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| <b>PROPERTY INFORMATION</b> | <b>Fieldcrest Acres Ph1 Preliminary PD</b> |
| <b>ADDRESS</b>              | <b>Fieldcrest Road</b>                     |
| <b>DISTRICT, LAND LOT</b>   | <b>7<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>N/A</b>                                 |
| <b>ACRES</b>                | <b>+/-24.41</b>                            |
| <b>EXISTING USE</b>         | <b>Vacant</b>                              |
| <b>PROPOSED USE</b>         | <b>Single and Multifamily Residential</b>  |

**APPLICANT: Integrity Building Group**

**REPRESENTATIVE: Darin Karst, Chris Alley**

**INTENT**

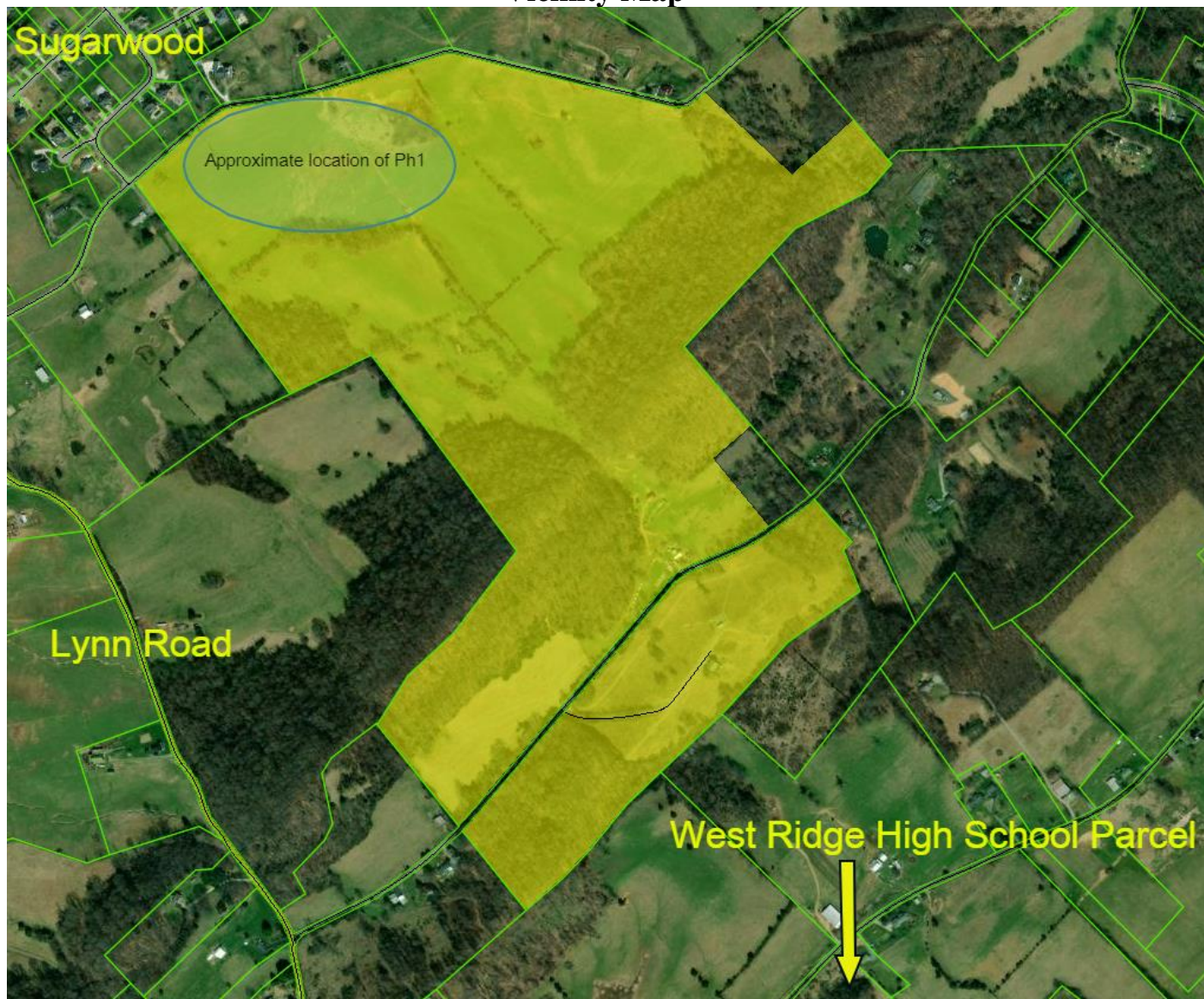
The applicant is requesting preliminary Planned Development plat approval for the Fieldcrest Acres Phase 1 off of Fieldcrest Road. The proposal consists of 48 single family lots and 22 townhome units.

