

# KINGSPORT REGIONAL PLANNING COMMISSION

## TENTATIVE AGENDA

This meeting is an open and accessible meeting. If interested parties request special assistance or accommodations, please notify the Planning Department three (3) days in advance of the meeting.

February 15, 2018

5:30 p.m.

**I. INTRODUCTION AND RECOGNITION OF VISITORS**

**II. APPROVAL OF THE AGENDA**

**III. APPROVAL OF THE MINUTES OF THE WORK SESSION HELD ON JANUARY 15, 2018 AND THE REGULAR MEETING HELD ON JANUARY 18, 2018.**

**IV. CONSENT AGENDA** Consent items are those items that have previously been brought before the Planning Commission, which have been reviewed by the Planning Commission in previous meetings or work sessions, or are minor subdivisions and final plats not requiring any variances.

**V. UNFINISHED BUSINESS**

None

**VI. NEW BUSINESS**

**02-01 Hampton Green Road Dedication (18-201-00004)**

The Kingsport Regional Planning Commission is requested to consider a final plat to dedicate Hampton Green Private Drive as a public street. The property is located inside the corporate limits of the City of Kingsport, 14<sup>th</sup> Civil District of Sullivan County. (Harmon)

**02-02 Irrevocable Letter of Credit Extension for Chase Meadows PH 4 – (18-201-00006)**

The Kingsport Regional Planning Commission is requested to consider an extension of the Irrevocable Letter of Credit for Chase Meadows Phase 4 in the amount of \$46,500.00. The property is located inside the corporate limits of the City of Kingsport, 7<sup>th</sup> Civil District of Sullivan County. (Harmon)

**02-03 Sec. 114-421 Gateway Overlay District Text Amendment – (18-801-00001)**

The Kingsport Regional Planning Commission is requested to recommend amending Chapter 114-421 of Kingsport's Zoning Code to establish sign height requirements, amend allowable fencing types, and amend the building materials list. (Harmon)

**02-04 Replat of The Landings at Anchor Pointe – (18-201-00007)**

The Kingsport Regional Planning Commission is requested to grant approval of the amended replat of The Landings at Anchor Pointe. The property is located inside the corporate limits of the City of Kingsport, 7<sup>th</sup> Civil District of Sullivan County. (Harmon)

**02-05 New Kia Auto Dealership Facility – (18-102-0000)**

The Kingsport Regional Planning Commission is requested to grant approval of the Preliminary Zoning Development Plan. The property is located inside the corporate limits of the City of Kingsport, 14<sup>th</sup> Civil District of Sullivan County. (Woods)

**VII. PUBLIC COMMENT (Speakers are limited to 5 minutes per item.)**

**VIII. OTHER BUSINESS**

**02-06 Senate Bill 1879 Discussion (Weems)**

**02-07** Receive a letter to certify the 2<sup>nd</sup> replat, lots 35 & 35 Block B Phase 21 Warrior Falls Subdivision, located on Arrowhead Drive.

**02-08** Receive a letter to certify the final plat for the Broadway-Sullivan Gardens Parkway plat, located on Sullivan Gardens Parkway.

**02-09** Receive a letter to certify the resubdivision of lot 5 Cedar Brook Subdivision, located on Oddfellow Road.

**02-10** Receive a letter to certify the resubdivision of the W.R. Darnell Subdivision, located on Highpoint Avenue.

**02-11** Receive a letter to certify the addition to lot 42, block 4 Litz Manor Addition, located on Farragut Avenue.

**02-12** Receive a letter to certify that the replat of lot 2 and part of lot, Parkcliff Subdivision, located on Parkcliff Drive.

**02-13** Receive, for informational purposes only, the January 2018 Building Department report.

**IX. ADJOURNMENT**

**MINUTES OF THE WORK SESSION OF THE  
KINGSPORT REGIONAL PLANNING COMMISSION**

Jimmy Walker Conference Room – Improvement Building  
201 West Market Street, Kingsport, TN 37660

January 16, 2018

12:00 noon

**Members Present**

Mark Selby  
Mike McIntire  
Sharon Duncan  
John Moody  
Beverley Perdue

**Members Absent**

Phil Rickman  
Paula Stauffer  
Pat Breeding  
Sam Booher

**Staff Present**

Ken Weems  
Jessica Harmon  
Nathan Woods  
David Harris

**Visitors**

none

At 12:00 p.m., Secretary Ken Weems called the meeting to order. Mr. Weems asked the Commission for any corrections to the December work session or regular meeting minutes. With no corrections identified, Mr. Weems stated the minutes would be presented for approval during the January regular meeting. No official action was taken.

**IV. CONSENT AGENDA**

**V. UNFINISHED BUSINESS**

**VI. NEW BUSINESS**

**01-01 Resubdivision – W.R. Darnell Subdivision (18-301-00002)**

The Kingsport Regional Planning Commission is requested to grant Final Subdivision Approval of the Resubdivision of the W.R. Darnell Subdivision. The property is located inside the corporate limits of the City of Kingsport, 12<sup>th</sup> Civil District of Sullivan County. Staff presented the details of the item to the Commission, which consisted of a minor subdivision with a variance need. Staff described the requested variance, which consists of a minor adjustment of property lines that will enable the overhang of an existing single family home to reside on the same parcel as the home it serves. The variance was applied for due to the lots still having road frontage that amounts to less than 50 feet as required by the Commission's subdivision regulations. No official action was taken.

**VII. PUBLIC COMMENT (Speakers are limited to 5 minutes per item.)**

**VIII. OTHER BUSINESS**

- 01-02** Receive a letter to certify Minimum Standards for Subdivision Development for the Gary and Revonda Adkins Property, located on Flanders Street.
- 01-03** Receive a letter to certify Resubdivision of lot 145 of the replat – Edinburgh – Phase 5 Lots 145 & 146 and 173 Edinburgh Phase 10, located on Calton Hill Rd.
- 01-04** Receive, for informational purposes only, the December 2017 Building Department report.
- 01-05** Receive, for informational purposes only, the 4<sup>th</sup> Quarter Comparison 2016-2017 Building Department report.

**X. ADJOURNMENT**

There being no further business, the meeting was adjourned at approximately 12:15 p.m.

Respectfully Submitted,

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Ken Weems, AICP, Planning Commission Secretary

**MINUTES OF THE REGULAR MEETING OF THE  
KINGSPORT REGIONAL PLANNING COMMISSION**

City Hall Council Room  
225 West Center St., Kingsport, TN 37660

January 18, 2018

5:30 p.m.

**Members Present**

Sam Booher, Chairman  
Pat Breeding  
Sharon Duncan  
Mike McIntire  
John Moody  
Beverley Perdue  
Mark Selby  
Paula Stauffer

**Members Absent**

Phil Rickman

**Staff Present**

Ken Weems  
Jessica Harmon  
Nathan Woods  
Dave Harris

**Visitors**

Tim Lingerfelt  
Matthew Strickler

At 5:30 p.m., Chairman Booher called the meeting to order, welcomed the audience, introduced the commissioners and staff, and summarized the meeting procedures. Chairman Booher called for approval of the agenda. A motion was made by Mike McIntire seconded by Mark Selby to approve the agenda as presented. The motion was approved unanimously, 7-0. Chairman Booher asked for any changes to the minutes of the work session held on December 18, 2017 and the regular meeting held on December 21, 2017. A motion was made by Sharon Duncan, seconded by Beverley Perdue to approve the minutes as presented. The motion was approved unanimously 7-0.

**IV. CONSENT AGENDA**

**V. UNFINISHED BUSINESS**

**VI. NEW BUSINESS**

**01-01 Resubdivision – W.R. Darnell Subdivision (18-301-00002)**

The Kingsport Regional Planning Commission is requested to grant Final Subdivision Approval of the Resubdivision of the W.R. Darnell Subdivision. The property is located inside the corporate limits of the City of Kingsport, 12<sup>th</sup> Civil District of Sullivan County. Staff presented the details of the item to the Commission, which consisted of a minor subdivision with a variance need. Staff described the requested variance, which consists of a minor adjustment of property lines that will enable the overhang of an existing single family home to reside on the same parcel as the home it serves. The variance was applied for due to the lots still having road frontage that amounts to less than 50 feet as required by the Commission's subdivision regulations. Specifically, prior to the proposed subdivision, the lot had 26 feet of public street frontage. After subdivision, the lot will have 25 feet of public street frontage. A motion was made by Mike

McIntire, seconded by Beverley Perdue, to grant the requested variance and final subdivision approval. The motion passed, 7-0.

**VII. PUBLIC COMMENT (Speakers are limited to 5 minutes per item.)**

**VIII. OTHER BUSINESS**

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**01-03** Receive a letter to certify Resubdivision of lot 145 of the replat – Edinburgh – Phase 5 Lots 145 & 146 and 173 Edinburgh Phase 10, located on Calton Hill Rd.

**01-04** Receive, for informational purposes only, the December 2017 Building Department report.

**01-05** Receive, for informational purposes only, the 4<sup>th</sup> Quarter Comparison 2016-2017 Building Department report.

**IX. ADJOURNMENT**

There being no further business the meeting adjourned at approximately 5:35p.m.

Respectfully Submitted,

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Ken Weems, AICP, Planning Commission Secretary

<b>Property Information</b>	Hampton Green Road Dedication		
<b>Address</b>	Hampton Green Private Drive		
<b>Tax Map, Group, Parcel</b>	TM 092K Group E Parcels 32.10 and 33.00		
<b>Civil District</b>	14 <sup>th</sup> Civil District, Sullivan County		
<b>Overlay District</b>	N/A		
<b>Land Use Designation</b>	Multi-Family		
<b>Acres</b>	0.11 +/- acres of road		
<b>Major or Minor / #lots</b>	Street Dedication	<b>Concept Plan</b>	
<b>Two-lot sub</b>		<b>Prelim/Final</b>	Final
<b>Owner /Applicant Information</b>		<b>Surveyor Information</b>	
<b>Name:</b> Hampton Green Home Owners <b>Address:</b> Hampton Green Private Drive <b>City:</b> Kingsport <b>State:</b> TN <b>Zip Code:</b> 37660 <b>Email:</b> N/A <b>Phone Number:</b> N/A		<b>Name:</b> Alley & Associates, INC. <b>Address:</b> 243 E Market Street <b>City:</b> Kingsport <b>State:</b> TN <b>Zip Code:</b> 37660 <b>Email:</b> <b>Phone Number:</b> (423)-392-8896	
<b>Planning Department Recommendation</b>			
<p><b>(Approve, Deny, or Defer)</b></p> <p><b>The Kingsport Planning Division recommends DENIAL of the street dedication of Hampton Green Private Drive as a public street for the following reasons:</b></p> <ul style="list-style-type: none"> <li>• The street does not meet the street standards for a Lane according to the Minimum Subdivision Regulations.</li> <li>• No improvements to the street to bring it up to standard have been completed.</li> </ul> <p><b>Staff Field Notes and General Comments:</b> The submitted plat is proposing to dedicate right-of-way of varying width along Hampton Green Private Drive from the intersection of Ferrell Avenue to just past the mailboxes for the development. The pavement width is 19' 6" from curb to curb and the private drive is lacking sidewalks and street lights. A turn around which meets the Minimum Standards of Design within the Subdivision Regulations is not provided. The concrete drive is cracked and in a state of disrepair.</p>			
<b>Planner:</b>	Harmon	<b>Date:</b> 2/2/18	
<b>Planning Commission Action</b>		<b>Meeting Date:</b>	<b>February 15, 2018</b>
<b>Approval:</b>			
<b>Denial:</b>		<b>Reason for Denial:</b>	

<b>PROPERTY INFORMATION</b>	<b>Hampton Green Road Dedication</b>
<b>ADDRESS</b>	<b>Hampton Green Private Drive</b>
<b>DISTRICT</b>	<b>14<sup>th</sup> Civil District</b>
<b>OVERLAY DISTRICT</b>	<b>Not Applicable</b>
<b>EXISTING ZONING</b>	<b>PD</b>
<b>PROPOSED ZONING</b>	<b>No Change</b>
<b>ACRES</b>	<b>0.11 acres of new road</b>
<b>EXISTING USE</b>	<b>Multi Family Residential</b>
<b>PROPOSED USE</b>	<b>No Change</b>

**PETITIONER ADDRESS: Hampton Green Private Drive**

**INTENT**

The homeowners of Hampton Green Condominiums are seeking final plat approval for the road dedication of Hampton Green (approx. 357' in length) with a varying right-of-way. Hampton Green was originally approved and constructed as a private street only to access the Condo Project.

The development was constructed in the late 1990's. The street was constructed out of concrete with a width of 19'6" from curb to curb. No sidewalks or street lights were installed at the time of development.

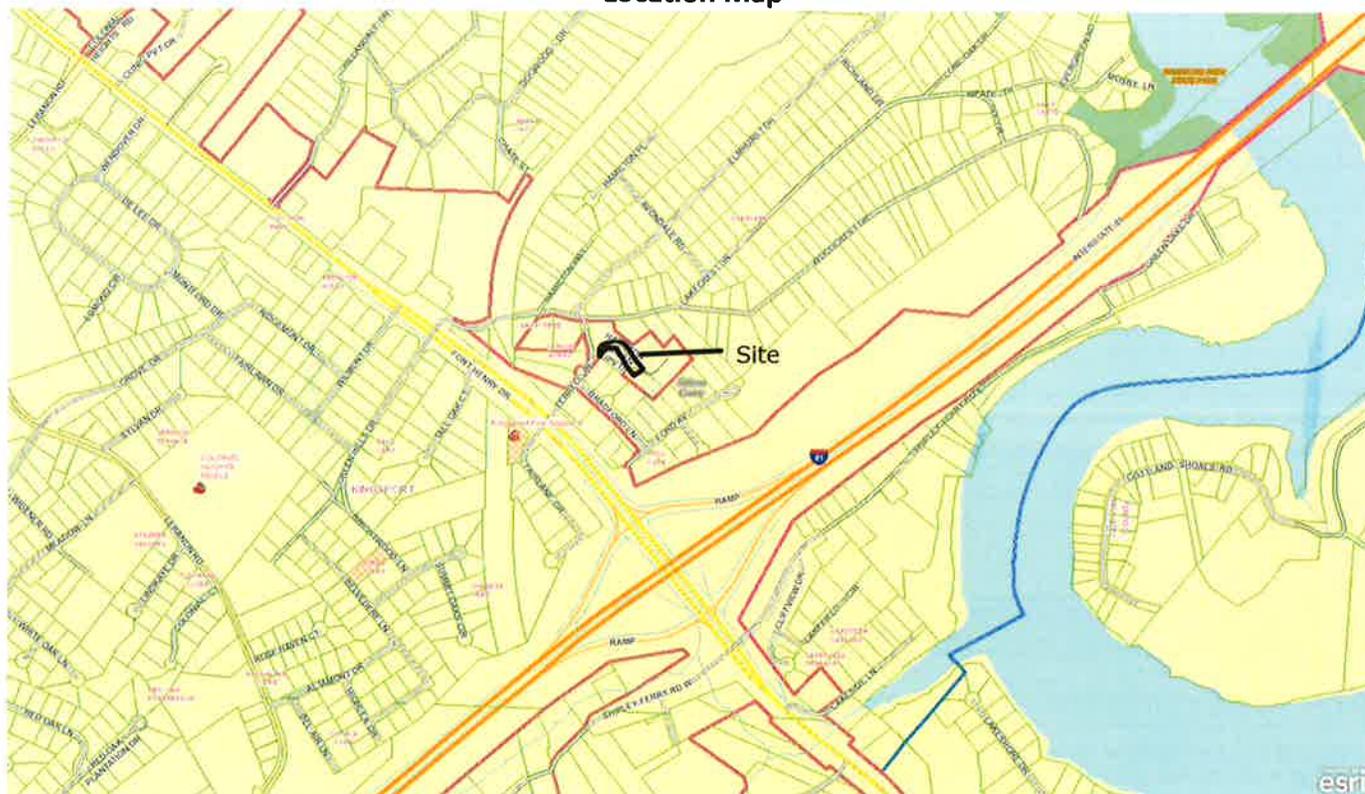
Based on the number of units, Hampton Green Private Drive would need to be classified a Lane if it were to become a City Street. A lane generates 1-250 trips per day and would require a 23' pavement width. The current width of the driving surface is 19'6". A lane would also require a 40' right-of-way and a 5' concrete sidewalk. Lanes are required to be constructed with a 6" aggregate base, a 2" binder course and a 1" surface course. This private street is constructed of concrete and is in a state of disrepair with cracks running all through the length of the drive.

