

LAND USE PLAN



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City of Lakesite

Regional Planning Agency

*Chattanooga-Hamilton County Regional Planning Agency
Development Resource Center
1250 Market Street
Chattanooga, TN 37402*

*Phone 423.757.5216
TDD No. 423.757.0011
Fax 423.757.5532
Web: www.chcrpa.org*

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Regional Planning Agency

EXECUTIVE DIRECTOR
BARRY BENNETT

Planning Team

KAREN RENNICH, DIRECTOR OF COMPREHENSIVE PLANNING
BRYAN SHULTS, SENIOR PLANNER, PROJECT LEAD
MELISSA TAYLOR, SENIOR PLANNER

LAKESITE MAYOR BOB MULLIN

LAKESITE BOARD OF COMMISSIONERS

KEN WILKERSON, VICE-MAYOR
DAVID ALLIS
PHIL BURKETT
JOHN MCPHERSON

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INTRODUCTION
& **OVERVIEW**

LAKE&SITE
LAND USE PLAN
2006

1.1 Scope & Purpose of the Plan

The Land Use Plan for the City of Lakesite is the result of a collaborative planning effort by the residents and business people of Lakesite, Regional Planning Agency staff, and elected officials. The plan will provide residents, businesses, and policy makers with information on the conditions that exist in Lakesite. The plan will also provide a set of policy recommendations for guiding future growth and redevelopment of the City of Lakesite, Tennessee.

The Planning Commission was charged by Tennessee Code Annotated with the responsibility for planning the physical development of the region. Its major responsibilities are to develop a regional land use, zoning, and road plan, as well as to review and approve platting and subdivisions. The Planning Commission is a voluntary body of 15 members from varied social and professional backgrounds. Seven members are appointed by the Chattanooga Mayor, seven by the County Mayor, and one is jointly appointed by the City of Chattanooga and Hamilton County. The role of the planning commission is to make zoning and land use recommendations to the local legislative bodies and to make final decisions on subdivision requests for Hamilton County and all municipal governments, except Collegedale, Red Bank, Signal Mountain, and Soddy-Daisy.

The *Regional Planning Agency* (RPA) operates as staff to the Chattanooga-Hamilton County Regional Planning Commission. Responsibilities include partial staffing and operation of the Planning and Design Studio and staffing of the Transportation Planning Organization (TPO) for the coordination of regional transportation projects.

RPA is funded jointly by the City of Chattanooga and Hamilton County. RPA is also funded by federal transportation planning funds, which are matched by the City of Chattanooga, Hamilton County, TDOT, GDOT, and Dade, Catoosa and Walker Counties in Georgia. Except for the TPO, which covers the northern urban area of Georgia, the Planning Agency works inside the Hamilton County boundary. The RPA offices are located on the 2nd floor of the Development Resource Center at 1250 Market Street.

WHAT IS A LAND USE PLAN?

A land use plan is a blueprint for guiding how, when, and where new growth, redevelopment and preservation should occur in a particular area.

Government officials will use the adopted land use plan as a general policy guide when making decisions involving future community improvements and rezoning requests. A neighborhood association can use a land use plan as a concise way to present its vision for the future to area residents, businesses, potential community partners, and investors.

Land use plans are not meant to stop or control growth, but rather to manage growth by directing it toward suitable areas and to ensure the most efficient use of land and tax dollars. Because the plan is a guide, its adoption does not guarantee or imply that community improvements or changes in zoning will occur. Funding for recommended capital improvements, such as new roads, sidewalks, or sewers, must still be approved by the local government, but an adopted plan increases the priority level for these projects.

WHY DO WE NEED A LAND USE PLAN?

Planning is a proactive process which helps a community assess its strengths and weaknesses, develop a vision for its future, and develop reasonable strategies and policies for achieving that vision.

This plan was requested by the City Commission of Lakesite, Tennessee.

Benefits of having a plan include the following:

- Represents community's vision.
- Provides a set of strategies for achieving specific community goals.
- General policy guide for land use, transportation, and infrastructure improvements.
- Provides justifications for zoning and capital improvement projects.

WHAT IS THE DIFFERENCE BETWEEN A LAND USE PLAN AND ZONING?

A land use plan differs from zoning in that a plan is an advisory document which includes a set of

strategies for achieving specific community goals. These goals relate to things such as land use, transportation, infrastructure, natural resource protection, and community facilities.

Zoning on the other hand is a tool used to implement a land use plan. A zoning ordinance is a legal and enforceable part of the city code and is used to regulate the use of land and the type, scale, and intensity of development on that land.

HOW DOES THIS LAND USE PLAN RELATE TO OTHER PLANS?

Data and recommendations from several other plans and studies have been incorporated into this document. Those plans include the following:

- Chattanooga-Hamilton County Comprehensive Plan 2030; and,
- Chattanooga-Hamilton County North Georgia 2030 Long Range Transportation Plan; and,
- Consumer Connection Program, prepared by Tennessee Valley Authority.

The recommendations of the land use plan for the City of Lakesite may also be incorporated into future plans and studies.

1.2 Planning Process

The planning process for the City of Lakesite took place between May 2006 and August 2006. During this time, government officials, community residents, business leaders were brought together to interact on a wide range of issues.

DATA COLLECTION

This is an information gathering phase of the plan to obtain an inventory of existing conditions, from physical to social, in the community. This involves extensive mapping and research. By studying demographic data, the planning team gained an understanding of development trends and probable development scenarios.

PUBLIC INPUT

The RPA typically uses a Community-Based Planning Process. This follows the premise that planning is done with the people not for them. This is accomplished through conducting several public planning workshops. Two public meetings were held to solicit public input and feedback. This allowed us to create a comprehensive list of issues and opportunities. These meetings were conducted by RPA staff at the Lakesite Municipal Building.

The first public meeting was held on May 09, 2006 to identify issues, opportunities, and goals. About thirty (30) people participated in the public meeting to give their input and vision for the future of the City of Lakesite. In addition, approximately twenty-five (25) surveys were returned to RPA staff and staff of the City of Lakesite.

The second public meeting was conducted on November 28, 2006. Staff of the RPA presented a “draft plan”. The draft plan was simply a “work in progress”. Several plan options and possibilities were presented.

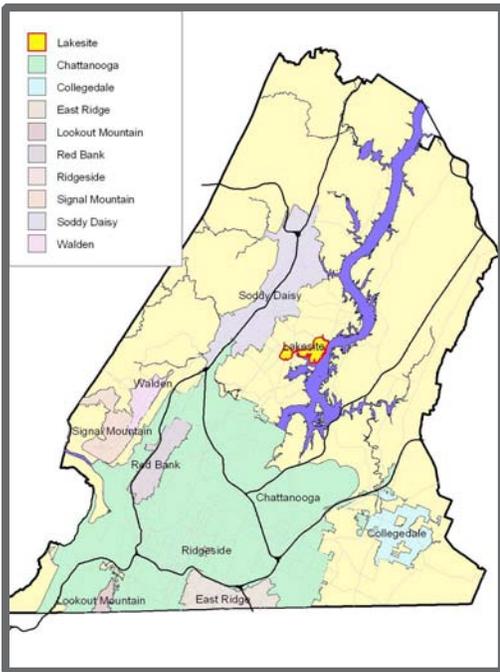
THE PLAN

A draft plan, containing all narrative, maps, charts, illustrations, concepts and recommendations, was produced from evaluation and information gathered from the previous phase. This draft was presented to the public and other interested parties for comment and modification.

The final plan was produced and presented to the appropriate legislative bodies. It was approved by the Chattanooga-Hamilton County Regional Planning Commission on January 08, 2007 and adopted by the Lakesite City Council on January 16, 2007.

IMPLEMENTATION

Upon adoption of a plan, zoning changes and other redevelopment recommendations do not automatically occur. Committed citizens must continue working hand-in-hand with the appropriate agencies and private sector to fully realize the vision and initiatives set forth by the plan.

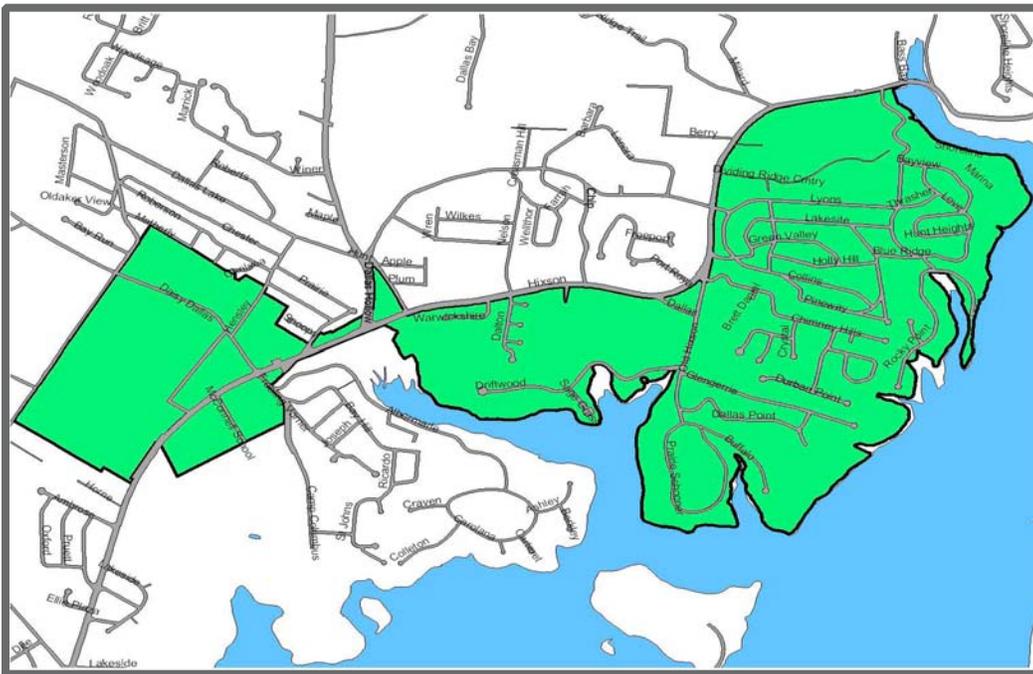


1.3 Historical Background

The Lakesite community is a residential area located along the shores of Chickamauga Lake in Hamilton County. In 1972, the voters of the community approved the incorporation of the residential area. The expenses associated with providing municipal services and the maintenance of municipal streets led toward a movement in 1978 by the residents of Lakesite to reconsider their incorporation. In a second referendum the voters decided to retain their city charter. Since its incorporation in 1972, the city has expanded its corporate limits from 0.64 square miles to approximately 1.7 square miles by annexations in 1995 and 1997.

1.4 Study Boundary

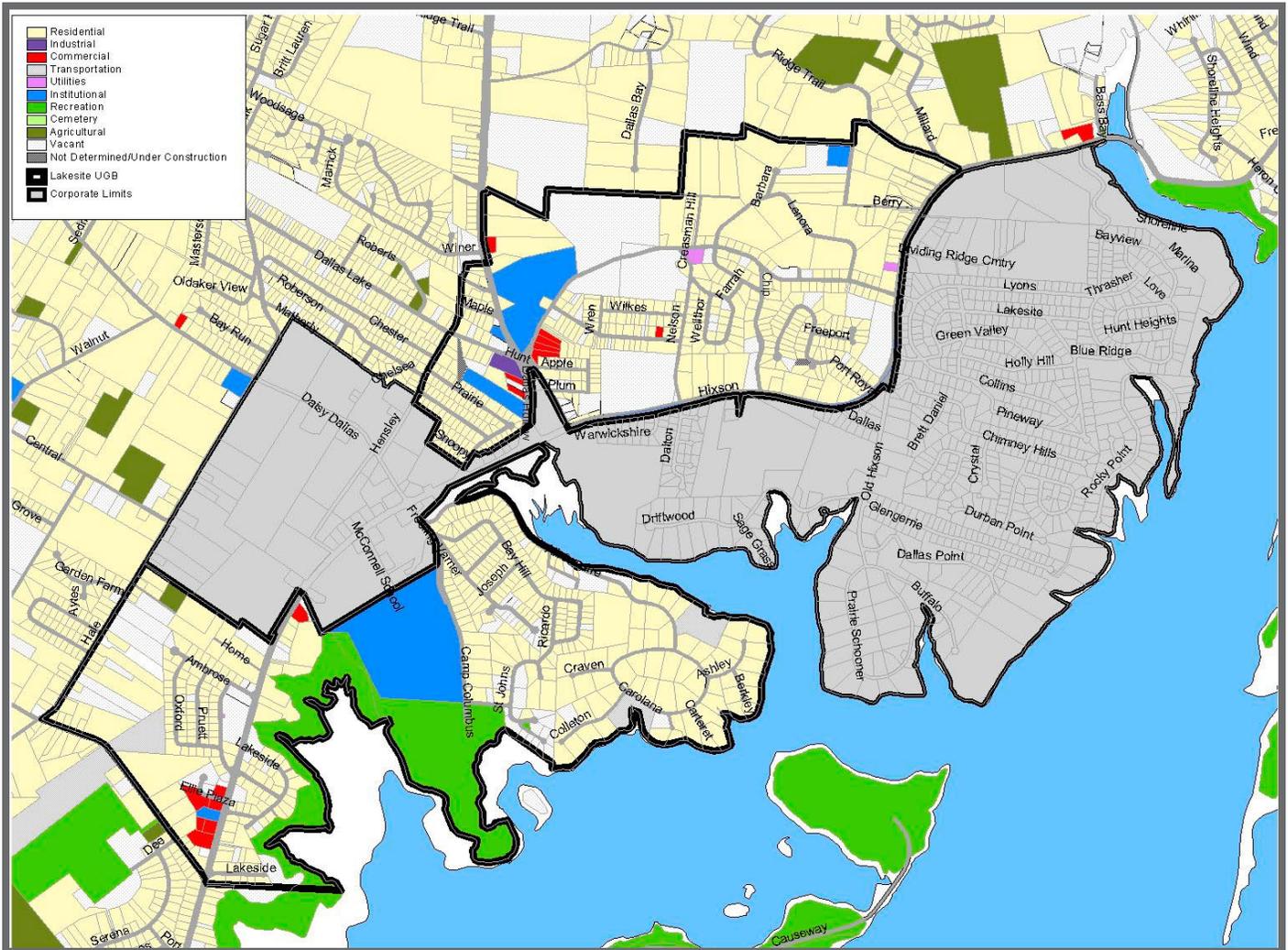
The City of Lakesite is located in central Hamilton County, settled along Chickamauga Lake. Lakesite is located to the east of the City of Soddy-Daisy and to the north of the Hixson community. Primary access to the City of Lakesite is along Hixson Pike (State Route 319). The study area for the plan is the entire corporate limits, which is approximately 1,090 total acres, or 1.7 square miles. This total acreage includes land area devoted to street right-of-ways.



URBAN GROWTH BOUNDARY

In 1998, the Tennessee General Assembly adopted Public Chapter 1101. The law required a comprehensive growth policy plan in each county outlining anticipated development during the next twenty (20) years. The growth plan required three (3) distinct types of areas: (1) urban growth boundaries (UGB), (2) planned growth areas (PGA), and (3) rural areas (RA). Urban growth boundaries are defined as the municipality and contiguous territory where high density residential, commercial, and industrial growth is expected, or where the municipality is better able than another municipality to provide urban services. The twenty (20) year growth plan for Hamilton County, and the municipalities within Hamilton County was adopted on May 21, 2001.

The map below indicates the twenty (20) year urban growth boundary for the City of Lakesite. At the present time, this land use plan does not make any land use recommendations for those areas located within the urban growth boundary (UGB) for Lakesite. In the future, if any of those areas located within the urban growth boundary (UGB) are annexed and incorporated into the City of Lakesite, this land use plan should be amended to include those annexed areas.





