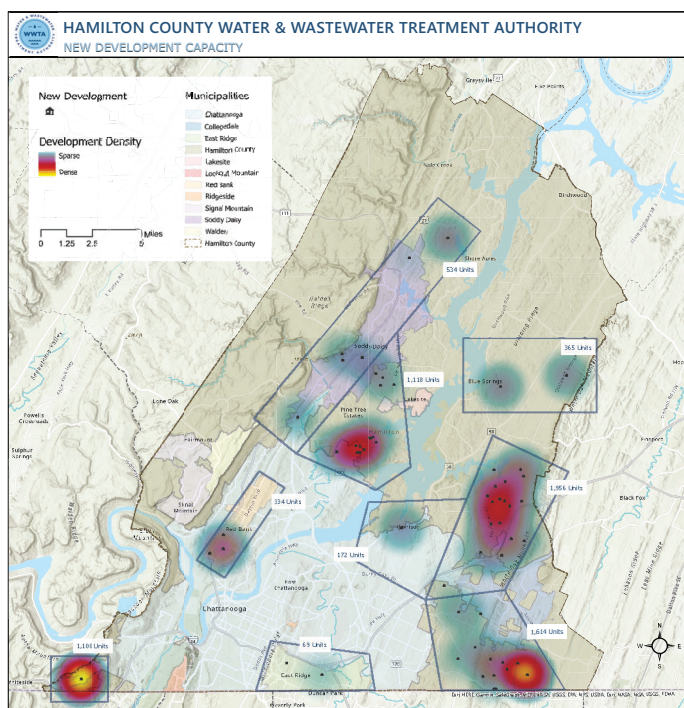
Information Highlight

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



Sewer Infrastructure Map

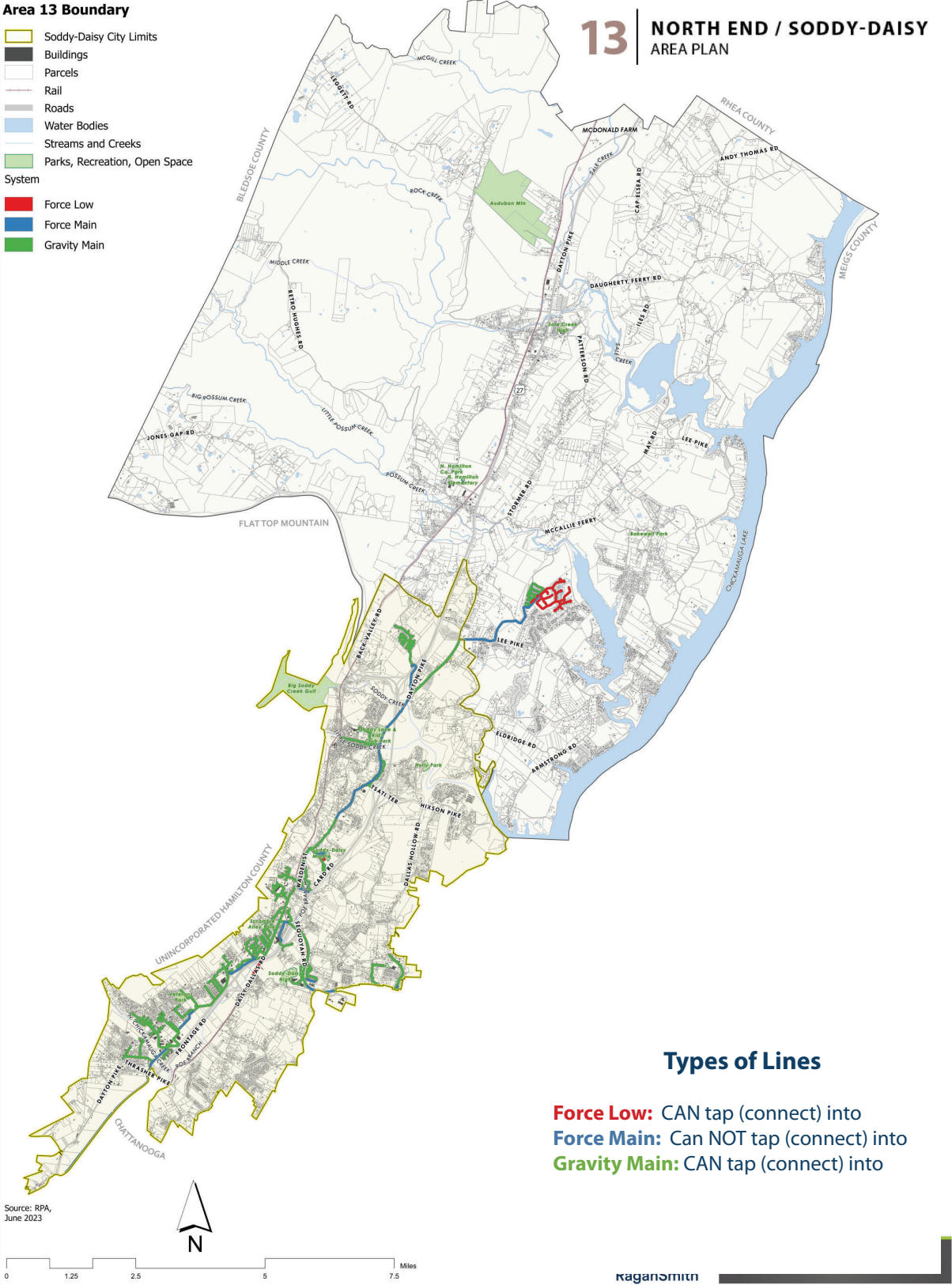


Figure 2.4: Sewer Infrastructure Map (2023)



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 Areas 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.

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 Transportation 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 13 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

Typically 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 Map

The transportation analysis of Area 13 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. Analysis did show anticipated capacity constraints along US-27 and Thrasher Pike. Review of historic crash data identified Armstrong Road and McCallie Ferry 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.

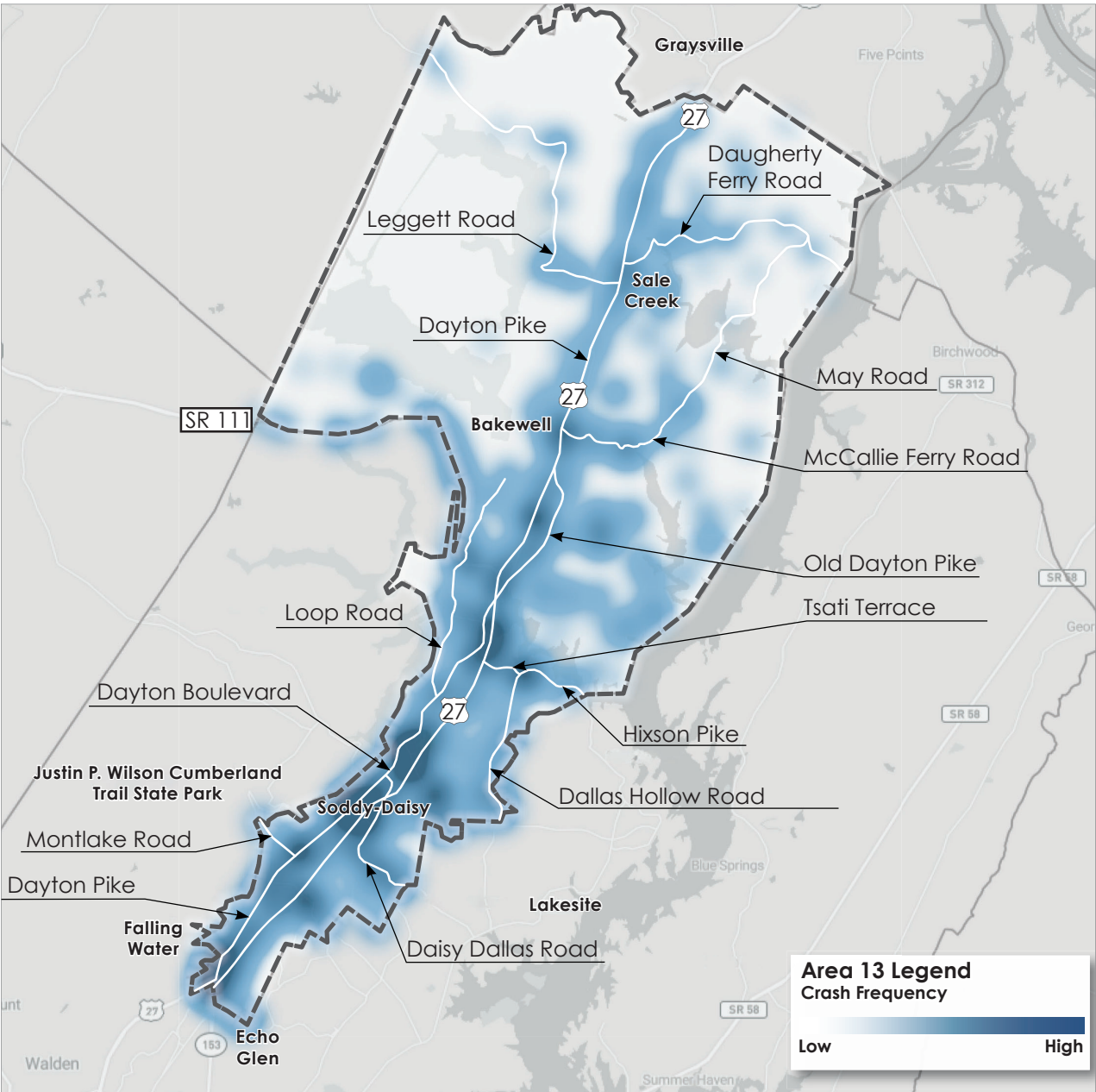


Figure 2.6: Area 13 Crash Data Map (08/24/2020 - 08/24/2023)



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 5: 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



MPO 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. Two roads within Area 13 were identified as candidates for safety projects including McCallie Ferry Road and Armstrong Road. There was one fatality noted in the crash history of Armstrong Road.

Projects (Considerations for future investments)

■ Principal Arterials

US-27 from County Line to SR-111
Tsati Terrace Hixson Pike from Dallas Hollow to Armstrong Rd

■ Minor Arterials

US-27 from SR-111 to Hwy 153
Durham St & Dayton Pike
Dallas Hollow Rd from Tsati Terrace to Sequoyah Access Rd
Thrasher Pike from Dayton Pike to Gann
Daisy Dallas Rd from US-27 to Lovell Rd

■ Minor Collectors

ShIPLEY Hollow Rd, Daugherty Ferry Rd, Patterson Rd, Stormer Rd, May Rd, McCallie Ferry Rd, Lee Pike, Lovell Rd, Mowbray Pike, Armstrong Road, Montlake Road Gann Rd from Daisy Dallas Rd to Thrasher Pike

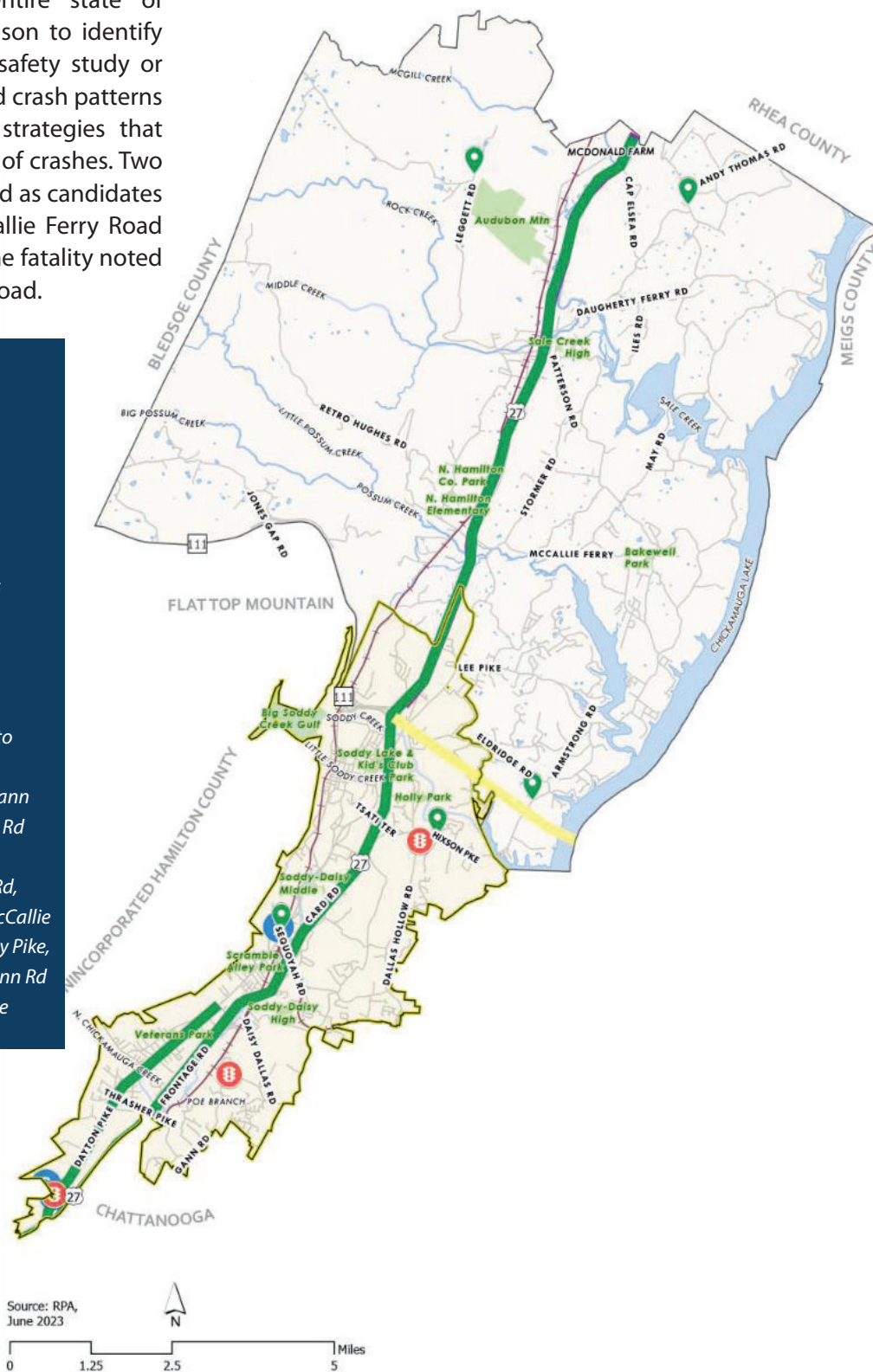


Figure 2.7: Area 13 TPO Planned Transportation Projects Map



2.5.4 COMMUNITY FACILITIES

The North End/Soddy-Daisy offers a comprehensive array of community facilities designed to enhance the quality of life for its residents. These facilities include educational institutions, healthcare centers, libraries, and recreational amenities. Each facility is integrated into the community to ensure accessibility and to meet the diverse needs of the population.