Streets that have only one entrance and no exit onto another street are considered dead end streets. Since the development closes off this street to further extension, this would be considered a dead end street. A cul-de-sac is required on a lane with a right-of-way radius of 40' in diameter with a paved area of 65'. A turn around meeting the Minimum Standards of Design within the Subdivision Regulations is not provided.

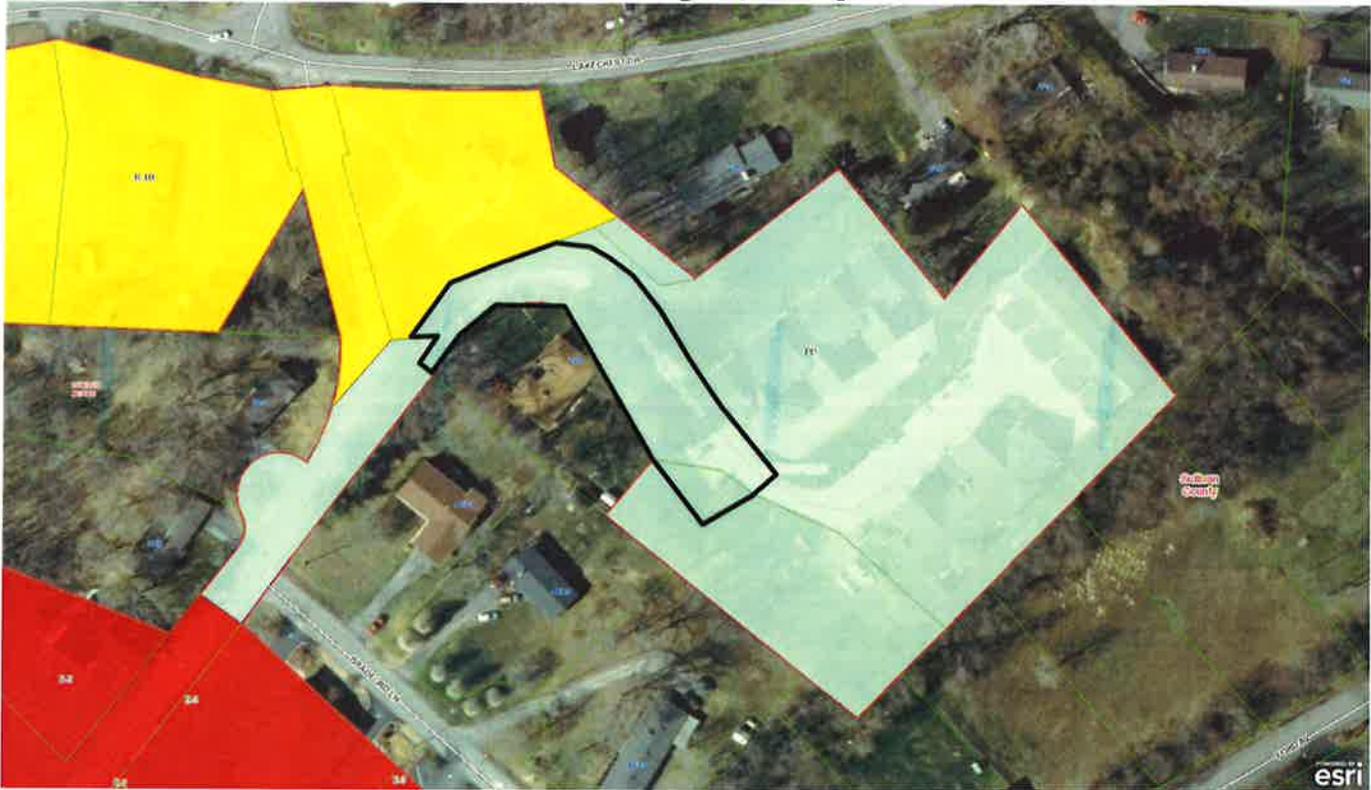
All subdivisions within the City of Kingsport shall be served with street lights. Hampton Green Private Drive does not currently have street lights.

Staff is recommending DENIAL of the final plat to dedicate Hampton Green Private Drive as a Public Street based on its lack of meeting the Minimum Standards of Design within the Subdivision Regulations.

