

PROPERTY INFORMATION	Brickyard Village Preliminary PD
APPLICANT	Barge Design on behalf of Edens Land Corp & KEDB
DISTRICT, LAND LOT OVERLAY DISTRICT	11th Civil District, Map 046P, Group F, a portion of Parcel 009.00 Not Applicable
EXISTING ZONING	PD
PROPOSED ZONING	N/A
ACRES	+/-53.44
EXISTING USE	Vacant
PROPOSED USE	Mixed Residential (Single Family, Townhome, and Apartments)

INTENT

The applicant is requesting Amended Preliminary Planned Development plat approval for the Brickyard Village development located off of Martin Luther King Jr. Drive on Brickyard Park Drive.

The proposal consists of 484 new units located on +/-53.44 acres including a new roadway of 1.66 miles.

The plan shows the required 25’ periphery setback as well as the areas designated for open space. 24.96 acres is dedicated to open space resulting in a total of 46.71% open space. This percentage of open space qualifies the development for 10 units per acre. The proposed density is 9.06 units per acre.

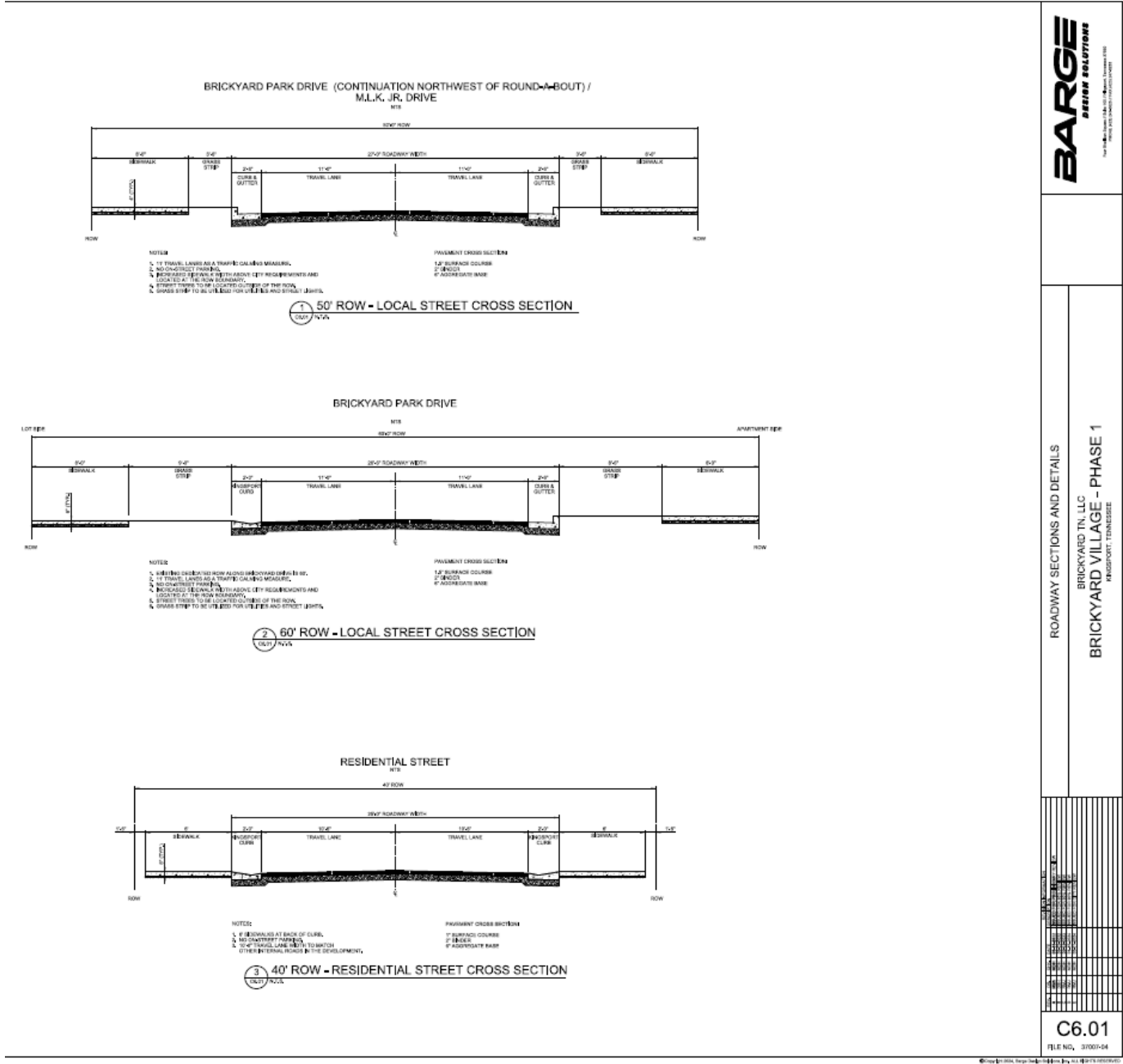
There will be two separate points of ingress/egress. One from Martin Luther King Jr. Drive and one from Brickyard Park Drive. Both Brickyard Park Drive and Martin Luther King Jr. Drive are proposed to be local streets and the remaining public streets are proposed to be residential streets. Please refer to the proposed cross sections that accompany the proposal.