The plan shows the required 25’ development periphery setback and appropriate density in accordance with the amount of open space provided. The total amount of open space amounts to 38.5% of the first 3 phases or 16.23 acres (all 3 phases combined is approximately 42.15 acres in size). This qualifies the development for a density of up to 8 units per acre. The proposed density of the development is 3.4 units per acre through the first three phases. Of note, phase 1 consists of a total of 24.411 acres. Holt Way on the submittal is a residential lane proposed to serve 22 townhome units. Chimney View Loop is a local street cross section that will serve 34 single family homes for phase 1.

The applicant has submitted an accompanying variance request to address the transition from the existing Fieldcrest Road to what is currently named Chimney View Loop. The variance for the connection of Chimney View Loop to Fieldcrest Road is proposed to be tapered from 20’ to the standard 25’ for a local street. **The applicant desires to not construct curb or sidewalk for the first approximate 130’ of this section** due to the lack of an existing ditch to channel the associated water runoff. A second variance for the connection of Fieldcrest West to Chimney View Loop is proposed to be an extension of the existing 20’ Fieldcrest Road with 5’ grass shoulders. **The variance amounts to 5’ of pavement width, no curb, and no sidewalks which impacts the first 200’ of the connection off “Fieldcrest West.”** The rationale is similar to the first variance request in that there is no established ditch along Fieldcrest Road and granted variances will not concentrate water runoff. Outside the transition area described above there are no other needed variances.

Staff recommends granting preliminary approval along with the two accompanying Chimney View Loop variances of no curb, gutter, sidewalk, and the 5’ street width decrease for the Fieldcrest West connection. The traffic impact study for this site identifies no negative impacts on the study of intersections. Sullivan County Highway has reviewed the proposal and sees no major issues.