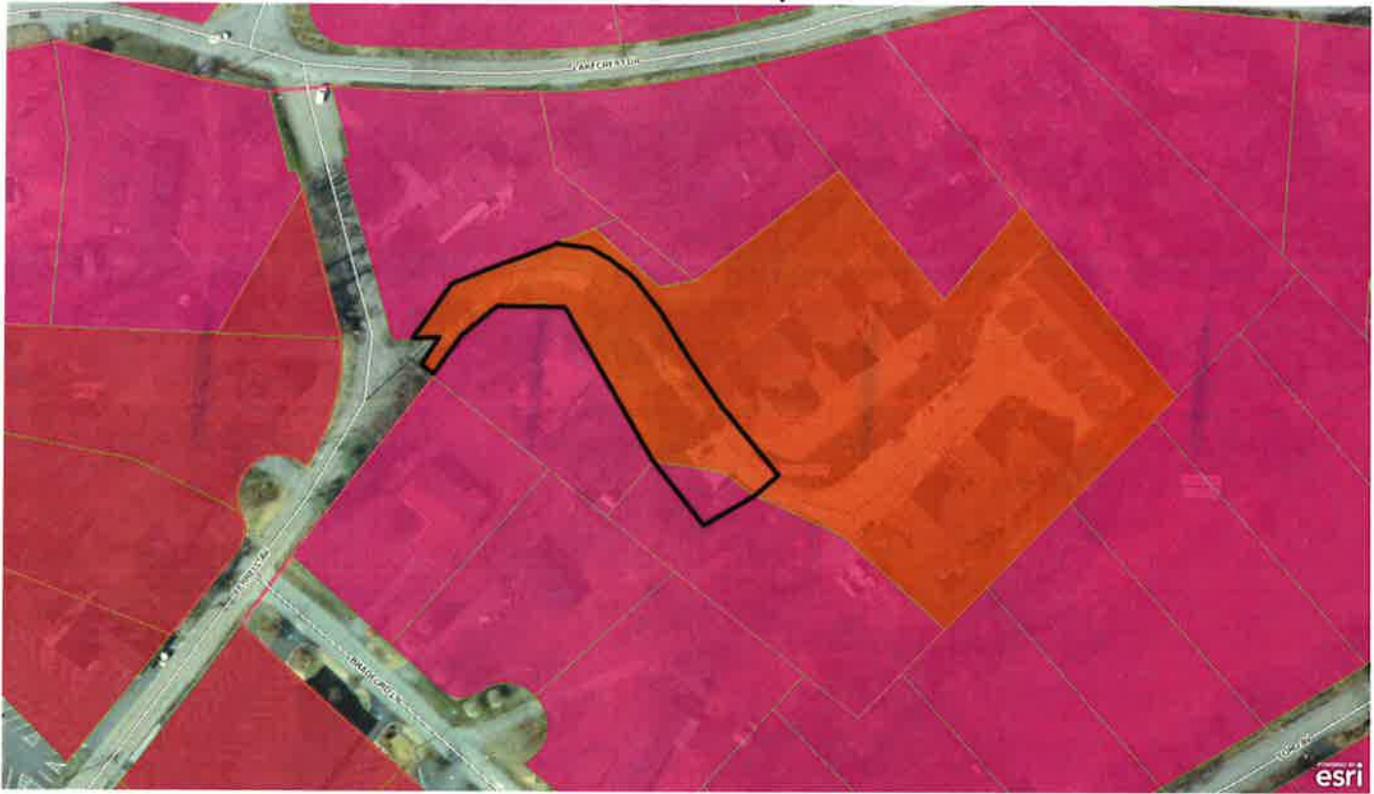
Location Map



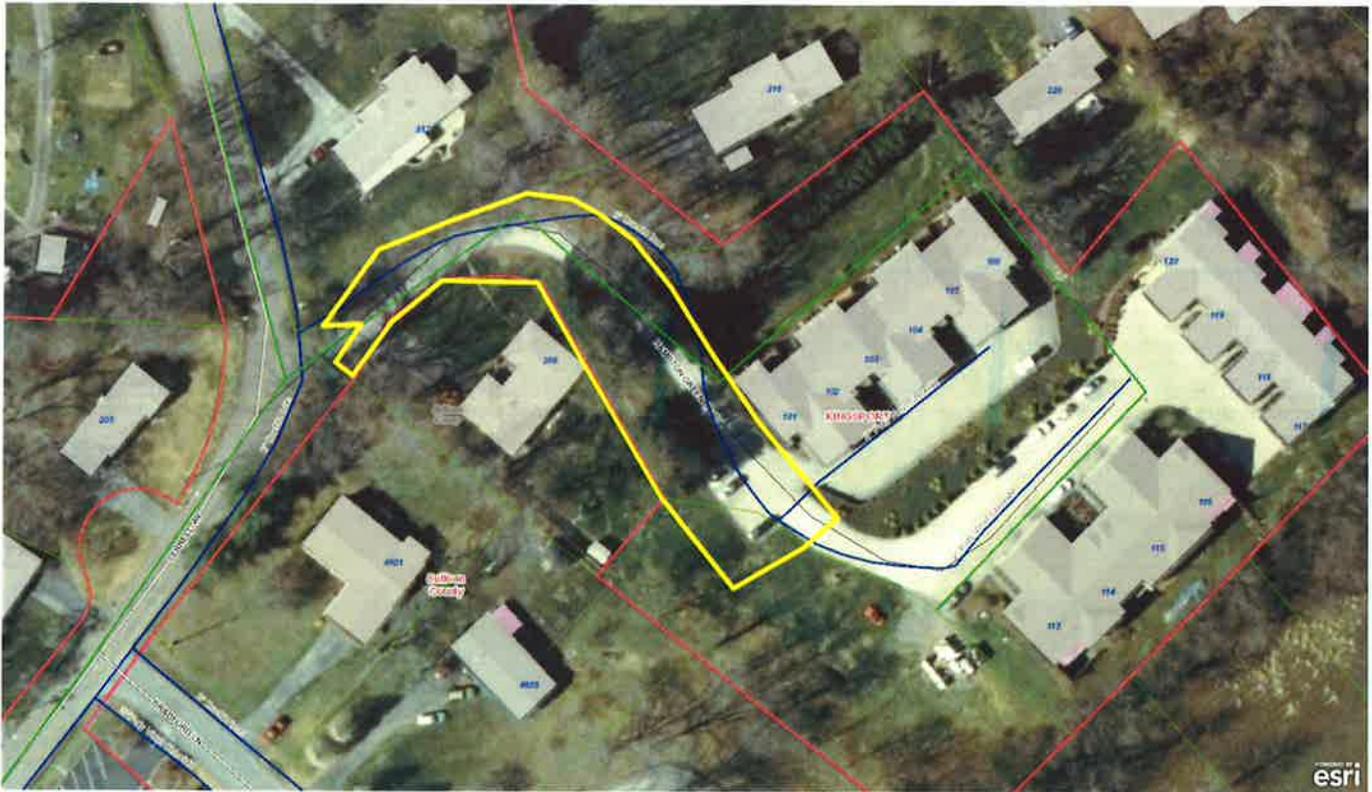
Surrounding City Zoning

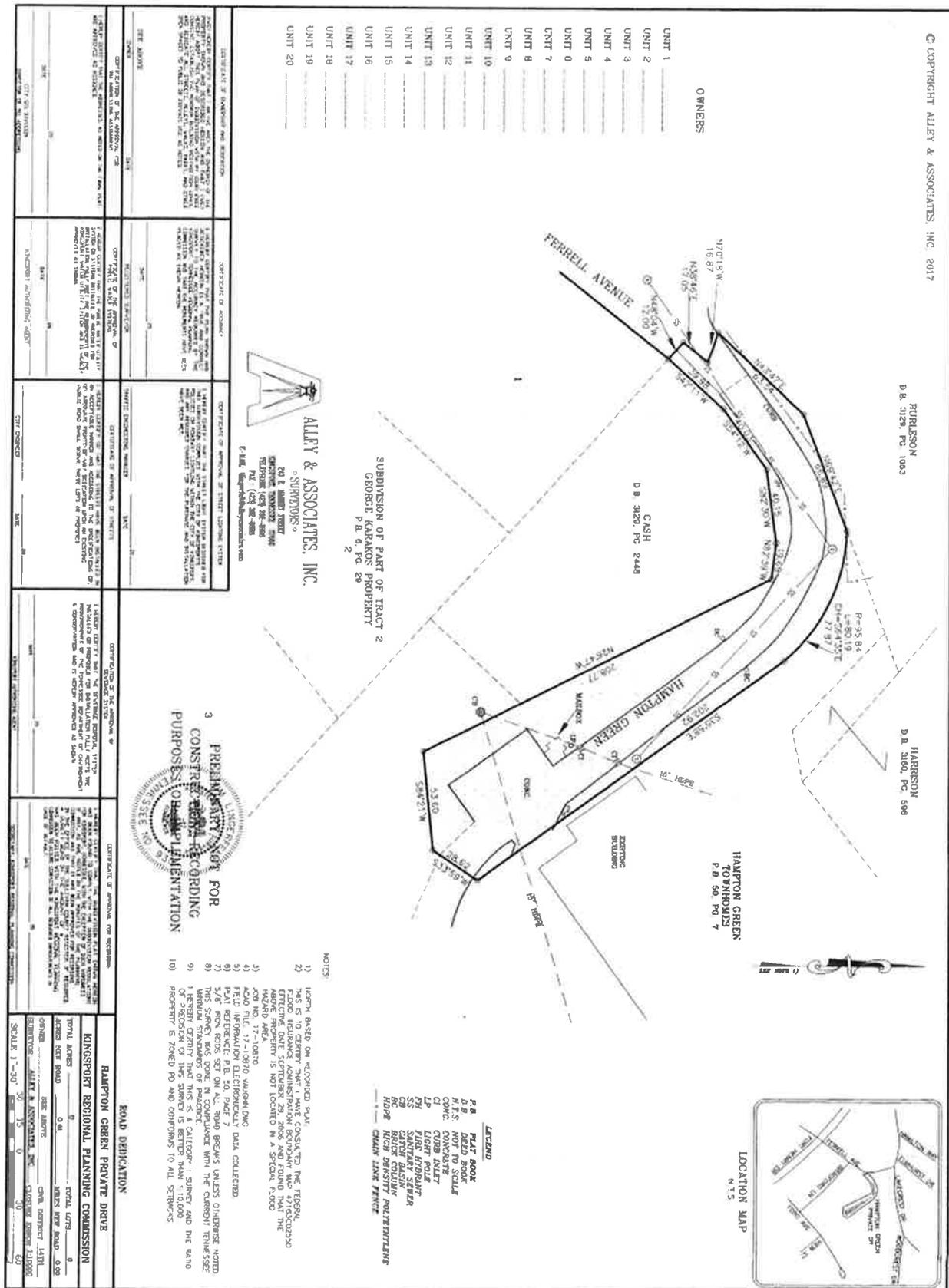


Future Land Use Map



Aerial





Prepared by Kingsport Planning Department for the Kingsport Regional Planning Commission Meeting on February 15, 2018

Entrance with Ferrell Drive



Entering the Development









**Conclusion**

Staff is recommending DENIAL of the final plat to dedicate Hampton Green Private Drive as a Public Street based on its lack of meeting the Minimum Standards of Design within the Subdivision Regulations.



**MEMORANDUM**

**TO: KINGSPORT REGIONAL PLANNING COMMISSION**

**FROM: JESSICA HARMON, SENIOR PLANNER**

**DATE: FEBRUARY 15, 2018**

**SUBJECT: IRREVOCABLE LETTER OF CREDIT EXTENSION FOR CHASE MEADOWS PH 4**

**FILE NUMBER: 18-201-00006**

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The City currently holds an Irrevocable Letter of Credit in the amount of \$46,500.00 for Chase Meadows Phase 4. This Letter of Credit is set to expire on March 2, 2018. The City Engineering Division has reviewed the estimate and has found that the remaining improvements have not been completed and that the estimate of \$46,500.00 is still valid.

The Kingsport Regional Planning Commission is asked to approve the extension of an Irrevocable Letter of Credit for Chase Meadows Phase 4 for the amount of \$46,500.00. This Irrevocable Letter of Credit will have an expiration date of February 15, 2019. The Irrevocable Letter of Credit states that the improvements will be completed on or before the Performance Date, which is set to November 15, 2018

Staff Recommends approval of the extension of the Irrevocable Letter of Credit in the amount of \$46,500, as calculated by the City Engineering Division, to cover all remaining improvements for Chase Meadows Phase 4.

**BOND ESTIMATE  
FOR  
Chase Meadows- Phase 4  
January 4, 2018**

ITEM NO.	QUAN	UNIT	DESCRIPTION	UNIT COST	TOTAL COST
1	350	TON	ASPHALT TOPPING	\$ 90.00	\$ 31,500.00
2	1	LS	AS-BUILT SURVEY/RECORD DRAWINGS	\$ 5,000.00	\$ 5,000.00
3	1	LS	CONVERT SEDIMENT PONDS TO DETENTION	\$ 10,000.00	\$ 10,000.00
CONSTRUCTION TOTAL					\$ 46,500.00

*Pamela Gilmer*

**Pamela Gilmer, P.E.  
Civil Engineer  
City of Kingsport**

*1-4-18*

January 4, 2018



**Chase Meadows**  
\*HERITAGE HOMES\*

UNIT NO.	CONSTRUCTION	DATE
1	1/11/11	1/11/11
2	1/11/11	1/11/11
3	1/11/11	1/11/11
4	1/11/11	1/11/11
5	1/11/11	1/11/11
6	1/11/11	1/11/11
7	1/11/11	1/11/11
8	1/11/11	1/11/11
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51	1/11/11	1/11/11
52	1/11/11	1/11/11
53	1/11/11	1/11/11
54	1/11/11	1/11/11
55	1/11/11	1/11/11

Scale: 1" = 40'



**FINAL DEVELOPMENT PLAN**  
**CHASE MEADOWS - PHASE 4**  
UNITS 42-64  
7th CIVIL DISTRICT  
SULTAN COUNTY, TENNESSEE

**OWNER:** CHASE MEADOWS DEVELOPMENT, LLC  
**DEVELOPER:** CHASE MEADOWS DEVELOPMENT, LLC  
**DESIGNER:** CHASE MEADOWS DEVELOPMENT, LLC  
**DATE:** 1/11/11

**RECORDING DATA:**  
CHASE MEADOWS DEVELOPMENT, LLC  
PROPERTY RECORDS AT CLARK COUNTY CLERK'S OFFICE  
BOOK 1138C, PAGE 743

**OWNER / DEVELOPER:**  
CHASE MEADOWS DEVELOPMENT, LLC

**DESIGNER:**  
CHASE MEADOWS DEVELOPMENT, LLC

**DATE:**  
1/11/11

**PROJECT DATA:**  
TOTAL SQUARE FOOTAGE OF ROAD TO BE TYPED: 1000  
TOTAL SQUARE FOOTAGE OF ROAD TO BE TYPED: 1000  
TOTAL SQUARE FOOTAGE OF ROAD TO BE TYPED: 1000

**FLOOD CERTIFICATION:**  
THIS IS TO CERTIFY THAT I HAVE CONSULTED THE REGIONAL FLOOD HAZARD DATA FOR THE PROJECT AREA AND DETERMINED THAT THE PROJECT AREA IS NOT LOCATED IN A FLOOD HAZARD AREA.

**PERMITS:**  
NONE

**ZONING:**  
NONE

**APPROVALS:**  
NONE

**SCALE:** 1" = 40'



Introduction:

At the request of the Kingsport Gateway Review Commission, staff proposes a text amendment to Division 10 Section 114-421 – Development Guidelines of the Zoning Code as it pertains to signage height, fencing and architectural materials. This amendment is a result of various requests to the Gateway Review Commission for signs of various heights as well as building materials and fencing types that are generally not permitted. The Commission has discussed these issues and determined a need to amend the regulations to better serve the public and their needs while still meeting the intent of the Gateway Overlay District.

Summary:

Currently, the Gateway District regulations state that all signs must be monument in style and the height must be proportionate to the surrounding structures. The Gateway Commission has discussed the need to create a height maximum for commercial district signage so there is consistency throughout the District. Special consideration was given to those properties who are adjacent to the interstate.

The proposed text amendment is very similar in nature to the Business Conference Center District. The amendment allows for parcels zoned commercial and adjacent to the interstate to have a 15 foot tall monument sign while those not adjacent to the interstate are allowed to have an 8 foot tall monument sign. The proposed amendment also pulls out the TA/C district as a separate set of regulations from the general commercial districts in order to maintain the allowable Interstate Oriented signs.

The Gateway District regulations also prohibit the use of chain link fencing within the commercial districts. Several requests have been presented to the Commission pertaining to the use of chain link for security purposes. The proposed text amendment allows for chain link to be utilized with some conditions of vinyl coating and screening.

Two other minor amendments were proposed during discussion with the Gateway Overlay Commission. One is removing the stipulation that painted or factory finished metal must be dark color. The regulations stipulate that colors must be neutral or muted, therefore the Commission felt that the dark was not a necessary requirement. The second was to clearly stipulate that fencing was only permitted in the side and rear yard for Commercial Districts.

Changes are shown as follows:

**Bold and strikethrough – delete**

**Red – addition**

**Division 10. – Gateway District Overlay (GDO)**

**Sec. 114-421. - Development guidelines.**

- (a) *Generally.* All businesses, commercial, manufacturing, and industrial development and changes to existing developments located in the Gateway District Overlay shall be reviewed by the gateway review commission, or their designee, except for residential structures or agricultural uses and structures. Such new and existing businesses, commercial, manufacturing and industrial developments shall receive a gateway review commission's approval by issuance of a certificate of appropriateness before receiving an erosion control, grading, building permit or certificate of occupancy.
- (b) *Design strategies for development within P-1, ~~TA~~, B-1, B-3, B-4P and BC districts.* The following shall apply to P-1, ~~TA~~, B-1, B-3, B-4P and BC zoning districts within the Gateway District Overlay:
  - (1) *Grading plan.* Improvements on the site should be developed to minimize changes in existing topography and the loss of existing mature vegetation. All existing trees with trunks over 12 inches in diameter measured four feet above the lowest grade should be shown on the grading plans. Incentives are provided to retain healthy existing trees. Smooth topographic transition should be provided at the edges of property. Minimum changes in topography are recommended with no slopes exceeding 1:3 ratio (one-foot rise to a three-foot run). All grading plans require approval by the engineering department. All grading plans over one-acre require approval by the state department of environment and conservation before a grading permit can be issued. See the erosion control provisions of this Code for additional requirements.
  - (2) *Site plan.* A building setback of a minimum of 50 feet from the right-of-way shall be maintained for all buildings locating adjacent to any interstate, expressway or principal arterial street. Where the need exists for retaining an open image, protecting views, creating a high quality image, and maintaining natural edges along the roadway's borders a wider setback may be requested. Developments are encouraged to be located and configured in a visually harmonious manner with surrounding developments, existing terrain, and not to impede scenic views within the corridor. Additional district setback information is in this chapter. For details regarding the required information for development plan submittals, see the zoning development plan, parking and landscaping provisions of this chapter.

- (3) *Drainage plan.* To minimize runoff and provide adequate green space, impervious surfaces such as roofs and pavement should not cover more than 75 percent of the site area. Undeveloped right-of-way immediately adjoining the site may be used in calculation of the impervious area, provided it is not more than 15 percent of the calculation and is maintained by the occupant. Stormwater entry and exit points must be protected to avoid erosion. An open space system of ridges, steep slopes, drainage corridors, periphery yards, buffers and landscaped areas provide natural stormwater absorption and filtration zones avoiding the need for large scale piping and retention systems. When such designs are not possible, stormwater areas will be landscaped to blend with natural features of the site. Retention or detention ponds, if needed, are encouraged to be graded gradually enough not to require fencing. Appropriate stormwater and drainage calculations shall be provided by a licensed professional, as permitted by the state, and approved by the city engineer.
- (4) *Landscape plan.* Visual buffers shall be provided along interstates, expressways or major arterial streets by using a combination of opaque fencing, natural vegetation, berming, and/or informal plantings as recommended by the landscape specialist. The property owners shall maintain all plant material within the right-of-way, when used as a credit for pervious area, and on the property for the lifetime of the proposed use. For any new use, this maintenance responsibility must continue. Visual buffers used to soften the appearance of structures and parking lots from interior streets are recommended. Options for landscaping are made available for developers who create dedicated open public spaces, walkways, or other creative, resourceful, land uses in the landscape and buffer provisions of this division. For additional requirements of landscape plans, see the article VII of this chapter, landscaping.
- (5) *Architectural design.* A compatible relationship for proposed developments in the Gateway District Overlay is of critical public concern for any building or site improvements. The intent of the design review is not to stifle innovative architecture but to ensure respect while reducing incompatible and adverse impacts on the visual experience from the roadways. The commission may alter corporate colors or architectural designs within the district to create a compatible visual image. To accomplish this, the gateway review commission shall exercise the following guidelines for review of such proposed developments:
- a. *Materials.* Selection and use of building materials should respect the climate and heritage of the area.
1. Exterior building materials, which are encouraged include: brick, stone and stone veneers, plate glass, precast concrete panels, architectural block, glass block, and EIFS (commonly known as Dryvit).

2. Materials considered unacceptable include: plywood or plywood-based products, pre-engineered metal, painted or natural concrete block, and composite building panels, and vinyl siding.

Designers are encouraged to vary materials from building to building while limiting the number of different materials to three on any individual structure.