STUDY AREA
ANALYSIS

LAKE SITE
LAND USE PLAN
2006

2.1 Existing Development Form

As part of the Chattanooga-Hamilton County Comprehensive Plan 2030 (Comp Plan) a countywide map was used to identify existing development patterns/forms found in Hamilton County. The Comp Plan identified six (6) existing development forms: urban core, urban, inner suburban, outer suburban, transitional, and rural. The Comp Plan used a countywide map and text to describe each of the six (6) existing development forms. The City of Lakesite is located within the outer suburban sector. A map of the existing development forms/plan is included within the appendix of this land use plan.

Outer suburban development is characterized as having a distinct separation of residential and non-residential uses. Residential developments are usually single-family dwellings which are found on larger lots. Multi-family dwellings such as apartments are also found in select areas, usually as a buffer between more intense commercial uses and lower-density dwellings. Municipal services such as sanitary sewers are present in most parts of the outer suburban areas; however, some areas are not serviced. The street network, although relatively dense in some locations, does not usually adhere to a grid pattern. Commercial uses are usually found along major arterial roadways while industrial uses are often concentrated in industrial parks.

In summary:

- Larger lot sizes (7,500 sq.ft and greater);
- Distinct, clearly defined separation of residential and non-residential uses;
- No sidewalks and no street grid;
- Limited public transportation;
- Single-family residential dominates;
- Little connection between subdivisions;
- Greater distance between public recreational facilities;

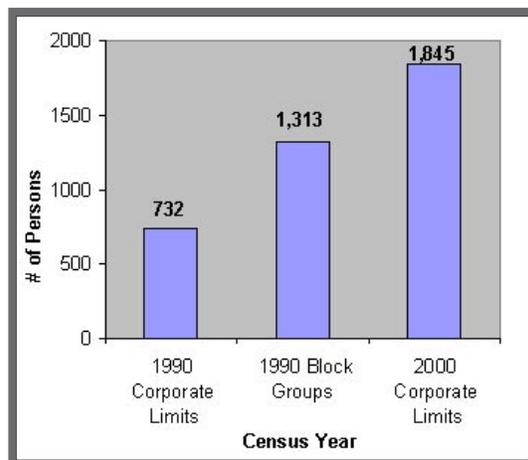
2.2 Analysis of Demographics

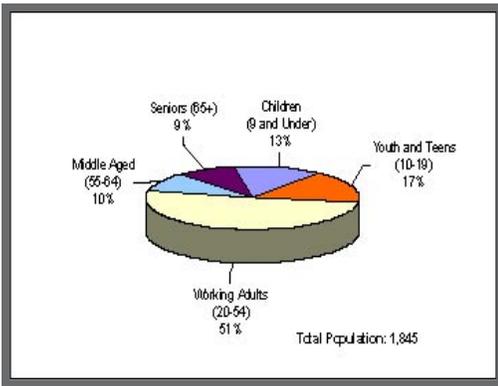
The following demographic data was obtained from the U.S. Census Bureau for the 1990 and 2000 Federal Census. Simply comparing the data for the corporate limits of Lakesite as they existed in 1990 and in 2000, it would appear that the city has experienced tremendous population growth. However, the huge increase in terms of population growth is associated with the expansion of the corporate limits through a couple of annexations in 1995 and 1997.

Therefore, in an effort to accurately analyze demographic trends, block group data was used and incorporated within this plan. The block group boundary lines associated with the 1990 and 2000 Federal Census are similar; therefore, data from those block groups are used within the report to indicate trends in demographics. The following census tracts and block groups were used: Census Tract 103.01, Block Groups 3 and 6; Census Tract 104.12, Block Group 2; and Census Tract 104.13, Block Group 1.

POPULATION AND AGE LEVELS

Data from the 2000 Census indicated that the total population for the City of Lakesite was 1,845 residents. Using the block group data from the 1990 Federal Census, the city experienced a 41% increase in total population, from 1,313 residents in 1990 to 1,845 residents in 2000.



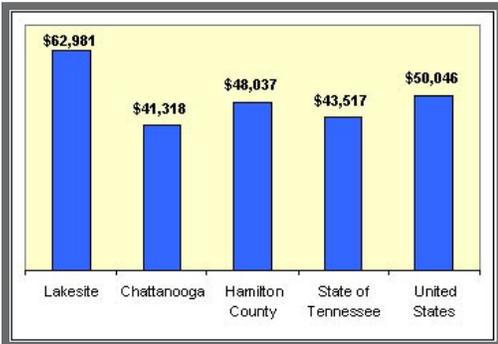


The majority of the residents in Lakesite are working adults, or those persons who are in the 20-54 year old age group. Youth and teens (10-19 years old) account for 17% of the population, followed by children (9 & under) accounting for 13% of the population. The middle aged (55-64 years old) and seniors (65 + years old) account for 10% and 9% of the total population, respectively.

The census data indicates that from 1990 to 2000, the senior (65+ years old) population experienced the largest amount of growth, in terms of percentage increase, from 81 residents in 1990 to 182 residents in 2000, an increase of 125%. During the same time period, the middle age group (55 to 64 years old) experienced an increase of approximately 77%, from 103 residents in 1990 to 182 residents in 2000.

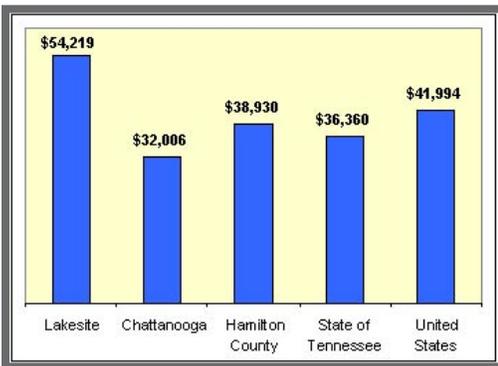
FAMILY AND HOUSEHOLD INCOME

Since 1990, income levels within the corporate limits of Lakesite have increased at rates that are significantly less than the City of Chattanooga and Hamilton County. From 1990 to 2000, median household income in Lakesite increased by 29%, during the same time period, Chattanooga and Hamilton County experienced an increase of 44%, and 47%, respectively. From 1990 to 2000, median family income in Lakesite increased by 34%, during the same time period, Chattanooga and Hamilton County experienced an increase of 50%, and 49%, respectively.



**MEDIAN FAMILY INCOME
1999**

During the previous decade, from 1990 to 2000, income levels within Lakesite did not increase at the same or similar rate to Chattanooga and Hamilton County; however, median household, and median family income is significantly higher than the City of Chattanooga by 69%, and 52%, respectively. Median household income in Lakesite in 1999 was \$54,219 compared to \$32,006 in Chattanooga, and \$38,930 in Hamilton County. Income levels within the study area, in terms of median household, and median family income are higher than unincorporated Hamilton County by 39%, and 31%, respectively.



**MEDIAN HOUSEHOLD INCOME
1999**

In addition, the percent of families living below poverty status in the City of Lakesite is less than those within the City of Chattanooga and Hamilton County. In 2000, 5.3% of the families in Lakesite lived below poverty status as compared to 14% within the City of Chattanooga, and 9.2% within Hamilton County.

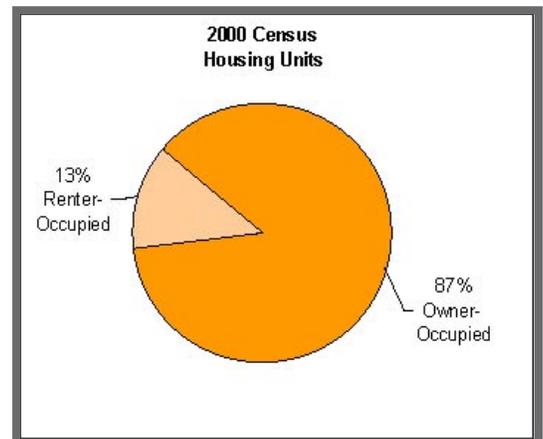
EDUCATION LEVELS

According to the 2000 Census, people living in the corporate limits of Lakesite were well educated when compared to surrounding areas. Eighty-six (86%) percent of people living in the corporate limits of Lakesite graduated from high school compared to 78% in the City of Chattanooga and 81% in Hamilton County.

In terms of those with a bachelor's degree or higher, 27% of the residents in Lakesite have a bachelor's degree or higher as compared to 22% in the City of Chattanooga and 24% in Hamilton County.

HOUSEHOLD CHARACTERISTICS

The 2000 Census, reported that there were a total of 706 housing units within the corporate limits of Lakesite, with an average household size of 2.83 persons per household. Occupied housing units account for 92.5% (653 housing units), and vacant housing units account for the remaining 7.5% (53 housing units). The City of Lakesite has a high percentage of owner-occupied housing units, approximately 87% of the total housing units are owner-occupied, and 13% renter-occupied units.



REGIONAL DEMOGRAPHICS (TVA CONSUMER CONNECTION)

Tennessee Valley Authority (TVA) has created an economic program called Consumer Connection. The purpose of Consumer Connection is to link communities within the valley with business opportunities, expansions, and retentions. The intent of the program is to help community leaders understand retail development and retention in order to expand the local tax and revenue base, enhance property values, support job growth, and enhance capital investment.

In accordance with the Consumer Connection program conducted early in 2006, the program included demographic data and trade area analysis for the corporate limits of Lakesite. Trade area is defined as the geographic area that generates the majority of the customers for a community, business district, downtown, or specific site. Trade areas are defined by geographic distance from an area or site, drive time distance such as 15 to 30 minutes is a more accurate reflection of how consumers actually make their choice of shopping area. There are two types of trade areas-convenience and comparison shopping. Local convenience trade areas are based on the ease of access to products such as gasoline and groceries. Comparison shopping trade areas are based on price, selection, quality and style, and people will travel longer distance for these products.

The following chart indicates demographic data used in the Consumer Connection program conducted by TVA. The data used in the Consumer Connection program was obtained from Claritas, Inc. The radius and drive time minutes are from 8530 Hixson Pike, the Bi-Lo Shopping Center.

Trade Area Data (Claritas Inc):

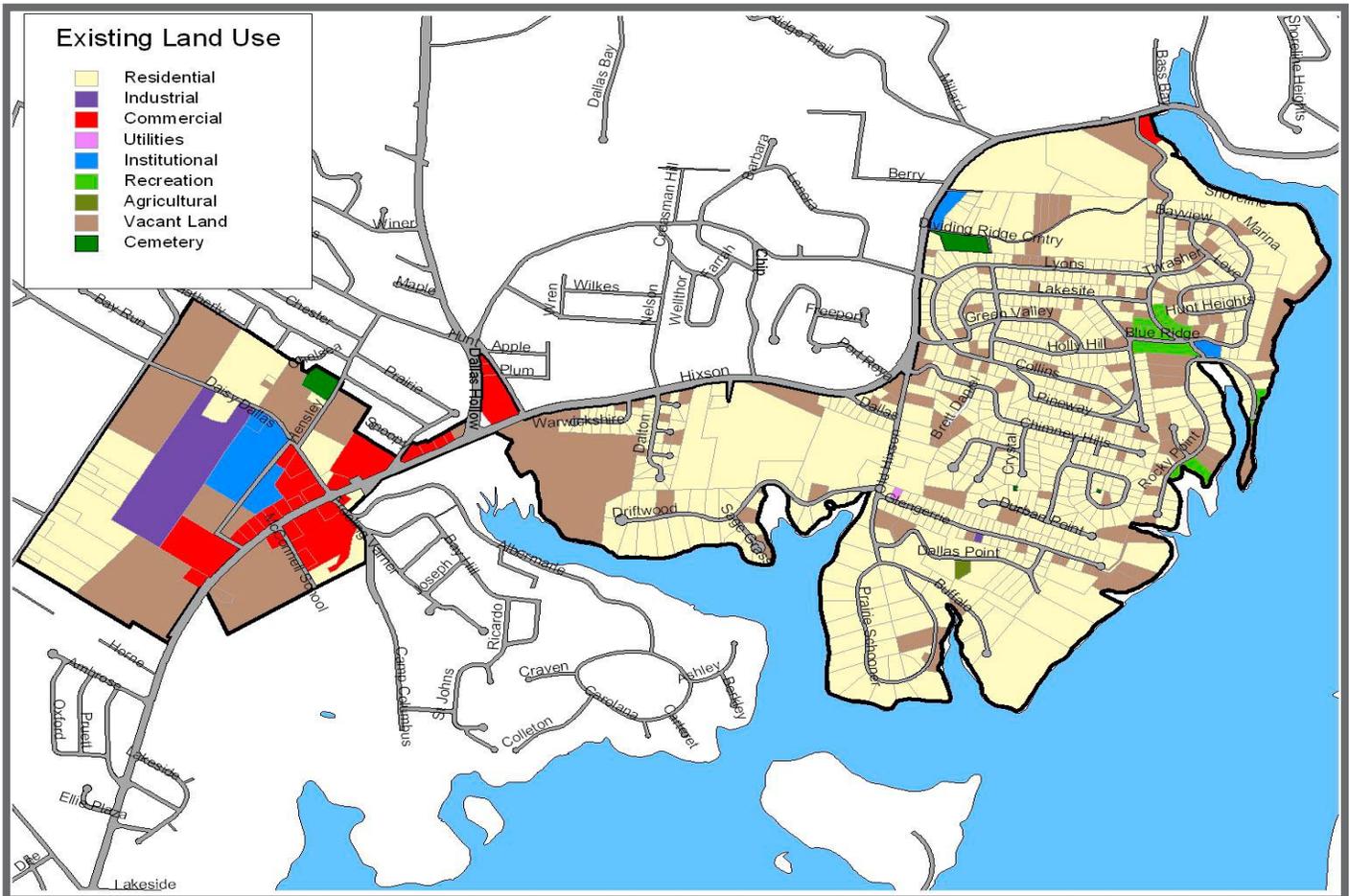
	8 Miles	12 Miles	15 Miles	15 Minutes	30 Minutes
Population	91,228	192,462	301,144	44,847	242,045
Households	35,742	77,729	122,063	17,402	101,040
Avg Household Income	\$66,445	\$62,446	\$59,328	\$67,226	\$52,850
Median Household Income	\$53,606	\$47,553	\$44,326	\$53,766	\$39,599

2.3 Analysis of Land Development

Land Use	Acres	%
Residential	648	65%
Vacant Land	234	24%
Commercial (including office)	50	5%
Industrial	30	3%
Institutional	22	2%
Parks and Recreation	9	1%
Total	993	100%

EXISTING LAND USE

Land use is defined as the type of activity occurring on a land parcel or within a building situated upon a parcel of land. The total parcel acreage of the City of Lakesite is approximately 993 acres. Residential, commercial, and industrial land uses are well separated as illustrated by the Existing Land Use Map. The table to the right provides a breakdown of land use types by acreage and percentage of total parcel acreage.



