

PROPERTY INFORMATION: Airport Parkway Residential Development

ADDRESS: Airport Parkway

DISTRICT, LAND LOT: 18th Civil District, Tax Map 094 Parcel 015.00

OVERLAY DISTRICT: N/A

EXISTING ZONING: PD – Planned Development

PROPOSED ZONING: PD – Planned Development

ACRES: +/- 23

EXISTING USE: Vacant

PROPOSED USE: Single-family residential

APPLICANT: Land Star LLC

ADDRESS: 367 Hog Hollow Rd. Gray, TN 37615

REPRESENTATIVE: George Smith

INTENT

The applicant is requesting preliminary Planned Development plat approval for the Airport Parkway Residential Planned Development, consisting of 111 single-family detached units.

Staff Comments:

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 42.4% or 17.67 acres. This qualifies the development for a density of up to 9 units per acre. The proposed density of the development is 4 units per acre, totaling 111 units total.

There will be one point of ingress/egress from State Route-75, aka Airport Road.

The applicant is seeking two variances:

- one variance for the current maximum distance allowed for a cul-de-sac, currently 1,250-feet, for 2,010-feet in order to permit the 3,269-foot roadway.
- The second variance for a Fire Apparatus Access Road cross section trip per day limit, 875 trips per day, for 625 additional trips in order to permit the projected 1,110 trips per day generated by the development. 1,500 trips per day is the maximum capacity of a Residential Street for comparison sake.

The proposed Fire Apparatus Access Road will actually be larger than a Local Street design, which can handle 3,000 trips per day. Therefore, the engineering department and the planning department support both variance requests.

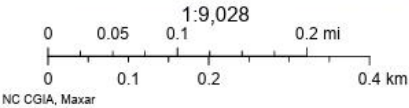
Staff recommends granting preliminary plat approval, including the two variance requests, for the Airport Parkway PD development contingent upon the construction plans being approved.

Airport Parkway Site Map



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- Streets
- | | | |
|----------------|------------------|-----------------------|
| Interstate | Minor Arterial | Private Street |
| Expressway | Collector Street | Ramp |
| Major Arterial | Local Street | Urban Growth Boundary |