- b. *Colors.* In general, neutral or muted tones should be used. A maximum of three predominant colors should be used. Painted or factory-finished metal should ~~be used only in dark colors with~~ have a matte finish.
  - c. *Accessory buildings.* Metal buildings shall be an accessory to the principal structure without public access, typically used for storage and must be concealed from view. Large areas of exposed concrete are discouraged.
  - d. *Architectural elements.* All development designs are to be consistent or compatible within a development in terms of architectural design, exterior building materials, colors and/or arrangement of buildings.
    1. Rooflines shall be strongly defined. Canopies and other architectural elements, such as brick or rockwork details, which define the roof, are encouraged. All mechanical/electrical equipment and rooftop- or ground-mounted equipment and protrusions are to be screened from view from entrances and pedestrian pathways as viewed from on-site ground level. Roof-mounted equipment must be screened on all sides. Sloped roofs may be used in combination with flat roofs to enliven the building profile and to provide screening.
    2. Large blank walls shall be avoided. Recessed or articulated wall surfaces, columns and beams are encouraged to visually segment exterior wall surfaces. Windows and other openings should reflect the character and style of the building.
    3. Service areas, including storage, special equipment, maintenance and loading area, shall be completely screened so as not to be visible from the interstate, expressway or arterial highway.
    4. Refuse collection areas shall be visually screened using materials and colors compatible with those of the primary structure and shall be roofed if the contents are visible from any public street, interstate, expressway or arterial street.
- (6) *Signs.* Although signs occupy little space, they have a major impact on the image of the Gateway District Overlay. For this reason, signage systems must be designed to create a consistent quality image throughout the district. Specific

requirements can be found in article IV of this chapter, signs, additional requirements are set forth in this document that also apply within the Gateway District Overlay. The intent is to create a cohesive image and to consistently decrease the amount of clutter and visual disturbance within the district. Any appeals to the following standards must be presented to the gateway review commission:

- a. Permanent signs will be reduced by ~~up to~~ 50 percent of the square footage allowed in the underlying zoning district by the gateway review commission, and are limited to one freestanding sign and one wall mounted sign.
- b. **One freestanding monument sign is permitted on the parcel adjacent to an interstate right-of-way and only one such freestanding monument sign may be permitted per lot. The maximum height of such sign shall be 15 feet above the average ground level. On parcels not adjacent to the interstate, one freestanding monument sign is permitted. The maximum height of such sign shall be 8 feet above the average ground level.**  
~~Monument style signs are required with the sign height and square footage being in scale with the building or site.~~ Signs ~~are required to~~ **should** be internally illuminated block letters mounted on a raceway. Backlit letters and indirectly illuminated signs are **also** acceptable. A three-color maximum is allowed for signs with up to two font styles. Ground-mounted building identification signs shall have fully enclosed solid bases of either brick or stone, mounted at the ground plane. No supporting structural members are to be exposed. Specific underlying zoning requirements for signs can be found in **Article I – Definitions and article IV – Signs** of this chapter.
- c. The following signs are prohibited: A-frame signs; roof-mounted signs or portico-mounted signs; bench signs; off-premises signage; captive balloon signs; inflatable signs; portable signs and portable signs converted to permanent locations; lollipop signs; paper, cloth, plastic streamers and canvas; painted signs on primary walls; pendants; traffic sign replicas; high-rise signs; permanent come-on signs (sale today, stop, look, etc.). Strings with continuous flags shall not be permitted.
- d. Changeable copy signs are allowed for automobile service stations, theaters, and conference centers. Electronic message board signs may be considered with the review of the commission if they are allowed by the underlying zoning district.
- e. Landscaped areas are required around the base of signs. The minimum landscaped area shall not be less than the square footage of the sign.

The landscaped area must be protected from vehicular traffic and approved by the city landscape specialist.

- f. Interim signs. While signs of a nonpermanent nature are generally not permitted, any sign that is not permanent in nature and fails to meet permanent sign requirements must meet the following respective specifications:
    - 1. For sale and for lease signs shall be limited to two per parcel. The size shall be limited to one square foot of sign for every four feet of lot road frontage up to a maximum of 64 square feet for one surface, or 32 square feet per side with two faces maximum. Real estate signs shall have a maximum height of six feet, measured from the ground level (average grade).
    - 2. Temporary signs for construction sites shall not exceed 64 square feet total and shall be removed upon completion of construction activity and before occupancy of the building.
  - g. Special event signs must be removed following the event and are permitted only on the premises during the event, but in no case longer than 15 days. See section 114-528(2)d for size allowances.
- (7) *Landscaping and screening.* The landscape guidelines are designed to maintain overall visual continuity within the Gateway District Overlay. The intent is to reflect the traditional character of the area with informal groupings of plants amidst green lawns and woodlands. Landscape design should complement this image.
- a. A performance bond is required for a period of one-year, with extensions granted when necessary, for landscaping not installed at the time of issuance of a certificate of occupancy. Landscaping must be maintained for the lifetime of the intended use. Landscaped areas are required around the base of signs. The minimum landscaped area shall not be less than the square footage of the sign. The landscaped area must be protected from vehicular traffic and approved by the city landscape specialist.
  - b. Healthy existing trees should be retained whenever possible and may be counted as credit (two trees for every saved tree) for other required landscaping. Grading and construction shall avoid the disturbance of such trees. Larger trees or up to double the amount of required number of trees and vegetation may be required by the commission if it is shown the site was clear cut within three years prior to submittal of a development plan.
  - c. Landscape incentives may be utilized to encourage the preservation of existing healthy vegetation and innovative site design. Existing healthy

vegetation and the area of land used to maintain the vegetation may be counted towards meeting performance criteria for buffers, streetscapes, open space, and interior parking areas.

1. A five to 20 percent reduction in the number of parking spaces required on the site may be allowed to the extent that the reduction in the amount of pavement will preserve existing healthy trees in an undisturbed natural condition.
  2. A ten percent reduction in the amount of pervious area is required on the site if public art/space in a compatible manner is included in the development.
  3. A reduction in required landscaping may be considered if the development includes innovative site/building design concepts, substantial redevelopment of a site, or if natural constraints exist.
  4. The area used for preservation of existing healthy vegetation in the interior parking area may be used as credits for other landscaping.
  5. Substitutions for both trees and shrubbery amounts and locations may be considered by the commission with a recommendation from the landscape specialist.
- d. Fencing and screening. Long fences (50 feet or more) should be broken up by landscaping ~~or undulation in the fence line~~. **When necessary to secure outdoor equipment and storage, chain link fencing may be permitted on a case by case basis as long as it is black vinyl coated and screened with landscaping on all portions visible from the right-of-way.** ~~and~~ Unfinished wood fences are not allowed.
1. Fencing and screening shall not be placed within 25 feet of any street corner. Fencing and screening shall not block access to aboveground, pad-mounted transformers and should provide 15 feet of clear access to the transformer doors.
  2. Fencing and screening shall not impede or divert the flow of water in any drainageway.
  3. The maximum height of fences should generally be six feet, except for tennis courts, storage screening, and similar uses which may be up to 12 feet in height. ~~No fences over two feet six inches shall be placed in any front yard.~~ **Generally, fencing is not allowed in the front yard and is only permitted in the side and rear yard.**
  4. The Gateway District Overlay approved standard for right-of-way border fencing or frontal fencing is required along interstate, expressways or arterial highways.

- (8) *Lighting and utilities.* Lighting should be used as a landscape element and for security purposes and should be designed to reduce impacts on adjacent sites. Consistency in style and design of fixtures shall be maintained throughout a site.
- a. Lighting levels should be as even as possible. For all private roadways, parking lots and entrances, the lighting system should provide a minimum ratio of 4:1 uniformity or better, or with the current Institute of Electrical Standards (IES) recommendations for office and mixed-use developments. General parking lot lighting shall not exceed an average of 2½ footcandles overall. All lighted canopies shall have recessed, indirect lights within the canopy.
  - b. Lights placement must avoid glare on-site or light spillage onto adjacent sites. Where necessary, cutoff boxes should be specified to reduce throw on adjacent sites.
  - c. Neon lighting is not encouraged; however, soft and/or muted colors may be allowed.
  - d. Light poles are to be neutral, preferably dark in color and not made of wood. All parking and security lights are to be cutoff luminaries. The height of light fixtures should be in proportion to the building mass, preferably no taller than the building height. Lighting for pedestrian areas should be 12 to 15 feet in height. Ground-oriented pedestrian scale lighting should be considered as an alternative to pole-mounted fixtures along pedestrian walkways at three to four feet in height.
  - e. Outside speakers shall not be permitted for use as paging or public address systems. Outside speakers may only be used under certain conditions, with the commission's approval, for special/cultural or public events.
  - f. All utility lines, including but not limited to electric, telephone and TV cable shall be placed underground.
- (9) *Parking.* The desire of the gateway review committee is to visually shield parking areas from public streets and residential areas.
- a. All parking lots and drives shall be hard surfaced with concrete or asphalt, unless an acceptable alternative is approved by the commission, and shall have concrete extruded curbs. Special paving or marking is required for accent areas such as: entrance dropoff zones and pedestrian walkways.
  - b. Innovative design concepts to improve parking area appearance are encouraged. All parking areas shall be visually screened from roadways with plantings or earth mounding (berms) 2½- to three-feet high. Where planting material is used exclusively, 60 percent opacity must be achieved in the winter and 80 percent in the summer.

- c. A landscaped area with a minimum of ten feet shall be provided between parking and internal roadways and entry drives.
  - d. Large parking areas shall be broken into smaller sections, using berms and landscape medians for separation. On wooded sites, preservation of groups of trees is encouraged to frame smaller parking cells and to screen the parked cars.
  - e. Outdoor display areas may require up to 50 percent greater landscape requirements as established by these provisions.
  - f. On-street parking is not permitted.
  - g. Parking lots of contiguous developments should, where possible, interconnect among the differing developments to encourage continuous movement of traffic among developments to reduce traffic flow on public streets and to minimize the need for excessive curb cuts.
- (c) *Design strategies for development within the TAVC district.* The following shall apply to the TAVC zoning districts within the Gateway District Overlay:
- (1) *Grading plan.* Improvements on the site should be developed to minimize changes in existing topography and the loss of existing mature vegetation. All existing trees with trunks over 12 inches in diameter measured four feet above the lowest grade should be shown on the grading plans. Incentives are provided to retain healthy existing trees. Smooth topographic transition should be provided at the edges of property. Minimum changes in topography are recommended with no slopes exceeding 1:3 ratio (one-foot rise to a three-foot run). All grading plans require approval by the engineering department. All grading plans over one-acre require approval by the state department of environment and conservation before a grading permit can be issued. See the erosion control provisions of this Code for additional requirements.
  - (2) *Site plan.* A building setback of a minimum of 50 feet from the right-of-way shall be maintained for all buildings locating adjacent to any interstate, expressway or principal arterial street. Where the need exists for retaining an open image, protecting views, creating a high quality image, and maintaining natural edges along the roadway's borders a wider setback may be requested. Developments are encouraged to be located and configured in a visually harmonious manner with surrounding developments, existing terrain, and not to impede scenic views within the corridor. Additional district setback information is in this chapter. For details regarding the required information for development plan submittals, see the zoning development plan, parking and landscaping provisions of this chapter.
  - (3) *Drainage plan.* To minimize runoff and provide adequate green space, impervious surfaces such as roofs and pavement should not cover more than 75 percent of the site area. Undeveloped right-of-way immediately adjoining the site may be used in calculation of the impervious area, provided it is not more than 15

percent of the calculation and is maintained by the occupant. Stormwater entry and exit points must be protected to avoid erosion. An open space system of ridges, steep slopes, drainage corridors, periphery yards, buffers and landscaped areas provide natural stormwater absorption and filtration zones avoiding the need for large scale piping and retention systems. When such designs are not possible, stormwater areas will be landscaped to blend with natural features of the site. Retention or detention ponds, if needed, are encouraged to be graded gradually enough not to require fencing. Appropriate stormwater and drainage calculations shall be provided by a licensed professional, as permitted by the state, and approved by the city engineer.

- (4) *Landscape plan.* Visual buffers shall be provided along interstates, expressways or major arterial streets by using a combination of opaque fencing, natural vegetation, berming, and/or informal plantings as recommended by the landscape specialist. The property owners shall maintain all plant material within the right-of-way, when used as a credit for pervious area, and on the property for the lifetime of the proposed use. For any new use, this maintenance responsibility must continue. Visual buffers used to soften the appearance of structures and parking lots from interior streets are recommended. Options for landscaping are made available for developers who create dedicated open public spaces, walkways, or other creative, resourceful, land uses in the landscape and buffer provisions of this division. For additional requirements of landscape plans, see the article VII of this chapter, landscaping.
- (5) *Architectural design.* A compatible relationship for proposed developments in the Gateway District Overlay is of critical public concern for any building or site improvements. The intent of the design review is not to stifle innovative architecture but to ensure respect while reducing incompatible and adverse impacts on the visual experience from the roadways. The commission may alter corporate colors or architectural designs within the district to create a compatible visual image. To accomplish this, the gateway review commission shall exercise the following guidelines for review of such proposed developments:
- a. *Materials.* Selection and use of building materials should respect the climate and heritage of the area.
    1. Exterior building materials, which are encouraged include: brick, stone and stone veneers, plate glass, precast concrete panels, architectural block, glass block, and EIFS (commonly known as Dryvit).
    2. Materials considered unacceptable include: plywood or plywood-based products, pre-engineered metal, painted or natural concrete block, and composite building parcels, and vinyl siding.

Designers are encouraged to vary materials from building to building while limiting the number of different materials to three on any individual structure.

- b. *Colors.* In general, neutral or muted tones should be used. A maximum of three predominant colors should be used. Painted or factory-finished metal should have a matte finish.
  - c. *Accessory buildings.* Metal buildings shall be an accessory to the principal structure without public access, typically used for storage and must be concealed from view. Large areas of exposed concrete are discouraged.
  - d. *Architectural elements.* All development designs are to be consistent or compatible within a development in terms of architectural design, exterior building materials, colors and/or arrangement of buildings.
    - 1. Rooflines shall be strongly defined. Canopies and other architectural elements, such as brick or rockwork details, which define the roof, are encouraged. All mechanical/electrical equipment and rooftop- or ground-mounted equipment and protrusions are to be screened from view from entrances and pedestrian pathways as viewed from on-site ground level. Roof-mounted equipment must be screened on all sides. Sloped roofs may be used in combination with flat roofs to enliven the building profile and to provide screening.
    - 2. Large blank walls shall be avoided. Recessed or articulated wall surfaces, columns and beams are encouraged to visually segment exterior wall surfaces. Windows and other openings should reflect the character and style of the building.
    - 3. Service areas, including storage, special equipment, maintenance and loading area, shall be completely screened so as not to be visible from the interstate, expressway or arterial highway.
    - 4. Refuse collection areas shall be visually screened using materials and colors compatible with those of the primary structure and shall be roofed if the contents are visible from any public street, interstate, expressway or arterial street.
- (6) *Signs.* Although signs occupy little space, they have a major impact on the image of the Gateway District Overlay. For this reason, signage systems must be designed to create a consistent quality image throughout the district. Specific requirements can be found in article IV of this chapter, signs, additional requirements are set forth in this document that also apply within the Gateway District Overlay. The intent is to create a cohesive image and to consistently

decrease the amount of clutter and visual disturbance within the district. Any appeals to the following standards must be presented to the gateway review commission:

- a. Permanent signs will be reduced by 50 percent of the square footage allowed in the underlying zoning district by the gateway review commission.
- b. The following signs are prohibited: A-frame signs; roof-mounted signs or portico-mounted signs; bench signs; off-premises signage; captive balloon signs; inflatable signs; portable signs and portable signs converted to permanent locations; lollipop signs; paper, cloth, plastic streamers and canvas; painted signs on primary walls; pendants; traffic sign replicas; high-rise signs; permanent come-on signs (sale today, stop, look, etc.). Strings with continuous flags shall not be permitted.
- c. Changeable copy signs are allowed for automobile service stations, theaters, and conference centers. Electronic message board signs may be considered with the review of the commission if they are allowed by the underlying zoning district.
- d. Landscaped areas are required around the base of signs. The minimum landscaped area shall not be less than the square footage of the sign. The landscaped area must be protected from vehicular traffic and approved by the city landscape specialist.
- e. Interim signs. While signs of a nonpermanent nature are generally not permitted, any sign that is not permanent in nature and fails to meet permanent sign requirements must meet the following respective specifications:
  1. For sale and for lease signs shall be limited to two per parcel. The size shall be limited to one square foot of sign for every four feet of lot road frontage up to a maximum of 64 square feet for one surface, or 32 square feet per side with two faces maximum. Real estate signs shall have a maximum height of six feet, measured from the ground level (average grade).
  2. Temporary signs for construction sites shall not exceed 64 square feet total and shall be removed upon completion of construction activity and before occupancy of the building.
- f. Special event signs must be removed following the event and are permitted only on the premises during the event, but in no case longer than 15 days. See [section 114-528\(2\)d](#) for size allowances.
- g. All other regulations pertaining to signs can be found in Article 1 – Definitions and Article IV – Signs of this chapter.