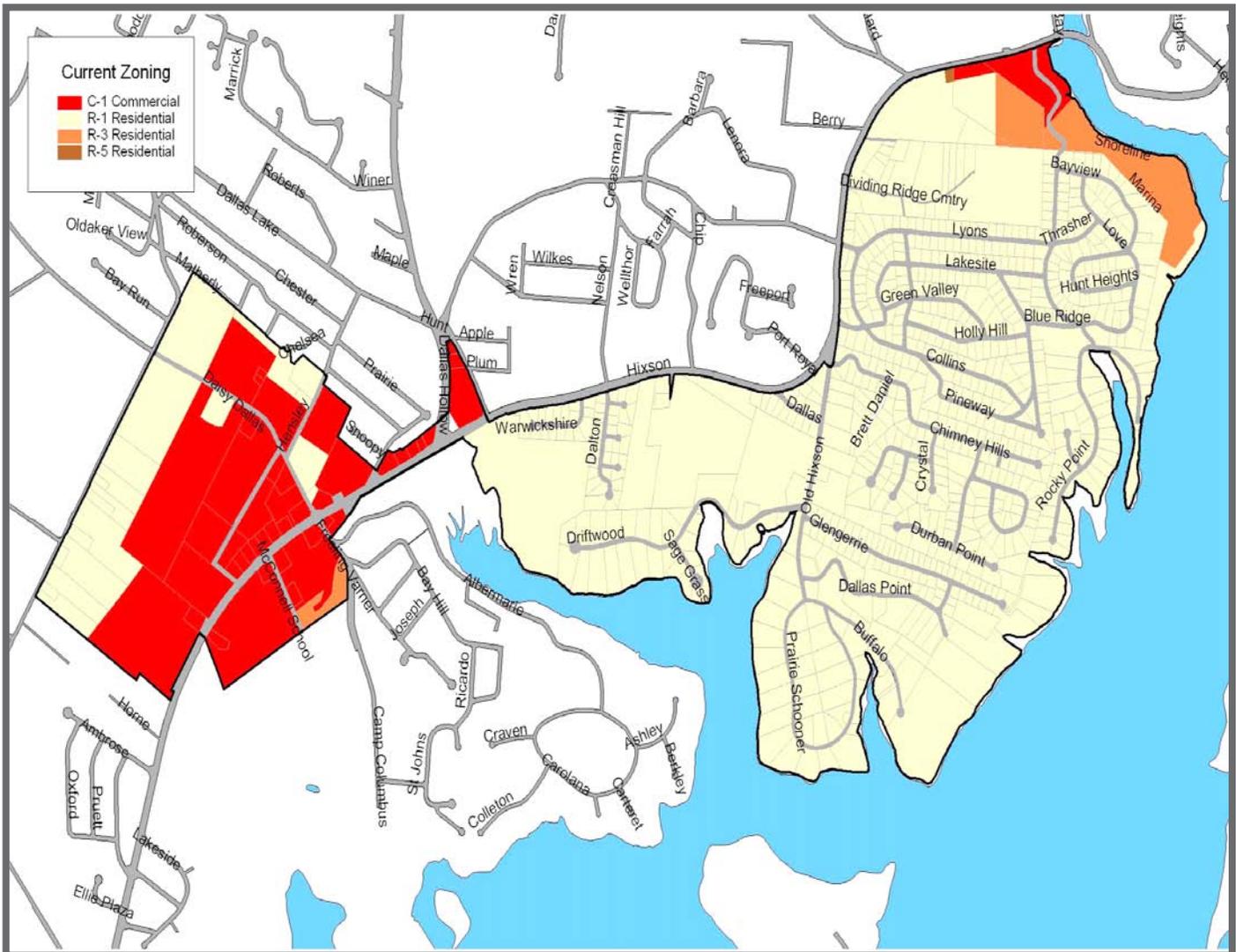
RESIDENTIAL

Analysis of land use reveals an area with a strong residential component; approximately 65% of the study area, or 648 acres is devoted to residential uses. Single-family residential dwellings account for approximately 90% (or 59% of the total study area), or 583 acres of the land devoted to residential purposes. The remaining 10%, or 65 acres of the land devoted to residential purposes is for multi-family dwellings, including manufactured residential dwelling units. The average residential net density is 1.08 dwelling units/residential acre (706 Housing Units/648 Acres) with an average lot size of 35,970 square feet.

Residential uses are generally concentrated within the northern section of the corporate limits in the area that was originally incorporated in 1972. Residential uses are also concentrated within a large portion of the area that was annexed in 1995. Residential uses are also located within the area along Daisy Dallas and Hale Roads, although the number of residential uses located within this area is not as concentrated and is somewhat limited when compared with the northern section of the corporate limits. A multi-family dwelling complex is located behind the Bi-Lo Shopping Center along Freeling Varner Road. Multi-family residential dwellings are also located within the northern corporate limits along Hixson Pike.

CURRENT ZONING

Zoning is defined as dividing the community into districts, areas, or zones within which permitted and special uses are established, as are regulations governing lot size, building bulk, placement, and other development standards.

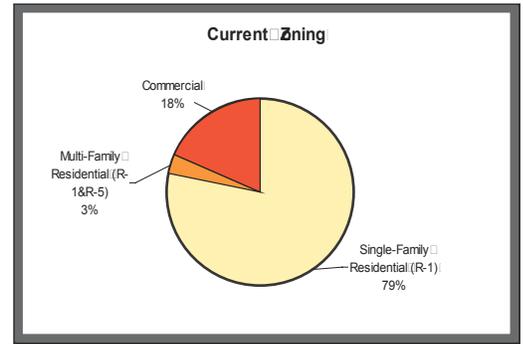


RESIDENTIAL ZONING

Residential (R-1, R-3, & R-5) zoning dominates the corporate limits at approximately 82% coverage. Single-family residential (R-1) zoning comprises approximately 96% of all residential zoning, or 79% of the entire corporate limits. Single-family (R-1) residential zoning is concentrated to the east of Hixson Pike from the intersection of Hixson Pike and Dallas Hollow Road to the northern most corporate limit line. The single-family (R-1) residential zone is located within the original incorporated portion of Lakesite and within the area that was annexed in 1995.

In addition, single-family (R-1) residential zoning is also found along Daisy Dallas, Hensley, and Hale Roads, along the western most corporate boundary line. As previously stated, approximately 79% of the corporate limits is zoned single-family (R-1) residential; however, a review of the current land use indicates that approximately 58% of the land within the corporate limits is devoted to single-family residential uses.

Multi-family (R-3 and R-5) residential comprises approximately 4% of the residential zoning, or 3% of the corporate limits. R-3 zoning, permits single-family dwellings, duplexes, and apartment complexes. Multi-family zoning is concentrated within the northern most section of the corporate limits along Shoreline and Marina Drive. R-3 residential zoning is also located along McConnell School and Camp Columbus Roads. The R-5 residential zone permits single and double wide manufactured dwellings, single-family dwellings, and duplexes and is located along Hixson Pike near the intersection of Hixson Pike and Geneva Lane. There is also a parcel zoned R-5 along Old Hixson Pike. As stated, multi-family zoning accounts for 3% of the entire corporate limits, while 7% of the land within the corporate limits is devoted to multi-family uses.



COMMERCIAL ZONING

Commercial (C-1) zoning accounts for 18% of the corporate limits. Permitted uses within the commercial zone include retail establishments, offices, warehouses, recreational marinas, and light manufacturing uses. The bulk of the commercial zoning is located within the southern section of the corporate limits around the Hixson Pike and Daisy Dallas Road area. In addition, there is a small cluster of commercial zoning around Hixson Pike and Shoreline Drive intersection.

For purposes of this plan, it should be noted that there is a discrepancy in the amount of land devoted toward commercial/manufacturing uses and the amount of land zoned for commercial uses within the corporate limits. As previously stated, 18% of the corporate limits are zoned for commercial/manufacturing uses; however, at the present time only 8% percent of the land within the corporate limits is devoted toward commercial/manufacturing uses.

LAND DEVELOPMENT TRENDS (2001 THROUGH 2005)

In March 2006, staff of the Information and Research Division in the Regional Planning Agency prepared a Development Trends Report for Hamilton County during the years 2001 through 2005. Information include within this section of the land use plan is taken from the Development Trends Report.

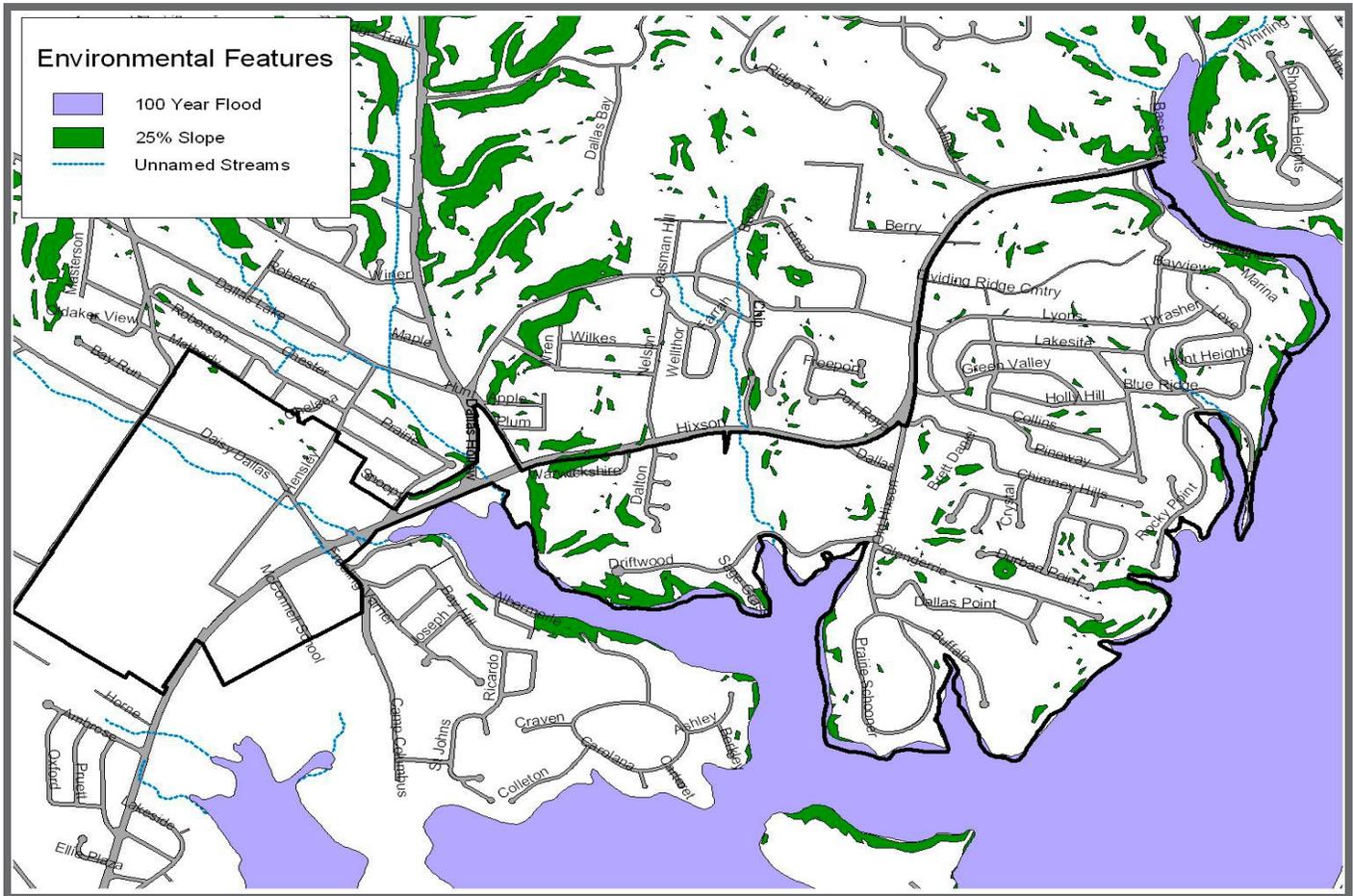
During the five (5) year time period of 2001 through 2005, there were a total of two (2) zoning requests within the corporate limits. Both requests were approved by the legislative body of Lakesite.

During the same time period there was one (1) major subdivision within the corporate limits of Lakesite. Major subdivision is defined as those subdivisions of property with five (5) or more new lots with new streets. The major subdivision approved in Lakesite was approximately three (3) acres in size with eight (8) new lots created within the corporate limits.

From 2001 through 2005, there were a total of 69 building permits issued, with an estimated value of \$8,570,650 issued within the corporate limits. The highest number of permits issued was in the year 2004 with twenty-one (21) building permits issued with an estimated value of \$4,066,500. The lowest number of permits issued was in 2005 with five (5) permits issued with an estimated value of \$817,350.

	Number of Permits	Estimated Value
2001	15	\$956,100
2002	15	\$2,157,500
2003	13	\$573,400
2004	21	\$4,066,500
2005	5	\$817,350
Total	69	\$8,570,850

2.4 Analysis of Natural Systems



FLOOD ZONES

In accordance with the Hamilton County Flood Insurance Rating Maps (FIRMS), produced by the Federal Emergency Management Agency (FEMA), dated November 07, 2002 there are no floodplains and/or floodways identified within the corporate limits of Lakesite. However, the eastern boundary line of the corporate limits is Chickamauga Lake, which has been identified on the FIRMS as being the 100-year floodplain.

WATER FEATURES

Within the corporate boundary lay three unnamed tributaries and a lake. The tributaries traverse the corporate limits in a southeasterly direction with all three tributaries flowing to Chickamauga Lake. Chickamauga Lake serves both as a recreational amenity and a source of water.

WATER SUPPLY

Drinking water sources vary considerably across the state. In Hamilton County, the majority of our drinking water comes from a mixture of ground water and surface water. The most common ground water source for East Tennessee is commonly a large spring although drinking water comes from a variety of sources: rivers, lakes, streams, ponds, reservoirs, and wells. The Environmental Protection Agency (EPA), the Tennessee Department of Environment and Conservation, and the Tennessee Association of Utility Districts provide assistance in ensuring the safety of these water sources.

Regulations are often enacted to ensure the protection of watersheds surrounding current or potential drinking water sources. These options include zoning restrictions or ordinances, development of contamination contingency plans, working with facilities within the county to minimize potential pollution problems, purchasing property around its wells and conducting public educational programs.

The residents of Lakesite receive their potable water from the Hixson Utility District, 5201 Hixson Pike. The Hixson Utility District operates four wells screened within a Cambrian-Ordovician carbonate aquifer. The Hixson Utility District has an average daily production of 6.47 million gallons per day (MGD).

WATERSHEDS AND GROUND WATER RECHARGE AREAS

Hamilton County is topographically divided into 19 sub-watersheds of the Chickamauga and Nickajack Lake watersheds (extending north beyond Hamilton County) part of the larger Tennessee River Basin (extending throughout much of the State) as documented by the United States Geological Survey (USGS) and supported by the State of Tennessee Department of Environment and Conservation (TDEC). These sub-watersheds naturally contribute to three major groundwater recharge areas. Watersheds, because of their physical shape and composition, naturally filter, absorb, and direct water to rivers, streams, lakes, and/or other naturally occurring bodies of water.

Groundwater Recharge Area: Land or water areas through which groundwater is replenished.

The majority of the City of Lakesite is located within the Tennessee River watershed with portions of the southern section of the corporate limits located within the North Chickamauga Creek (Lower) watershed. The nearest groundwater recharge area is located within the Soddy-Daisy area. A map of the watersheds within Hamilton County is included within the appendix of this land use plan.