SCHOOLS AND MAJOR INSTITUTIONS

It is imperative that Hamilton County Schools be part of the conversation when it comes to growth in the Sale Creek 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 seven 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:

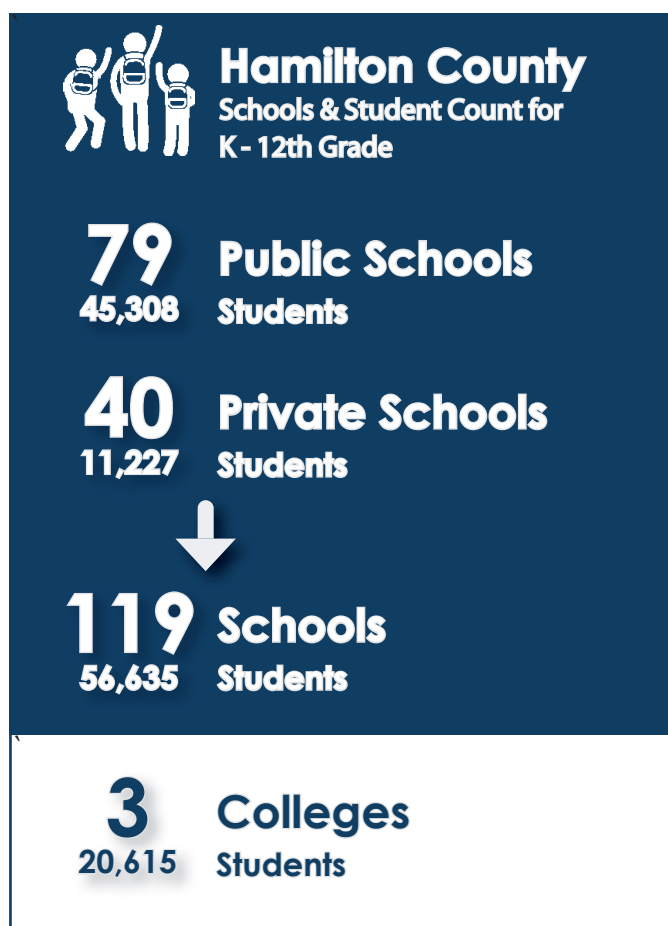
By 2030, Hamilton County Schools will be a leader in developing our diverse graduates to be connected, competitive, and life ready.

The HCDE 2030 plan has made 5 commitments:

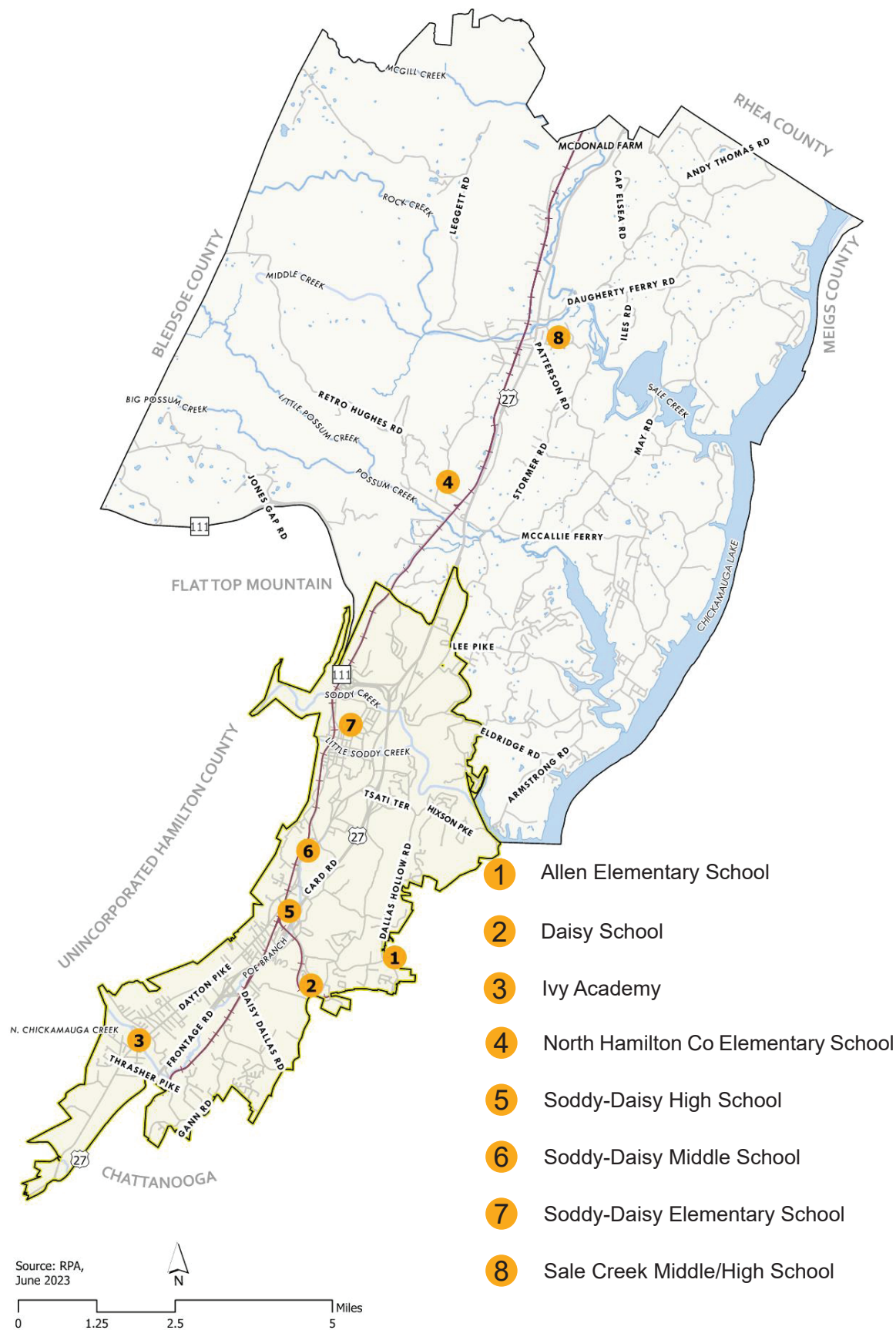
1. Every Student Learns
2. Every Student Belongs
3. Every School Equipped
4. Every Employee Valued
5. Every Community Served

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



PARKS & GOVERNMENT OWNED LAND

There are many parks and recreational areas in North End/Soddy-Daisy. These areas are a recreational asset that draws hikers, bikers, horse riders, and campers from all over. There is approximately, 494 acres of public parks, recreation, and greenways within Area 13 for the enjoyment of residents and visitors. There is also a portion of John P. Wilson Cumberland State Park in Area 13 on the northwest corner which presents opportunities to connect to the Cumberland Trail network.

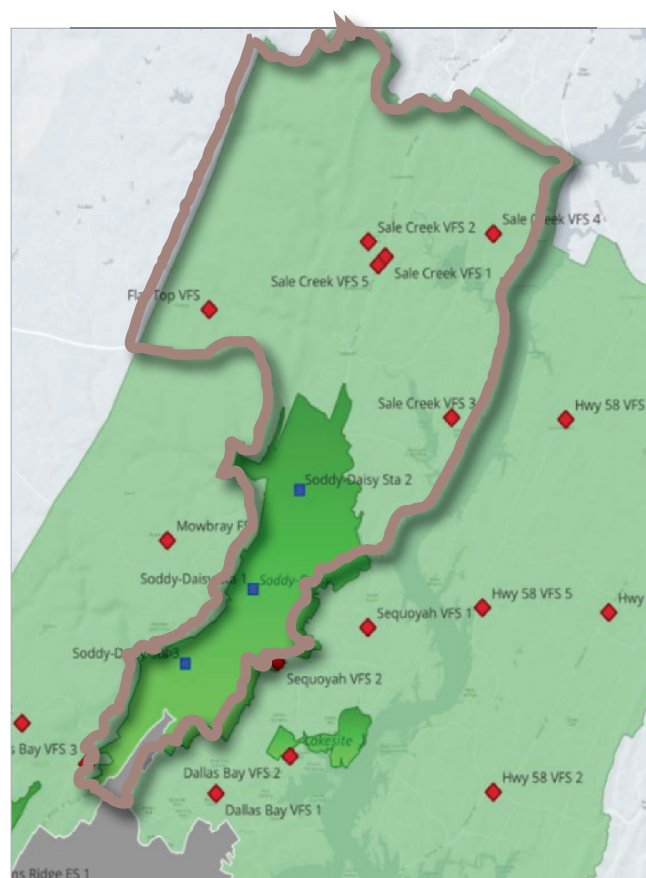
Access to public recreational facilities, hiking and biking is well connected to Walden's Ridge in Area 13. However, the remainder of Area 13 is lacking public open space, preserve areas, greenways, sidewalks, and other outdoor public recreational amenities.



EMERGENCY SERVICES

In 2024, 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 13, there are six (6) volunteer fire departments (VFD) including Sale Creek VFD 1,2,3,4, and 5 as well as Flat Top VFD. Additionally Soddy-Daisy FD 1,2 and 3 are located within their jurisdictional boundary within Area 13. The stations are distributed throughout the area and the report did not identify any gaps in coverage. Sale Creek VFD 1,2, and 5 are in close geographical distance to one another at the base of Walden's Ridge. The report did however, identify that the Highway 58 VFD's served the 2nd least populous Area in Hamilton County with an estimated population of 21,127 including the incorporated limits of Soddy-Daisy, the service population of the unincorporated area is estimated at 7,997. As growth continues, it will be necessary to continue to evaluate emergency service and response and improve accordingly.

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



Fire Station Locations

Source: 2024 Fire and Rescue Services Evaluation Report (Tri-Star)





CHAPTER 3

COMMUNITY VISION & GOALS

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

Shaping a vision for the future of the North End/Soddy-Daisy 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 North End 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.



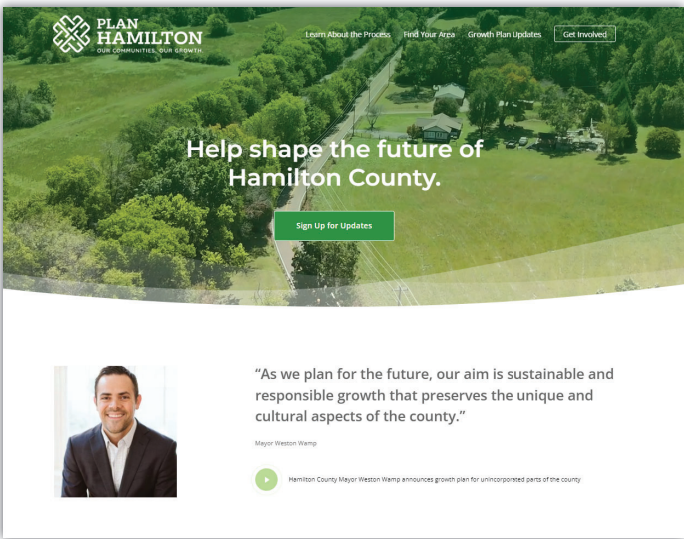
Public Meeting
Source: RPA



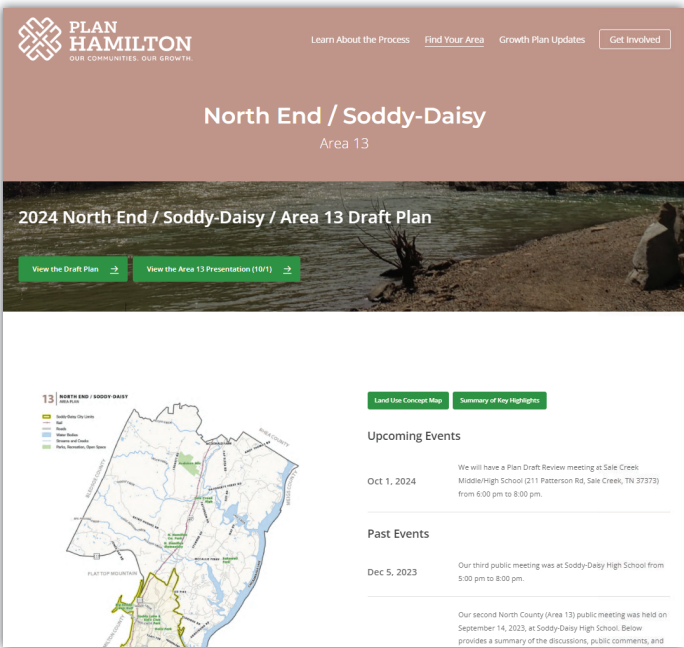
3.1 COMMUNITY FEEDBACK

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 12 Website
Source: RPA Website, <https://planhamilton.org/north-end-soddy-daisy/>



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 August 2023, a kick-off meeting took place at the Sale Creek Fire Hall. The goal of the first meeting was to introduce to 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 September 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.

PUBLIC MEETING #3

In December 2023, the third public meeting was held at Soddy-Daisy High School. The goal of this meeting was to update the community on the progress of the Area planning process before the documents were created.

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 Sale Creek Middle / High School. The goal of this meeting was to present the 75% draft version of the Area 13 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 6: 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
	12/05/2023	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	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		



COMMUNITY SURVEY RESULTS

**Commercial uses and services most needed:**

1. Food & Beverage
2. Grocery
3. Leisure / Entertainment

**34%**

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. Parks & Open Space
3. Pool or Recreation Center

**Type of Commercial Development the community would support:****67%**

Neighborhood Commercial

38%

Mixed-Use Commercial

WHAT DID WE HEAR?

"Programs to educate the public, developers, and decision makers about the North Chickamauga Creek and its presence and its value to our community"

"Maintain rural feel"

"Concerned about emergency services and fire protection, dependent on volunteer service"

"A running / walking / biking trail is needed in the Soddy-Daisy Area"

"Preserve family farms and rural land"

"Inter-modal or multi-modal services for meeting our transportation needs"

"Establish a trail head for the Cumberland Trail at McDonald Farm"

"Develop a public park for McDonald Farm"



3.2 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.



3.3 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 CHCRPA 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 13. 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 seven 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. The Conceptual Land Use Map is illustrative, whereas the Place Types Map defines development patterns and set 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.