- (7) *Landscaping and screening.* The landscape guidelines are designed to maintain overall visual continuity within the Gateway District Overlay. The intent is to reflect the traditional character of the area with informal groupings of plants amidst green lawns and woodlands. Landscape design should complement this image.
- a. A performance bond is required for a period of one-year, with extensions granted when necessary, for landscaping not installed at the time of issuance of a certificate of occupancy. Landscaping must be maintained for the lifetime of the intended use. Landscaped areas are required around the base of signs. The minimum landscaped area shall not be less than the square footage of the sign. The landscaped area must be protected from vehicular traffic and approved by the city landscape specialist.
  - b. Healthy existing trees should be retained whenever possible and may be counted as credit (two trees for every saved tree) for other required landscaping. Grading and construction shall avoid the disturbance of such trees. Larger trees or up to double the amount of required number of trees and vegetation may be required by the commission if it is shown the site was clear cut within three years prior to submittal of a development plan.
  - c. Landscape incentives may be utilized to encourage the preservation of existing healthy vegetation and innovative site design. Existing healthy vegetation and the area of land used to maintain the vegetation may be counted towards meeting performance criteria for buffers, streetscapes, open space, and interior parking areas.
    1. A five to 20 percent reduction in the number of parking spaces required on the site may be allowed to the extent that the reduction in the amount of pavement will preserve existing healthy trees in an undisturbed natural condition.
    2. A ten percent reduction in the amount of pervious area is required on the site if public art/space in a compatible manner is included in the development.
    3. A reduction in required landscaping may be considered if the development includes innovative site/building design concepts, substantial redevelopment of a site, or if natural constraints exist.
    4. The area used for preservation of existing healthy vegetation in the interior parking area may be used as credits for other landscaping.

5. Substitutions for both trees and shrubbery amounts and locations may be considered by the commission with a recommendation from the landscape specialist.
  - d. Fencing and screening. Long fences (50 feet or more) should be broken up by landscaping. When necessary to secure outdoor equipment and storage, chain link fencing may be permitted on a case by case basis as long as it is black vinyl coated and screened with landscaping on all portions visible from the right-of-way. Unfinished wood fences are not allowed.
    1. Fencing and screening shall not be placed within 25 feet of any street corner. Fencing and screening shall not block access to aboveground, pad-mounted transformers and should provide 15 feet of clear access to the transformer doors.
    2. Fencing and screening shall not impede or divert the flow of water in any drainageway.
    3. The maximum height of fences should generally be six feet, except for tennis courts, storage screening, and similar uses which may be up to 12 feet in height. Generally, fencing is not allowed in the front yard and is only permitted in the side and rear yard.
    4. The Gateway District Overlay approved standard for right-of-way border fencing or frontal fencing is required along interstate, expressways or arterial highways.
- (8) *Lighting and utilities.* Lighting should be used as a landscape element and for security purposes and should be designed to reduce impacts on adjacent sites. Consistency in style and design of fixtures shall be maintained throughout a site.
- a. Lighting levels should be as even as possible. For all private roadways, parking lots and entrances, the lighting system should provide a minimum ratio of 4:1 uniformity or better, or with the current Institute of Electrical Standards (IES) recommendations for office and mixed-use developments. General parking lot lighting shall not exceed an average of 2½ footcandles overall. All lighted canopies shall have recessed, indirect lights within the canopy.
  - b. Lights placement must avoid glare on-site or light spillage onto adjacent sites. Where necessary, cutoff boxes should be specified to reduce throw on adjacent sites.
  - c. Neon lighting is not encouraged; however, soft and/or muted colors may be allowed.
  - d. Light poles are to be neutral, preferably dark in color and not made of wood. All parking and security lights are to be cutoff luminaries. The

height of light fixtures should be in proportion to the building mass, preferably no taller than the building height. Lighting for pedestrian areas should be 12 to 15 feet in height. Ground-oriented pedestrian scale lighting should be considered as an alternative to pole-mounted fixtures along pedestrian walkways at three to four feet in height.

- e. Outside speakers shall not be permitted for use as paging or public address systems. Outside speakers may only be used under certain conditions, with the commission's approval, for special/cultural or public events.
  - f. All utility lines, including but not limited to electric, telephone and TV cable shall be placed underground.
- (9) *Parking.* The desire of the gateway review committee is to visually shield parking areas from public streets and residential areas.
- a. All parking lots and drives shall be hard surfaced with concrete or asphalt, unless an acceptable alternative is approved by the commission, and shall have concrete extruded curbs. Special paving or marking is required for accent areas such as: entrance dropoff zones and pedestrian walkways.
  - b. Innovative design concepts to improve parking area appearance are encouraged. All parking areas shall be visually screened from roadways with plantings or earth mounding (berms) 2½- to three-foot high. Where planting material is used exclusively, 60 percent opacity must be achieved in the winter and 80 percent in the summer.
  - c. A landscaped area with a minimum of ten feet shall be provided between parking and internal roadways and entry drives.
  - d. Large parking areas shall be broken into smaller sections, using berms and landscape medians for separation. On wooded sites, preservation of groups of trees is encouraged to frame smaller parking cells and to screen the parked cars.
  - e. Outdoor display areas may require up to 50 percent greater landscape requirements as established by these provisions.
  - f. On-street parking is not permitted.
  - g. Parking lots of contiguous developments should, where possible, interconnect among the differing developments to encourage continuous movement of traffic among developments to reduce traffic flow on public streets and to minimize the need for excessive curb cuts.

~~(e)~~(d) *Design strategies for development within M-1, M-1R and M-2 districts.* The following shall apply to all M-1, M-1R and M-2 zoning districts within the Gateway District Overlay:

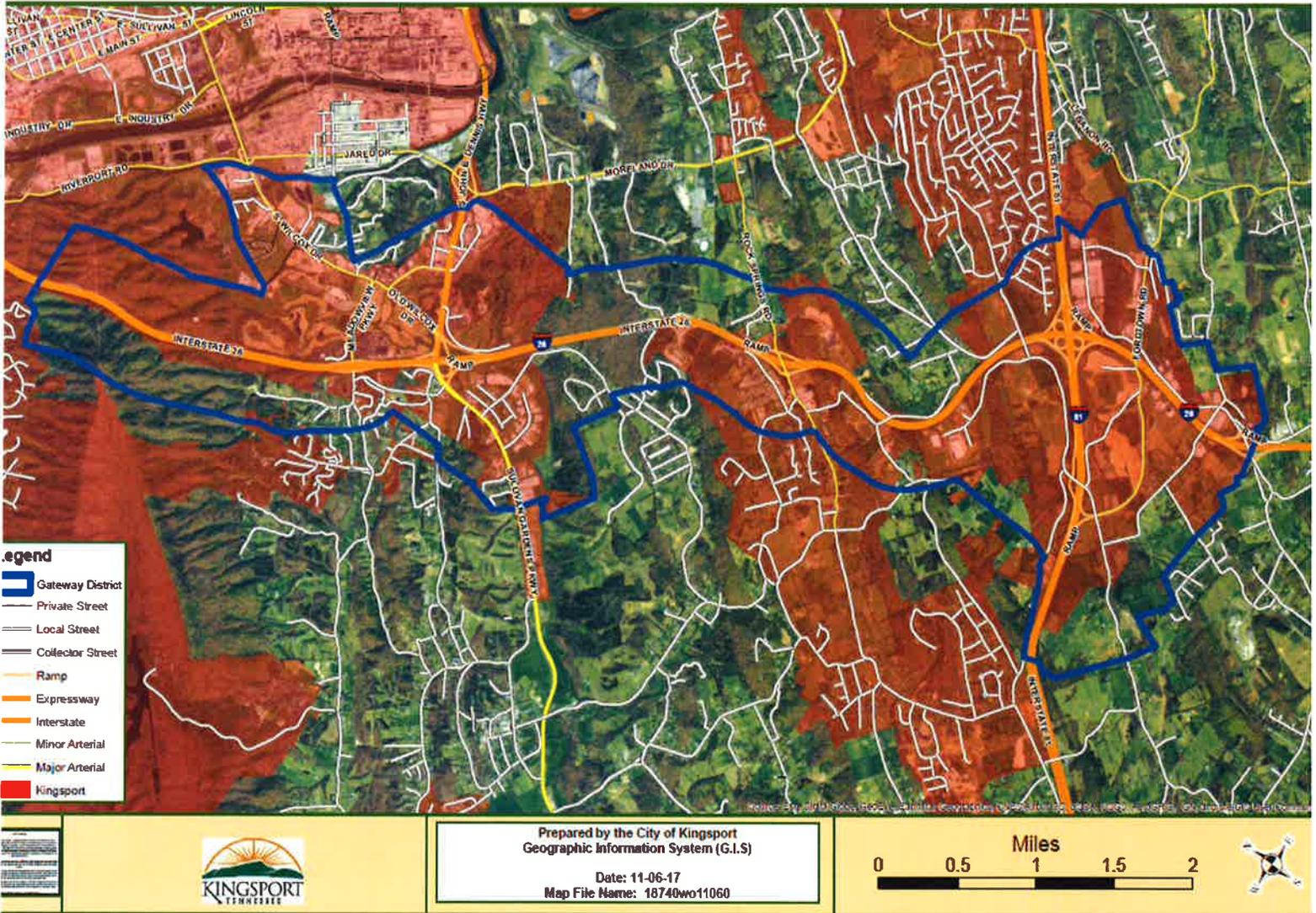
- (1) *Grading plan.* Improvements on the site should be developed to minimize changes in existing topography and the loss of existing mature vegetation. Smooth topographic transition should be provided at the edges of property. Sites should be located to minimize destruction of existing vegetation. All existing trees with trunks over 12 inches in diameter measured at four foot above the lowest grade should be shown on the grading plans. Incentives are provided to retain healthy existing trees. Minimum changes in topography are recommended with no slopes exceeding 1:3 ratio (one-foot rise to a three-foot run). All grading plans require approval by the engineering department. Plans for sites over one-acre require approval by the state department of environment and conservation before a grading permit can be issued. See the erosion control provisions of this Code for additional requirements.
- (2) *Site plan.* The purpose of the gateway regulations in industrial areas is to minimize impacts on adjacent properties by providing adequate green space, buffering, and screening around the area proposed for development. A combination of opaque fencing, topography, berming or informal plantings, as recommended by the landscape specialist, is encouraged to be used. The site plans must meet all city requirements for grading, erosion control, and stormwater management.
- (3) *Architectural design and materials.* Permanence in quality should be evident in both the building design and construction materials. Permanence implies that buildings should age without deteriorating, given a minimum level of maintenance. This can be achieved through the use of quality building materials and methods of construction.
  - a. The building facade shall be finished with brick, precast or cast in place concrete textured panels, glass, prefinished architectural panels (without exposed fasteners), stone or other materials acceptable to the committee.
  - b. No building shall be constructed of exposed concrete block unless it is split face, fluted, or such blocks are covered with stucco, Dryvit or equivalent.
  - c. The use of metal buildings is acceptable provided the facade shall be finished with acceptable materials listed in subsection (b)(5)a of this section.
  - d. Dumpsters shall be screened or fenced. Loading docks will be permitted on the main elevation of a building that faces the street. Landscaping and screening should be provided to soften the visual impact.

- e. All HVAC or other equipment located on the roof of any building, or other equipment affixed to, or located on the ground, shall be landscaped or screened from public view.
- (4) *Landscape plan.* Plans and specifications for any building or structure to be constructed on any lot shall include a detailed landscape plan indicating the location, size, type and height of each planting. The area between the lot property line and the street curblin shall be grassed except for areas covered by pavement, sidewalks, and landscaping. All landscaping required on any lot shall be completed within 60 days of substantial completion of construction, or within schedules set forth in the approved plans.
- (5) *Parking areas.* Off-street parking will be determined by the underlying zoning district with review by the commission as part of the overall site plan review process. Parking shall be provided on the lot to accommodate all parking needs of employees, visitors, and company vehicles. All parking areas will be paved, curbed and appropriately marked.
- (6) *Signage.* Signage shall be determined by the underlying zoning district subject to commission review as part of the overall site plan review process.
- (7) *Lighting and utilities.* Plans and specifications for any building or structure to be constructed on any lot shall include a detailed lighting plan indicating the location, type and footcandle strength of the lights. Lighting may be used as a landscape element and for security purposes. Light placement must avoid glare on site or light spillage onto adjacent sites or roadways. Where necessary, cutoff boxes should be specified to reduce throw onto adjacent sites. All utilities from the service lines to the improvements on each lot shall be underground.
- ~~(d)~~(e) *Design strategies for development within the MX district.* The following shall apply within MX districts:
- (1) *Site plan.* The planning commission and the gateway review commission shall approve a master site plan for the entire district. The district allows flexibility in the development of compatible mixed uses with areas of light manufacturing, professional office, and commercial uses, and to do so by developing a self-contained campus-like atmosphere that protects adjacent uses.
- (2) *Grading plan.* A master-grading plan shall be submitted which incorporates design features described in this article. The plan shall be designed to meet the erosion control provisions of the subdivision regulations (on file in the clerk's office) and this chapter and shall have the approval of the state department of environment and conservation, and the city engineering department prior to being submitted to the gateway review commission.
- (3) *Landscape plan.* The master plan shall address the MX district as viewed from the surrounding road network and adjacent land uses. It is important that an image be presented that complements the sites natural setting. In order to

achieve a natural edge, landscape treatments should be designed within the setback buffers and the periphery yard and aimed at providing an entry statement into the park. Earth contours and landscape plantings are to be organized to shield large buildings, parking areas, and lay down yards, which may be visible from adjacent areas.