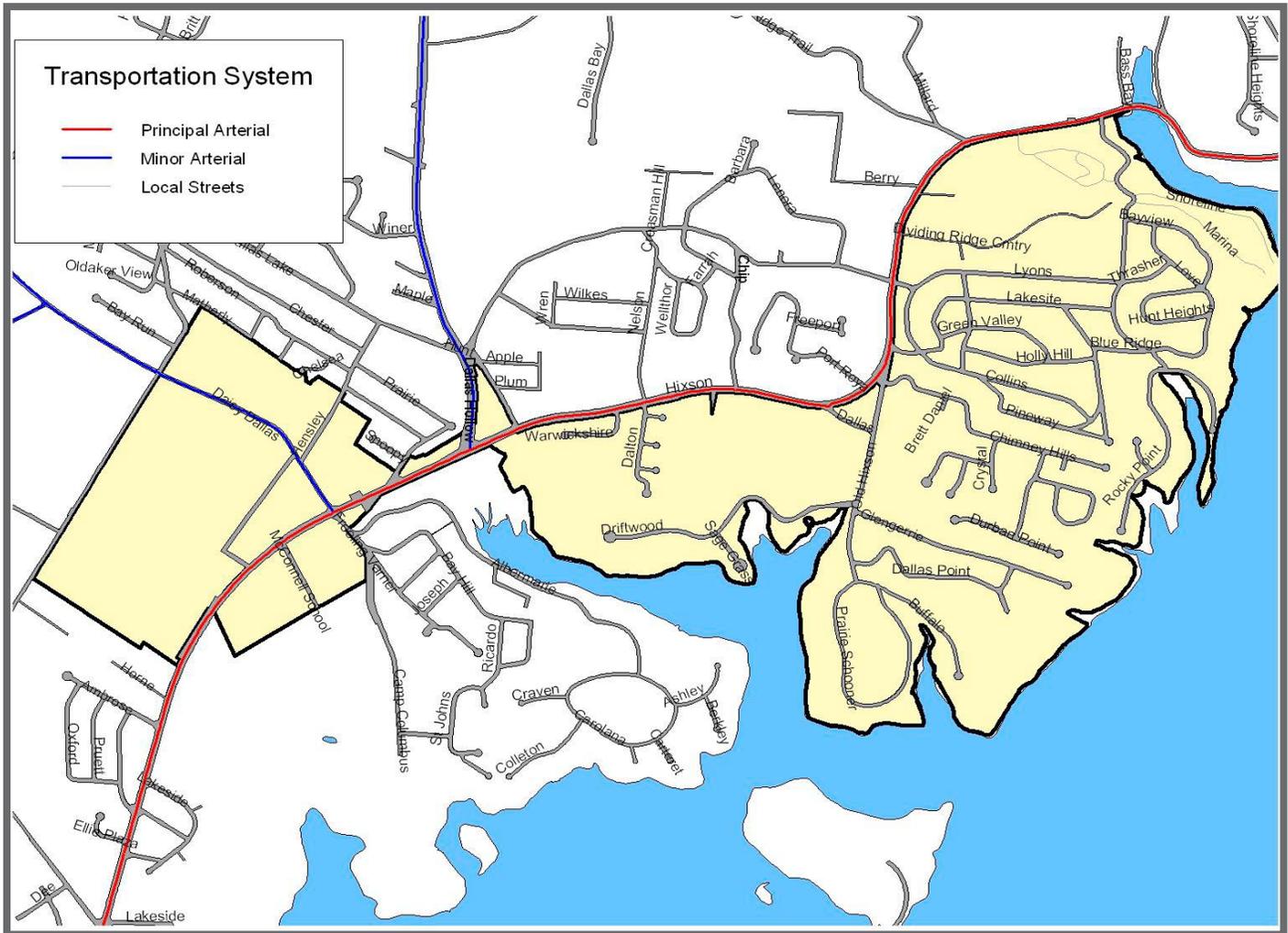
Watershed: The area or region from which water drains into a river, river system, or other body of water.

TOPOGRAPHY

The topography of the corporate limits ranges from relatively flat within the southern boundary of the corporate limits to rolling slopes within northern boundary in the residential area. Slopes 25% or greater can be found along the shoreline of Chickamauga Lake, along Shoreline Drive, Driftwood Lane, and Warwickshire Road. In addition to those areas along the shoreline of Chickamauga Lake there are several areas scattered throughout the residential area where the slopes are 25% or greater.

Topography ranges from a low of 690' above sea level within the southern boundary of the corporate limits, mainly within the commercial core, to a high of 780' above sea level within the northern boundary along Holly Road and Collins Lane.

2.5 Analysis of Man-Made Systems



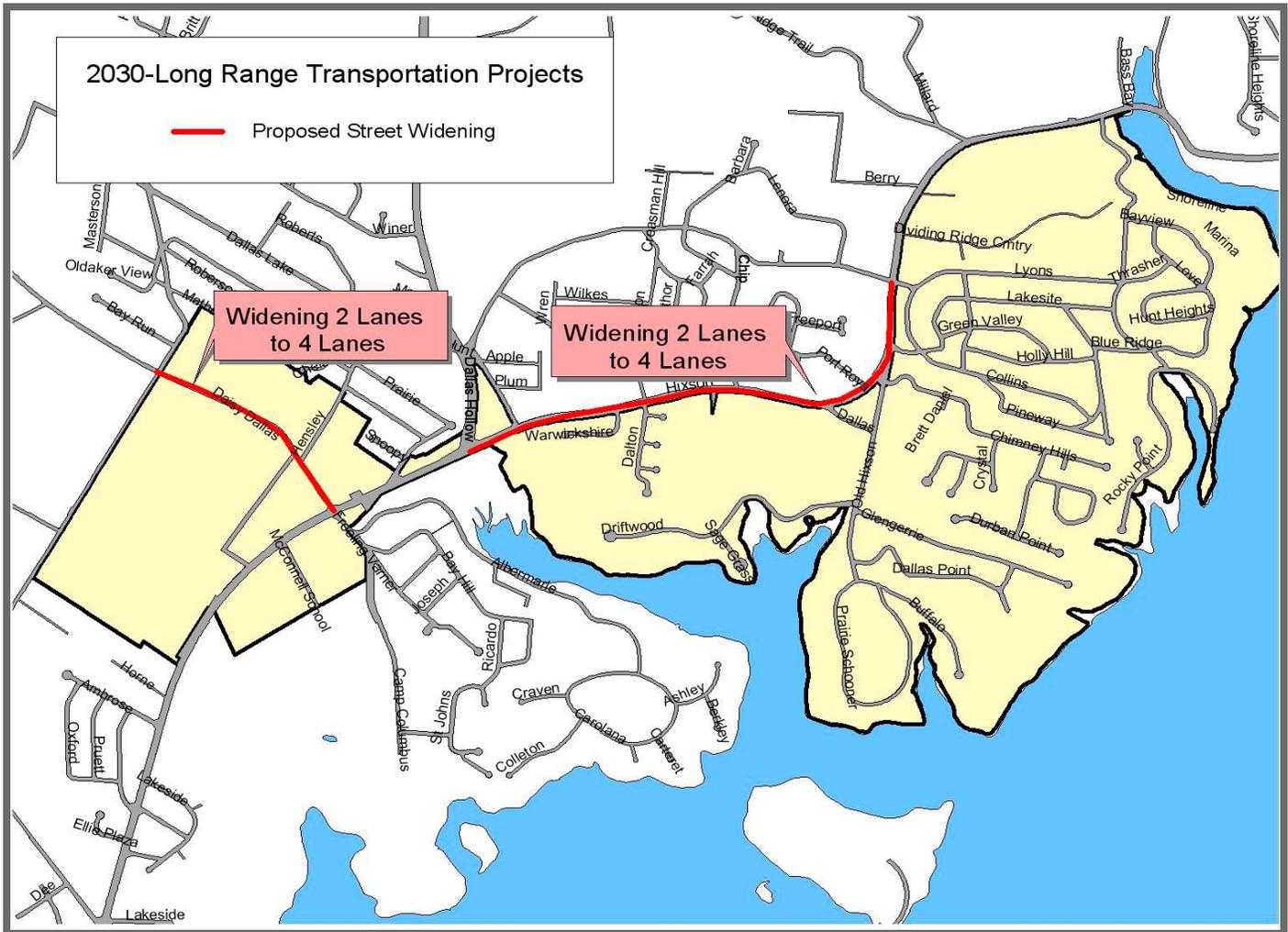
TRANSPORTATION NETWORK

The Hamilton County road network is classified according to the following categories: limited access highways, arterials, collectors, and local roads. There is one classified major arterial in the City of Lakesite, which is the primary highway serving the corporate limits. Hixson Pike (State Route 319) is a four (4) lane highway ending in two (2) lanes at the intersection of Dallas Hollow Road. From the intersection of Dallas Hollow all the way through the corporate limits, Hixson Pike is a two (2) lane highway.

There are two (2) classified minor arterial streets within the corporate limits; Daisy Dallas and Dallas Hollow Roads. Daisy Dallas Road runs in a meandering northwesterly/southeasterly direction from Harrison Pike in Sody Daisy to Hixson Pike, intersecting with Middle Valley Road. The average daily traffic (ADT) count along Daisy Dallas is 5,189 vehicles per day. Dallas Hollow Road also runs in a northwesterly/southeasterly direction from Tsati Terrace in Sody Daisy to Hixson Pike in Lakesite. The average daily traffic (ADT) along Dallas Hollow Road is 5,585 vehicles per day. The ADT for the intersection of Hixson Pike and Dallas Hollow, is approximately 11,298 vehicles per day.

There are no classified collector roads within the corporate limits. In addition to these minor arterials there is an extensive network of local streets residential streets that interconnect with and augment the urban principal arterial system. Local streets place more emphasis on land access than principal arterials.

The Chattanooga-Hamilton County-North Georgia 2030 Long Range Transportation Plan (LRTP) identifies the future widening of Daisy Dallas Road from Hale Road (corporate limits) to State Route 319/Hixson Pike. Currently, Daisy Dallas Road is a two-lane minor arterial, the proposed widening will add two (2) additional lanes. Also, identified within the LRTP is the proposed widening of State Route 319/Hixson Pike.



Currently, State Route 319/Hixson Pike is a four (4) lane highway for its entire length ending in two (2) lanes at the intersection of State Route 319/Hixson Pike and Dallas Hollow. State Route 319/Hixson Pike is a two (2) lane highway from the intersection of Dallas Hollow and State Route 319/Hixson Pike through the remaining section of the corporate limits all the way to the intersection of State Route 319/Hixson Pike and Sequoyah Access.

The L RTP plan’s proposed implementation year for both road widening projects is somewhere between the years 2006 through 2015. Federal law requires a local/state match participation in the project cost for both transit and road projects. The transit project match is usually 80 percent federal to 20 percent non-federal for transit capital projects. The highway project match varies; interstate projects are usually 90/10 federal to non-federal, while other state and local roads may have an 80/20 percent match requirement. Historically, a majority of the region’s local road projects have a local sponsor, and local funds are shown for matching participation. The Tennessee Department of Transportation (TDOT) is responsible for funding the match on state road projects.

RAILROADS AND AVIATION

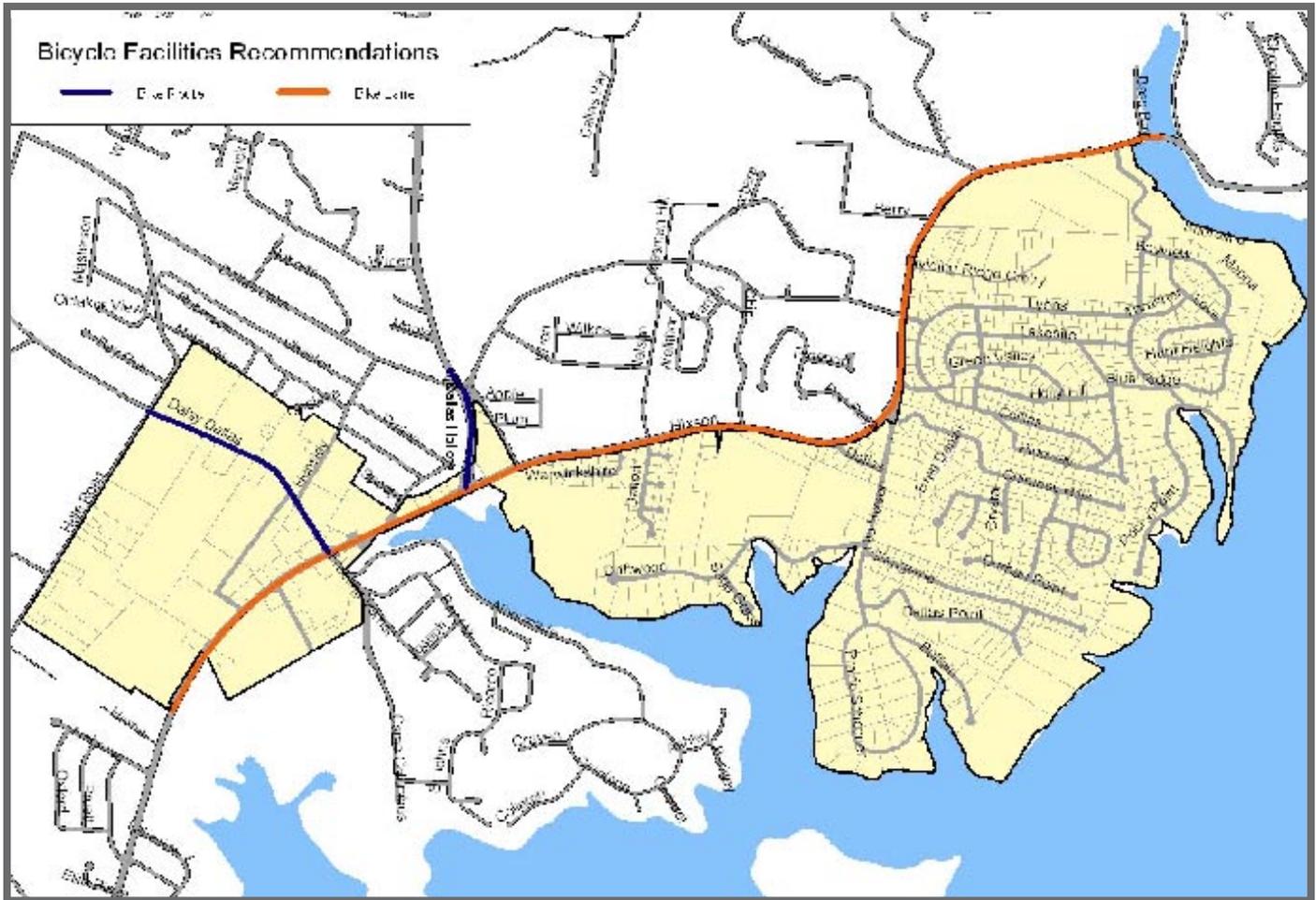
There are no railroads or aviation facilities present within the corporate limits of Lakesite.

PEDESTRIAN AND BICYCLE FACILITIES

In recent years, it has become more widely recognized that providing safe and convenient foot travel is an essential part of creating a lively community, neighborhood commercial area, or downtown district. Pedestrian facilities are vital to a successful and accessible transit system.

Much of the corporate limits of Lakesite were developed when automobile ownership was widespread. At that time there was less dependence on sidewalks as an essential aspect of personal travel. Sidewalks do not exist within the neighborhoods and are generally found along the more trafficked streets, such as along Hixson Pike. Currently, sidewalks are located along both sides of Hixson Pike from the southern most boundary line of the corporate limits to just north of the intersection of Dallas Hollow and Hixson Pike. There are no other sidewalks present within the community.

Within the past decade, there has been a renewed interest in bicycling as an effective mode of transportation within the Chattanooga Hamilton County North Georgia (CHCNGA) region. In 1995, a Bicycle Task Force was created. The Bicycle Task Force developed the objectives for the 2002 Chattanooga Urban Area Bicycle Facilities Master Plan, which is the comprehensive bicycle plan. The bicycle plan provides a detailed inventory of existing conditions, as well as recommended projects for implementation within the region.