Vicinity Map

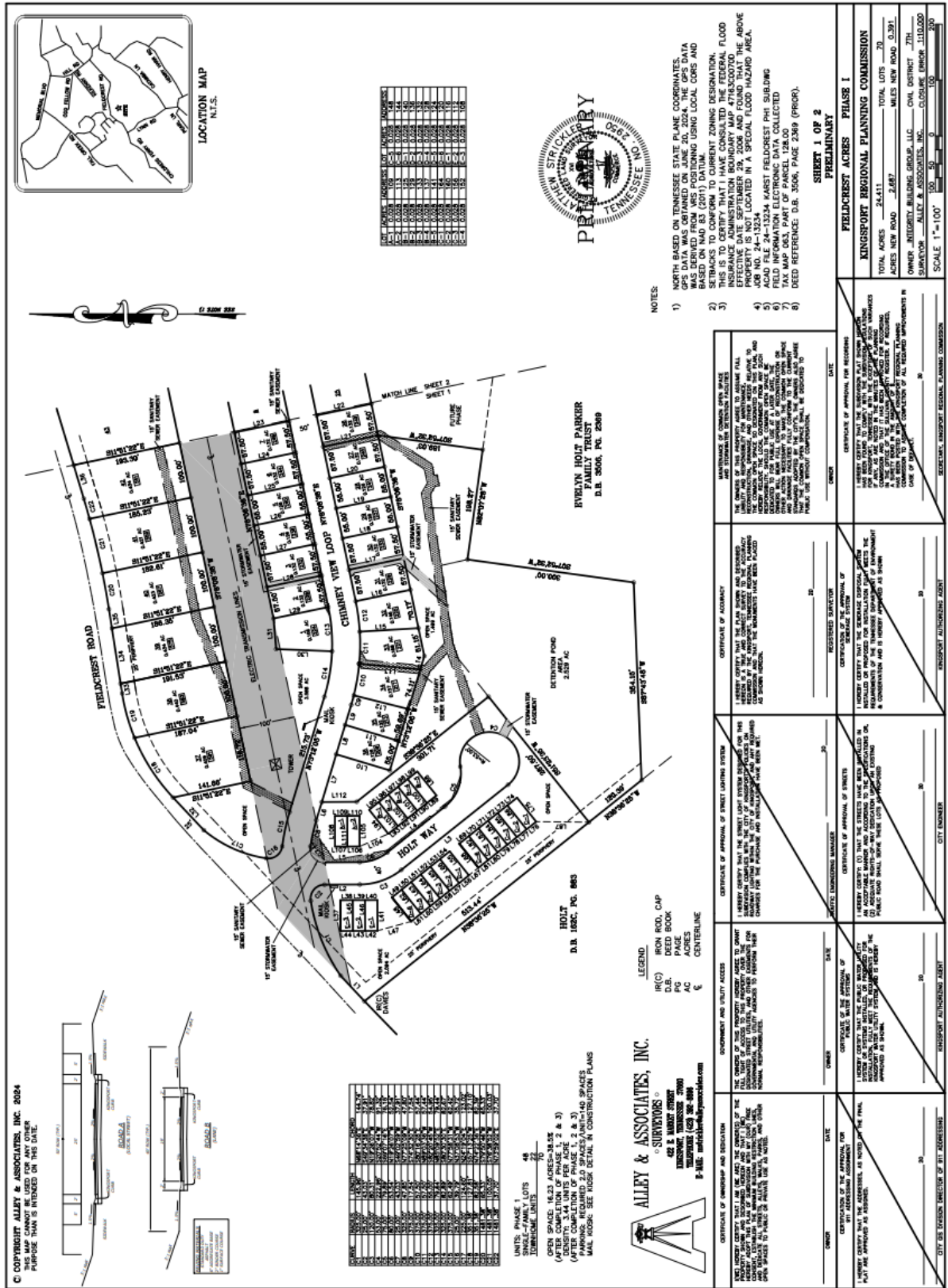




Zoning Map: PD, Planned Development zone

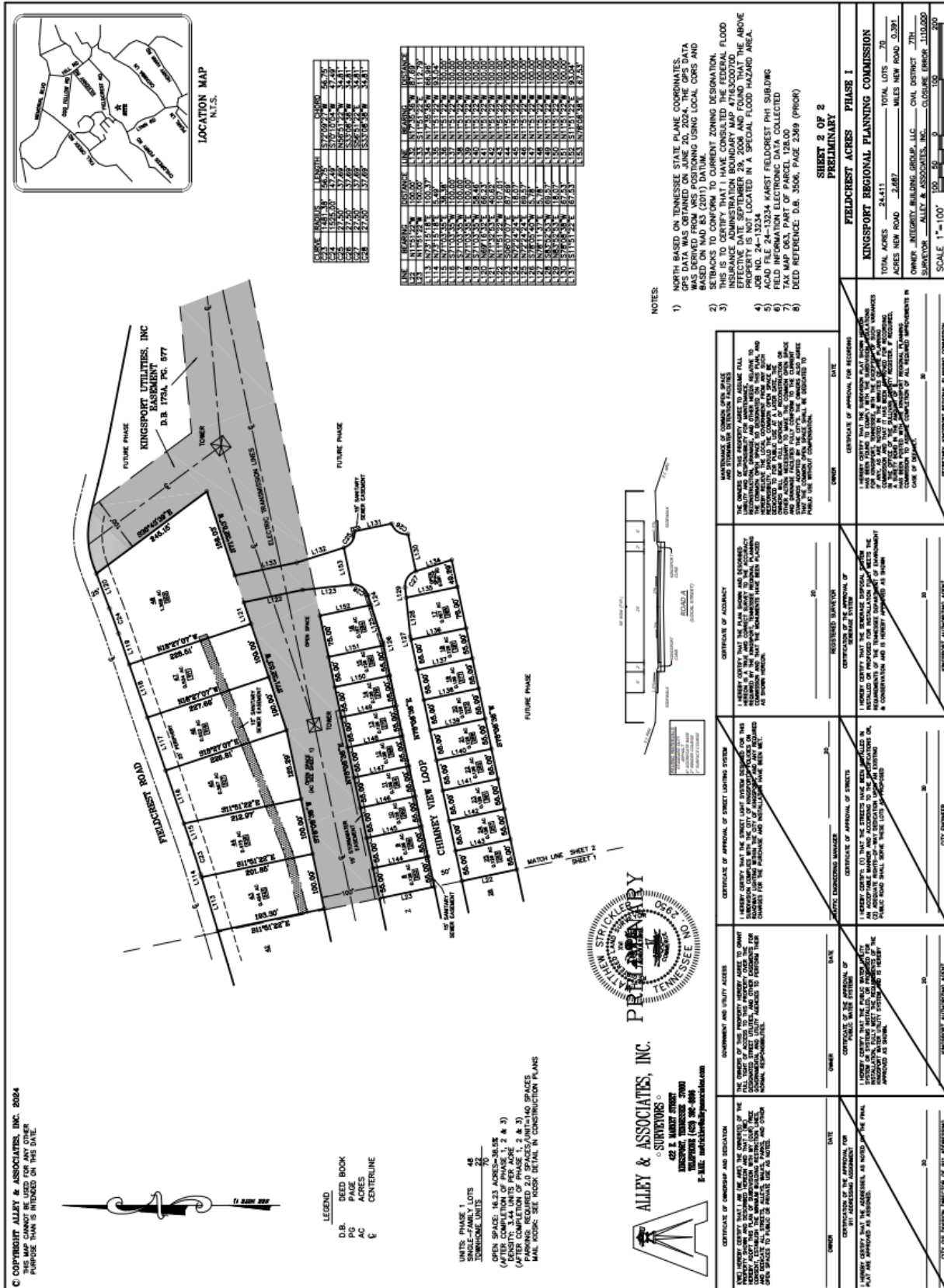


Preliminary Plat Sheet 1





Preliminary Plat Sheet 2



## Variance Submittal Letter and Supporting Documents



**DTWood Engineering, Inc.**

Land Development Design & Consulting

September 10 2024

Kingsport Regional Planning Commission

**RE: Fieldcrest Acres- Phase 1  
Fieldcrest Road  
Variance Request for Street Connections**

We are requesting the following variances for the proposed roadway cross-sections:

### **Connection of "Road A" to Fieldcrest Road**

We are proposing a taper section from the Beginning of Construction (Sta. 11+51.37) to Sta. 12+80. This section of roadway will transition between the existing Fieldcrest Road width of ~20' to the proposed "Road A" width of 25'. Due to the lack of an established roadside ditch along Fieldcrest Road, we are proposing that no Kingsport curb or sidewalk be installed in this section. This will allow runoff from this section of roadway to remain in more of a sheet flow condition and not create any areas of concentrated flow.