- (4) *Architectural design.* Within the MX district, architectural design is not specified; however, the materials, colors, architectural elements, and treatment of accessory buildings shall be provided on the master plan. It is encouraged that previous sections of this article be used in designing these elements.
- (5) *Signs.* The number and size of signs shall be as permitted with the underlying zoning ordinance. Signs within the district shall be monument style and landscaped.
- (6) *Landscaping and screening.* Where land uses change within the district, a densely planted strip of 15 to 25 feet in width, depending on the use, shall be created to screen areas from each other. Interstates, expressways, or arterial highways shall be screened with landscaping or architectural elements so that service areas including special equipment, maintenance, and loading areas are obscured from view. Where landscaping is used exclusively for this purpose it must achieve 60 percent opacity in the winter and 80 percent opacity in the summer.
- (7) *Lighting and utilities.* Lighting should be used as a landscape element and for security purposes and should be designed to reduce impacts on adjacent sites. Consistency in style and design of fixtures shall be maintained throughout the site. All utility lines shall be underground.
- (8) *Parking.* Parking areas shall be designed and landscaped as required by the MX district parking provisions. The use of berms and landscaping is encouraged to shield parking areas from public streets and residential areas.

Gateway Overlay District







**PROPERTY INFORMATION**

**Replat of The Landings at Anchor Pointe**

<b>ADDRESS</b>	<b>Topsail Court and Sailmakers Whip Court</b>
<b>DISTRICT, LAND LOT</b>	<b>7<sup>th</sup> Civil District, TM 77F, Group A, Parcel 32</b>
<b>OVERLAY DISTRICT</b>	<b>Not Applicable</b>
<b>EXISTING ZONING</b>	<b>PD</b>
<b>PROPOSED ZONING</b>	<b>No Change</b>
<b>ACRES +/-</b>	<b>6.687</b>
<b>EXISTING USE</b>	<b>Residential</b>
<b>PROPOSED USE</b>	<b>Residential</b>

**PETITIONER Commercial Bank**

**ADDRESS 1072 E Stone Drive Kingsport, TN 37660**

**SURVEYOR Wilson & Associates (Danny Carr)**

**PHONE 791-3114**

**INTENT**

The applicant is requesting final plat approval for the replat of The Landings at Anchor Pointe which is located in the 7<sup>th</sup> civil district and more fully described as Tax Map 77F Group A Parcel 32 on the Sullivan County Tax Maps.

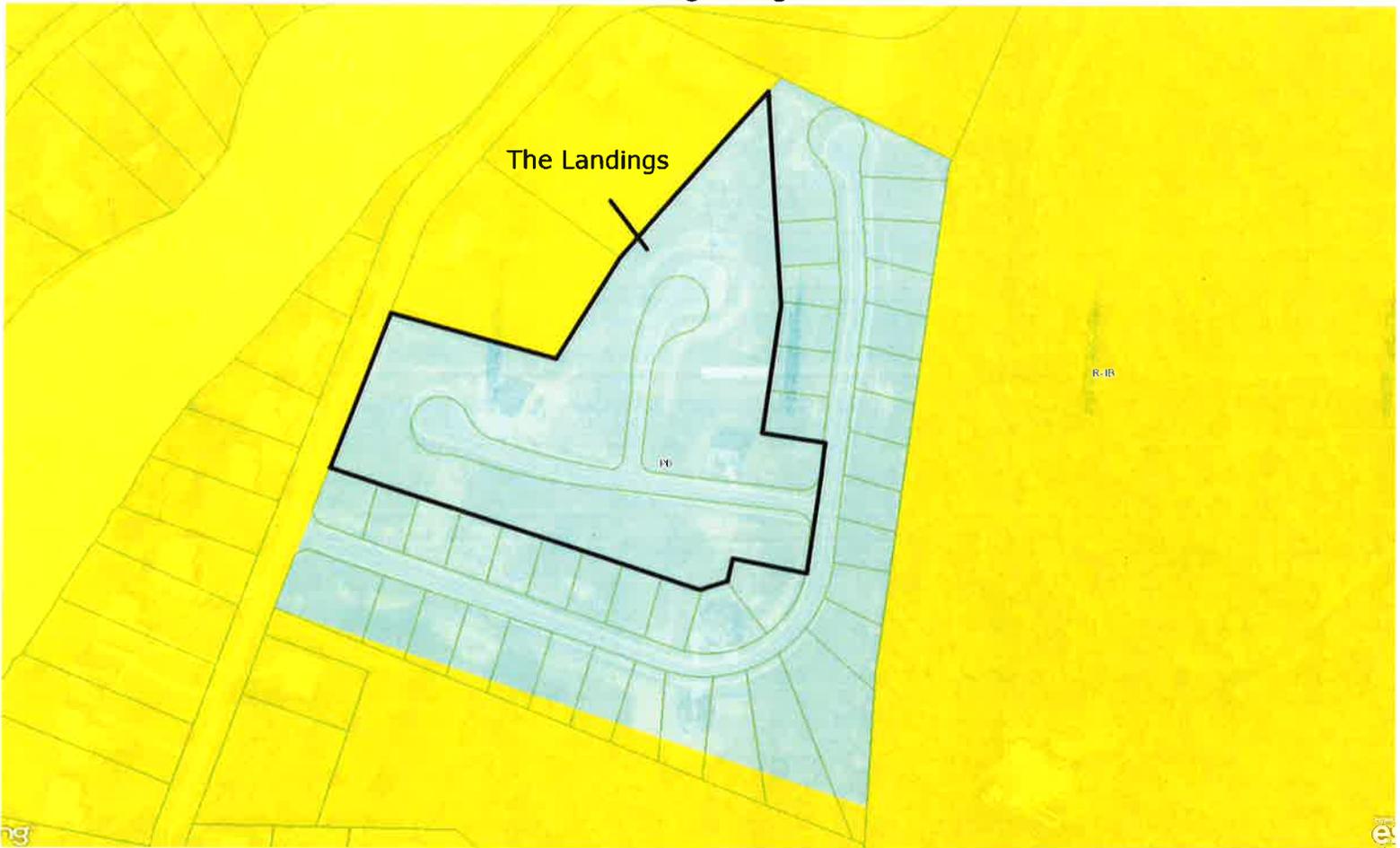
The development was originally developed under our PD zoning designation and the subdivision was approved in 2009. At that time, no lots were created for this interior portion of the development known as "The Landings." It is the wish of the owner of the subdivision at this time to create lots for this development. The final plat would create 34 new lots with no new street construction or utility construction. The original 4 acres of open space from 2009 will remain unchanged.

The replat, to create the lots, was submitted for review and approved by the Planning Commission at the June 15, 2017 meeting along with 5 variances to lot frontage for Lots 13, 26, 27, 28, and 29. Since that submission and approval by the Planning Commission, the bank has been obtaining signatures from all of the property owners. The owners of lots 6 and 35 no longer wish to sign the plat. Therefore, this amended version removes these two lots from the subdivision and leaves them associated with the final development plan and not stand alone lots.

Staff recommends final plat approval of the amended replat of The Landings at Anchor Pointe based on conformance with the minimum subdivision regulations.



Surrounding Zoning



Future Land Use Map











**CONCLUSION:** Staff recommends APPROVAL of the amended replat of The Landings at Anchor Pointe.

## New Kia Auto Dealership Facility

<b>Property Information</b>			
Address	Tri-Cities Crossing		
Tax Map, Group, Parcel	Tax Map 119 Parcel 098.50		
Civil District	14		
Overlay District	Gateway		
Land Use Designation	Retail		
Acres	+/- 11.70 acres (development)		
Existing Use	Vacant	Existing Zoning	TA/C
Proposed Use	Commercial	Proposed Zoning	No change
<b>Owner /Applicant Information</b>			
<b>Name:</b> Chantz Scott <b>Address:</b> 929 E. Stone Drive <b>City:</b> Kingsport <b>State:</b> TN <b>Zip Code:</b> 37660 <b>Email:</b> <a href="mailto:kiaofkingsport@gmail.com">kiaofkingsport@gmail.com</a> <b>Phone Number:</b> (423) 230-4542		<b>Intent:</b> To receive Preliminary Zoning Development Plan approval in a TA/C zone for the construction of a new Kia Auto Dealership.	
<b>Planning Department Recommendation</b>			
<p>The Kingsport Planning Division recommends APPROVAL for the following reasons:</p> <ul style="list-style-type: none"> <li>• The submitted preliminary zoning development plan meets the development standards of the TA/C after BZA approval of a variance for special exception for an auto dealership in a TA/C zone.</li> <li>• The future land use plan supports commercial development for the parcel.</li> </ul> <p>Staff Field Notes and General Comments:</p> <ul style="list-style-type: none"> <li>• The TA/C District is the current zoning district for the proposed Kia Auto Dealership Facility. The site lies along Tri-Cities Crossing.</li> <li>• The property is proposed to be subdivided to create a new parcel for this development.</li> <li>• The property is located within the Gateway Overlay District and will be reviewed by the Gateway Commission on February 16, 2018.</li> </ul>			
Planner:	Nathan Woods	Date:	January 18, 2018
<b>Planning Commission Action</b>		<b>Meeting Date:</b>	<b>February 15, 2018</b>
Approval:			
Denial:		Reason for Denial:	
Deferred:		Reason for Deferral:	