Residential Example
Source: Marco Homes



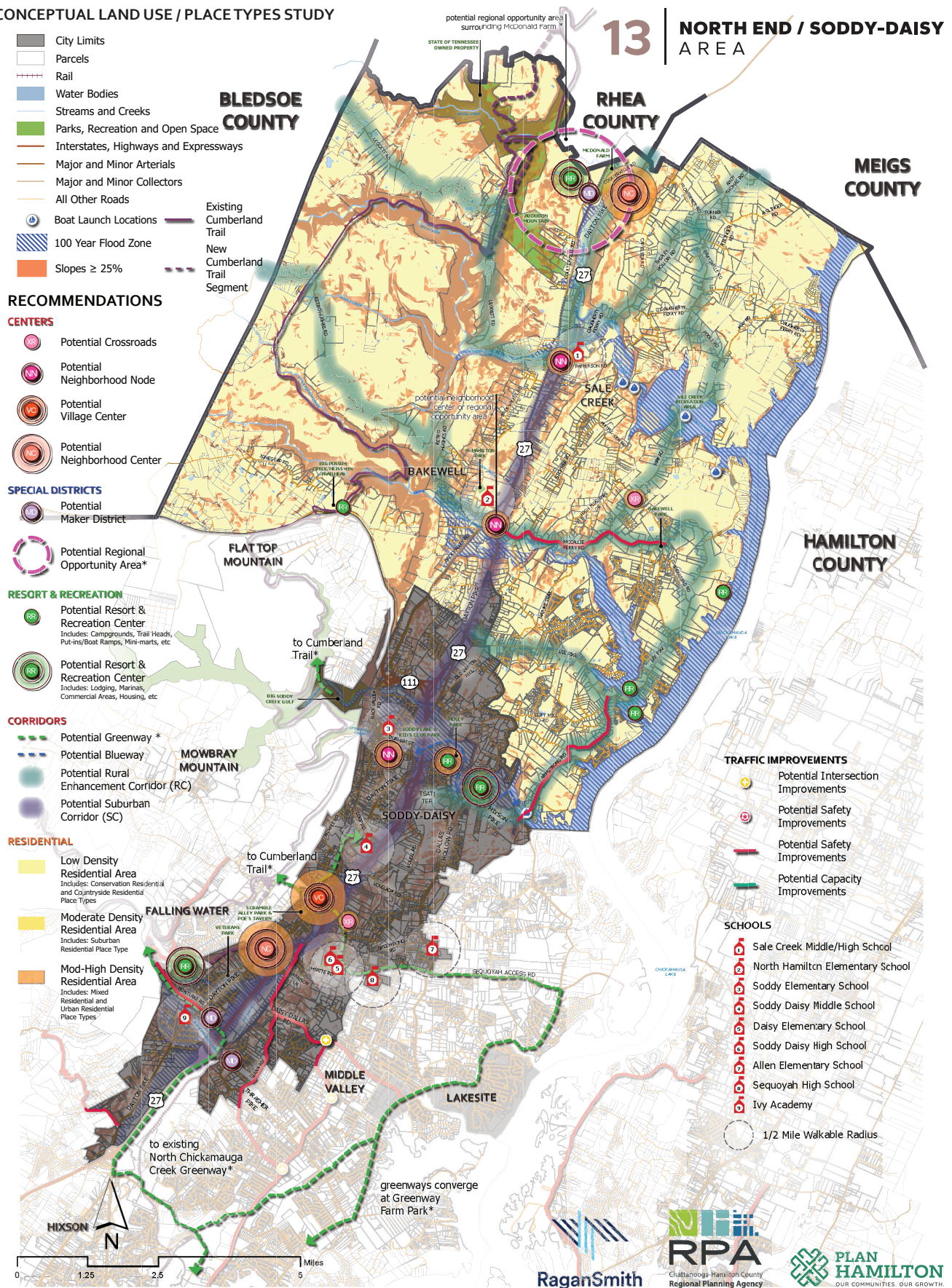
Resort Recreation Example
Source: City of Rockwood, TN



Specialty District Example
Source: Volkswagen



CONCEPTUAL LAND USE / PLACE TYPES STUDY



4.1.3 FUTURE DEVELOPMENT OPPORTUNITIES

A primary growth strategy for Area 13 is to promote sustainable resort and recreational center developments capitalizing on these assets to create jobs, tax revenues, and focus transportation and utility investments. Specific recommendations are as follows:



Source: RPA

Special Districts:

- » McDonald Farm has been identified as a Regional Opportunity Area. The vision for short- and long-term use of the property should be driven by a combination of careful market / economic evaluation, analysis of infrastructure costs for various uses and return on investment, and community dialog with taxpayers and residents.
- » The County purchase of the McDonald Farm offers potential for property investments to serve a wide range of potential community needs from community event and park space to recreational tourism, agricultural commerce and heritage, lodging, residential growth, and job creation. Featuring the agricultural heritage of the property and creating public access to the natural beauty of the property and surrounding area should be included in future plans.



A study is underway for the McDonald Farm site. Above is an early concept diagram that notes a mix of uses may be possible for the area, with conservation of the agricultural and open space qualities serving as a guiding theme.

Image Source: Ragan Smith



Resort/Recreation:

A Resort Recreation Center should be encouraged near Mowbray Pike / Montlake Road serving as a hub for North Chickamauga Creek State Park, the Cumberland Trail, climbing, hiking, and paddling assets. Support the addition of lodging, cabins, camping, trailhead facilities, and new hiking and biking trails.



Centers:

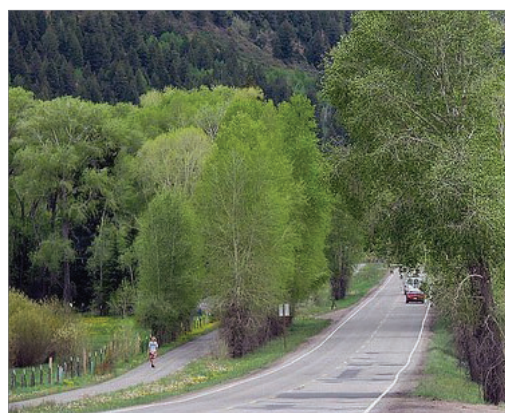
- » The crossroads communities of Sale Creek and Bakewell have been the traditional centers of local commerce, faith, and culture. These communities should continue to be augmented and be the focal point for growth in Area 13 as infrastructure allows. Growth in both areas is currently limited by utility infrastructure. However, the presence of existing businesses, employers, schools, and churches dictate that future growth should be anticipated in these centers.



Resort/Recreation and Crossroad examples here feature small scale lodging and a typical retail node that may provide services to residents and tourists alike.

Additional Opportunities for Growth:

- » US-27 bisects Area 13 along its North/South axis and provides short travel times to the communities of Soddy Daisy, Red Bank, and Chattanooga. This will eventually lead to demand for residential growth and associated commercial services for those wanting to enjoy the natural and scenic qualities, rural lifestyle, and solitude of this area with an easy commute to area employers.
- » Rural Corridors - many of the primary roadways have been identified as rural corridors where setbacks for new development should be instituted to preserve scenic visual access to surrounding farms and natural features. Access management and connectivity standards should also be required along these corridors to maintain rural experience and maintain efficiency of travel for emergency vehicles, school buses, farm equipment and existing residents.



Source: Rural Design Guide FHWA



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 4.5: Transect Zones from Natural (left) to Special District (right) Source: Duany Plater-Zyberk & Company, DPZ



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.

“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 (CHRP)*

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.



4.2.2 CATEGORIES & PLACE TYPES IN AREA 13

There are 23 Place Types in total as provided and amended from time to time by the RPA on their website. 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)*
- *Suburban Corridor (SC)*
- *Mixed-use Corridor (MC)*
- *Transit Corridor (TRC)*

OVERLAYS

- *Natural Resources (NR)*
- *Urban Residential Single-Family (UR-SF)*
- *Rural Corridor (RC)*

Table 7: 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 5 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

SC

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.



RESIDENTIAL

CR

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.

Countryside Residential has two maximum densities as shown on Place Type maps:

- CR 2: Maximum density of 2 du/acre
- CR 2.5: Maximum density of 2.5 du/acre (applies only if designated on Place Type map)

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.

Development Standards

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.

- Buffer and setback from right-of-way:
 - Require a 30' wide planted landscape buffer from existing ROW
 - For exterior street facing garages, garage doors must be set back 20' from the right-of-way.
- Perimeter buffer:
 - Plant 2 inch caliper trees around entire perimeter of development; minimum of 30' on center.



If existing vegetation is equivalent to or greater along the perimeter, the existing vegetation would count towards this requirement.

- Behind said buffer- require a 25' rear setback and a 10' side setback if the side of the house is adjacent to the buffer.
- Floodplains
 - Floodplains may be filled up to two thirds the distance of the length of the floodplain on the property. For instance if a floodplain is 100' in length from a water body – one can fill up to 67 feet in length of that floodplain length
- Steep Slopes
 - Adopt a steep slope vegetation policy and planting requirements (Reference: City of Chattanooga Code Sec. 31-324.4)



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 5 dwelling units an acre; townhomes (up to 4 massed units per building); and two, three, and four unit housing

Development Standards

The following development standards will guide future development and will be codified in the Hamilton County Zoning Regulations and/or inform zoning conditions:

- Sidewalks built to county standards on interior streets are required unless all lots are greater than 1 acre.

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.



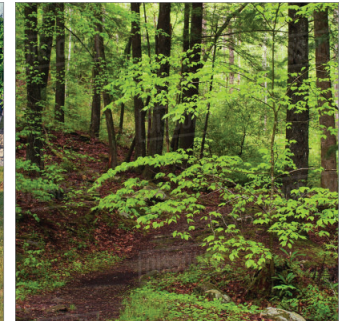
SPECIALTY DISTRICTS

PR**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.

**RR****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

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.



RC

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.

**Development Standard**

The following development standard will guide future development and will be codified in the Hamilton County Zoning Regulations and/or inform zoning conditions:

- A 30' wide planted landscape buffer is required from right-of-way.
- Buildings must be set back a minimum of 50' from pavement edge.

4.2.3 PLACE TYPES MAP

Please reference a separate map. Map is not included in this online document due to file size.

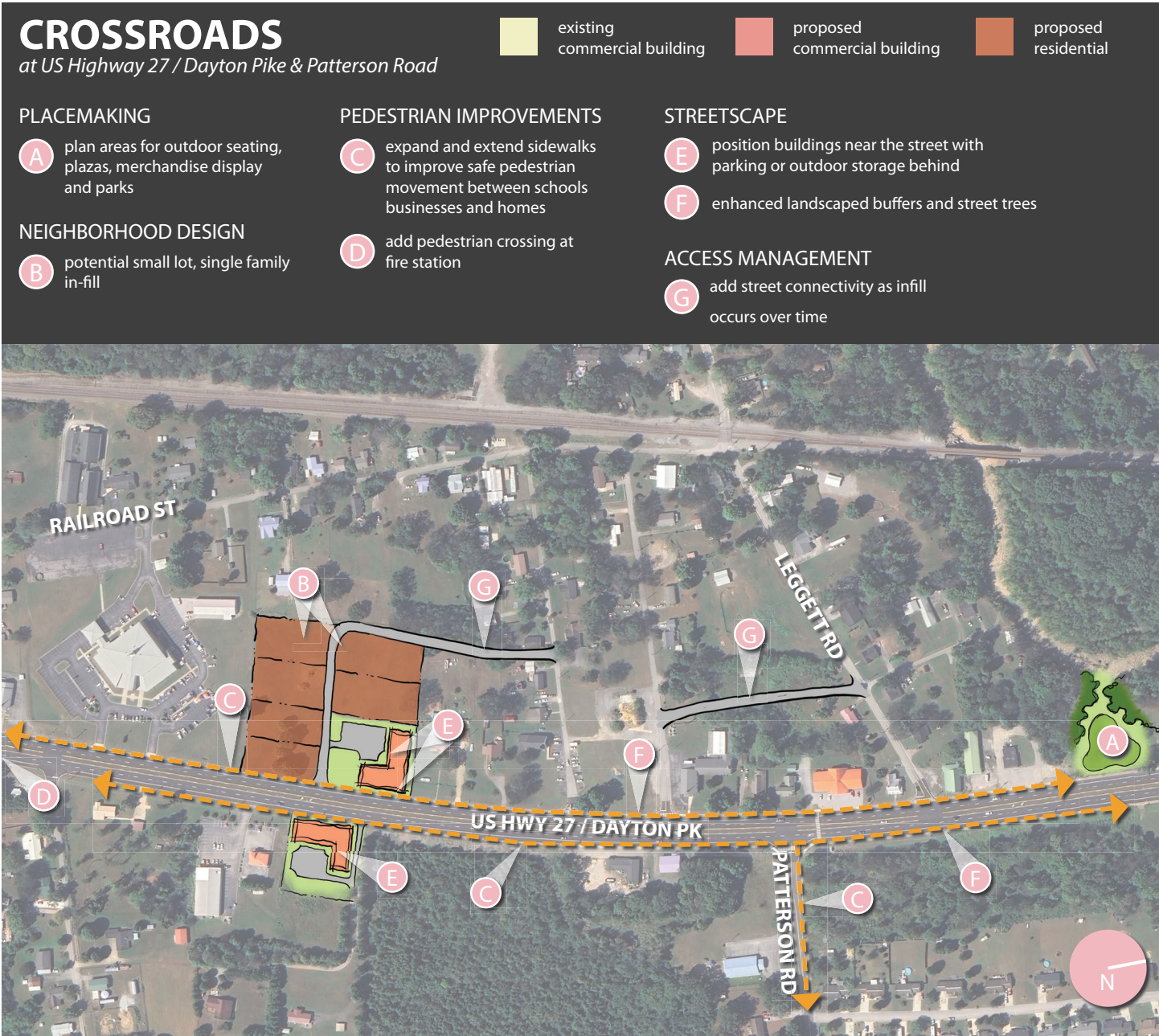
Figure 4.6: Place Types Map



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. Where there is a mismatch between a vignette and the Place Type map, the Place Type map reflects the official policy.



4.3 POLICIES

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 13's 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.

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 reinforces the four Community Themes and the seven unincorporated Area plan goals and how they inform the policies for each individual Area. In this chapter, each goal is connected to one of the four Community Themes and following each goal, are policy recommendations to implement that goal.

“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)*



4.3.1 GOAL 1 & POLICIES

GOAL 1 BALANCE GROWTH, ECONOMY & COMMUNITY CHARACTER

- Policy 1.13.1** Area 13 is still sparsely populated, with a focus on agriculture and rural lifestyles. Develop a mechanism for farmland preservation.
- Policy 1.13.2** Focus economic development on growing local businesses in Sale Creek and Bakewell.
- Policy 1.13.3** Farmland preservation, protection of recreation areas and natural resources, and targeted housing affordability strategies should be the primary focus of policies shaping future growth and development.

4.3.2 GOAL 2 & POLICIES

GOAL 2 PROTECT & ENHANCE NATURAL RESOURCES

- Policy 2.13.1** Convene a coalition of conservation organizations and land owners to develop a coordinated strategy for preserving landscapes in a manner consistent with local culture, and that increases recreational access.
- Policy 2.13.2** The recreational assets of along the Cumberland Plateau in northern Hamilton County are largely hidden gems known to locals and recreational specialists. They should be the centerpiece of ongoing preservation and stewardship strategies but also an asset to support local businesses and visitation.
- Policy 2.13.3** McDonald Farm should be a model for how to generate the collective value of preservation, agriculture, recreation, and economic opportunity. Follow up the market analysis of this property with a phased master plan that begins with input of local stakeholders and shapes them into actionable improvement phases that realize the synergies outlined above while respecting the history and culture of the McDonald Family and the Sale Creek Community.