### **Connection of "Fieldcrest West" to "Road A"**

We are proposing the section of roadway labeled as "Fieldcrest West" be 20' wide asphalt with 5' grass shoulders. This would match the existing width of Fieldcrest Road, and the utilization of grass shoulders would more closely match the current condition of Fieldcrest Road which does not have an established roadside ditch. By not installing curbs in this section, runoff from this section of roadway can remain in more of a sheet flow condition and not create any areas of concentrated flow.

Please feel free to contact me at (423) 384-7824 or via email at [Chris@DTWoodEngineering.com](mailto:Chris@DTWoodEngineering.com) if you have any questions or need any additional information.

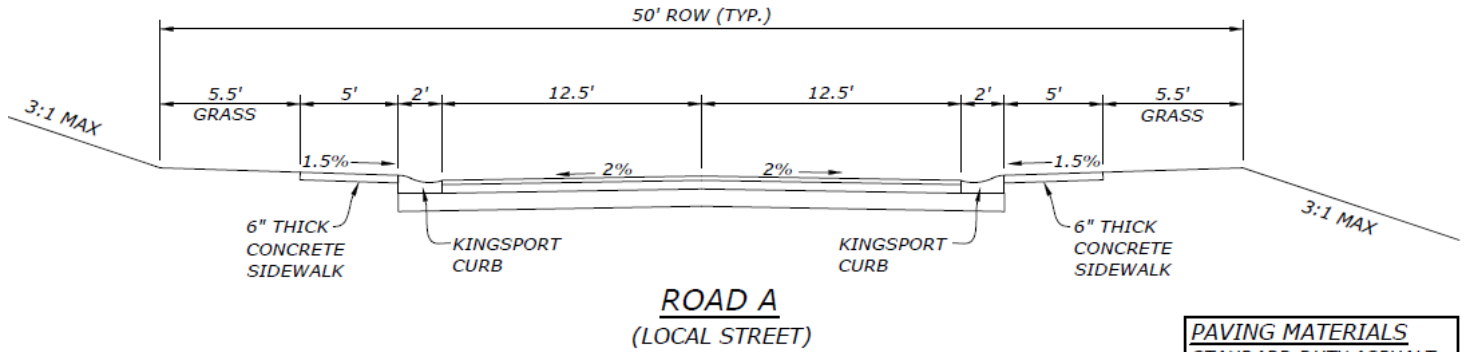
Sincerely,

A handwritten signature in blue ink, appearing to read "Chris Alley". The signature is fluid and cursive, with the first letters of the first and last names being capitalized and prominent.