**PROPERTY INFORMATION**

**ADDRESS: Tri-Cities Crossing**

**DISTRICT: 14th**

**OVERLAY DISTRICT: Gateway**

**EXISTING ZONING: TA/C**

**ACRES: +/- 11.70 (development)**

**EXISTING USE: Vacant**

**PROPOSED USE: Kia Auto Dealership Facility**

**PETITIONER**

**ADDRESS 929 E. Stone Drive**

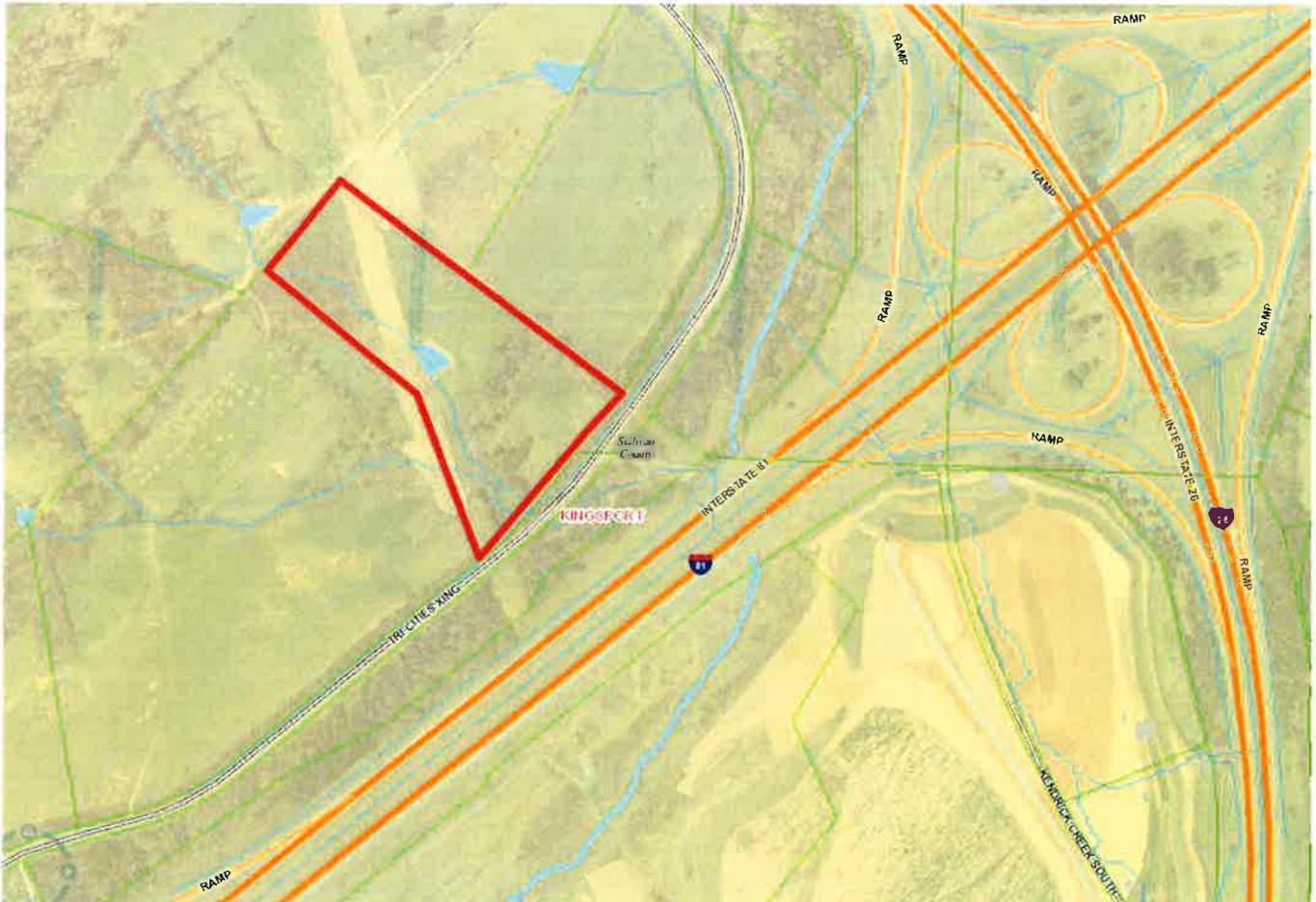
**REPRESENTATIVE**

**PHONE (423) 230-4542**

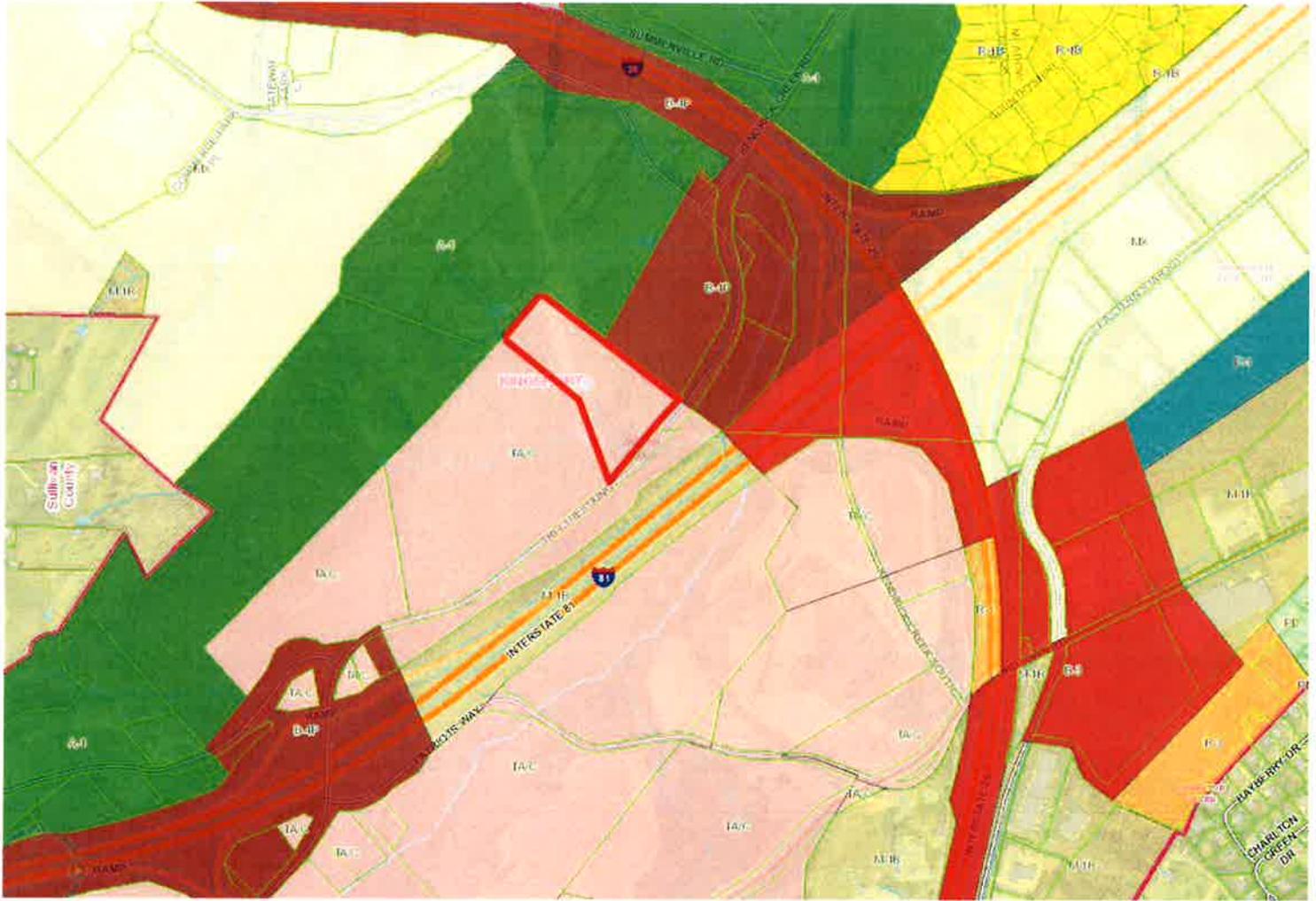
**INTENT**

**To receive Preliminary Zoning Development Plan approval in a TA/C zone for the new construction of a Kia Auto Dealership Facility. The structure is proposed to be located on Tri-Cities Crossing where it will also host its main access. The property is located within the Gateway Overlay District and will be reviewed by the Gateway Review Commission at their February 16th Meeting.**

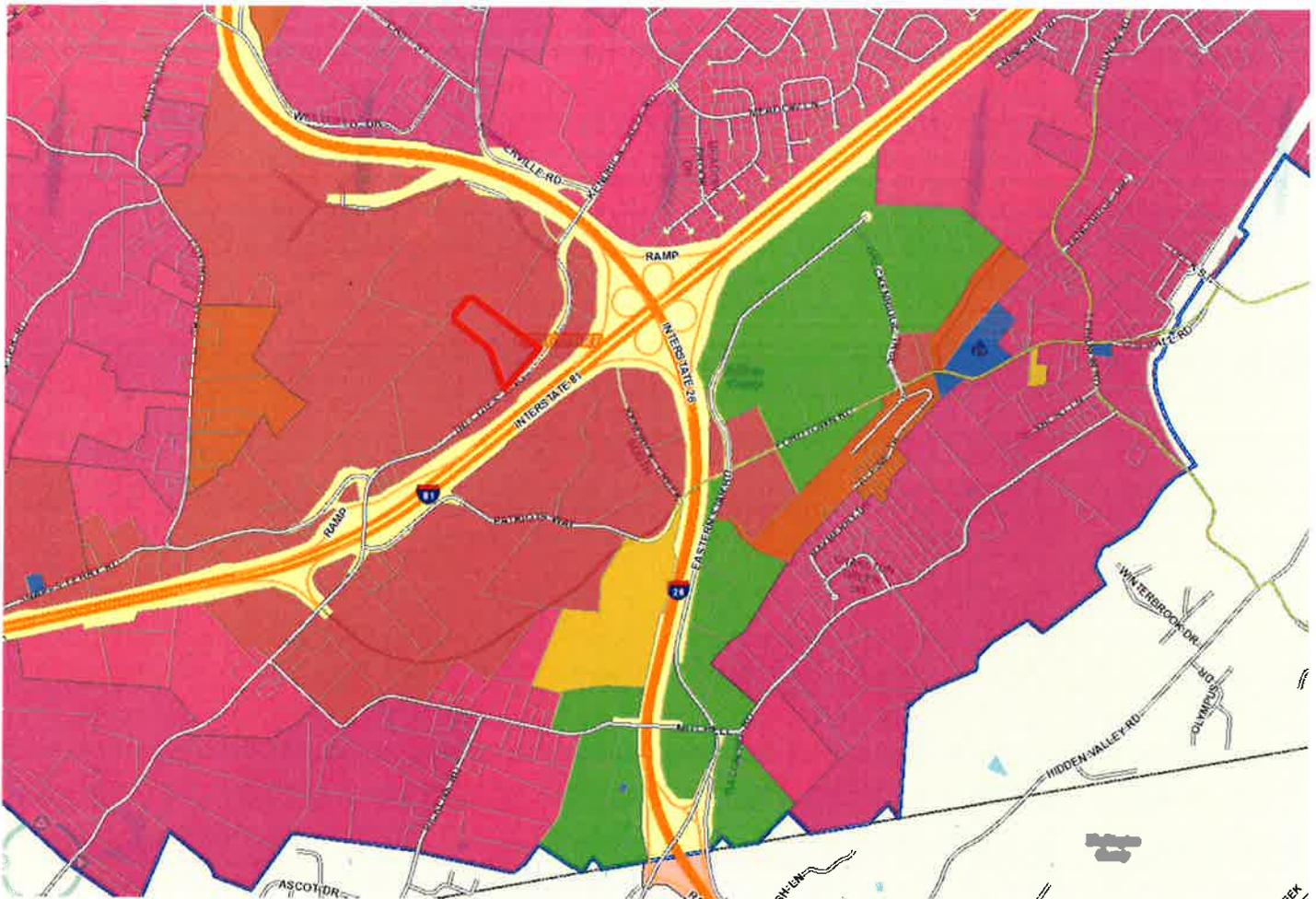
LOCATION MAP



CURRENT ZONING MAP



**FUTURE LAND USE PLAN MAP (RETAIL/ COMMERCIAL USE)**







View of site from Tri-Cities Crossing



**View out from property**



**View of Meade Tractor from in front of Site**



Prepared by Kingsport Planning Department for the  
Kingsport Regional Planning Commission Meeting on February 15, 2018

Location	Number Designation	Zoning / Use
Same Site	1	Zone: TA/C Use: Vacant
East	2	Zone: B-3 Use: Industrial
South	3	Zone: TA/C Use: Vacant
West	4	Zone: A-1 Use: Agricultural
North	5	Zone: A-1 Use: Agricultural

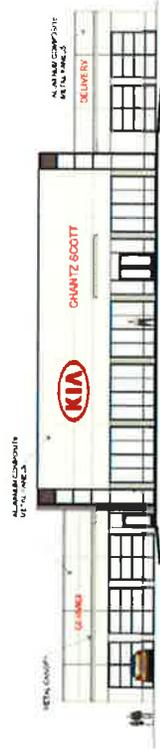
**EXISTING USES AND LOCATION**



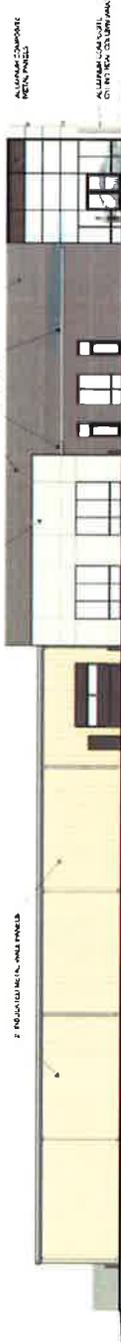
Prepared by Kingsport Planning Department for the  
Kingsport Regional Planning Commission Meeting on February 15, 2018



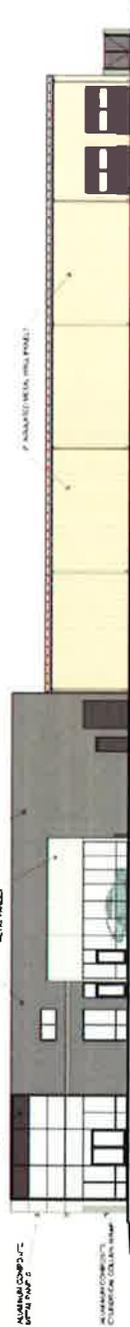
**NORTH ELEVATION (REAR)**  
SCALE: 1/8" = 1'-0"



**SOUTH ELEVATION (FRONT)**  
SCALE: 1/8" = 1'-0"



**WEST ELEVATION (SIDE)**  
SCALE: 1/8" = 1'-0"



**EAST ELEVATION (SIDE)**  
SCALE: 1/8" = 1'-0"

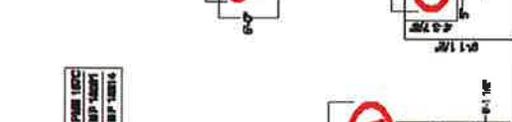
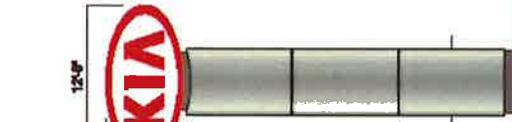
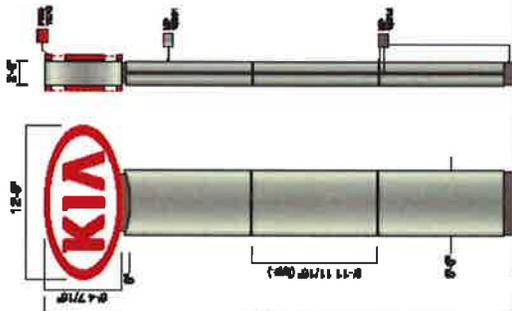
SIGNAGE

**KIA SIGN FAMILY**

**WALL SIGNS**



**PYLON SIGNS**



KIA Pylon	PAVE 162C
KIA Wall	SP-10017
METALLIC SILVER	SP-10017
METALLIC GRAY	SP-10014

**PATITSON SIGN SETUP INC.**  
439 N. Cedar Bluff Rd. - Suite 101 - Kingsport, TN 37662  
Tel: (615) 585-1100 - Fax: (615) 585-1100 - Toll Free (800) 258-1075

**KIA**  
KIA Financial Services Group, Inc. is a registered provider of financial education services. © 2018 KIA Financial Services Group, Inc.

Account:	KIA
Project:	STONY FARM 7
Client:	STONY FARM 7
Designer:	STONY FARM 7
Checker:	STONY FARM 7
Printer:	STONY FARM 7
Scale:	AS SHOWN
Page:	1 OF 3

**PRELIMINARY ZDP ANALYSIS**

Based on the applicant's site plan submitted to the Planning Department, Staff offers the following considerations:

**DEVELOPMENT STANDARDS FOR THE TA/C DISTRICT, PRELIMINARY REQUIREMENTS FOR THE DISTRICT AS A WHOLE:**

- Front yard: 30 feet
- Rear yard: None Required
- Side yard: 10 feet
- No ground coverage requirement
- 150 feet of road frontage
- Not to exceed 60 ft.
- Sidewalk required for commercial use – Developer is proposing fee in lieu of and is working with our Engineering Division on this

The ZDP indicates compliance with the development standards.

**Parking Requirements**

Parking is as follows:

- Sales Floor – 7 spaces
- Employee Parking – 20 spaces
- Service Bays – 16 spaces

Total required parking is 43 spaces and a total of 73 spaces have been provided, 3 of which are handicapped spaces. The provided parking exceeds the requirements of the Zoning Ordinance.

**Landscaping Requirements**

A landscaping plan has been submitted and been reviewed by the Landscaping Specialist for the City. Landscaping has been provided along the right-of-way, building and used to screen the loading areas. A landscaped display area has also been included.

**DESCRIPTION OF PROPERTY FEATURES**

The proposed development is a standalone dealership but is part of a much larger development proposed to be subdivided. Plans for further development will come to the Planning Commission in future ZDP review. Planning Commission approval of the Preliminary ZDP is a requirement in TA/C zones. The property also lies within the Gateway Overlay District and will be reviewed by the Gateway Commission on February 16th.

**CONCLUSION**

**Staff recommends APPROVAL of the Preliminary Zoning Development Plan based on conformance with the TA/C development standards.**

HOUSE BILL 1920  
By Staples

SENATE BILL 1879

By Briggs

AN ACT to amend Tennessee Code Annotated, Title 13,  
relative to planning commission regulations.

BE IT ENACTED BY THE GENERAL ASSEMBLY OF THE STATE OF TENNESSEE:

SECTION 1. Tennessee Code Annotated, Section 13-3-403, is amended by deleting subsection (c) and substituting instead the following:

(c) The adoption of subdivision regulations or an amendment to existing subdivision regulations proposed by a regional planning commission shall not be given effect unless approved by the county legislative body of each county lying wholly or partly within the region and by the governing body of each municipality lying wholly or partly within the region.

SECTION 2. This act shall take effect upon becoming a law, the public welfare requiring it.



January 11, 2018

Sam Booher, Chairman  
Kingsport Regional Planning Commission  
225 W. Center Street  
Kingsport, TN 37660

Dear Mr. Booher:

This letter is to inform you that I, as Secretary for the Kingsport Regional Planning Commission, certify that the 2<sup>nd</sup> replat, lots 34 & 35 Block B Phase 21 Warrior Falls Subdivision, located on Arrowhead Drive, surveyed by Steve Lyons, meets the Minimum Standards for Subdivision Development of Major Subdivision within the Kingsport Planning Region. The staff certifies the plat is acceptable to be signed by the Secretary of the Planning Commission for recording purposes.

Sincerely,

A handwritten signature in black ink, appearing to read "Ken Weems", is written over the word "Sincerely,".