4.3.3 GOAL 3 & POLICIES

GOAL 3 PRESERVE & ENHANCE OUTDOOR RECREATION

- Policy 3.13.1** Northern Hamilton County is rich in state, county, and municipally managed recreational lands, creeks, trails, parks, and the Tennessee River. Hamilton County should partner with TDEC and their newly organized Office of Outdoor Recreation to highlight all that northern Hamilton County has to offer visitors to our area and steward these assets to increase recreational opportunities and opportunities for commerce.
- Policy 3.13.2** Possum Creek and Sale Creek should be planned as official blueways. The County should work with public and private partners to add points of access, highlight and augment permanent and seasonal attractions, recreation base businesses, and places to stay. Make an effort to have these routes recognized in the State of Tennessee Blueways Plan and seek related investments in recreational infrastructure.
- Policy 3.13.3** Work with the State Department of Tourism, Pick Tennessee, Chattanooga Tourism Co. and others to recognize agricultural heritage and agritourism as part of the recreational landscape in Hamilton County. In this way agriculture and recreation can partner to develop marketing and promotions that highlight Hamilton County's best qualities and create economic opportunities from our most valued landscapes. McDonald Farm is positioned to be a focal point for this strategy where recreation, agricultural, and heritage based tourism enthusiasts can convene. Investments should first benefit Sale Creek Area residents and then build a regional market.



4.3.4 GOAL 4 & POLICIES

GOAL 4 PROMOTE CONNECTIVITY & MULTI-MODAL TRANSPORTATION

- Policy 4.13.1** The rural nature of Area 13 does not lend itself to area wide pedestrian connectivity or comprehensive transit service. Instead the focus should be on targeted sidewalk pedestrian infrastructure enhancements near schools, churches, and community gathering places.
- Policy 4.13.2** Sidewalk connections along US-27 should be phased in as the villages of Bakewell and Sale Creek redevelop or uses incrementally intensify and well designed crossings should be added at key intersections. Legget Road, Patterson Road, Reavley Road, and at Retro Hughes and McCallie Ferry. These improvements should be planned in phases and either required of developers as properties are converted or installed by the County.
- Policy 4.13.3** Curb, gutters, and sidewalks may not be necessary in rural subdivisions at base density. However soft surface paths to provide a safe space for fitness activities and kids to get to a school bus stop should be a standard requirement.
- Policy 4.13.4** Recreational trail connectivity should also be a priority, starting with closing gaps in the regional Cumberland Trail system. Utilizing the Cumberland Trail as a spine, TDEC, Hamilton County Parks, and others should work to extend spurs along the area creek corridors and into other prime recreational lands like the McDonald Farm.

4.3.5 GOAL 5 & POLICIES

GOAL 5 PROVIDE ADEQUATE INFRASTRUCTURE

- Policy 5.13.1** The lowlying nature of much of the terrain makes flooding a problem during storm events. New development should be required to provide engineered stormwater plans proving adequate detention area on property or be required to pay for regional solutions.



4.3.6 GOAL 6 & POLICIES

GOAL 6 PROVIDE SUITABLE COMMERCIAL & MIXED-USE CENTERS

Policy 6.13.1 Area 13 is not heavily populated and housing is dispersed across the 82 square mile area. Most residents seek goods and services in Soddy-Daisy or Dayton. As the communities of Sale Creek and Bakewell grow, these existing villages should be the focal point for additional commercial growth and residential density.

4.3.7 GOAL & POLICIES

GOAL 7 PROVIDE A RANGE OF HOUSING OPTIONS

Policy 7.13.1 The lack of sewer and water infrastructure, constraints on emergency services, undulating terrain, and floodprone low lands make Area 13 a place where development should remain at rural densities and only in the areas that can be appropriately engineered and serviced. Additional housing density and diversity of form, including options for older area residents, should occur in Sale Creek and Bakewell before extending outward. Infrastructure investments should also benefit these communities prior to extending further outward.

Policy 7.13.2 The McDonald Farm property has primary uses and community functions that should take precedence. However, the farm is a location that could accommodate a traditional neighborhood design or agriculture based cluster subdivision as a complementary use to the primary community and recreation functions as a later phase.



AREA 13 SPECIFIC RECOMMENDATIONS

Area 13 encompasses the rolling valley and hillsides nestled between Flat Top Mountain to the west and Chickamauga Lake and the Tennessee River to the east. At its heart lie the communities of Sale Creek and Bakewell, which are well-connected via the US 27 corridor to Rhea County and Dayton, TN, to the north, and Soddy-Daisy, Chattanooga, and the broader Hamilton County to the south. This area retains its deep agricultural heritage, with residents protective of its rural character and way of life. Many express a strong desire to preserve agricultural operations and ensure development is slow and intentional.

Concerns about infrastructure limitations—particularly emergency response and water systems—further reinforce the community’s preference for gradual growth. While large tracts of farm land remain, fragmentation is increasing, threatening the continuity of productive farmland. Immediate collaboration with farmers, landowners, and preservation advocates is essential to protect these tracts before opportunities are lost.

The area’s topography transitions from the steep slopes of Flat Top Mountain to the wetlands and floodplains near the Tennessee River. Watersheds like Possum Creek, Rock Creek, and Sale Creek originate as steep-sided gorges before spreading into broader valleys with associated wetlands. Future development must prioritize wide buffers around steep slopes, creeks, wetlands, and floodplains to safeguard both natural resources and future structures.

Nearly all of Area 13 is designated as Conservation or Countryside Residential, maintaining the A-1 base zoning density. However, many residents voiced a desire to preserve the land primarily for agriculture, with allowances for family growth. Higher-density residential or commercial development is limited to small-scale Neighborhood Nodes at the State route 27 intersections with McCallie Ferry Road and Patterson Road. Larger-scale Village or Town Center development, anticipated only in the incorporated area of Soddy-Daisy, should be coordinated with County plans to address regional infrastructure needs.

Recreational uses are already well-established around the Possum Creek and Sale Creek areas as well as east to Lakesite via Sequoyah Access Road. Expanding these operations, along with Resort Recreation uses like Big Soddy Gulf, could generate economic benefits if environmental suitability and infrastructure capacity

are confirmed. Collaboration with Soddy-Daisy planners is essential for any developments within its municipal boundaries.

At the northern edge of Area 13 lies the McDonald Farm—a legacy property sold to the County by the namesake family. This farm holds unique terrain and historic significance, serving as a community hub and hosting the last two Hamilton County Fairs. While an economic analysis has been completed, further study is needed to refine land use plans. Potential uses include agriculture, resort recreation, and conservation, which would preserve its heritage and ensure sustainable economic returns. The acquisition of the McDonald Farm offers a generational opportunity to protect historic structures and honor the community’s agricultural roots while exploring innovative uses for future generations.

TOOLS & STRATEGIES

Conservation Subdivisions:

- » Development in sensitive areas is designed to lessen impacts on natural resources, not only to serve environmental needs, but also to create amenities for residents. A Conservation Subdivision typically has at least half of its potentially buildable land area devoted to undivided, permanently protected open space.
- » Leasing preserved land back to the original owner or a neighboring farmer is an effective way to maintain agricultural use, provided the site can support adequate infrastructure.

Farmland & Riparian Corridor Protection:

- » Farming and sustainable forms of recreational development should be the primary economic drivers for Area 13 for the planning horizon of this document. (5-10 years)
- » Farming, Agricultural Businesses, and Agritourism should be prioritized over other forms of economic development in Area 13. Landowners wishing to continue farming should be supported with development setbacks on adjacent properties and efforts to create additional support programs as outlined in the implementation toolbox.



Centers:

- » Very small footprint commercial infill and limited smaller lot single family may be appropriate in designated Neighborhood Nodes in Bakewell and Sale Creek.
- » These Neighborhood Nodes recognize existing commercial businesses and services and the opportunity for limited adjacent infill development as the area grows. Any rezoning should be contingent upon the availability of adequate water and sewage disposal infrastructure.

Corridors:

- » The Rural Corridor designation is broadly recommended along the arterial and major collector roads in the Area. This designation will require development setbacks allowing for placement of access improvements, pedestrian and school bus facilities, storm water facilities, and maintenance of the rural character of the area where new residential subdivisions are approved.
- » A Suburban Corridor designation is recommended along US-27 from the edge of Soddy Daisy to Bakewell and Sale Creek. This designation is in recognition of the number of existing businesses populating this segment of road. It also recognizes the potential need to slow or manage traffic at the Neighborhood Nodes in Bakewell and Sale Creek as they add more activity and pedestrian movements. The Suburban Corridor designation indicates that smaller setbacks of buildings may be appropriate and that access management strategies need to be employed to prevent future safety and congestion issues. The Suburban Corridor Definition is not meant to reflect any encouragement of infill commercial outside of designated Neighborhood Nodes.

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:

- » Constraints to sewer access, emergency services, and water infrastructure dictate that larger scale commercial and residential developments above base zoned A-1 density are not appropriate in Area 13 outside of existing incorporated communities, i.e. Soddy Daisy.
- » The RPA should extend the offer for joint planning efforts with 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 US-27, 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 TriStar Beverage and the Soddy-Daisy Industrial Park, along with their networks of suppliers, have driven demand for nearby housing and led to increased commercial activity. High-performing schools in the Soddy-Daisy and Sales Creek 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 – Projects involving electric vehicle infrastructure (charging stations) or other solutions such as bike-share or ride-share services often qualify for different funding programs. Given the rural character in part of the County, these types of projects would need to be located in places with the highest 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 (Appendix E) 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 are 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

Recommendations outline 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 Specific Recommendations

As outlined in Chapter 4, the Area Specific Recommendations are highlighted as 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
- » Applicant Requested Plan Amendments - as necessary and when requested by 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 every six months with the first amendment occurring at least six months after the original plan adoption.
- 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.

Hamilton County and RPA will develop for plan amendments using the following considerations:

- Changes of conditions, such as surrounding land uses, zoning, uncontrolled natural forces/disasters, etc.
- New Utilities / Projects- Introduction of significant new utilities or local/state/federal road projects that were not anticipated in the Plan and make development more feasible
- New Data - New data regarding trends or projections, population, housing conditions, or track growth that warrant reconsideration of the original Plan
- Proposed Changes Support Plan- The proposed changes support the Policies and Actions, goals, objectives, and criteria of the Plan
- A significant change in the development pattern, or the completion of a public improvement (road, park, sewer), which changes the basis on which the plan was developed for an area.
- A change in public policy, unanticipated by the plan.



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	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 each of the above Place Types.		Nashville - Explanation of Overlays and Development Standards	1-5 Years
	Establish Conservation 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	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.	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.	Thrive - Resilient Communities Program	0-1 Years
	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.	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).	America the Beautiful Grants	0-1 Years

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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
5.2.2 Recreation, Economy and Conservation Synergies <i>Continued</i>	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.		Revenues from Green Infrastructure - Parks & Recreation Magazine Forest, Farm, and Wildlife Incentive Programs in Tennessee State of Tennessee Landscape Management Plan Resources	
5.2.3 Resiliency, Natural Resource Protections, and Development Impact Mitigation	Establish natural resources protection standards for wooded areas, drainages, steep slopes, as well as currently regulated wetlands and streams.	Countywide		1-5 Years
5.3 Infrastructure & Transportation Network				
5.3.1 Connectivity & Congestion Management	Review fire code regarding the number of lots allowed in new subdivision triggering a secondary point of access.	Countywide	Williamson Co Tn Subdivision Connectivity Criteria	0-1 Years
	Require walking path or sidewalk for new residential subdivisions with connections to a safe harbor school bus waiting area.			0-1 Years
	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)	Countywide on Arterials and Major Collectors	Street and Subdivision Connectivity Model Ordinance	0-1 Years



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



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 WWTa 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
	Begin codifying more of Hamilton Co Stormwater quality BMP's.		Hamilton Co. TN Stormwater BMP Guidelines	1-5 Years
	Phase in additional resources for review and enforcement.		Wilson Co. TN Stormwater Ordinance	1-5 Years
	Develop a more comprehensive approach to stormwater site assessment, design, incentives, and regulations.		City of Ft. Wayne, IN Stormwater Regulations Incentives	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
	Develop policy with WWTa on decentralized sewer systems with robust criteria and design standards	Countywide		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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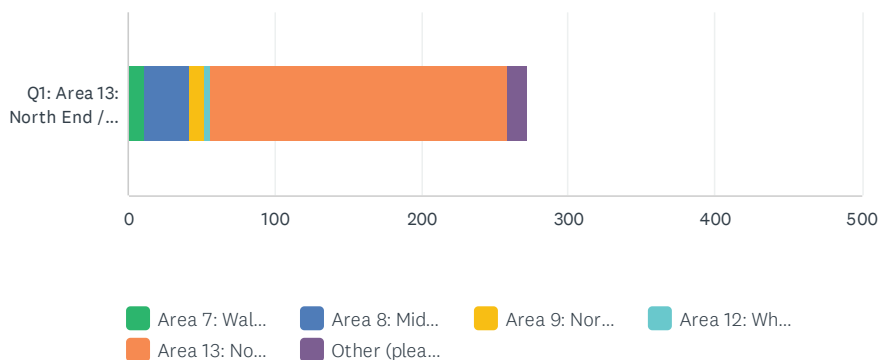
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Q1 We have divided the county into thirteen areas for more focused planning, and five of these areas are in the unincorporated portions of Hamilton County. See the map below. Which of these five areas are you most interested in? It is probably the 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: 203 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 13: North End / Soddy-Daisy	5.42% 11	15.27% 31	4.93% 10	1.97% 4	100.00% 203	6.40% 13	133.99% 272
Total Respondents	11	31	10	4	203	13	203

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: 181 Skipped: 22

	A.	B.	C.	TOTAL
Q1: Area 13: North End / Soddy-Daisy	100.00% 181	96.69% 175	80.11% 145	276.80% 501
Total Respondents	181	175	145	181

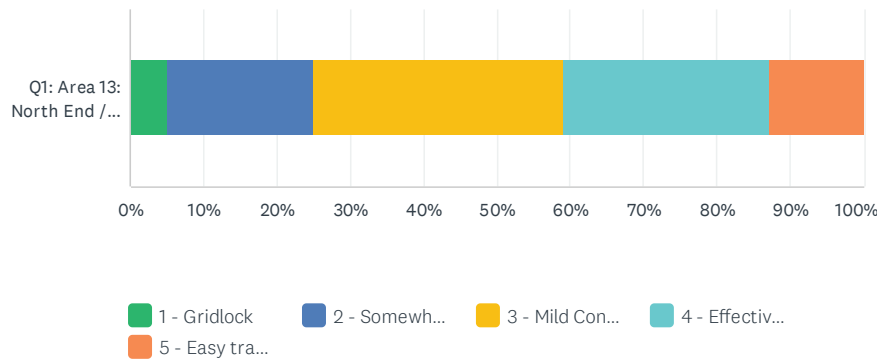
Q3 Thinking about your typical day, which roads do you most often use? Please name the street(s) or highway(s)?