At the present time there are no bike facilities within the City of Lakesite; however, the Chattanooga Urban Area Bicycle Facilities Master Plan (Master Plan) recommends the establishment of bike lanes along the entire length of Hixson Pike within the City of Lakesite. The Master Plan recommends that if Hixson Pike is upgraded, then bike lanes should be established along Hixson Pike from the northern corporate limit line to Sequoyah Access. In addition to the proposed bike lanes, the Master Plan also recommends the establishment of bike routes along Daisy Dallas and Dallas Hollow Roads.

PUBLIC TRANSPORTATION

Because of the limited population base in the City of Lakesite, the area is not currently served by fixed route transit service. The Hamilton County Rural Transportation (HCRT) provides on-demand (call ahead) transit service to citizens and locations within unincorporated Hamilton County. The Hamilton County “Flex-Ride” system is an extension of the Hamilton County Social Services Department.

2.6 Public Services and Community Resources

The City of Lakesite is served by the following public services and community resources:

FIRE PROTECTION

Fire protection for Lakesite is provided by the Dallas Bay Volunteer Fire Department, station number 2, located along McConnell School Road. Volunteer fire departments, funded by user contributions and fees, as well as some county and/or municipality contributions, provide fire protection to both incorporated and unincorporated residents.



**DALLAS BAY
VOLUNTEER FIRE DEPARTMENT**

POLICE PROTECTION

Lakesite contracts with the Hamilton County Sheriff's Department to provide full police protection for its residents. The main location for the Hamilton County Sheriff's Department is at the administration branch office in downtown Chattanooga at the corner of 6th and Market Street. The Department also maintains two satellite locations to carry out its law enforcement functions: one on Bonny Oaks Drive and the other on Dayton Boulevard.

EMERGENCY MEDICAL SERVICES

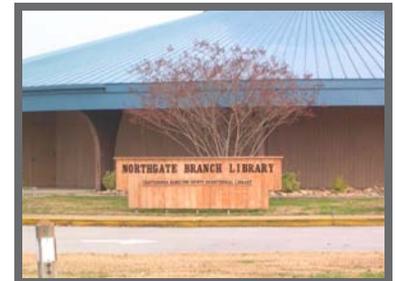
The Hamilton County Emergency Medical Services (EMS) Department provides a coverage of 571 square miles and 300,000 citizens through 14 ambulance stations and 100 employees. All ambulances are advanced life support vehicles staffed by licensed Emergency Medical Technicians (EMT) and EMT-Paramedics.

EMS is funded through the general fund of Hamilton County. Charges for service are assessed to the patient in an attempt to recover operating costs and enable the service to be self-sufficient. Each municipal fire department and most county volunteer fire departments provide first responder coverage within their own response district.

The nearest EMS facility is Station 12, located 8513 Middle Valley Road. The nearest medical facility is Memorial North Park Hospital, 2051 Hamill Road.

LIBRARY

At present, outside of the schools there are no library facilities in Lakesite. The closest public library is the Northgate Branch of the Chattanooga-Hamilton County Bicentennial Library, located at 520 Northgate Mall.



NORTHGATE BRANCH LIBRARY

POST OFFICE

There has never been a post office within the City of Lakesite since its incorporation in 1972. Currently, the nearest post offices are the Soddy Daisy station on 10575 Dayton Pike in Soddy Daisy, and the Sale Creek Station on 15117 Dayton Pike in Sale Creek.

PARKS AND RECREATION

Lakesite owns and operates one public park within the corporate limits located along Blue Ridge Drive. The park is approximately 1.3 acres size, containing a swimming pool, tennis and basketball courts, playground equipment and picnic tables. One the greatest assets, in terms of public recreational uses is the Chickamauga Lake.



PARK AND RECREATION IN LAKESITE

In addition, Hamilton County owns and operates two recreational facilities that are within close proximity to the corporate limits. Chester Frost Park, located at 2406 S. Gold Point Circle, which is approximately 284 acres in size. The Middle Valley Recreation, located at 1900 Crabtree Road is approximately 38 acres in size. McConell Elementary and Loftis Middle Schools also provide public recreational amenities.

A private recreational facility, located along Camp Columbus Road is immediately adjacent to the corporate limits. This private recreational facility is approximately 53 acres in size.



McCONNELL ELEMENTARY SCHOOL

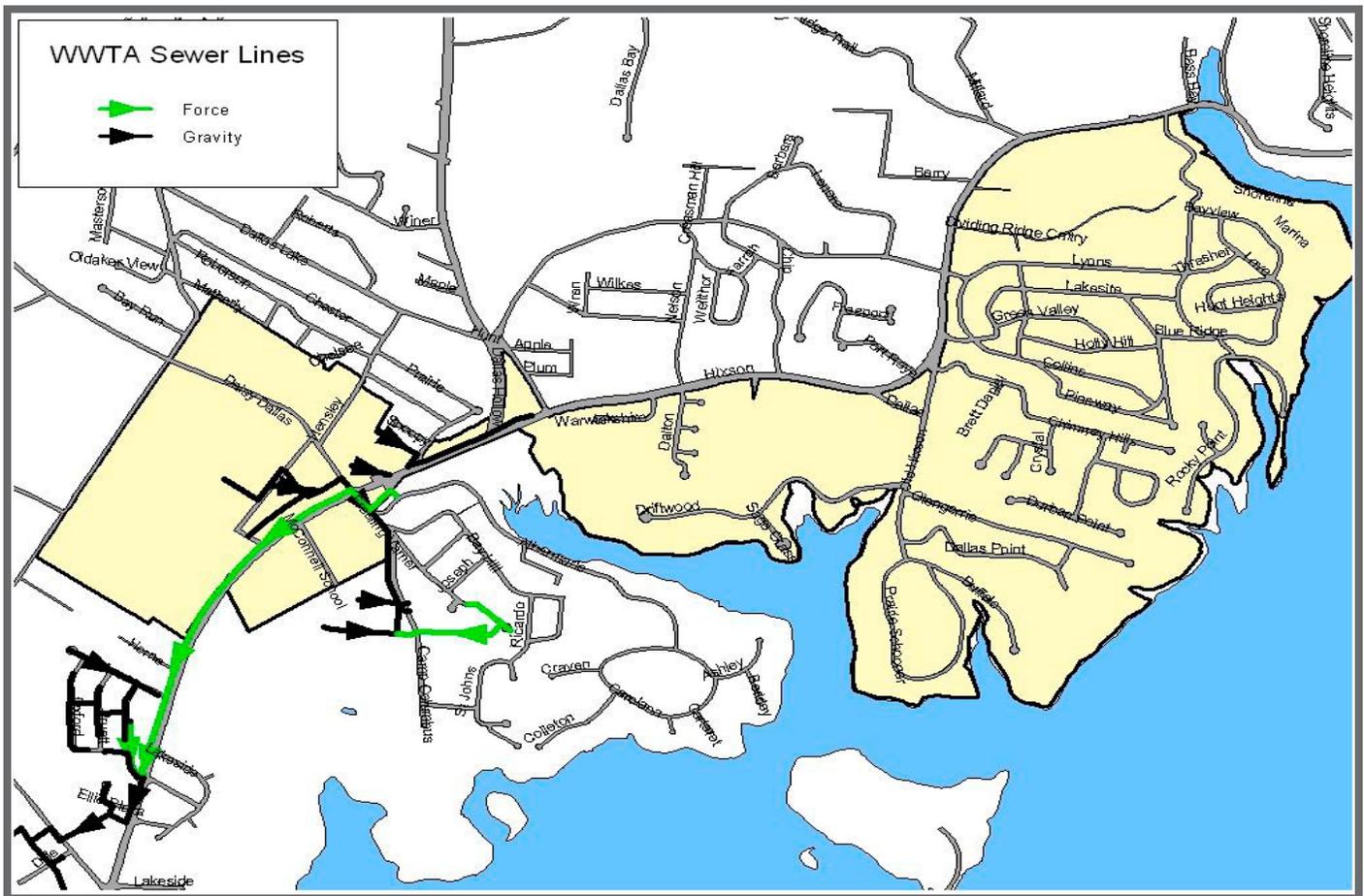
SCHOOLS

There are no public or private schools located within the corporate limits. The nearest elementary and middle school are located just outside the corporate limits along McConnell School Lane and Columbus Roads. McConnell Elementary, located at 8629 Columbus Road provides education services to children in grades K-5. Loftis Middle School, located at 8611 Columbus Road provides education services to children in grades 6-8.

UTILITIES

Utilities are provided by the following:

- *Water:* Hixson Utility District.
- *Electricity:* Electric Power Board.
- *Sanitary Sewers:* Hamilton County Waste Water Treatment Authority (limited). Sewer is limited within Lakesite. At present, the only public sewer lines located within the corporate limits are those lines located within the southern boundary. There are no other sewer lines present within the corporate limits.



LAND USE PLAN
RECOMMENDATIONS

3

This section contains the future land use plan for the corporate limits of Lakesite in illustrative and narrative formats. The input received at public meetings is combined with a thorough analysis of the community. The resulting data is the base upon which this plan is built.

3.1 Goals and Strategies for the Six Community Components

- Community Components**
1. Neighborhoods
 2. Commercial Centers
 3. Parks and Open Space
 4. Infrastructure
 5. Natural Environment
 6. Community Buildings

The plan recommendations are divided into six topics which represent the key building blocks of a community: neighborhoods, commercial centers, parks and open space, infrastructure, natural environment, and community buildings/services. To create a healthy, vibrant community that fully realizes its vision, all of these elements must be addressed and work in concert together. The purpose of the plan recommendation is to ensure that all the community building blocks work together to improve the quality of life for area businesses and residents.



COMMERCIAL CENTER IN LAKESITE

COMMERCIAL CENTERS

Commercial centers represent the places where we work and shop. They include major employers in business, technology, and industrial sectors. While all commercial development is market driven, the purpose of the plan is to guide where and how this development occurs. Problems typically arise when commercial and residential areas grow closer to each other. What provisions can be made to ease the transition between residential and non-residential? What effect will potential development have on surrounding property values?



COMMERCIAL USE IN LAKESITE

ISSUES

Residents of the community were pleased with the separation of the commercial and residential areas and wanted to keep commercial development where it is. It was felt that the existing vacant commercially zoned land is all Lakesite has and the city should keep it zoned commercial. Residents felt that the vacant commercial properties should be promoted.

Residents felt that there was a lack of variety and commercial competition within the community. Residents felt that the city should actively recruit additional commercial retailers to provide alternatives, or choices. Residents also stated the need for professional offices, fishing related businesses near the marina, and a farmers market to sell local produce.

Residents looked favorably upon property maintenance and beautification of the existing commercial area through more uniform storefronts, landscaping, street lighting, and signage requirements. Residents were also in support of the revitalization and redevelopment of existing vacant commercial structures as opposed to the expansion or construction of new structures.

COMMERCIAL GOALS AND STRATEGIES

GOAL 1-INCREASE THE VARIETY AND QUALITY OF PLACES TO SHOP AND EAT.

Having a variety of shopping and dining choices greatly enhances the quality of life for residents, and increases the area's regional draw as a destination.

STRATEGIES:

- Utilize the resources of local developers/realtors to actively recruit new retail and eating establishments to existing commercial areas.
- Investigate the establishment of a branch of the Chamber of Commerce and utilize the Chamber's resources to actively recruit retail and restaurant establishments.
- Maintain a map of vacant commercial property within the corporate limits.

GOAL 2-SUPPORT THE GROWTH OF EXISTING BUSINESSES AND THE ESTABLISHMENT OF NEW BUSINESS WITHIN THE COMMUNITY.

STRATEGIES:

- Encourage the creation of a local merchants' association.
- Investigate the option of offering incentives to recruit commercial retailers to the area to fill a niche market to attract shoppers north from the Hixson area.
- In order to attract franchise restaurants, explore the option of liquor by the drink.
- Investigate the option of distributing information about businesses within the community and encourage residents of the community to give them their business.
- Utilize the resources of local developers/realtors to actively recruit professional offices, and small, quality industrial businesses to the community.

GOAL 3-IMPROVE THE APPEARANCE AND CONTROL IMPACTS OF COMMERCIAL DEVELOPMENT.

Commercial thoroughfares are the gateways to area communities and neighborhoods; they are the first thing visitors see. In order to attract quality jobs, business patrons and residents, you must have a visual "welcome mat" that is appealing to them.

STRATEGIES:

- Commercial development should be approved in only those areas where adequate infrastructure is available and able to support such development.
- Developments should be designed so as to minimize negative impacts to the existing transportation system such as reducing the number of permitted curb cuts, when feasible along major thoroughfares.
- Create a local beautification program sponsored by areas businesses to promote landscaping and to encourage clean business sites.
- Investigate adopting better code standards for commercial development that would address storm water drainage, landscaping, and signage specifications.
- Adopt a site plan review process-this would ensure that all the code standards and impacts are addressed on the site.
- Review the existing zoning ordinance for possible amendments, such as the creation of additional commercial zones, industrial, and/or office zones.
- Strip commercial development should be discouraged in favor of cluster developments.



GROUND/MONUMENT SIGN



PARKING LOT LANDSCAPING

GOAL 4-RENOVATE AND REVITALIZATION EXISTING COMMERCIAL AREAS

Revitalization of existing commercial centers should be encouraged to maintain economic vitality. Where possible, revitalization should include a healthy mix of retail, office, civic, open space and residential uses. To be effective, revitalization efforts for existing commercial centers should result in a substantial visual impact and involve funding partnerships between property owners and merchants. Centers targeted for renovation and revitalization include the former Bi-Lo Shopping Center.

STRATEGIES:

- The city should work with local realtors/developers to identify potential clients for existing empty buildings and vacant properties.
- Investigate the option of giving tax incentives to businesses that renovate and redevelop vacant commercial centers.
- Property already zoned for commercial development should be considered for development/ redevelopment before rezoning additional property for commercial use.



REDEVELOPMENT CONCEPT

NEIGHBORHOODS



RESIDENTIAL NEIGHBORHOOD

Neighborhoods are the places where we live. They include single-family subdivisions, multi-family dwellings, apartment buildings, retirement communities and townhomes. A healthy community should provide a variety of housing opportunities.

ISSUES

In general, residents were satisfied with the “small town” residential character. Many of the residents felt that Lakesite was a healthy, safe, and prosperous community that was a great place to live. However, the residents raised the issue of the need for a diversity of housing stock, and possibly a Senior Living Facility within the community.

Although not a land use issue, community residents also expressed concern over animal control issues, the need for street lighting within the neighborhoods, property maintenance of vacant and rental property, and speeding issues within the residential neighborhoods.

NEIGHBORHOOD GOALS AND STRATEGIES

GOAL 1-PROTECT THE SINGLE-FAMILY CHARACTER OF THE COMMUNITY

The single-family character of existing neighborhoods should be protected from the encroachment of incompatible uses. Existing residential areas bordering commercial areas should not be subject to visual blight, noise, or light pollution. Such impacts affect the livability and the property value of these residential areas.

STRATEGIES:

- Discourage spot commercial zoning (in neighborhoods), as well as commercial encroachment into existing residential developments.
- New commercial developments, particularly large scale developments, should provide substantial vegetative buffers to mitigate scale, noise, and light impacts they generate.
- Investigate the adoption of a landscape ordinance with minimum required buffers between incompatible land uses.

GOAL 2-BEAUTIFICATION AND PROPERTY MAINTENANCE

Maintaining a neat and orderly appearance in our neighborhoods is important for livability and property values. Property owners should maintain adequate building conditions, yards and parking lots.

STRATEGIES:

- Establish an annual neighborhood “clean-up” and “beautification day”.
- Continue to enforce the current minimum housing code. Investigate the current minimum housing code and improve if necessary.
- Inform residents about what the minimum housing code requires.
- Residents should partner with local government staff on reporting and enforcement of violations.
- Investigate opportunities to adopt an anti-litter code, and an abandoned or discarded vehicle code.
- Encourage the property owners of rental property and vacant lots to maintain their property.
- Encourage the creation of a neighborhood association if one does not currently exist.