There is a requested variance for a modified local street cross section and shorter than allowed dead end street.

The modified local street section is proposed for the portion of Brickyard Park Drive that extends up to the proposed roundabout. Due to the northwest side of Brickyard Park Drive for this portion fronting single family homes, the Kingsport Curb is proposed on this side of the cross section to facilitate driveway access. The variance adds the grass strip between the Kingsport Curb and the sidewalk of 9’.

Dead end streets, per the minimum subdivision regulations, must be 150’ in length. The proposed termination of Diamond Way, after intersecting with Jewell Lane, is proposed to be 113-8”. The shorter than required length is due to an existing power line easement and lining up Jewell Lane with the proposed driveway opposite its connection to Martin Luther King Jr. Drive. The variance is for 36-6” of relief to the length of a dead end street.

Street Cross Sections



Variance Letters for the Local Cross Section and Short Dead End Street



April 5, 2024

Mr. Ken Weems
Planning Manager
City of Kingsport
415 Broad Street
Kingsport, Tennessee 37660

RE: Brickyard Village
Variance Request – Diamond Way Cul-de-sac Length

Dear Mr. Weems:

On behalf of Brickyard TN, LLC, Barge Design Solutions, Inc. (Barge) is submitting the following variance request to reduce the cul-de-sac length on Diamond Way based on unique conditions per the Subdivision Regulations. The intersection created with Jewel Lane creates a cul-de-sac length of approximately 113'-8", which is less than the minimum 150' stipulated in the Subdivision Regulations. The location of Jewel Lane corresponds with the proposed intersection at MLK Jr. Drive which aligns with the proposed private drive directly opposite Jewel Lane. The intersection alignment, coupled with the existing powerline easement, has resulted in a reduced length for this cul-de-sac.

Sincerely,

Barge Design Solutions, Inc.

A handwritten signature in blue ink that reads "Jennifer A. Salyer".

Jennifer A. Salyer
Project Manager

c: Jessica McMurray, City of Kingsport
Jarrod Edens, Brickyard TN, LLC
Mike Foley, Brickyard TN, LLC
Nelson Elam, Barge Design Solutions, Inc.

Barge project # 37007-04



April 5, 2024

Mr. Ken Weems
Planning Manager
City of Kingsport
415 Broad Street
Kingsport, Tennessee 37660

RE: Brickyard Village
Variance Request – Brickyard Park Drive Cross Section Modification

Dear Mr. Weems:

On behalf of Brickyard TN, LLC, Barge Design Solutions, Inc. (Barge) is submitting the following variance request to the Brickyard Park Drive Cross Section based on the conditions of unique conditions and detriment to public safety per the Subdivision Regulations. The requested variance is in addition to the previously approved variance per the letter dated June 9, 2023, providing for a larger grass strip, 30" curb and gutter and reduced travel lane width.

Brickyard Park Drive (Refer to Detail 2/C6.01)

This section of roadway is an extension of the existing Brickyard Park Drive up to the proposed roundabout. Single family residential lots are proposed along the northwest side of Brickyard Park Drive. Thus, the proposed cross section provides a Kingsport Curb to accommodate driveways. This creates a unique condition of having different curb types on each side of the roadway. The grass strip on the opposite side of the road is located between the back of curb and sidewalk. To maintain a balanced cross section, the developer is requesting that the grass strip be at the back of curb on the Kingsport Curb side of the roadway as well.

The purpose of having the grass strip at the back of curb is to address safety concerns as well. By providing separation between the sidewalk and travel lanes it creates safer conditions for pedestrians.

Sincerely,

Barge Design Solutions, Inc.

A handwritten signature in blue ink that reads "Jennifer A. Salyer".

Jennifer A. Salyer
Project Manager

c: Jessica McMurray, City of Kingsport
Jarrod Edens, Brickyard TN, LLC
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Nelson Elam, Barge Design Solutions, Inc.

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PD Plan Analysis

This development was originally approved as contingent upon approval of the construction plans for the development in June of 2023. Additionally, during the June regular meeting of the Planning Commission consideration of this item, variances for larger grass strip, 30” curb and gutter and reduced travel lane width were granted. The revised proposal eliminates many of the private drives in the development which are to be replaced with public residential streets. Additionally, there will no longer be a connection to Cherokee Street as CSX railroad has limited access across their rail for the future pedestrian bridge only.

The site is broken into 8 phases which will contain the following breakdown of housing units:

- Apartment units: 288
- Townhomes: 116
- Single Family: 84

The local streets proposed are an extension of Martin Luther King Jr. Drive from where it currently terminates to the proposed roundabout. Brickyard Park Drive is proposed to be extended from where it currently terminates to the roundabout and on north, terminating adjacent to where the pedestrian bridge over the CSX tracks will be in the future. All other proposed streets are “residential” street cross sections. The street types are appropriate for the proposed traffic generation.

View from Martin Luther King Jr. Drive



Internal to the Development Facing West



Internal to the Development Facing North



Conclusion

Staff recommends granting amended preliminary PD plan approval for Brickyard Village contingent upon the approval of the construction plans, the modified local street cross section with 9' grass strip, and the 36' 6" dead end street variance.