Answered: 191 Skipped: 12

	FAVORITE ROUTE	TOTAL
Q1: Area 13: North End / Soddy-Daisy	100.00% 191	100.00% 191
Total Respondents	191	191

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

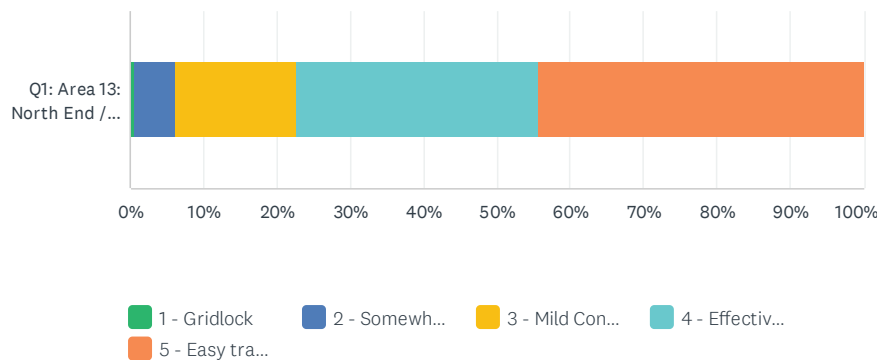
Answered: 193 Skipped: 10



	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 13: North End / Soddy-Daisy	5.18% 10	19.69% 38	34.20% 66	27.98% 54	12.95% 25	100.00% 193
Total Respondents	10	38	66	54	25	193

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

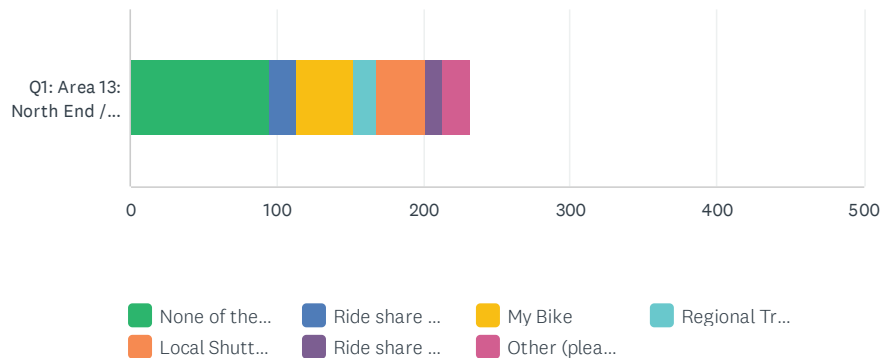
Answered: 194 Skipped: 9



	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 13: North End / Soddy-Daisy	0.52% 1	5.67% 11	16.49% 32	32.99% 64	44.33% 86	100.00% 194
Total Respondents	1	11	32	64	86	194

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:

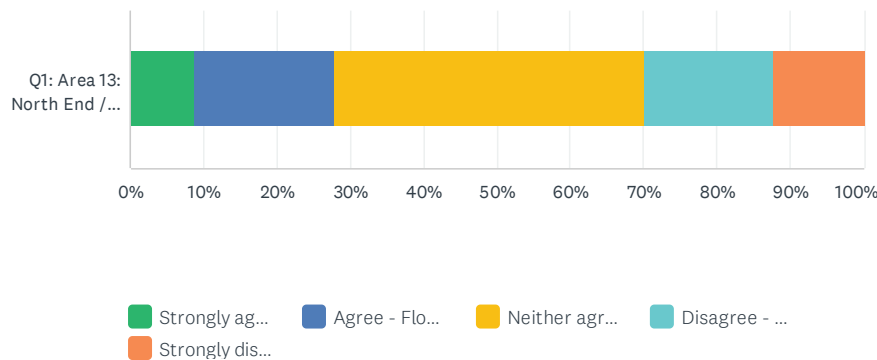
Answered: 186 Skipped: 17



	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 13: North End / Soddy-Daisy	51.08% 95	10.22% 19	20.43% 38	8.60% 16	17.74% 33	6.45% 12	10.22% 19	124.73% 232
Total Respondents	95	19	38	16	33	12	19	186

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

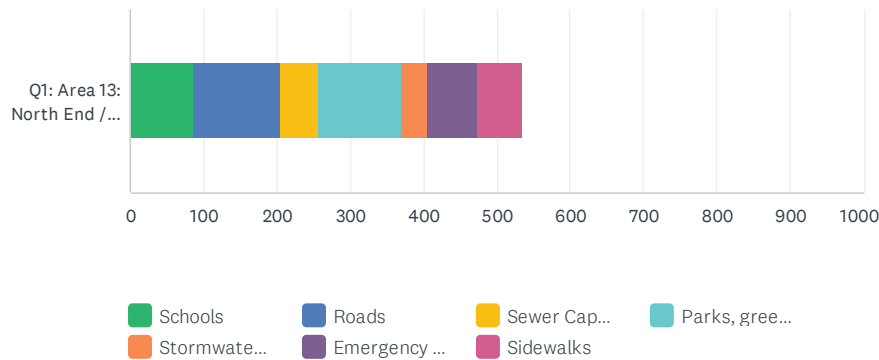
Answered: 194 Skipped: 9



	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 13: North End / Soddy-Daisy	8.76% 17	19.07% 37	42.27% 82	17.53% 34	12.37% 24	100.00% 194
Total Respondents	17	37	82	34	24	194

Q8 Please choose the three infrastructure investments most needed to prepare for future growth in your Area.

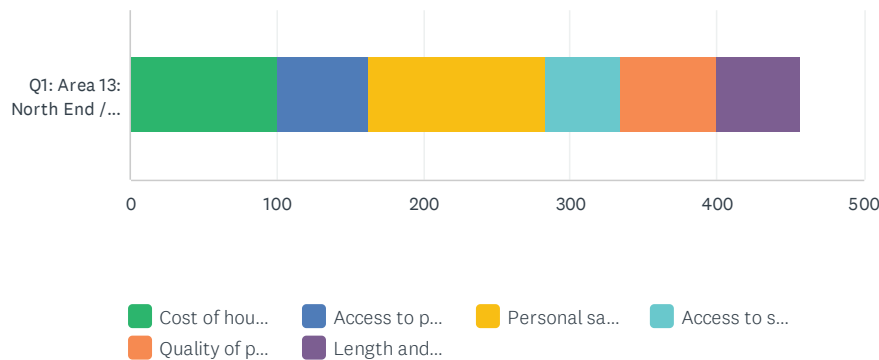
Answered: 189 Skipped: 14



	SCHOOLS	ROADS	SEWER CAPACITY	PARKS, GREENWAYS, AND OPEN SPACE	STORMWATER/FLOODING CONTROLS	EMERGENCY SERVICES	SIDEWALKS	TOTAL
Q1: Area 13: North End / Soddy-Daisy	45.50% 86	62.43% 118	28.04% 53	59.79% 113	17.99% 34	37.57% 71	32.28% 61	283.60% 536
Total Respondents	86	118	53	113	34	71	61	189
OTHER (PLEASE SPECIFY)							TOTAL	
Q1: Area 13: North End / Soddy-Daisy							42	42

Q9 Please select the three criteria that most influenced your decision about where to live in Hamilton County.

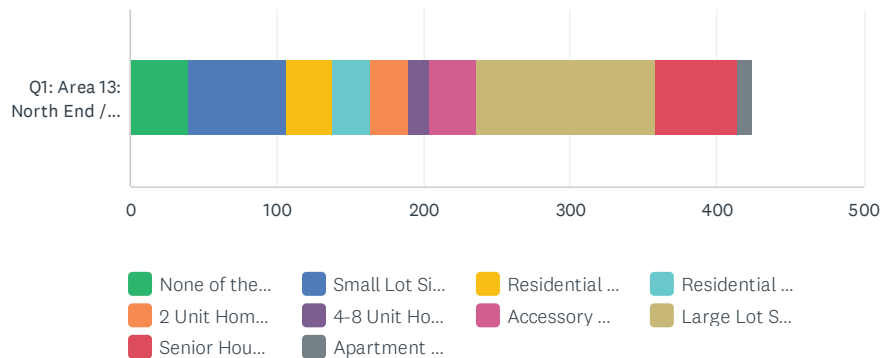
Answered: 175 Skipped: 28



	COST OF HOUSING / RENTS	ACCESS TO PARKS, GREENWAYS, AND OPEN SPACE	PERSONAL SAFETY AND SECURITY	ACCESS TO SERVICES (GROCERY, DOCTOR'S OFFICE, GYM, RESTAURANTS, ETC.)	QUALITY OF PUBLIC SCHOOLS IN MY DISTRICT	LENGTH AND EASE OF COMMUTE TO MY JOB OR SCHOOL	TOTAL
Q1: Area 13: North End / Soddy-Daisy	57.14% 100	36.00% 63	68.57% 120	29.14% 51	37.71% 66	32.57% 57	261.14% 457
Total Respondents	100	63	120	51	66	57	175
OTHER (PLEASE SPECIFY)							TOTAL
Q1: Area 13: North End / Soddy-Daisy							64

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

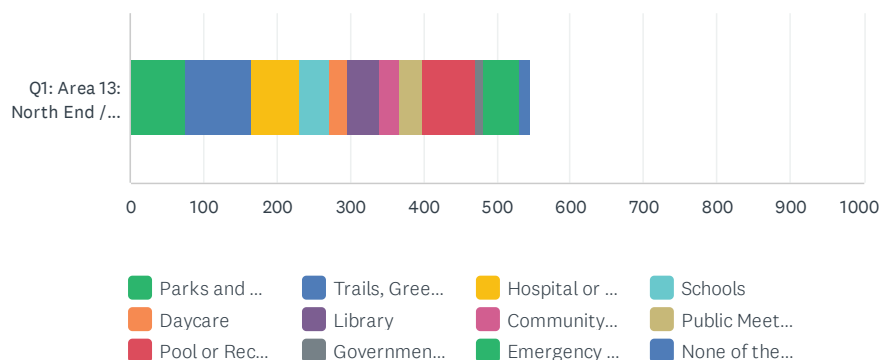
Answered: 196 Skipped: 7



	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 13: North End / Soddy-Daisy	20.41% 40	33.67% 66	16.33% 32	13.27% 26	13.27% 26	7.14% 14	16.33% 32	62.24% 122	28.57% 56	5.10% 10	216.33 4
Total Respondents	40	66	32	26	26	14	32	122	56	10	1

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

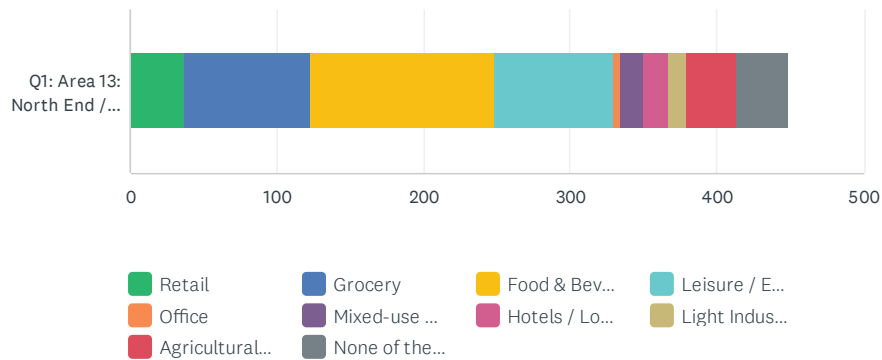
Answered: 195 Skipped: 8



	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 13: North End / Soddy-Daisy	38.46% 75	46.15% 90	33.85% 66	20.51% 40	13.33% 26	22.05% 43	14.87% 29	14.87% 29	37.44% 73	6.15% 12
Total Respondents	75	90	66	40	26	43	29	29	73	12

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

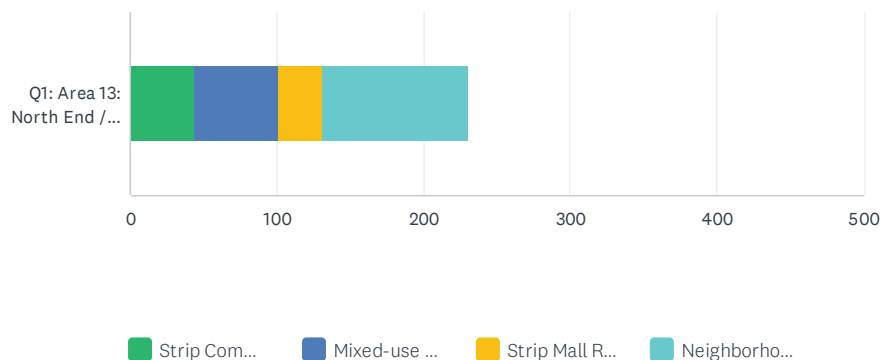
Answered: 194 Skipped: 9



	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 13: North End / Soddy-Daisy	19.07% 37	44.33% 86	64.43% 125	41.75% 81	2.58% 5	8.25% 16	8.76% 17	6.19% 12	17.5
Total Respondents	37	86	125	81	5	16	17	12	34
OTHER (PLEASE SPECIFY)									TOTAL
Q1: Area 13: North End / Soddy-Daisy									10
									10

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

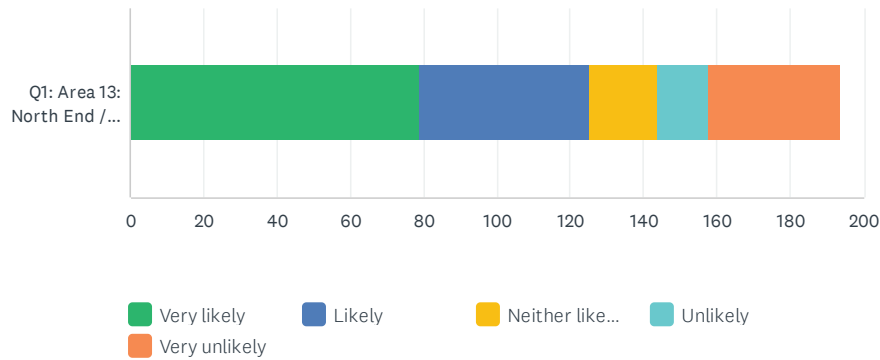
Answered: 150 Skipped: 53



	STRIP COMMERCIAL	MIXED-USE COMMERCIAL CENTER	STRIP MALL RETROFIT	NEIGHBORHOOD COMMERCIAL	TOTAL
Q1: Area 13: North End / Soddy-Daisy	29.33% 44	38.00% 57	20.00% 30	66.67% 100	154.00% 231
Total Respondents	44	57	30	100	150

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)?