GOAL 3-PROMOTE SAFETY WITHIN NEIGHBORHOODS

Eliminate speeding and promote safety within the neighborhoods.

STRATEGIES:

- Residents and governmental staff should keep the Hamilton County Sheriff’s Office informed of speeding problems within the community.
- Investigate the option of adding traffic calming devices within neighborhoods in an effort to reduce speeding.
- Research and explore the costs and feasibility of adding street lights within the neighborhoods.
- Keep the city informed of animal control problems.



TRAFFIC CALMING DEVICES

GOAL 4-PROMOTE PEDESTRIAN CONNECTIONS

Make neighborhoods more pedestrian friendly.

STRATEGIES:

- Pursue the placement of sidewalks along major thoroughfares and/or busier through streets and alternative pedestrian connections such as trails or greenways between residential areas, schools, and parks.
- Encourage developers to incorporate sidewalks and/or pedestrian paths in new residential developments, unless topography makes it impractical.



**SIDEWALKS WITHIN
RESIDENTIAL SUBDIVISION**

GOAL 5-PROMOTE A DIVERSITY OF HOUSING STOCK THAT IS SUITABLE TO ALL AGES

Provide a greater variety of housing opportunities, particularly for young families and senior citizens, and improve the housing mix within the community, such as townhouses, and small lot housing.

STRATEGIES:

- Encourage the locating of medium and high density residential development in areas with adequate infrastructure, in close proximity to streets capable of handling increased traffic volumes.
- Investigate the possibility of amending the zoning ordinance, more specifically the required minimum lot size for lots with sewer availability.
- Governmental staff should encourage and work with local developers/realtors to actively recruit housing developments that cater to elderly or retired persons.



SENIOR/ASSISTED LIVING FACILITY

PARKS AND RECREATION COMPONENT



PARK AND RECREATION

Parks and open spaces are the “green spaces” and physical facilities we use to play informal and organized sports, to walk or ride a bike, or simply to relax for a picnic. The key objective is to work towards creating connections across the park and open space network.

ISSUES:

Residents of the community felt that the city should take appropriate measures to promote outdoor recreational activities and opportunities of having Chickamauga Lake within the community, as well as improving public access to the lake. Residents also voiced their desire for improvements to the existing park and pool area by the inclusion of a walking track.

Residents also are interested with the need for a greenway system that connects the residential area with the commercial area, civic uses, and the park.

PARKS AND RECREATION GOALS AND STRATEGIES

GOAL 1-PROVIDE A DIVERSITY OF PARKS AND RECREATIONAL FACILITIES THAT ENCOMPASS A VARIETY OF SCALES AND ARE ACCESSIBLE TO ALL CITIZENS AND GENERATIONS.

STRATEGIES:

- Develop a focused recreation/open space plan that plans for and provides for new park facilities as new development occurs.
- Investigate the option of establishing different sizes and scales of recreational spaces, both passive and active such as walking trails, greenways, playgrounds, picnic shelters, and a senior center.
- Explore the formation of a disabled citizens advisory panel to provide recommendations for enhancing access to public spaces for the disabled.
- Provide both traditional (playgrounds, athletic fields) and non-traditional (skate parks, climbing walls) recreational opportunities.

GOAL 2-MAINTENANCE AND IMPROVEMENT OF EXISTING PARK FACILITIES

Keep existing parks and recreational areas open, well-maintained, and safe.

STRATEGIES:

- Residents and users of the parks should notify the city of maintenance issues.
- Residents should work with and notify the Hamilton County Sheriff’s Department with safety issues within the park.
- Continually look for ways to improve the utilization of existing recreational facilities.
- Approach areas businesses for donations of money, time, and/or materials that could be put toward the construction of community amenities.
- Assess park facility maintenance requirements annually and provide sufficient funding to meet requirements when possible.
- Investigate the option of adding a walking track within Lakesite.

GOAL 3-PROVIDE CONNECTIVITY BETWEEN PARKS AND NEIGHBORHOODS, PUBLIC FACILITIES AND COMMERCIAL CENTERS.

STRATEGIES:

- Identify locations for possible implementation of sidewalks, bike facilities, and multi-use paths such as walking trails or greenways.
- Work with various public and private agencies to identify funding sources for the implementation of sidewalks and multi-use paths such as walking trails and greenways.

GOAL 4-EXPLORE OPTIONS THAT UTILIZED THE NATURAL ENVIRONMENT FOR RECREATION USE.

STRATEGIES:

- Investigate the creation of a task force charged with the creation of a recreational plan that focuses on and capitalizes on the recreational amenity provided by Chickamauga Lake.
- Maintain a partnership with Outdoor Chattanooga and other outdoor recreation organizations to promote outdoor recreational opportunities available within Lakesite.



GREENWAY SYSTEM

NATURAL ENVIRONMENT

Natural environment includes sites with steep slopes, sensitive habitats, wetlands, streams, and floodways. Natural resources provide us with beauty, recreational opportunities and economic advantages. They are limited and fragile. Development must be balanced with the natural environment. If not, we may lose the very things that make this area special.

ISSUES:

During the public meeting the residents of the community did not raise any concerns or issues associated with the natural environment. Therefore, the following goals and strategies were acquired from the Natural Environment Goals and Policies section of the Chattanooga-Hamilton County Comprehensive Plan 2030.



SLOPE EROSION

NATURAL ENVIRONMENT GOALS AND STRATEGIES

GOAL 1-WATER QUALITY PROTECTION.

Protect the water quality of Chickamauga Lake and the unnamed streams within the community.

STRATEGIES:

- Encourage the use of storm water Best Management Practices (BMP's) which are structural, vegetative, or managerial.
- Investigate the adoption of developing a stream preservation act (buffer ordinance) near streams.
- Encourage the retention of the existing tree canopy cover buffering creeks and streams.
- Sponsor stream restoration or stream clean-up projects.
- Explore options of implementing walking trails and/or greenways along unnamed streams or Chickamauga Lake as a method of buffering these areas from development.
- Develop opportunities for increased public education at the schools or civic groups regarding storm water protection and the environment.

GOAL 2-MAINTAIN A HEALTHY AIR QUALITY.

STRATEGIES:

- Encourage alternative transportation plans, programs, and projects such as the implementation of bike routes/lanes within the community in accordance with the Chattanooga Urban Area Bicycle Facilities Master Plan.
- Encourage reforestation and tree canopy protection within the community.

GOAL 3-PROTECT THE COMMUNITY FROM FLASH-FLOODING (STORM WATER RUNOFF) AND MAINTAIN ADEQUATE FLOODPLAIN AREAS.

Impervious Coverage: Any non-permeable surface including but not limited to roads, parking lots, rooftops, and sidewalks.



POORLY PROTECTED SLOPE

STRATEGIES:

- Continue to encourage the protection of the 100-year floodplain.
- Encourage cluster development and floodplain preservation.
- Encourage reductions in impervious coverage. (i.e parking lot design, landscaping requirements and alternate building materials).
- Encourage low-impact development where appropriate and sustainable building practices.

GOAL 4-WISELY MANAGE SLOPING TOPOGRAPHY WITHIN THE COMMUNITY.

STRATEGY:

- Encourage development that is sensitive to steep slopes and additional protective measures where deemed necessary and appropriate.

COMMUNITY BUILDINGS AND SERVICES

Community buildings are places we gather for public/semi-public events or to receive public services such as the library, post office, schools, churches, or other community facilities.

ISSUES:

One issue that was consistently raised at the public meeting and from survey respondents more than any other was the lack of a post office. Residents view a post office as a community necessity that serves as more than just a place to ship a package or pick up the mail. It serves as a community meeting place, a place where neighbors can say hello and catch up on local news and events.



LAKESITE CITY HALL

Generally, the residents and business owners were satisfied with the low property taxes and services provided. Many respondents felt a sense of safety and security within the community, and were happy with the small town feel; however, they did express there was room for improvements.

COMMUNITY BUILDINGS AND SERVICES GOALS AND STRATEGIES

GOAL 1-NEW FACILITIES.

Provide a post office within the corporate limits.

STRATEGY:

- Work with the U.S. Postal Service to establish a post office that is convenient to a majority of the residents in Lakesite.

GOAL 2-BETTER LEASH-LAW, ANIMAL CONTROL.

Public meeting participants and survey respondents particularly noted problems with uncontrolled pets.

STRATEGY:

- Continue to enforce the current animal control ordinance. Investigate the current city code requirements for animal control and improve if necessary.

GOAL 3-ENCOURAGE A WELL-INFORMED, ORGANIZED CITIZENRY.

Information and organization are citizens' greatest tools for taking an effective role in their own governance.

STRATEGY:

- Elected officials are encouraged to keep in contact with property owners and developers.
- Publish a "citizen's guide" to inform the public of city resources and policies.
- Encourage non-residential stakeholder lines of communication with elected officials.
- The elected officials should investigate the possibility of conducting activities and events to draw residents to the commercial core.

INFRASTRUCTURE RECOMMENDATIONS

This section contains the recommendations in terms of infrastructure/capital improvement projects in both an illustrative and narrative format. As with the land use plan recommendations, the ideas and comments received at public meetings are the base upon which this infrastructure/capital improvements plan is built. Infrastructure improvements in terms of this report will focus on transportation, pedestrian and bicycle facilities, transit, and utility improvements.

TRANSPORTATION

The residents of Lakesite have limited transportation options, in terms of bike facilities, multi-use paths, sidewalk connections, and public transportation. The transportation network should link residential areas and community features.

ISSUES:

Community residents believed that repaving, installing traffic calming devices, and the installation of sidewalks along several of the streets was needed within the community. Residents also voiced their concern that Hixson Pike should be widened from Dallas Hollow to the northern corporate limits, with the possibility of being widened to Sequoyah Access Road. Residents also felt that the existing street network behind ACE Hardware would require upgrades before any commercial or industrial development could occur. Several residents also voiced concern over the existing entrance to Chimney Hills, that studies should be undertaken to improve the entrance.

TRANSPORTATION GOALS AND STRATEGIES

GOAL 1-MAINTAIN AND IMPROVE THE QUALITY, FUNCTIONALITY, AND SAFETY OF THE EXISTING STREET NETWORK WITHIN THE COMMUNITY.

STRATEGY:

- Develop a plan for street maintenance, repair, street paving, and striping.
- Examine the reconstruction of the intersection of Hixson Pike and Chimney Hills.
- Assess current street lighting, and evaluate the need for additional, or refocused lighting, particularly near major intersections and within residential neighborhoods.
- Investigate the installation of traffic calming measures within the residential neighborhoods in an attempt to curb speeding.
- Encourage the consolidation of existing curb cuts in an effort to minimize the number of curb-cuts along Hixson Pike and Daisy Dallas Roads.
- Investigate the option of adding sidewalks along major thoroughfares within the neighborhoods.



LANDSCAPE REQUIREMENTS ALONG STREET RIGHT-OF-WAY

GOAL 2-ENCOURAGE VISUAL IMPROVEMENTS ALONG MAJOR TRAVEL CORRIDORS.

STRATEGY:

- Investigate the adoption of a landscape plan/ordinance and signage requirements in an effort to reduce visual clutter along major travel corridors.
- Investigate the possibility of adopting and implementing a streetscape plan along Hixson Pike in accordance with the recommendations found within the Chattanooga Urban Area Sidewalk-Streetscape Policy Guide. The following components should be introduced at appropriate locations to help enhance the pedestrian environment: pedestrian lights, street furniture, street trees, pedestrian and crosswalks.



BICYCLE SIGNAGE

PEDESTRIAN AND BICYCLE FACILITIES

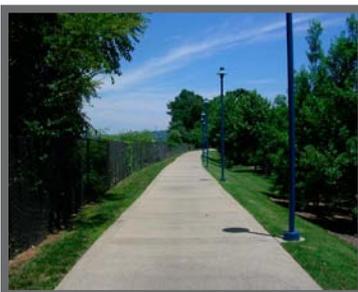
Safe pedestrian and bicycle access to schools, parks, churches, and commercial centers is limited. In addition to connectivity and transportation value, pedestrian facilities offer additional benefits to a community. Encouraging and promoting walking reduces the incidence of chronic disease, reduces air and noise pollution, and reduces the need for additional roads and parking. To enhance the connectivity of existing neighborhoods with bordering destinations (schools, churches, parks, and commercial centers) residents would like to see the installation of sidewalks and/or multi-use paths. The installation of sidewalks in the residential neighborhoods would be extremely costly. For these reasons phased installation of sidewalks is recommended.



SIDEWALKS ALONG A MAJOR THOROUGHFARE

The Chattanooga Urban Area Sidewalk-Streetscape Policy guide completed in August 2003 serves as a policy guide to help municipalities within the TPO area provide a transportation system where pedestrians can safely and conveniently walk to destinations within a reasonable distance. The policy guide provides a general set of strategies for the placement of sidewalk and streetscape elements. The policy guide included a recommend sidewalk selection matrix. The matrix takes into consideration a variety of trip generators and desired destinations within the community.

There are currently no bicycle facilities in the Lakesite area and residents in the community believed that such facilities should be considered along many of the roads in the area. The Chattanooga Urban Area Bicycle Facilities Master Plan proposes bike facilities-bike lanes and bike routes for the corporate limits. A bike route is proposed along Hixson Pike and bike lanes along Daisy Dallas and Dallas Hollow Roads.



CHATTANOOGA-HAMILTON COUNTY RIVERWALK SYSTEM

PEDESTRIAN AND BICYCLE FACILITIES GOALS AND STRATEGIES

GOAL 1-PROVIDE AND ENCOURAGE PEDESTRIAN CONNECTIVITY.

Pedestrian connectivity should be encouraged between parks, neighborhoods, public facilities, and commercial centers. Pedestrian connectivity provides alternatives to vehicular travel and allows those who do not have or choose not to use vehicles to have equal access to community facilities.

STRATEGIES:

- Investigate the option of extending sidewalks and establish a sidewalk network using a phased approach. It is recommended that the Sidewalk Section Matrix within the Chattanooga Urban Area Sidewalk-Streetscape Policy Guide be used as a reference/guide.
- Investigate the opportunity to create a network of multi-use paths within the community.
- As streets are widened or improved, consider the addition of pedestrian and/or bike facilities.
- Pursue funding support for sidewalk installations and/or improvements through the Transportation Planning Organization (TPO) funded projects.

GOAL 2-CREATE BICYCLE ACCESS WITHIN THE COMMUNITY.

The Chattanooga Urban Area Bicycle Facilities Master Plan proposes bike facilities- bike lanes and bike routes within the corporate limits.

STRATEGIES:

- Implement the recommendation of the Chattanooga Bicycle Facilities Master Plan.
- Investigate the possibility of providing additional bicycle facilities within the community. If additional bicycle facilities are recommended pursue the appropriate avenues to amend the Chattanooga Bicycle Facilities Master Plan.
- Continue to encourage and support the proposed recommendations of the Chattanooga Urban Area Bicycle Facilities Master Plan, which recommends the establishment of bike routes/lanes within the community.

Types of Bicycle Facilities

Bike Lane (Class II)-A bike lane is a portion of the roadway separated from conventional travel lanes with a strip, and designated for exclusive or preferential use by bicyclists.

Bike Route (Class III)-A bike route is where the road is signed for bicycling, but no portion of the road is set aside for the exclusive use of bicycles.

TRANSIT

Although, residents did not address the issue of public transportation it is an issue that should be addressed because as the residents of the community age, public transportation will become more necessary and viable as a mode of transportation within the community.