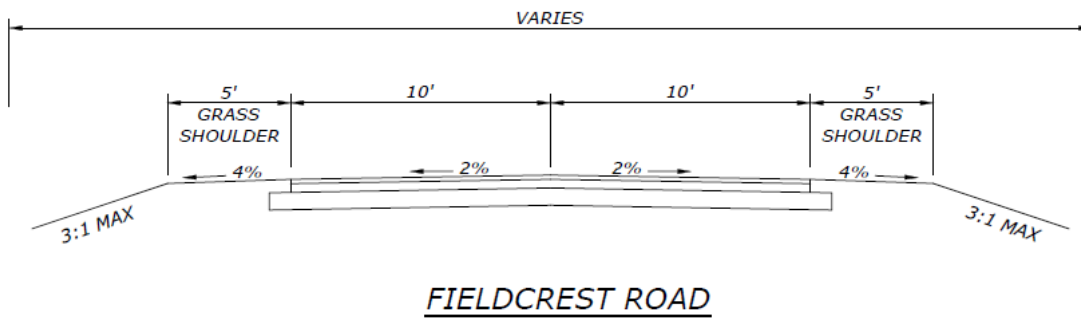
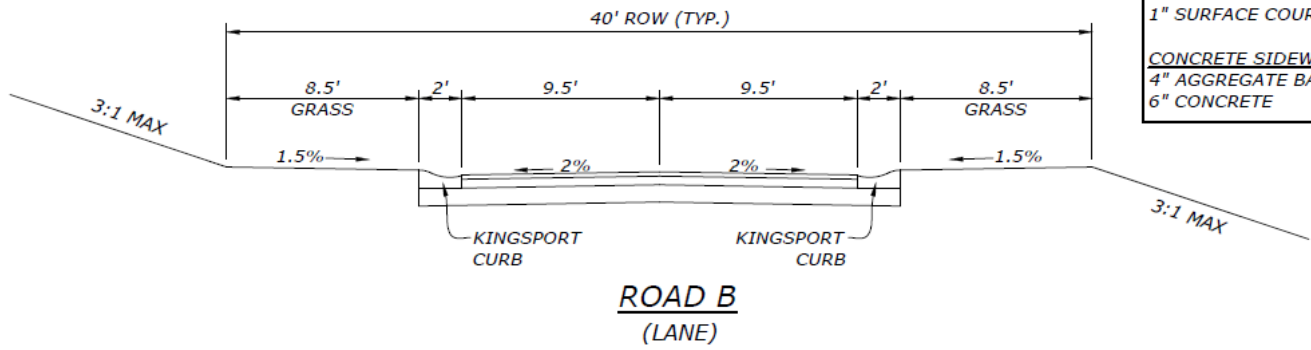
Chris Alley, P.E.  
Project Manager