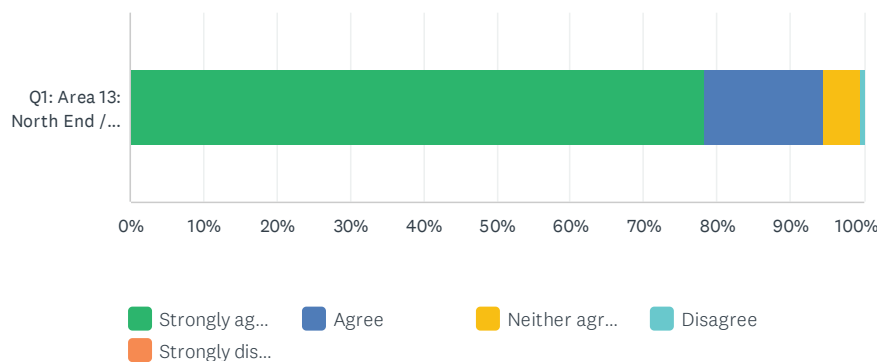
Answered: 193 Skipped: 10



	VERY LIKELY	LIKELY	NEITHER LIKELY NOR UNLIKELY	UNLIKELY	VERY UNLIKELY	TOTAL
Q1: Area 13: North End / Soddy-Daisy	40.93% 79	23.83% 46	9.84% 19	7.25% 14	18.65% 36	100.52% 194
Total Respondents	79	46	19	14	36	193

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

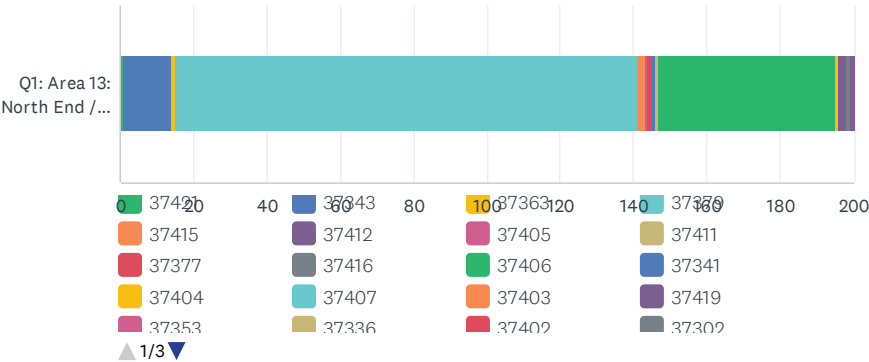
Answered: 198 Skipped: 5



	STRONGLY AGREE	AGREE	NEITHER AGREE NOR DISAGREE	DISAGREE	STRONGLY DISAGREE	TOTAL
Q1: Area 13: North End / Soddy-Daisy	78.28% 155	16.16% 32	5.05% 10	0.51% 1	0.00% 0	100.00% 198
Total Respondents	155	32	10	1	0	198

Q16 In which zip code do you reside?

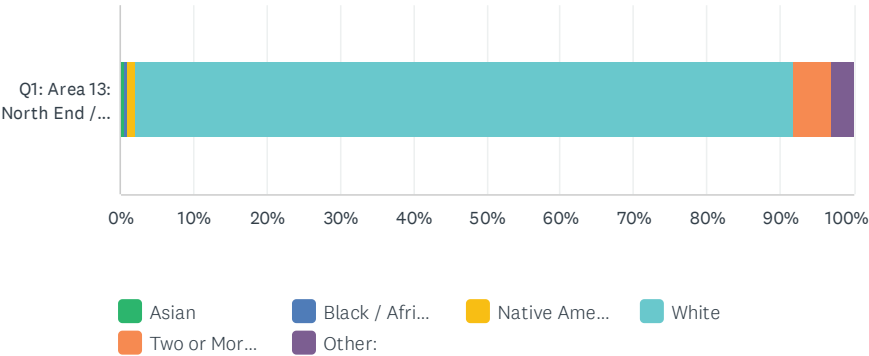
Answered: 196 Skipped: 7



	37421	37343	37363	37379	37415	37412	37405	37411	37377	37416	37406	37341	37404	37407	37403	3
Q1: Area 13: North End / Soddy-Daisy	0.51%	6.63%	0.51%	64.29%	1.02%	0.00%	0.51%	0.00%	0.51%	0.00%	0.00%	0.51%	0.00%	0.00%	0.00%	0
	1	13	1	126	2	0	1	0	1	0	0	1	0	0	0	0
Total Respondents	1	13	1	126	2	0	1	0	1	0	0	1	0	0	0	0
OTHER (PLEASE SPECIFY)															TOTAL	
Q1: Area 13: North End / Soddy-Daisy															0	0

Q17 Which racial group do you most closely identify with?

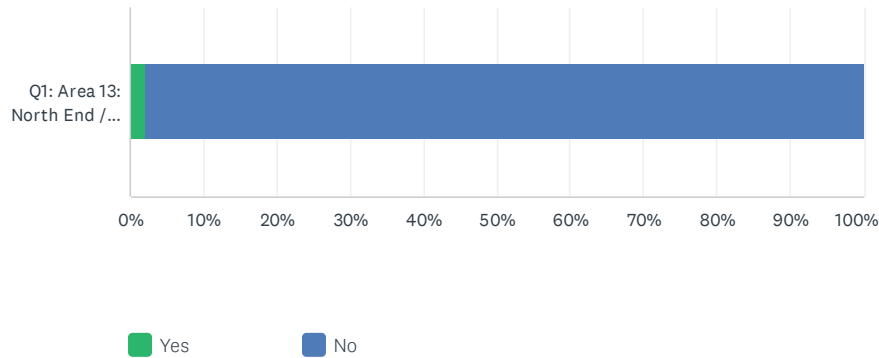
Answered: 194 Skipped: 9



	ASIAN	BLACK / AFRICAN AMERICAN	NATIVE AMERICAN	WHITE	TWO OR MORE RACES	OTHER:	TOTAL
Q1: Area 13: North End / Soddy-Daisy	0.52%	0.52%	1.03%	89.69%	5.15%	3.09%	100.00%
	1	1	2	174	10	6	194
Total Respondents	1	1	2	174	10	6	194

Q18 Area you Hispanic / Latinex?

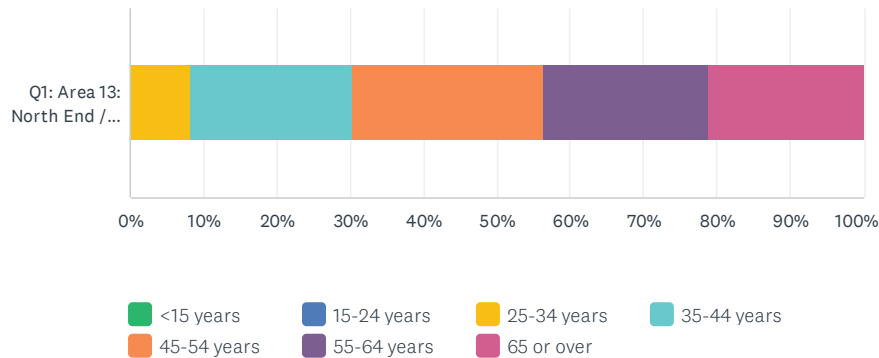
Answered: 190 Skipped: 13



	YES	NO	TOTAL
Q1: Area 13: North End / Soddy-Daisy	2.11% 4	97.89% 186	100.00% 190
Total Respondents	4	186	190

Q19 What is your age?

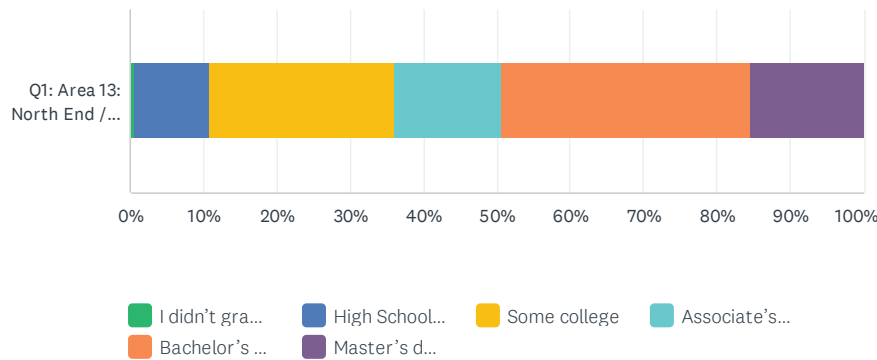
Answered: 195 Skipped: 8



	<15 YEARS	15-24 YEARS	25-34 YEARS	35-44 YEARS	45-54 YEARS	55-64 YEARS	65 OR OVER	TOTAL
Q1: Area 13: North End / Soddy-Daisy	0.00% 0	0.00% 0	8.21% 16	22.05% 43	26.15% 51	22.56% 44	21.03% 41	100.00% 195
Total Respondents	0	0	16	43	51	44	41	195

Q20 What is your highest level of education?

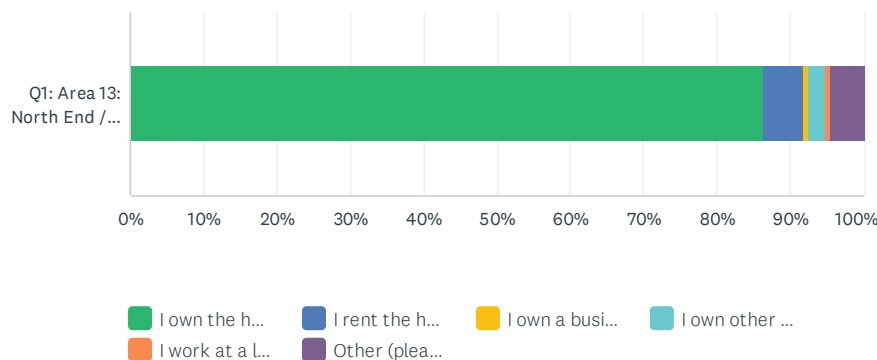
Answered: 195 Skipped: 8



	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 13: North End / Soddy-Daisy	0.51% 1	10.26% 20	25.13% 49	14.87% 29	33.85% 66	15.38% 30	100.00% 195
Total Respondents	1	20	49	29	66	30	195

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

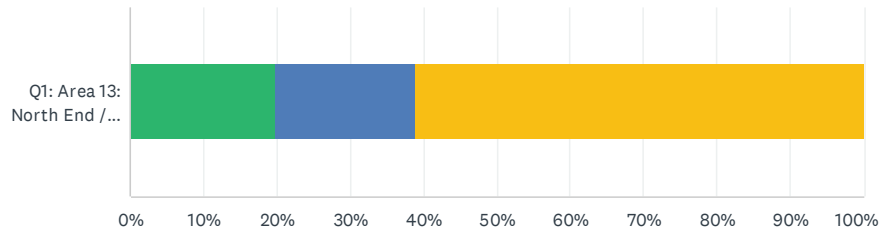
Answered: 196 Skipped: 7



	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 13: North End / Soddy-Daisy	86.22% 169	5.61% 11	0.51% 1	2.55% 5	0.51% 1	4.59% 9	100.00% 196
Total Respondents	169	11	1	5	1	9	196

Q22 How long have you lived Hamilton County?

Answered: 196 Skipped: 7

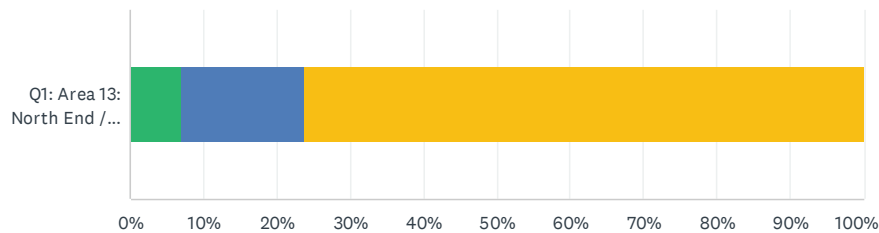


0-4 years 5-19 years 20+ years

	0-4 YEARS	5-19 YEARS	20+ YEARS	TOTAL
Q1: Area 13: North End / Soddy-Daisy	19.90% 39	18.88% 37	61.22% 120	100.00% 196
Total Respondents	39	37	120	196

Q23 What is your household income level?

Answered: 189 Skipped: 14

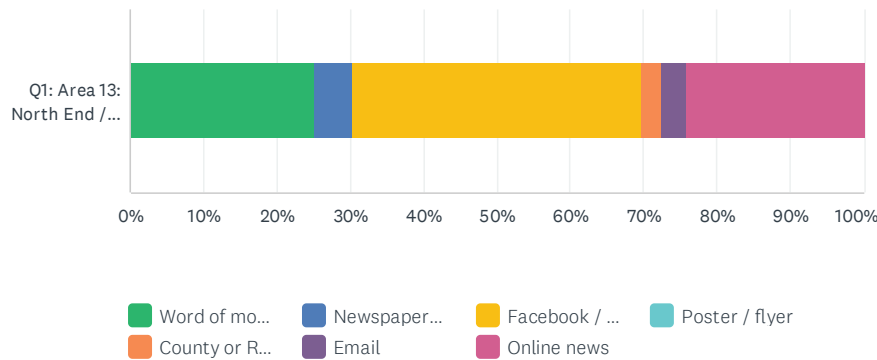


Less than \$... \$40,000-\$... Greater th...

	LESS THAN \$40,000	\$40,000-\$60,000	GREATER THAN \$60,000	TOTAL
Q1: Area 13: North End / Soddy-Daisy	6.88% 13	16.93% 32	76.19% 144	100.00% 189
Total Respondents	13	32	144	189

Q24 How did you hear about this planning process?

Answered: 195 Skipped: 8



	WORD OF MOUTH	NEWSPAPER / AD	FACEBOOK / TWITTER / ETC.	POSTER / FLYER	COUNTY OR RPA WEBSITE	EMAIL	ONLINE NEWS	TOTAL
Q1: Area 13: North End / Soddy-Daisy	25.13% 49	5.13% 10	39.49% 77	0.00% 0	2.56% 5	3.59% 7	24.10% 47	100.00% 195
Total Respondents	49	10	77	0	5	7	47	195

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: 126 Skipped: 77

	NAME	COMPANY	ADDRESS	ADDRESS 2	CITY/TOWN	STATE/PROVINCE	ZIP/POSTAL CODE	COUNTRY	EMAIL ADDRESS	PHONE NUMBER
Q1: Area 13: North End / Soddy-Daisy	99.21% 125	0.00% 0	0.00% 0	0.00% 0	100.00% 126	0.00% 0	0.00% 0	0.00% 0	98.41% 124	88.89% 112
Total Respondents	125	0	0	0	126	0	0	0	124	112

Meeting Discussion Notes

Solar Farms: Where are they located; what's the process of permitting the back-up battery for the farm; does it already need a permit? What requirements are there for public notification of this development? What are the requirements, standards, and risks for siting the back-up battery?

What is the plan for schools? Expansion, amenities and maintenance needed, from playgrounds to facilities. Accommodating changing population? Staffing?

100+ apartments being built? Check about what, where, and how they came to be permitted.