TRANSIT GOALS AND STRATEGIES

GOAL 1-INVESTIGATE FORMS OF PUBLIC TRANSPORTATION OPPORTUNITIES WITHIN THE COMMUNITY.

STRATEGIES:

- Continue to promote the Hamilton County “flex ride system”.
- Work with Hamilton County Rural Transportation staff to investigate the future viability of some form of transit service.

UTILITIES

Land development without the extension of adequate utilities is costly to the general public. In order to achieve proper development and facilitate saving public funds, it is extremely important to coordinate the extension of utilities with the development plan.

ISSUES:

Residents voiced their concern over the lack of public sewer availability within the community. Community residents stated that the city may not need additional development until sewer lines are made available. Community residents felt that it would be beneficial if sewer information was made available in terms of grant information, and the pros and cons of public sewer versus septic.

UTILITIES GOALS AND STRATEGIES

GOAL 1-CONTINUALLY WORK WITH THE APPROPRIATE DEPARTMENTS AND AGENCIES TO PROVIDE APPROPRIATE STANDARDS AND GUIDELINES FOR UTILITY IMPROVEMENTS AND EXTENSIONS.

STRATEGIES:

- Work with Hamilton County Waste Water Treatment Authority (WWTA) staff on the possibility of extension of public sewer lines within the community.
- Prepare an informational packet and make it readily available for the residents on the pros and cons of public sewer lines versus septic systems.

3.2 Focus Areas (Land Use Plan Recommendations)

The classifications in this section represent city land use policy. They are meant to be broad enough to give the city flexibility in implementation, but clear enough to provide sufficient direction in making informed zoning decisions. The land use classifications on the Land Use Plan map show potential uses. No automatic changes will be made to existing zoning. This plan will be used to advise individual future zoning requests. This document serves as a guide and does not guarantee zoning or capital funding.

It should be noted within this land use plan that there are several large parcels of land not located within either of the two focus areas that are recommended for single-family residential development, in part due to a lack of public sewer. However, if in the future public sewer lines are extended, there is the potential that these large parcels could be developed as medium to high density residential. If sewer is not made available, then single-family residential is appropriate.

LAND USE CLASSIFICATIONS

The sections that follow discuss the individual land use classifications and policies in greater detail.

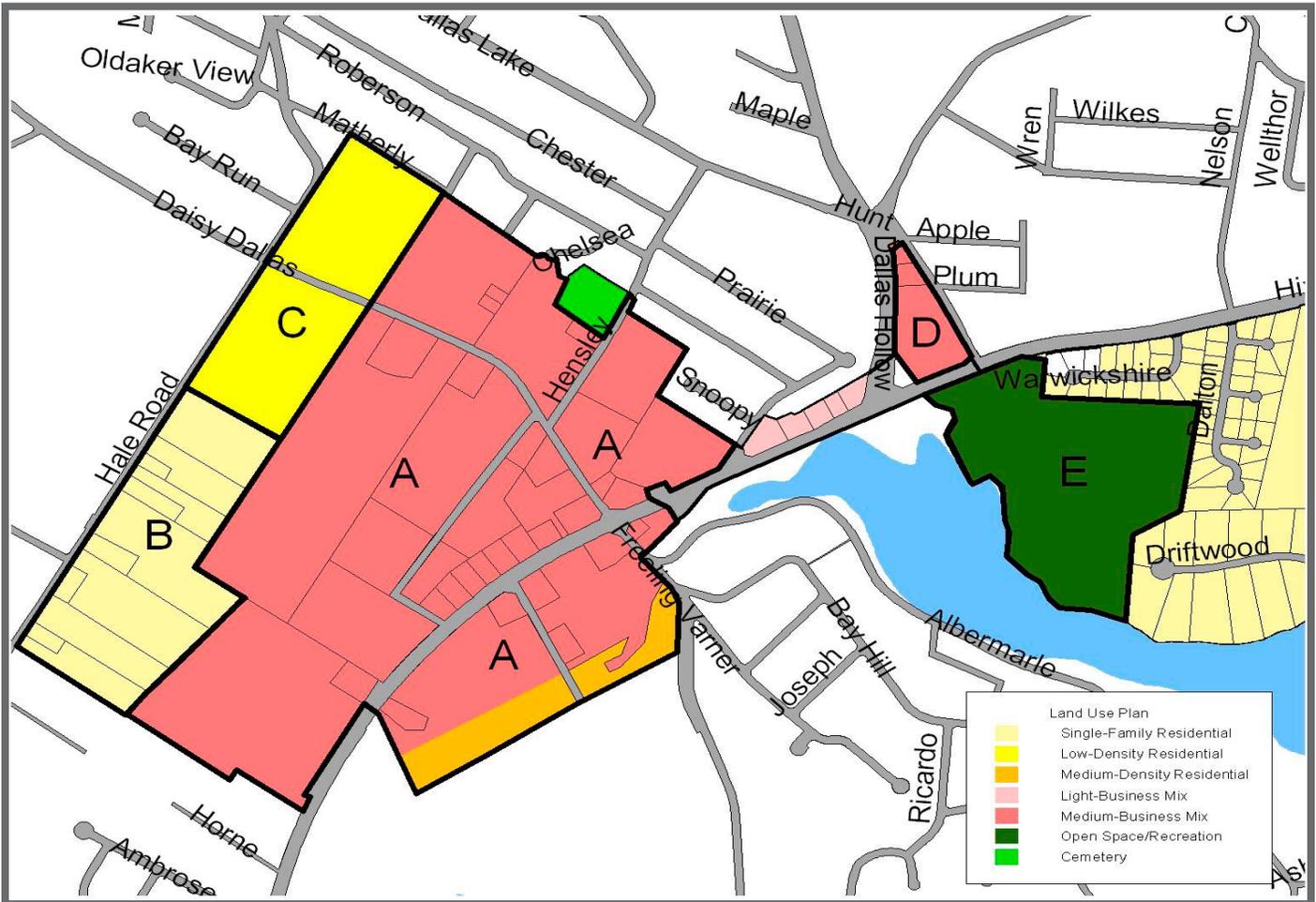
Neighborhood Commercial: The intent of this designation is to promote, protect, and sustain the vitality of a neighborhood by allowing the development and maintenance of small commercial and service enterprises which are both compatible with and complementary to residential properties. Uses would include retail sales, personal service establishments, or other uses which would be a benefit or convenience to the majority of the residents. Uses which generate high volumes of traffic, such as fast food restaurants with drive-through windows, would not be appropriate.

Convenience Commercial: The intent of this classification is to promote, where the need exists the clustering and development of businesses, offices, and service facilities to serve the demand for goods and services generated both by area residents and by transients traveling to or from other neighborhoods or places of employment.

- *Single-Family Residential:* This classification is intended for single-family detached dwellings.
- *Low Density Residential:* Detached single-family dwellings, with some exceptions made for townhouses, patio homes, and two-family dwellings, if density is compatible. Typically, the density is one (1) to four (4) units per acre.
- *Medium Density Residential:* Single-family dwellings, two, three, and four family dwellings, townhouses, patio homes. Typically, the density is five (5) to eight (8) units per acre.
- *Light Business Mix:* Neighborhood Commercial, Offices, Limited Residential, or similar uses.
- *Medium Business Mix:* Neighborhood Commercial, Convenience Commercial, Residential, Offices; or Similar Uses.
- *Institutional:* This designation is intended to provide sites for governmental, educational, religious facilities, and similar uses.
- *Open Space/Recreation:* This designation is intended to provide for sites dedicated for uses as parks, recreation, and greenways.

FOCUS AREA ONE

Focus area one includes the southern area within the corporate limits surrounding the intersections of Hixson Pike, Daisy Dallas, Hale Road, and Dallas Hollow Roads.



EXAMPLE OF GATEWAY SIGNAGE

CREATE AND REINFORCE GATEWAYS INTO AND OUT OF THE COMMUNITY.

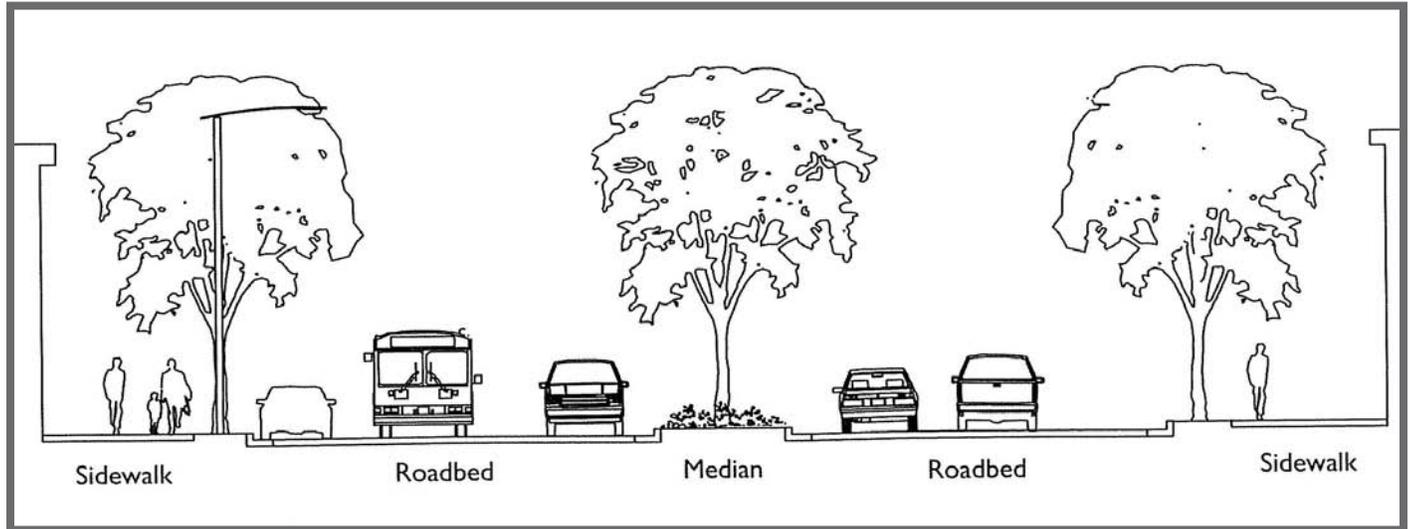
Hixson Pike serves as the primary corridor into and out of the corporate limits. As a distinctive corridor, businesses are encouraged to provide and maintain landscaping and other amenities that improve the character of the community and promote increased pedestrian activity.

STRATEGIES:

- Develop a gateway beautification program/project for the northern and southern gateways along Hixson Pike, such as attractive signage, pedestrian lighting, and the planting of street trees, crosswalks, and shrubs.
- Attractive entrance signs should be located at the corporate limit lines.



PEDESTRIAN CROSSWALKS



- Businesses located along the Hixson Pike corridor are encouraged to provide and maintain landscaping and other amenities that improve the character of the community and promote pedestrian activity.
- Pedestrian crosswalks should be incorporated at the four (4) corners intersection of Daisy Dallas Road and Hixson Pike.



LANDSCAPING REQUIREMENTS ALONG A MAJOR THOROUGHFARE

REDEVELOPMENT AND REVITALIZATION OF EXISTING STRIP COMMERCIAL CENTERS

Strip development is defined as a continuous strip of commercial retail development without any defined breaking point, containing multiple curb-cuts and having very little change of land use. Strip development significantly reduces the ability of roads to handle traffic due to all the turning movements. Strip development can negatively affect property values due to lack of amenities, visual clutter, and poor economic sustainability. Finally, strip development has the most potential damaging impact to natural features by obscuring views and providing no break in paving.



SHOPPING CENTER IN LAKESITE



This plan recommends that existing strip development be revitalized and redeveloped to provide greater integration of uses through mixed-use and/or multi-use development. More public space and landscaping provided. Parking lots should not dominate the site through the use of landscaping and parking provided to the sides and/or rear of the buildings. Better pedestrian access and more attention paid to architectural details and landscaping are also encouraged.

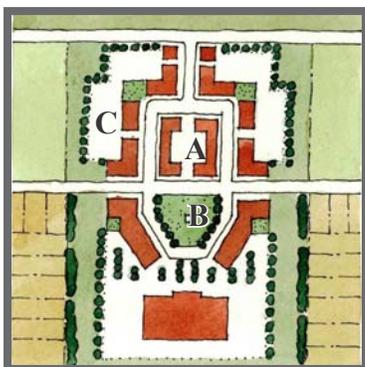
LANDSCAPING AND SIGNAGE IMPROVEMENTS

APPROPRIATE DEVELOPMENT MODELS:

The Suburban Development pattern will most likely continue to be the most common development form in the County. However, this Plan recommends revisions to certain components of the existing form. The potential for an improved suburban commercial strip is demonstrated in the sketch below. Future development and/or redevelopment of the Suburban Development pattern should include the recommended improvements on the following page.



RECOMMENDED IMPROVEMENTS FOR SUBURBAN DEVELOPMENT



- A. Greater integration of uses.
- B. More public green space.
- C. Parking lots that do not dominate the site.
- D. Greater street connectivity to provide a variety of routes for daily trips. Improved street connectivity can reduce traffic on arterial streets, provide for continuous and more direct routes, provide greater emergency vehicle access and improve the quality of utility connections.
- E. Better pedestrian access.
- F. More attention to architectural details and extensive landscaping.

AREA A:

Medium Business Mix is recommended for this large area. This area is relatively flat with adequate access to a major arterial and collector streets, with public sewer available. Appropriate uses would include neighborhood and convenience scaled non-residential uses, and professional offices. The large vacant parcels within this area should be planned and constructed as an overall planned development of the entire site/parcel. Developments within this area should provide a variety of goods and services in both stores and offices that would be conveniently arranged with respect to one another, including the vertical and horizontal mixing of uses, such as office and residential uses located above retail. Medium density residential as part of an overall mixed use or multi-use development would be appropriate; however, stand alone medium density residential developments that are not part of, or included within a mixed-use or multi-use development would not be appropriate within this area.



**MIXED RETAIL/RESIDENTIAL
CONCEPT**

Parking within this area should be arranged in a less dominate manner such as behind or to the side of buildings. The street, and right-of-ways are generally shared between vehicles, bicycles, and pedestrians. Public spaces, pocket parks, and squares, landscaping, street furniture should be integrated throughout the entire site. Pedestrian connections should be encouraged between uses on the site and between the site and adjacent properties.



LANDSCAPED PARKING LOT

Extensive buffering should be provided along the perimeter of those parcels that are adjacent to residential areas in an effort to protect the adjacent single-family residential areas from any impacts associated with commercial development. The more intense the permitted use on the property the more intense the vegetative buffering, or screening should be required to mitigate scale, noise, and light impacts intense developments generate.



PROFESSIONAL OFFICE COMPLEX

In addition, those parcels that have frontage along Hixson Pike and Daisy Dallas should not be developed in a strip fashion. Ingress and egress, should if at all possible, be minimized along Hixson Pike and Daisy Dallas, in order to minimize and reduce the number of curb-cuts, which reduce traffic flow and capacity, and increase conflict points. If at some point in the future Churchway Drive becomes a public road, or if there is a desire to use Churchway Drive as primary access for any development proposals, a study should be conducted to determine the existing and future capacity of Churchway Drive.



**REDEVELOPED SHOPPING CENTER
(LIFESTYLE CENTER)-GUNBARREL RD**

For purposes of this land use plan it should be noted that the plan is recommending that in the event Dallas Bay Baptist Church changes ownership, or re-locates within the community, that the area owned by Dallas Bay Baptist Church would be appropriate for medium business mix.