**ROAD A: Chimney View Loop**

**ROAD B: Holt Way**



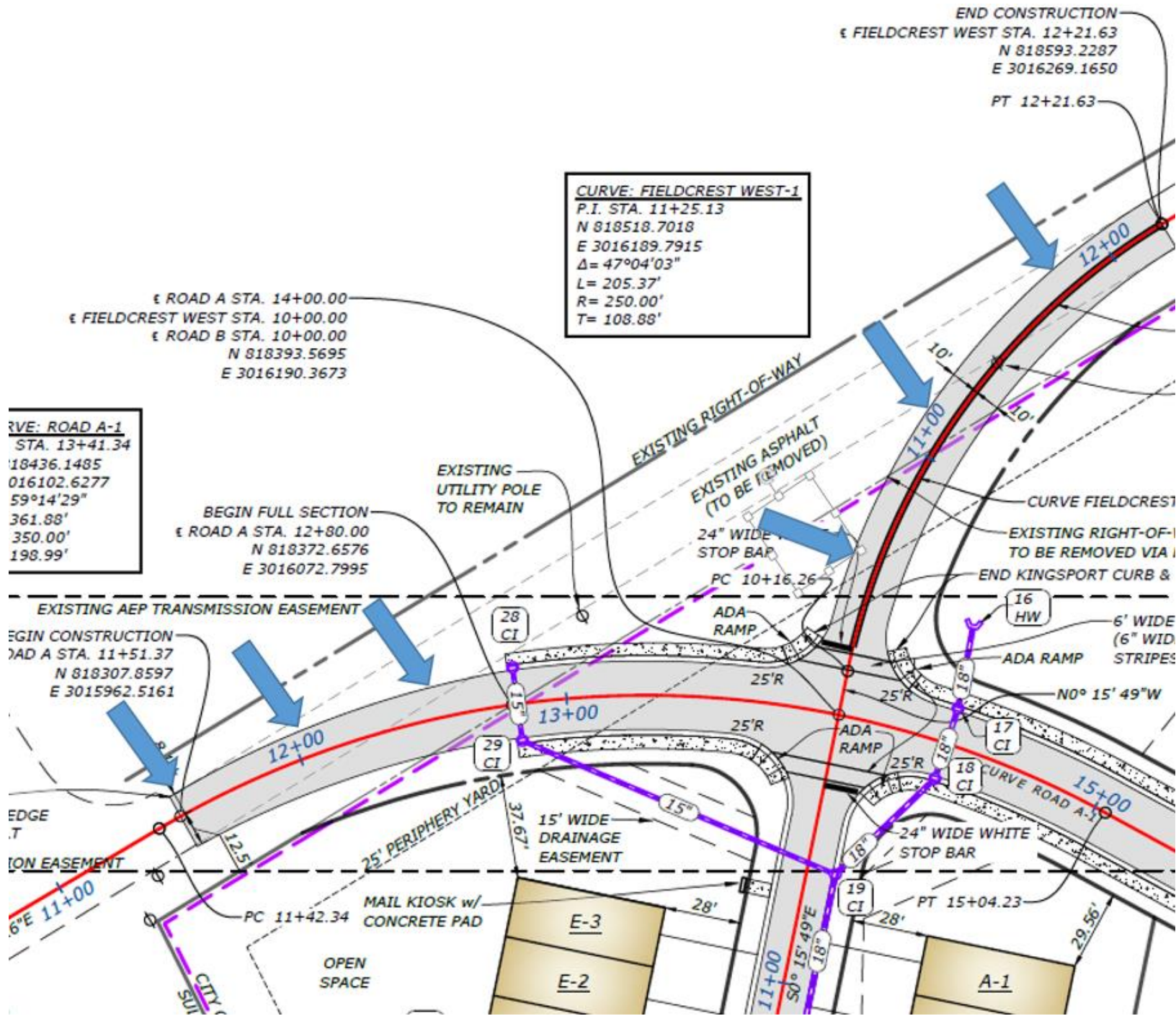
|                          |
|--------------------------|
| <b>PAVING MATERIALS</b>  |
| STANDARD DUTY ASPHALT    |
| 6" AGGREGATE BASE        |
| 2" BINDER COURSE         |
| 1" SURFACE COURSE        |
| <b>CONCRETE SIDEWALK</b> |
| 4" AGGREGATE BASE        |
| 6" CONCRETE              |







Expanded View of Area Impacted by Variances





View East



View West





Entrance to Sugarwood (Across from Chimney View Loop)



Chimney View Loop Entrance Into Development





**View of Curve Along Existing Fieldcrest Road**



**Map with Arrow Indicating the Above Picture Orientation**





**View South (Toward West Ridge High School)****Conclusion**

Staff recommends granting preliminary approval along with the accompanying Chimney View Loop variances of no curb, gutter, or sidewalk for the first 130 feet of Chimney View Loop and no curb, gutter, or sidewalk and the 5' street width decrease to match exiting conditions for the Fieldcrest West connection to Chimney View Loop. It is staff's opinion that the proposal is an appropriate solution for addressing the transition from the existing Fieldcrest road to the proposed new local city street. The variances have been reviewed by and are also supported by the Kingsport Engineering Division as well as Kingsport Water Services.