What is the timeframe for planning? *STAFF: There is no specific deadline, but completion is anticipated by summer of 2024.*

McDonald Farm; part in Rhea County, how are we working with them? Infrastructure is needed for future development; people would like to see a park there; Has flooding been addressed?

Emergency Services: Need better or faster service.

Water lines lacking in some areas: There are pressure issues [*i.e. lack of water pressure*], and broken lines. Areas of concern: Coulterville, Hwy 27, Graysville.

Volunteer Fire Service: We need more volunteers and/or need more resources (money, equipment and staffing).

Preserve family farms & rural land.

Current Zoning: What's going to happen to it with this new plan rolling out?

Trash & illegal dumping. *STAFF: The County bought a new truck, which should improve service.*

Community Comment Cards

Lacks a playground that is available to the public during school hours (only playground is at North Hamilton County Elem); Food desert - desperately need fresh, healthy foods (not Dollar General); Safe place to walk/exercise - would love McDonald Farm to be styled similar to Greenway Farms; Please know that not all residents are resistant to change and progress. My family wants to embrace thoughtful progression; Please do not make our school a mega-school. I work at NHCE and what makes it so special is the teacher-student ratio. Our teachers know almost every single child in the school building. All teachers know all the students. That is rare and so very special and important to building relationships, building community.

Education programs with UT/TSU, 4-H, FFA programs at the farm property;

Outdoor recreation parks at McDonald Farm;

Land to grow fruits, vegetables; meat for community consumption on farm property;

Keep dark skies at night!!!, reduced light pollution;

Greenspace; *parks and walking paths around Sale Creek;

Keep farms/protect established farms;

Be mindful of wildlife so what's left is not further reduced

If you are expanding for growth: How are you going to address emergency (ambulance service) & need for more than a volunteer Fire Dept.;

* What about how traffic is going to affect those who live around McDonald Farm?;

* What about their privacy?;

* No apartments, not wanted in this area;

* We moved to this area to get out of the city; we don't want it industrialized;

* If you want to preserve our area, stop short-term vacation rentals; we don't want them up here!

Keeping our area rural; Keep this a single family home community; Keep our schools up to date; Develop a public park for McDonald Farm, we don't have one at all, kayak/canoe

Short-term vacation rentals zoning, not in residential area; No outside investors coming in & buying up properties to make into AirBnBs; Appearance of commercial properties; trash & recycling centers; electric grid - many power outages in north end of county; more oversight on zoning for electrical grid, solar; ambulance service; fire service; brick construction required & signage standards.

Northern Hamilton County needs public transportation to use to commute to work in Chattanooga. Maybe approach CARTA about reintroducing bus service to Soddy-Daisy. CARTA ran a route into the city, but has ceased due to lack of ridership and monetary constraints. Things have changed and we have more out of towners visiting Soddy-Daisy for tourism and the population has grown significantly. Public transportation could be utilized to bus or shuttle our elderly population to the senior center or appointments. Perhaps inter-modal or multi-modal services for meeting our transportation needs.; we would love some sidewalks in Soddy-Daisy.

Nada; no changes, nothing, zip, zilch, we need an ambulance.

Establish a trailhead for the Cumberland Trail at McDonald Farm - (would also connect to the Great Eastern Trail); Protect the water quality and the natural flow of the Rock, Possum, and Soddy Creeks as well as their natural scenic beauty; Work to inform decision makers to provide regulation for above goals and for responsible development goals that protect watershed.

Protect watershed, access, integrity of North Chickamauga Creek & gorge buffers; Protect access for all citizens to our natural areas; Limit/ban steep slope excavation and borrow pits/fill area in floodway and 100 year flood plains.

Question - Are there any long term plans to connect the county with a bridge over the TN river - Soddy to Harrison?

Roads & schools should be in place or concrete plans before subdivisions are approved; Developments/subdivisions need to address fire hydrants; how will existing land usage figure into deciding on areas of various density?; Zoning commission needs better guidelines before issuing permits.

City water needs to be available on Oakdale Rd-parts of May Rd do not have city water as well; City sewer needed on Hwy 27 in Sale Creek; dine in restaurants are needed in Sale Creek; power lines need upgrading.

Big parks, trails

Add a winery with fire pits, views, shaded area, wood fired pizza, and an open area for music festivals at McDonald Farm

Severe need currently for restaurants and shopping areas (like Cambridge Square in Ooltewah); no place to have a nice dinner out; grocery store needed as well.

Power is unreliable, old lines, too many outages.

Better fire service on Pickett Rd, the nearest hydrant to my home is approximately 2,000 feet.

Health is a major issue across the area; linear park - rails to trails with restrooms and parking; people are too overweight, need a place to walk as a start; local place where people can safely get healthier!

Parks at the farm; hospitals; schools; roads; trails.

Tree Ordinance: I live on Armstrong Rd. Our beautiful woodlands that house the gorgeous wildlife of our area have been clear cut by the hundreds of acres to put in subdivisions. We need to have a tree ordinance to hold developers accountable. Private landowners should be able to do whatever they want. Developers should be required to leave some trees.; Utilities: We love our Bakewell Union Fork water. It runs dry during droughts and we have to have Soddy water piped in. We don't like Soddy water, but with much more growth, it will have to be piped in all the time. Can we plan for water utility growth so we can keep our good water? If we wanted Soddy water we'd have moved to Soddy long ago. Sprinklers & hydrants on different water sources!!; Collaborate with Rhea County: In order for us to complement each other, we need to plan together.

Permitting process for solar farm; solar panels, battery storage.

Saving green space around "Sale Creek" (trails/parks); controlled growth; roads (widening, surfacing).

Hiking/biking trails; Parks/nature areas; Secondary road upgrades; McDonald Farm.

Secondary & tertiary road shoulders: Add or increase shoulder width; repair water run-off erosion, culverts?; anti litter program; bicycle lanes and paved trails

Speed on Dallas Hollow Road is dangerous w/o shoulders; What about the 200+ acres on Dallas Hollow Rd?; Why can't owners rent to whomever they'd like?

Very dangerous intersection at the north terminus of Dallas Hollow Road; no more apartments.

Please think about traffic before development. The traffic in other parts of county is horrendous!; Ticket those who litter: Issue tickets to increase funding; there is always trash on the sides of roads; Trash pickup services; Sidewalks.

Parks; green space; No apartments; No water treatment plants; No dumps.

Sidewalks; Street drainage; Top notch marina with great restaurants; Parks; Bury electrical lines underground.

Traffic; Oversight on zoning and permitting; Schools and traffic from schools; Taxes; Utility costs.

Sewer - so restaurants can come in (sit down); Worried about more traffic; Comment: Glad McDonald Farm is finally getting its glory!; Need park for our children and grandchildren; used by our school.

Sequoyah Road - Needs to be 6-8 lanes before the new school & expansion happens; repaved completely; More people will be moving that direction.

Traffic; Schools: - growth; Road repairs: - Daugherty Ferry Rd (road breaking off) Tree overgrowth on roads; *park is the only thing I'm interested in.

Concerns: Emergency Services - Fire protection - currently as a SD resident, we are dependent on a volunteer service. They are great but probably need more. Ambulance; golf course; commitment for NO prison/homeless encampments.

We have a beautiful area to live BUT there's trash along most roads. There's no signs regarding fines or reporting those that do litter, not just McDonalds - boxes, mattresses, furniture & tires. I've heard no county official talk on TV or elsewhere encouraging creating a beautiful living space, stopping litter. It's very sad to see and for visitors from other countries to witness.; Roads that are horrible: McCallie Ferry, May Road, Lee Pike; Please, please, help to save our land, Thank You.

TRASH! TRASH! TRASH! *Our roads are totally littered; so embarrassing to visitors & residents - May Rd, Lee Pike, McCallie Ferry Rd are just dump sites; *I see no effort to sign nor enforce litter problems. The only "dump site" was closed for some reason; *This must be addressed to encourage proper growth in our community!!!

Is there any retail development planned for unincorporated Soddy Daisy (Emerald Bay, Armstrong, The Farms, etc.) we currently drive 15+ minutes to a grocery store or restaurants. I would love to see some retail development closer to these developing communities.

A bridge over the river in the Lakesite area connecting route 319 to route 58; Publix & Costco; Parks w/live music.

Residential areas such as A1, R1, & R2 should not have commercial business; Commercial businesses need to be in commercial zoning; STVR's are commercial/businesses.

Join the Cumberland Trail, not have to walk over.

Jake Brake Restrictions on Hwy 27 in Bakewell near red light @ Circle K - The Harrison Mobile Home park is affected by the noise from Jake Brakes.

Things I do NOT agree with: Taxes on our property after its paid off-do we really own our homes?; Smart cities; Climate action plans; All different ages in one school and or buses. What I would like to see in our area: Safe hang out space for teenagers (skate parks); Education in our schools not indoctrination; Water fountains & apple trees in parks.

Sidewalks on Dayton Pike - Soddy; Running trail is needed; More underground power lines; Cell towers.

A running/walking/biking type trail is much needed in the Soddy area; *the closest one is Riverview Park in Chattanooga, we need that here; Update Bakewell Utility District water lines. The water lines frequently break resulting in NO water.

For the Park (all separately): bike trails; horseback riding trails; running trails; hiking trails; playground; splash pad; olympic size pool.

Infrastructure: Start a program/funding for infrastructure by charging developers a fee (\$ per linear foot of road frontage) to pay for upgrades; Screening on new subdivision developments (landscape/buffer zones) when put next to existing housing.

Preserve natural resources; address utility access; comprehensive traffic plan; littering/waste management; focus on sustainability; more sidewalks.

As more people & industry move in, what happens to planning about trash collection, what about planning & placement of a new dump?; There's a fear with current roads, it won't handle huge growth and influx of traffic. Also concern that new road growth will cause major traffic disruptions while construction takes place.

NORTH CHICKAMAUGA CREEK CONSERVANCY: Priority focus planning recommendations: 1. Specific stringent development ordinances regarding land disturbances/excavation and development near the banks of the North Chickamauga Creek and its tributaries to ensure responsible development affecting the creek and watershed, including regulations and incentives to protect pervious watershed. 2. Responsible approach to limiting increased zoning densities near the creek and in sensitive watershed areas. 3. Stricter timely enforcement and compliance with water quality regulations and MS4 requirements. 4. Recognition of the recreational opportunities of North Chickamauga Creek and protection of and prioritization of recreational access points throughout the watershed, including TWRA, TN State Parks, and City of Chattanooga properties along the creek. 5. Programs to educate the public, including residents, developers, and decision makers, about the North Chickamauga Creek and its immense presence and value to our community.

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

CROSSROADS

at US Highway 27 / Dayton Pike & Patterson Road

PLACEMAKING

- (A) plan areas for outdoor seating, plazas, merchandise display and parks

NEIGHBORHOOD DESIGN

- (B) potential small lot, single family in-fill

PEDESTRIAN IMPROVEMENTS

- (C) expand and extend sidewalks to improve safe pedestrian movement between schools businesses and homes
- (D) add pedestrian crossing at fire station

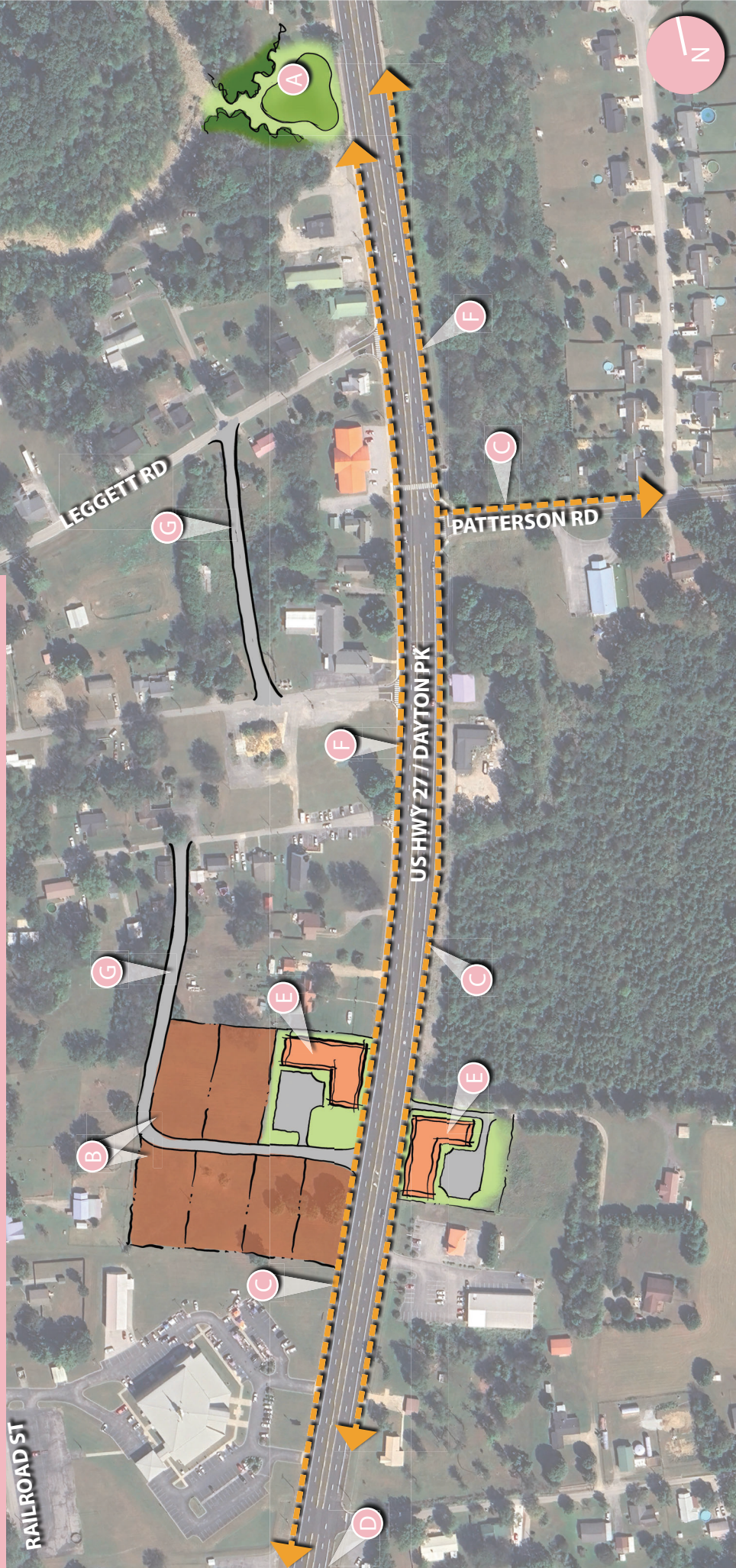
STREETSCAPE

- (E) position buildings near the street with parking or outdoor storage behind
- (F) enhanced landscaped buffers and street trees

ACCESS MANAGEMENT

- (G) add street connectivity as in-fill occurs over time

- existing commercial building
- proposed commercial building
- proposed residential