Ken Weems,  
Zoning Administrator

C: Kingsport Regional Planning Commission





January 12, 2018

Sam Booher, Chairman  
Kingsport Regional Planning Commission  
225 W. Center Street  
Kingsport, TN 37660

Dear Mr. Booher:

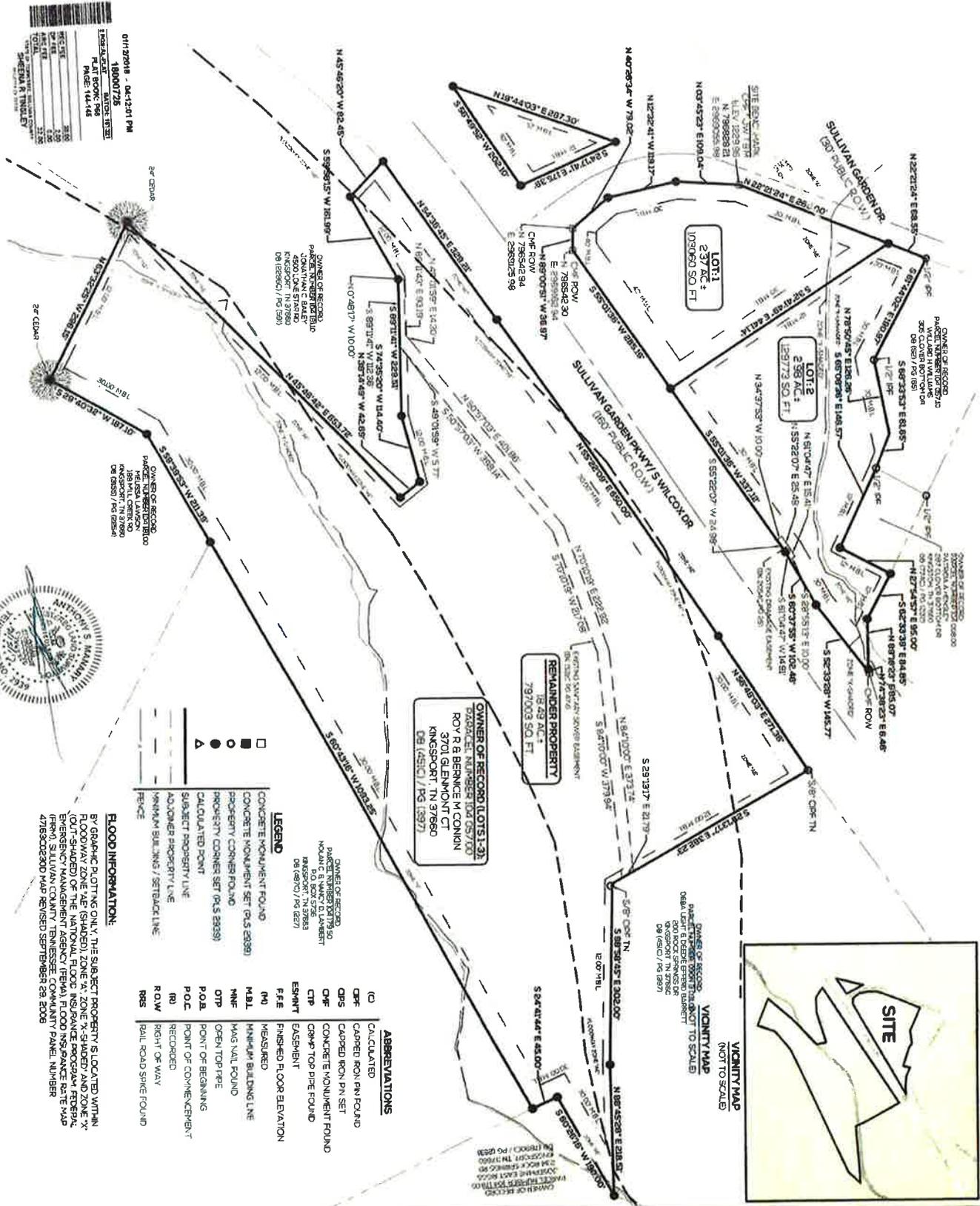
This letter is to inform you that I, as Secretary for the Kingsport Regional Planning Commission, certify that the final plat for the Broadway-Sullivan Gardens Parkway plat, located on Sullivan Gardens Parkway, surveyed by Anthony Manary, meets the Minimum Standards for Subdivision Development of Major Subdivision within the Kingsport Planning Region. The staff certifies the plat is acceptable to be signed by the Secretary of the Planning Commission for recording purposes.

Sincerely,

A handwritten signature in black ink, appearing to read "Ken Weems", is written over the word "Sincerely,".

Ken Weems,  
Zoning Administrator

C: Kingsport Regional Planning Commission



01/27/2018 - 04:12:41 PM  
 180000726

ISSUED DATE	DATE	BY
180000726	04/12/2018	PM
PLAT BOOK	PAGE	144-148
TOTAL		



- LEGEND**
- CONCRETE MONUMENT FOUND
  - CONCRETE MONUMENT SET (O.S. 2039)
  - PROPERTY CORNER FOUND
  - ▲ CALCULATED POINT
  - SUBJECT PROPERTY LINE
  - ADJACENT PROPERTY LINE
  - VARIAN BUILDING / SETBACK LINE
  - FENCE

- ABBREVIATIONS**
- (C) CALCULATED
  - CRF CAPPED IRON PIN FOUND
  - CRS CAPPED IRON PIN SET
  - CMF CONCRETE MONUMENT FOUND
  - CRP CRMP TOP PIPE FOUND
  - ESMNT EASEMENT
  - F.F.E. FINISHED FLOOR ELEVATION
  - MNSD MESSURED
  - M.B.L. MINIMUM BUILDING LINE
  - M.N.F. MAG NAIL FOUND
  - DTP OPEN TOP PIPE
  - P.O.B. POINT OF BEGINNING
  - P.O.C. POINT OF COMMENCEMENT
  - REC'D RECORDED
  - ROW RIGHT-OF-WAY
  - R.S.S. RAIL ROAD SPIKE FOUND

**FLOOD INFORMATION:**  
 BY GRAPHIC PLOTTING ONLY, THE SUBJECT PROPERTY IS LOCATED WITHIN FLOODWAY ZONE 'A' (SHADED), ZONE 'X' (SHADED) AND ZONE 'X' (OUT-SHADED) OF THE NATIONAL FLOOD INSURANCE PROGRAM REGIONAL EMERGENCY MANAGEMENT AGENCY FLOOD RISK MAP. THE NATIONAL FLOOD INSURANCE PROGRAM FLOOD RISK MAP IS AVAILABLE AT: [www.fema.gov](http://www.fema.gov).  
 4/7/2018 2:00 PM REVISED SEPTEMBER 28, 2006



**FINAL PLAT**

**BROADWAY - SULLIVAN GARDEN PKWY**

PREPARED FOR SEVIERVILLE INVESTMENTS LLC,  
 8 KINGSFORD REGIONAL PLANNING COMMISSION  
 SULLIVAN COUNTY, TENNESSEE PARCEL #104 057.0  
 15TH CIVIL DISTRICT OF SULLIVAN COUNTY, TENNESSEE

REVISIONS:

DATE	DESCRIPTION
02/13/2017	HODGKINSON

FIELD DATE: 02/13/2017  
 CHECKED BY: T. HODGKINSON  
 PLOTTING: 02/13/2017

0 100' 200'

SHEET 1 OF 2

**4 SITE**

CIVIL ENGINEERING SURVEYING LANDSCAPE ARCHITECTURE  
 COLLABORATIVE DESIGN + CREATIVE SOLUTIONS

1500 N. STATE ST. SUITE 200 SEVIERVILLE, TN 37375  
 (615) 735-4444





January 17, 2018

Sam Booher, Chairman  
Kingsport Regional Planning Commission  
225 W. Center Street  
Kingsport, TN 37660

Dear Mr. Booher:

This letter is to inform you that I, as Secretary for the Kingsport Regional Planning Commission, certify that the resubdivision of lot 5 Cedar Brook Subdivision, located on Oddfellow Rd., surveyed by Alley & Associates, INC., meets the Minimum Standards for Subdivision Development of Major Subdivision within the Kingsport Planning Region. The staff certifies the plat is acceptable to be signed by the Secretary of the Planning Commission for recording purposes.

Sincerely,

A handwritten signature in black ink, appearing to read "Ken Weems", is written over the word "Sincerely,".

Ken Weems,  
Zoning Administrator

C: Kingsport Regional Planning Commission

CERTIFICATE OF THE APPROVAL OF SEPTIC SYSTEM

Approval of a septic system for lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 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1344, 1345, 1346, 1347, 1348, 1349, 1350, 1351, 1352, 1353, 1354, 1355, 1356, 1357, 1358, 1359, 1360, 1361, 1362, 1363, 1364, 1365, 1366, 1367, 1368, 1369, 1370, 1371, 1372, 1373, 1374, 1375, 1376, 1377, 1378, 1379, 1380, 1381, 1382, 1383, 1384, 1385, 1386, 1387, 1388, 1389, 1390, 1391, 1392, 1393, 1394, 1395, 1396, 1397, 1398, 1399, 1400, 1401, 1402, 1403, 1404, 1405, 1406, 1407, 1408, 1409, 1410, 1411, 1412, 1413, 1414, 1415, 1416, 1417, 1418, 1419, 1420, 1421, 1422, 1423, 1424, 1425, 1426, 1427, 1428, 1429, 1430, 1431, 1432, 1433, 1434, 1435, 1436, 1437, 1438, 1439, 1440, 1441, 1442, 1443, 1444, 1445, 1446, 1447, 1448, 1449, 1450, 1451, 1452, 1453, 1454, 1455, 1456, 1457, 1458, 1459, 1460, 1461, 1462, 1463, 1464, 1465, 1466, 1467, 1468, 1469, 1470, 1471, 1472, 1473, 1474, 1475, 1476, 1477, 1478, 1479, 1480, 1481, 1482, 1483, 1484, 1485, 1486, 1487, 1488, 1489, 1490, 1491, 1492, 1493, 1494, 1495, 1496, 1497, 1498, 1499, 1500, 1501, 1502, 1503, 1504, 1505, 1506, 1507, 1508, 1509, 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2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2



January 19, 2018

Sam Booher, Chairman  
Kingsport Regional Planning Commission  
225 W. Center Street  
Kingsport, TN 37660

Dear Mr. Booher:

This letter is to inform you that I, as Secretary for the Kingsport Regional Planning Commission, certify that the resubdivision of the W.R. Darnell Subdivision, located on Highpoint Avenue, surveyed by Alley & Associates, INC., meets the Minimum Standards for Subdivision Development of Major Subdivision within the Kingsport Planning Region. The staff certifies the plat is acceptable to be signed by the Secretary of the Planning Commission for recording purposes.

Sincerely,

A handwritten signature in black ink, appearing to read "Ken Weems", is written over the typed name.

Ken Weems,  
Zoning Administrator

C: Kingsport Regional Planning Commission





January 23, 2018

Sam Booher, Chairman  
Kingsport Regional Planning Commission  
225 W. Center Street  
Kingsport, TN 37660

Dear Mr. Booher:

This letter is to inform you that I, as Secretary for the Kingsport Regional Planning Commission, certify that the addition to lot 42, block 4 Litz Manor Addition, located on Farragut Avenue, surveyed by Wilson & Associates, meets the Minimum Standards for Subdivision Development of Major Subdivision within the Kingsport Planning Region. The staff certifies the plat is acceptable to be signed by the Secretary of the Planning Commission for recording purposes.

Sincerely,

A handwritten signature in black ink, appearing to read "Ken Weems", is written over the word "Sincerely,".

Ken Weems,  
Zoning Administrator

C: Kingsport Regional Planning Commission





January 31, 2018

Sam Booher, Chairman  
Kingsport Regional Planning Commission  
225 W. Center Street  
Kingsport, TN 37660

Dear Mr. Booher:

This letter is to inform you that I, as Secretary for the Kingsport Regional Planning Commission, certify that the replat of lot 2 and part of lot 1, Parkcliff Subdivision, located on Parkcliff Drive, surveyed by Dan Saxon, meets the Minimum Standards for Subdivision Development of Major Subdivision within the Kingsport Planning Region. The staff certifies the plat is acceptable to be signed by the Secretary of the Planning Commission for recording purposes.

Sincerely,

A handwritten signature in black ink, appearing to read "Ken Weems", is written over a faint, illegible stamp or watermark.

Ken Weems,  
Zoning Administrator

C: Kingsport Regional Planning Commission



Building Division Monthly Report  
January 2018

<u>RESIDENTIAL PERMITS</u>	<u>COUNT</u>	<u>CONSTRUCTION COST</u>
ACCESSORY STRUCTURES	5	\$116,285
ADDITIONS	2	\$31,500
ALTERATIONS	9	\$136,714
NEW CONDO		
NEW DUPLEX		
NEW GROUP HOME		
NEW MULTI-FAMILY		
NEW SINGLE-FAMILY	2	\$585,000
RESIDENTIAL ROOF	3	\$10,500
<u>COMMERCIAL PERMITS</u>		
ADDITIONS	1	\$350,000
ALTERATIONS	8	\$1,251,785
CHURCH RENOVATIONS		
SCHOOL RENOVATIONS		
NEW CHURCH/RELIGIOUS BUILDINGS		
NEW HOSPITAL/INSTITUTION/NURSING HOME		
NEW HOTEL/MOTEL		
NEW INDUSTRIAL		
NEW JAILS/POST OFFICE/BARNS		
NEW PARKING GARAGE		
NEW PARKS/POOLS/DOCKS		
NEW PROFESSIONAL/MEDICAL/BANK		
NEW PUBLIC WORKS/UTILITY		
NEW RETAIL/RESTAURANT/MALL		
NEW SERVICE STATION		
NEW SOCIAL/RECREATIONAL		
NEW SCHOOL/LIBRARY/MUSEUM		
NEW OTHER NON-HOUSEKEEPING SHELTERS		
GRADING		
FOUNDATION ONLY	1	\$485,439
COMMUNICATION TOWER		
COMMERCIAL ROOF	1	\$14,560
<b>TOTAL</b>	<b>32</b>	<b>\$2,981,783</b>
<u>OTHER MISC PERMITS</u>		
BANNERS	1	
DEMOLITIONS	1	
MOVE STRUCTURE		
SIGNS	3	
TENTS		
UNDERGROUND TANK REMOVAL	1	
<b>TOTAL PERMITS ISSUED</b>	<b>38</b>	
<b>ESTIMATED CONSTRUCTION COST YEAR-TO-DATE</b>		<b>\$2,981,783</b>