FAST FOOD ESTABLISHMENT

This land use plan does recognize the desire within the community for light industrial and/or warehousing/wholesale storage uses. Depending on the availability of sewer and the future widening of Daisy Dallas Road, light industrial and warehousing/wholesale storage uses would be appropriate for this area; more specifically for those parcels fronting Daisy Dallas Road, west of Henley Road. However, the more intense the permitted use, the more substantial the vegetative buffering should be required to mitigate scale, noise, and light impacts associated with intensive land uses.



MULTI-FAMILY DWELLINGS

The plan also recommends that medium density residential would be appropriate for the large vacant parcel in front of the existing elementary and middle schools. The medium density residential would serve as a buffer/transition area between the commercial development and the existing schools. In addition, and existing medium density residential development is immediately adjacent to the property, behind the Bi-Lo Shopping Center.

APPROPRIATE DEVELOPMENT MODELS:

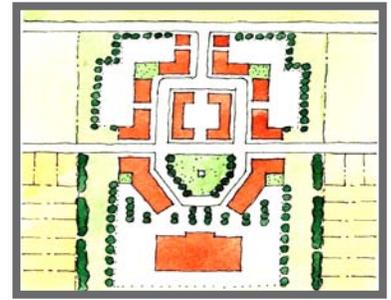
Developments within this area are encouraged to incorporate the following development model recommendations. The following recommendations are suggested improvements.



MIXED-USE OR MULTI-USE DEVELOPMENT CONCEPT

- Concentrated mix of non-residential uses.
- Good accessibility to and within the overall development is of particular importance due to the amount of traffic generated by the uses located within these developments.
- Generally locate along arterial or collector streets.
- Buildings should be encouraged to accommodate a mixture of uses both vertically (e.g., apartments or offices over retail uses; live/work units) and horizontally (e.g., housing adjacent to institutional or other uses).
- Emphasize pedestrian scale and urban character by having buildings directly facing the street with active ground floor uses.
- Prominence of parks, open spaces, greens, plazas and squares.
- Circulation systems should be designed to efficiently facilitate traffic flow yet discourage speeds and volumes that impede pedestrian activity and safety.
- Encourage public transportation by incorporating transit stops within the overall development.

- The design of streets, pedestrian ways, landscaping, lighting and street furniture should be coordinated and integrated throughout the site.
- Encourage connectivity by incorporating a coordinated pedestrian system throughout the development, including connections between uses on the site and between the site and adjacent properties and rights-of-way.
- Parking should be arranged in a less dominant manner, such as to the rear or to the side of buildings.
- Commercial and office development should be concentrated at nodes around intersections of arterial and collector streets.
- Protect and enhance environmental quality by the preservation of natural areas.
- Developments should be designed in accordance with an overall master plan.



AREA B:

Single-family residential dwellings is recommend for those parcels fronting along Hale Road, unless all properties within this area are assembled together as a full redevelopment project. If such redevelopment is proposed, low-density residential would be appropriate, which is compatible with residential land uses. Low-density residential, typically has a density of one (1) to four (4) units per acre.



SINGLE-FAMILY DETACHED DWELLING

AREA C:

Low-Density Residential is recommended for the two (2) large vacant parcels located at the southeast and northeast corners of the intersection of Daisy Dallas and Hale Roads. Low-Density Residential is appropriate for this area because of a lack of public sewer within the area, the clustering, or medium to high density residential is not appropriate. The typical density found within Low-Density Residential development, one (1) to four (4) units per acre is in keeping with the residential densities of the adjacent developments.

Any future development of both these parcels should, if at all possible make every attempt to limit the number of ingress and egress point along Daisy Dallas Road. Excessive amounts of curb-cuts could reduce traffic flow and capacity, and increase conflict points along Daisy Dallas Road.



LOW-DENSITY RESIDENTIAL DEVELOPMENT



COMMERCIAL SHOPPING CENTER

AREA D:

Medium Business Mix is recommended for the vacant shopping center (formerly Bi-Lo). The vacant shopping center is encouraged to be revitalized and/or reused as a viable shopping center. This area is served by adequate sewer lines; therefore, medium to high density residential would be appropriate for this area. Where possible, revitalization should include a healthy mix of retail, office, public, open space and residential uses. To be effective, revitalization efforts for existing commercial centers should result in a substantial visual impact. The revitalization should include a mix of uses that would serve the surrounding area. It should be designed in a pedestrian oriented, pedestrian scaled fashion, with sidewalks, benches, and street trees. The building facades should be well detailed and parking should be oriented toward the rear of the development or screened from the street if possible.

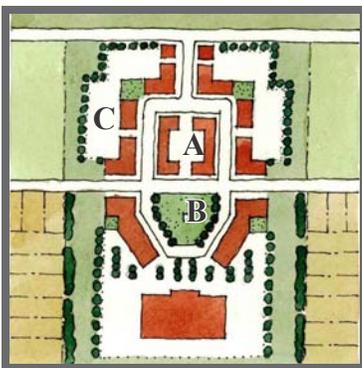


APPROPRIATE DEVELOPMENT MODELS:

The Suburban Development pattern will most likely continue to be the most common development form in the County. However, this Plan recommends revisions to certain components of the existing form. The potential for an improved suburban commercial strip is demonstrated in the sketch below. Future development and/or redevelopment of the Suburban Development pattern should include the recommended improvements on the following page.

Future development and/or redevelopment of the Suburban Development pattern should include the recommended improvements.

RECOMMENDED IMPROVEMENTS FOR SUBURBAN DEVELOPMENT



- A. Greater integration of uses either through Mixed-Use and/or Multi-Use development.
- B. More public green space.
- C. Parking lots that do not dominate the site.
- D. Greater street connectivity to provide a variety of routes for daily trips. Improved street connectivity can reduce traffic on arterial streets, provide for continuous and more direct routes, provide greater emergency vehicle access and improve the quality of utility connections.
- E. Better pedestrian access.
- F. More attention to architectural details and landscaping.

AREA E:

Park and recreation uses are recommended for the large vacant parcel adjacent to Hixson Pike and Warwickshire Road. TVA owns the property; therefore, the city should continue a dialog with TVA in an effort to obtain ownership of the parcel. This large parcel should be used for public recreational purposes, as well as a public access point to Chickamauga Lake.



CANOE/KAYAK SIGNAGE

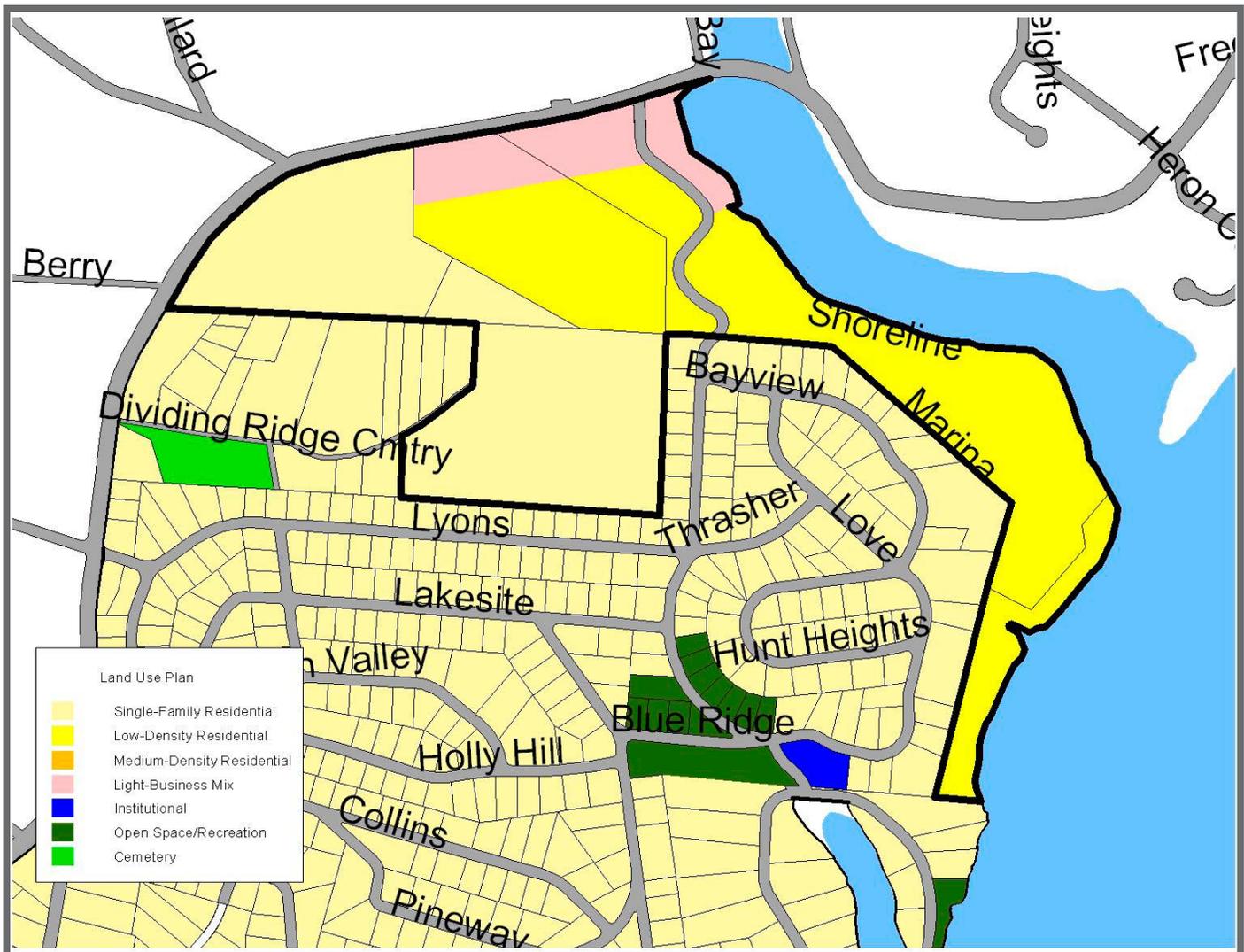
If the land is obtained, the city should form a task force charged with the creation of a recreational plan for the property. The city should also create and maintain a relationship with Outdoor Chattanooga in order to help promote the various outdoor recreational activities associated with this site. Some of the recommended uses for this recreational area could include: picnic tables, playground equipment, walking track; multi-use paths, boat ramp, fishing piers, kayak or canoe launch points. In addition there should be no development of any public or private marinas located along the shoreline of this parcel.



CANOE/KAYAK RAMP

FOCUS AREA TWO

Focus area two includes the northern most area within the corporate limits surrounding the intersection of Hixson Pike and Shoreline Drive.



EXAMPLE OF GATEWAY SIGNAGE

CREATE AND REINFORCE GATEWAYS INTO AND OUT OF THE COMMUNITY.

Hixson Pike serves as the primary corridor into and out of the corporate limits of Lakesite. As a distinctive corridor, businesses are encouraged to provide and maintain landscaping and other amenities that improve the character of the community and promote increased pedestrian activity.

STRATEGIES:

- Work with the Transportation Planning Organization (TPO) to amend the LRTP to widening Hixson Pike from two (2) lanes to four (4) lanes from Lyons Lane to the existing corporate limits.
- Develop a gateway beautification program/project for the northern gateway along Hixson Pike, such as attractive signage and landscaping.

At the present time public sewers are not available within this area; therefore, Light Business Mix is recommended for those parcels that front along Hixson Pike.

Neighborhood intensity commercial uses that do not rely on public sewers are appropriate within this light business mix. Fishing related non-residential uses are also recommended within this area. This plan also recommends that options be explored on property maintenance and upgrades to the existing marina area. There are opportunities available for public fishing piers, canoe/kayak launch or take out points as well. The city should explore options to making this area attractive in terms of landscaping, encouraging public access to the lake, as well as public amenities. For this area to develop to its full potential, public sewer lines must be made available to this area, as well as analyzing existing and future roadway capacity of Hixson Pike in its current status as being a two (2) lane major arterial.



CANOE/KAYAK SIGNAGE

Because there is a lack of public sewer lines within this area, and topography issues, low-density residential development is recommended for those large parcels that are accessed from Dividing Ridge Cemetery Road. Dividing Ridge Cemetery Road should be analyzed for existing and future capacity issues, with the possibility of upgrading the street, if these large parcels that are accessed from Dividing Ridge Cemetery Road are subdivided and developed as low density residential development. Due to a lack of public sewer, limited access along Hixson Pike, and the densities of adjacent uses, low-density residential is recommended for the parcel that fronts along Hixson Pike. If this parcel is developed as a low density residential subdivision, ingress and egress should be limited for those parcels fronting along Hixson Pike in an effort to reduce the number of curb-cuts onto Hixson Pike.



CANOE/KAYAK RAMPS

Low-density residential is also recommended for the area where the existing multi-family apartment complex is located. The current density of this parcel is approximately 3 units per acre. This land use plan recommends that this area remain low density due to a lack of public sewer, and topography issues. Access to this area appears to be adequate at the present time.

Due to a lack of public sewer, and inadequate street pavement width, the property along the shoreline of Chickamauga Lake, low-density residential development is recommended. In addition, the TVA has placed deed restrictions on the property not allowing the property to be subdivided, which limits the development of this property. The plans recommends that the city, and the property owner continue to work with TVA in an effort to explore the options of creating a small neighborhood-scaled park facility with picnic tables, playground equipment, fishing piers, walking trail, multi-use path, and canoe/kayak take out points. This area should be included within an overall open space/recreational plan for the corporate limits. This plan recommends that options be explored with TVA, and other appropriate agencies, as to the possibility of providing walking trails, and/or multi-use paths along the shoreline of Chickamauga Lake.

This land use plans does recognize the lack of public sewer lines within the corporate limits of Lakesite at the time of the creation of this land use plan; however, the plan should acknowledge that if public sewer lines are extended within this focus area, in addition to the recommended light business mix, medium-density residential would be appropriate for this focus area.



A

APPENDIX

LAKE SITE
LAND USE PLAN
2006

RESOLUTION NO. 73

A RESOLUTION TO
ADOPT THE LAKESITE LAND USE PLAN

WHEREAS, the Land Use Plan for the City of Lakesite is the result of a collaborative, six (6) month planning process involving government officials, community residents, and business leaders; and

WHEREAS, the Land Use Plan represents the community's vision for the future of the area and serves as a blueprint for future development and capital improvements in the City of Lakesite; and

WHEREAS, the primary objective of the Land Use Plan for the City of Lakesite is to protect and enhance the residential integrity while supporting appropriate residential and commercial development; and

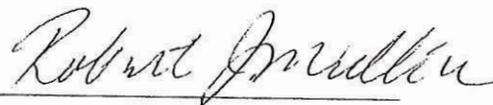
WHEREAS, the Land Use Plan proposes to strengthen single-family residential development by recommending the majority of the study area to either remain single-family residential or low-density residential which promotes single-family residences while allowing a diversity of housing options; and

WHEREAS, the Land Use Plan recognizes the importance of commercial and industrial development within the community the Plan proposes areas of commercial and industrial development be mostly contained to existing areas, while encouraging a mixed-use and multi-use developments; and

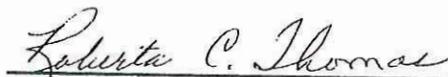
WHEREAS, the Land Use Plan recognizes the importance of the Hixson Pike corridor as a gateway into the community, the Land Use Plan Recommends improvements such as attractive signage, and landscaping along this corridor to create and maintain Hixson Pike as a distinctive, attractive corridor.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY OF LAKESITE, TENNESSEE, that the Lakesite Land Use Plan, a copy of which is attached hereto, is hereby adopted.

Duly passed and approved the 16 day of January 2007.



Mayor



City Clerk