CONCEPTUAL LAND USE / PLACE TYPES STUDY

13

NORTH END / SODDY-DAISY AREA

- City Limits
- Parcels
- Rail
- Water Bodies
- Streams and Creeks
- Parks, Recreation and Open Space
- Interstates, Highways and Expressways
- Major and Minor Arterials
- Major and Minor Collectors
- All Other Roads
- Boat Launch Locations
- 100 Year Flood Zone
- Slopes $\geq 25\%$
- Existing Cumberland Trail
- New Cumberland Trail Segment

RECOMMENDATIONS

CENTERS

- Potential Crossroads
- Potential Neighborhood Node
- Potential Village Center
- Potential Neighborhood Center

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

SCHOOLS

- Sale Creek Middle/High School
- North Hamilton Elementary School
- Soddy Elementary School
- Soddy Daisy Middle School
- Daisy Elementary School
- Soddy Daisy High School
- Allen Elementary School
- Sequoyah High School
- Ivy Academy





1/2 Mile Walkable Radius







4.3.8 GOALS, POLICIES & COMMUNITY THEMES MATRIX

Community Themes







● Directly influenced by the Community Themes					
● Supports or reinforces the Community Themes					
1. BALANCE GROWTH, ECONOMY & COMMUNITY CHARACTER					
1.13.1	The geography of Area 13 is shaped by sloping hillsides and creek drainages extending from the Cumberland Plateau to the flat farmland, woodlands, and wetlands bordering the Tennessee River. In comparison to the rest of Hamilton County, Area 13 is still sparsely populated, with a focus on agriculture and rural lifestyles. The primary concern of local residents is to maintain their agricultural heritage and rural way of life. Develop a mechanism for farmland preservation.		●		
1.13.2	Residents also expressed concerns about the cost of housing, increased property valuations, and worry that the pace of change experienced elsewhere in Hamilton County, will lead to a rapid erosion of the local culture and landscapes. - Hold development to base density on A1 property and incentivize affordable attached or zero lot-line single family on infill lots in existing centers.	●			
1.13.3	Sale Creek in the heart of Area 13, is equidistant from commercial centers in Soddy-Daisy and across the Rhea County line in Dayton. These centers are plenty close to serve needs for larger format retailers a for population that is dispersed across the area and commutes for school, work, and shopping. Focus economic development on growing local businesses in Sale Creek and Bakewell.	●			●
1.13.4	Farmland preservation, protection of recreation areas and natural resources, and targeted housing affordability strategies should be the primary focus of policies shaping future growth and development.	●	●		
1.13.5	As growth inevitably comes to Area 13, development should be focused in existing community centers in Sale Creek and Bakewell in well planned clusters along US 27.	●			
1.13.6	The McDonald farm is an asset that should be a carefully stewarded resource that serves as a place to celebrate the agricultural heritage of the Sale Creek region and to explore ways for it to thrive into the future. If the Farm successfully builds upon authentic local culture, values, history, and the McDonald family's knack for agricultural enterprise, it will provide a resource for the Sale Creek area to grow economic opportunity by amplifying local businesses, farms, and trades people rather than supplanting them. McDonald Farm can also serve as a focal point for of all Hamilton County to gather, recreate, learn, and innovate, all while supporting the Sale Creek economy.	●	●		●
2. PROTECT & ENHANCE NATURAL RESOURCES					
2.13.1	The escarpment of the Cumberland Plateau, the adjoining canyons containing Possum Creek, Middle Creek, Rock Creek, Sale Creek, and the wetlands and floodplains they spill into as they low towards the Tennessee River set the edges for the villages of Bakewell, Sale Creek and the surrounding farmland. Convene a coalition of private land owners, conservation organizations and land owners to develop a coordinated strategy for preserving these landscape in a manner consistent with local culture, and that increases recreational access.		●		
2.13.2	The recreational assets of along the Cumberland Plateau in northern Hamilton County are largely hidden gems known to locals and recreational specialists. They should be the center piece of ongoing preservation and stewardship strategies but also an asset to support local businesses and visitation.		●		
2.13.3	Once preserved, strategies should be put in place to steward these lands, to promote them, and to foster sustainable forms of economic development on adjacent lands that respect these unique settings but allow synergistic uses that can provide jobs, tax revenues, and sources of funding for stewardship or private partnership in preservation efforts. Employ the resort recreation Place Type as part of this strategy.	●			
2.13.4	McDonald Farm should be a model for how to create synergies between preservation, agriculture, recreation, and economic opportunity. Follow up the market analysis of this property with a phased master plan that begins with input of local stakeholders and shapes them into actionable improvement phases that realize the synergies outlined above while respecting the history and culture of the McDonald Family and the Sale Creek community.	●			●



<div> <div></div> Directly influenced by the Community Themes </div> <div> <div></div> Supports or reinforces the Community Themes </div>					
3. PRESERVE & ENHANCE OUTDOOR RECREATION					
3.13.1	Northern Hamilton County is flush with state, county, and municipally managed recreational lands, creeks, trails, parks, and the Tennessee River. Hamilton County should partner with TDEC and their newly organized Office of Outdoor Recreation to highlight all that northern Hamilton County has to offer visitors to our area and steward these assets to increase recreational opportunities and synergistic opportunities for commerce.				
3.13.2	Possum Creek and Sale Creek should be planned as official blueways. The County should work with public and private partners to add points of access, highlight and augment permanent and seasonal attractions, recreation base businesses, and places to stay. Make an effort to have these routes recognized in the State of Tennessee Blueways Plan and seek related investments in recreational infrastructure.				
3.13.3	Work with the State Department of Tourism, Pick Tennessee, Chattanooga Tourism Co. and others to recognize agricultural heritage and agritourism should as part of the recreational landscape in Hamilton County. In this way agriculture and recreation can partner to develop marketing and promotions that highlight Hamilton County's best qualities and create economic opportunities from our most valued landscapes. McDonald Farm is positioned to be a focal point for this strategy where recreation, agricultural, and heritage based tourism enthusiasts can convene. Investments should first benefit Sale Creek Area residents and then build a regional market.				
4. PROMOTE CONNECTIVITY AND MULTI-MODAL TRANSPORTATION					
4.13.1	The rural nature of Area 13 does not lend itself to area wide pedestrian connectivity or comprehensive transit service. Instead the focus should be on targeted sidewalk pedestrian infrastructure enhancements near schools, churches, and community gathering places.				
4.13.2	Sidewalk connections along US 27 should be phased in as the villages of Bakewell and Sale Creek redevelop or uses incrementally intensify and well designed crossings should be added at key intersections. Leggett Road, Patterson Road, Reavley Road, and at Retro Hughes and McCallie Ferry. These improvements should be planned in phases and either required of developers as properties are converted or installed by the County and charged back to them over time.				
4.13.3	Curb, gutters, and sidewalks may not be necessary in rural subdivisions at base density. However soft surface paths to provide a safe space for fitness activities and kids to get to a school bus stop should be a standard requirement.				
4.13.4	Subdivisions above base density are an indication of a transition from agriculture to residential character. These project should be required to construct a higher level of pedestrian improvements and preserve ROW for connectivity to adjacent parcels anticipating the need for connection of a neighborhood scale street network. Disconnected communities with individual networks of cul-de-sac create barriers to response time for emergency services, accelerate peak period congestion issues where large subdivisions exit on to collectors, and can increase the route times for school buses extending the academic day for students.				
4.13.5	Recreational trail connectivity should also be a priority, starting with closing gaps in the regional Cumberland Trail system. Utilizing the Cumberland Trail as a spine, TDEC, Hamilton County Parks, and others should work to extend spurs along the area creek corridors and into other prime recreational lands like the McDonald Farm.				
5. PROVIDE ADEQUATE INFRASTRUCTURE					
5.13.1	Residents expressed concerns in town hall and open house meetings about lack of water distribution infrastructure, funding and response times for emergency services, and adequacy of storm water provisions for new development. Most felt that these aspects of community were adequate to serve existing residents but that new development beyond by right entitlements would require investments in infrastructure that they do not support.				



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5.13.2	Per the Hamilton County Fire and Rescue Services Evaluation Report, Appendix F, Sale Creek Volunteer Fire & Rescue is 100% volunteer, serving an 82 square mile area. They maintain a 4/4x ISO rating on par with much of the County and better than many rural districts in Tennessee. However the district faces some of the largest average distances to a hydrant in Hamilton County, terrain that limits connectivity and increases response time, as well as staffing and budget constraints. Hamilton County should work with the district to anticipate new growth areas and plan accordingly for new water infrastructure, stations, staff, and equipment in these areas.	<div></div>			<div></div>
5.13.3	US 27 is the spine of the area road network and has plenty of capacity. Almost all other roads in Area 13 are in the County road network and can be characterized as having narrow pavement sections and right of ways and no shoulders. These roads adequately serve existing residents but would require significant and costly improvements where new development over base density is approved.			<div></div>	
5.13.4	The low lying nature of much of the terrain makes flooding a problem during storm events. New development should be required to provide engineered storm water plans proving adequate detention area on property or be required to pay for regional solutions.	<div></div>	<div></div>		
6. PROVIDE SUITABLE COMMERCIAL & MIXED-USE CENTERS					
6.13.1	Area 13 is not heavily populated and housing is dispersed across the 82 square mile area. Most residents seek goods and services in Soddy-Daisy or Dayton. As the communities of Sale Creek and Bakewell grow, these existing villages should be the focal point for additional commercial growth and residential density.	<div></div>			
6.13.2	A Neighborhood Center is possible adjacent to or associated with the McDonald Farm. However, the commercial tenants that typically anchor a Neighborhood Center (grocers, hardware, restaurant, etc.) will likely only be attracted to this site once utility infrastructure is in place, the primary uses for the farm are more established.	<div></div>	<div></div>		
7. PROVIDE A RANGE OF HOUSING OPTIONS					
7.13.1	The lack of sewer and water infrastructure, constraints on emergency services, undulating terrain, and flood prone low lands make Area 13 a place where development should remain at rural densities and only in the areas that can be appropriately engineered and serviced. Additional housing density and diversity of form including options for older area residents should occur in Sale Creek and Bakewell before extending outward. Infrastructure investments should also benefit these communities prior to extending further outward.	<div></div>	<div></div>		
7.13.2	The McDonald Farm property has primary uses and community functions that should take precedence over and precede housing. However, the farm is a location that could accommodate a traditional neighborhood design or agriculture based cluster subdivision as a complimentary uses to the primary community and recreation functions as a later phase.	<div></div>			<div></div>



Chattanooga Area Chamber of Commerce Memo

The Urgent Need for New Manufacturing Locations in Hamilton County, Tennessee

Hamilton County has been known as a manufacturing magnet for much of its history and its county seat, Chattanooga was called the “Dynamo of Dixie” in the late 19th century. This legacy continues to ring true today due to the County’s logistic assets including three interstate highways, two class-1 rail lines and the navigable Tennessee River. However, the county now faces an imperative challenge: identifying new locations for manufacturing operations. The necessity for this strategic move stems from several factors, including economic growth, technological advancements, environmental considerations, and community development. This summary explores the multifaceted reasons behind this need and the potential benefits it could bring to the county. The current Plan Hamilton growth plan has not identified additional areas for manufacturing uses however, the County should be working to identify areas for this use in order to continue to create new jobs and drive economic prosperity and diversification.

Economic Growth and Diversification

In recent years, Hamilton County has experienced significant economic growth. As industries expand and new businesses emerge, the demand for manufacturing space has increased but the number of acres zoned for manufacturing has declined. From 2014 to 2024 acreage with M-1 zoning designation in Hamilton County declined by 1,684 acres. During this timeframe, the county’s Centre South Industrial park reached full capacity and all available parcels in Enterprise South have been sold or have been optioned by companies for future expansion. Furthermore, current facilities for several existing businesses across the county are at capacity and cannot accommodate additional growth, putting continued investment by those companies at risk. Without new locations, the county risks stifling its economic potential. Diversifying the manufacturing base is essential to sustain growth, attract investment, and create job opportunities, thereby ensuring long-term economic stability for the county and its residents.

Demographic Alignment

The manufacturing sector is one of the few industries that provides high-wage, full-time jobs for individuals with various education attainment levels. Approximately 30% of manufacturing jobs are white collar jobs requiring mostly 4-year college degrees. The remaining 70% of jobs in manufacturing require less than a four-year degree and, in some instances, do not require a high school degree. This aligns well with Hamilton County’s demographics where just over 30% of Hamilton County citizens over the age of 25 have a high school diploma or less and only 37% of Hamilton County citizens over the age of 25 have a 4-year degree. Jobs in the manufacturing sector are typically high-wage and include benefits as demonstrated by Hamilton County’s average manufacturing wage of \$74,256.

Technological Advancements

The manufacturing industry is evolving rapidly, driven by technological advancements such as automation, robotics, and artificial intelligence. These innovations require modern facilities equipped with state-of-the-art infrastructure. As technological advances in the manufacturing sector continue to grow, manufacturing wages will increase as well, assuring living wage jobs for county residents in advanced manufacturing sectors. Hamilton County is home to dozens of established companies that produce pharmaceuticals, heavy equipment and automobiles and the county has a growing cadre of tech-based manufacturing startups that have been supported by Hamilton County's Business Development Center. These early stage companies leverage 3-D printing, provide research and development services in the battery space and produce sensor and robotic equipment. Making sure that Hamilton County has shovel-ready sites, zoned for manufacturing will help the county both legacy companies as well as early-stage high tech manufacturers as they continue to grow.

Multiplier Effect of Manufacturing

The manufacturing sector is considered a "traded industry sector" which means it produces goods that are sold outside of the local region. Traded industry sectors are critical because they bring in revenue from outside of the local economy, increasing the county's gross domestic product (GDP). This new revenue then circulates in the economy, creating additional jobs. Research by firms such as EMSI shows that manufacturing jobs have a significant multiplier effect with one manufacturing job creating an additional nine jobs in the community. With more than 29,000 people working in manufacturing in Hamilton County, the sector drives significantly economic activity and job creation in the community across retail, healthcare, construction and several other industries.

Site considerations and conclusions

The need for Hamilton County to identify new locations for manufacturing will require future amendments to the Plan Hamilton growth plan. Due to increasing land prices inside Chattanooga city limits, it is likely that any new locations for manufacturing uses will be in unincorporated Hamilton County. Proximity to infrastructure will also be critical with consideration given to properties that have 4-lane highway access, rail infrastructure and proximity to sewer infrastructure. The county's recent utilization of tax increment financing (TIF) should serve as a model for financing infrastructure improvements for sites with limited infrastructure.

The manufacturing sector has been a critical economic driver for Hamilton County. Much of the recent job growth the county has experienced can be tied to the development of Enterprise South Industrial Park by the City and County and the location of Volkswagen in the park. With the county's industrial parks now at capacity and multiple manufacturers reaching full build out on their sites, it is critical that Hamilton County identify new locations for the county's second largest industry sector. grow, manufacturing wages will increase as well, assuring living wage jobs for county residents in

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