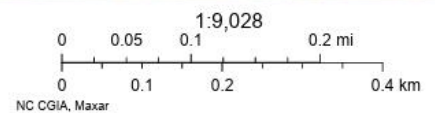
Web AppBuilder for ArcGIS

Airport Parkway Zoning - PD, Planned Development

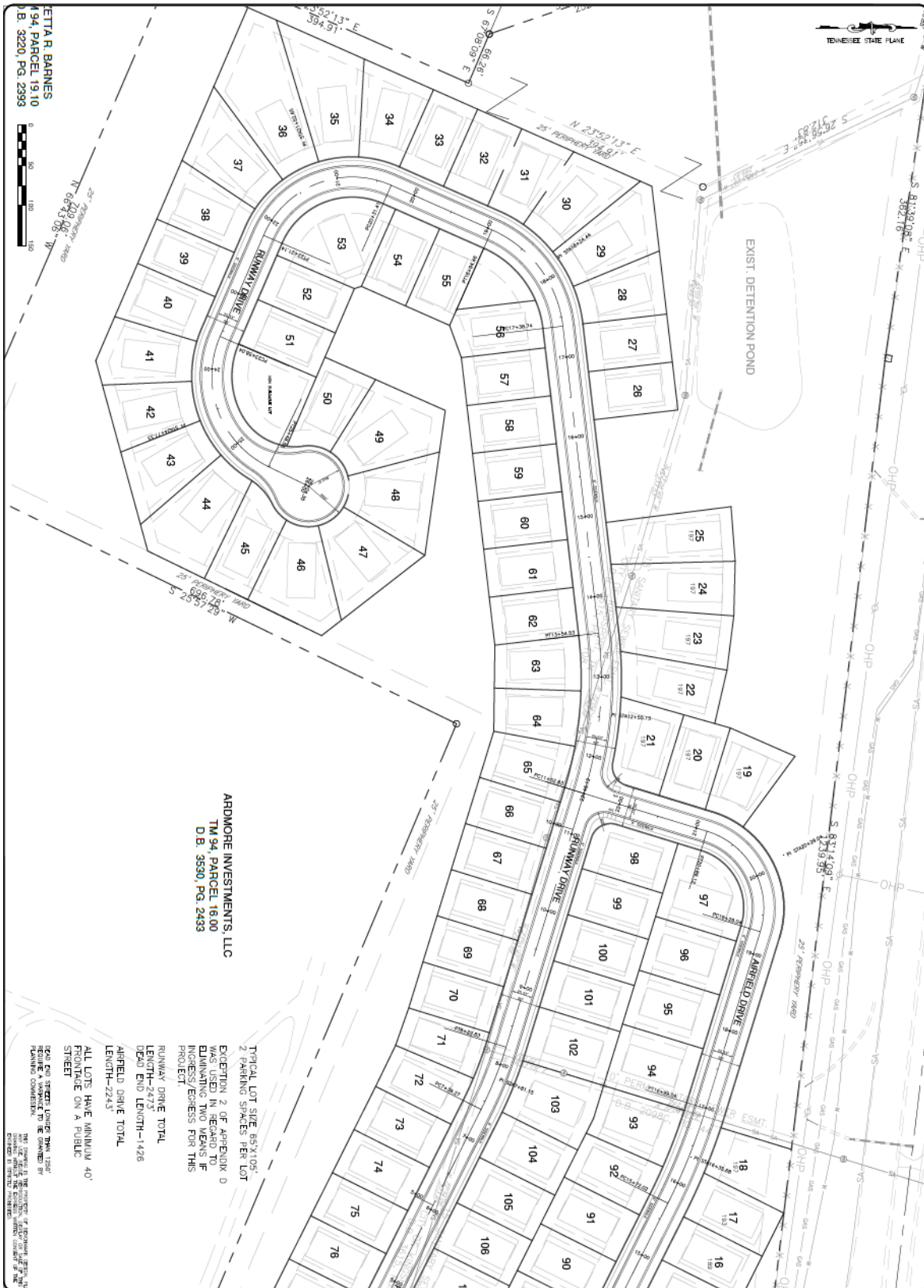


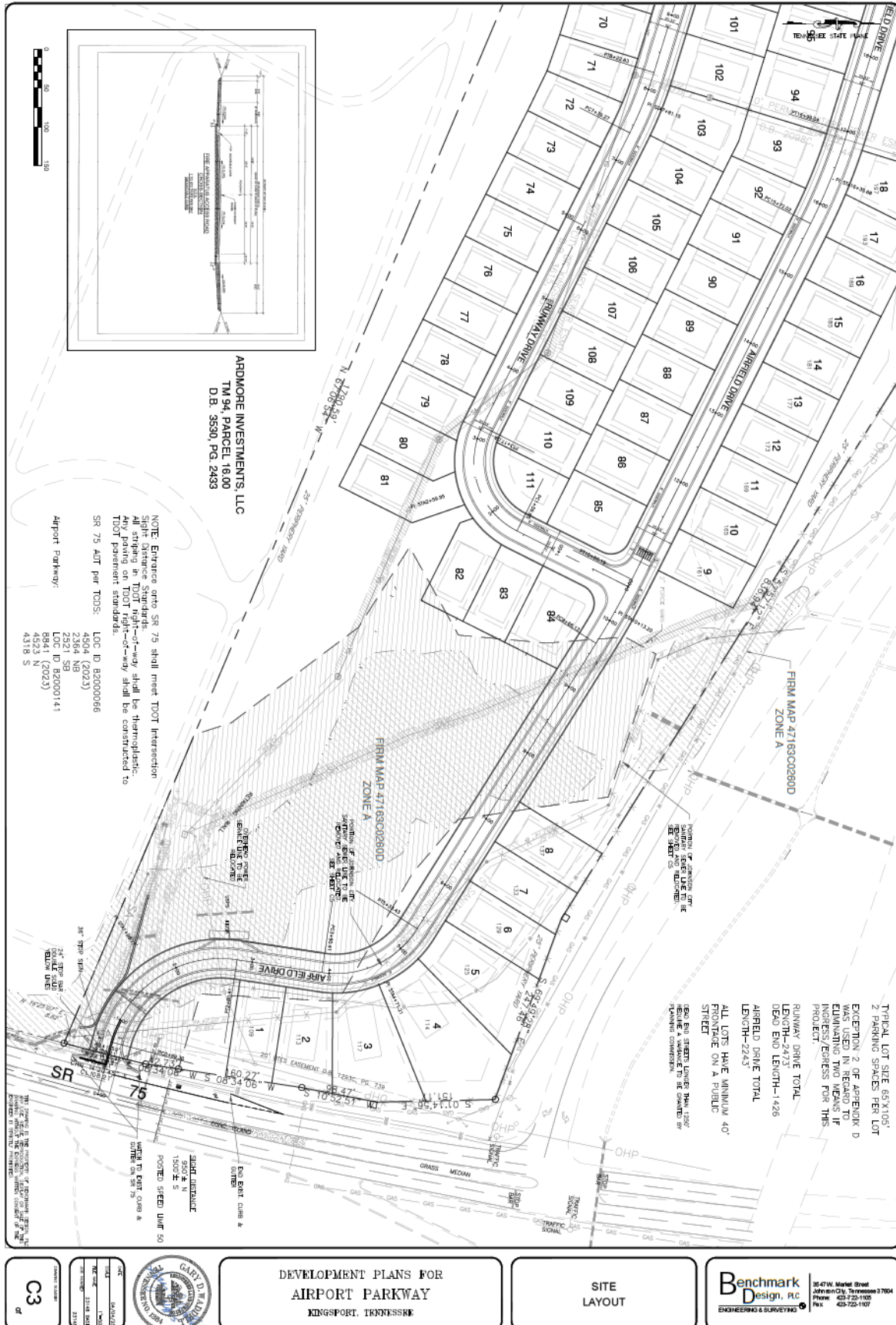
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Urban Growth Boundary	Collector Street	TA/C	AR	B-4P	M-2	PD	R-1A	R-3B
Local Street	Private Street	R-5	B-1	B-4P	MX	PMD-1	R-1B	R-4
Interstate	Expressway	GC	B-2	BC	P-1	PMD-2	R-1C	Split
Major Arterial	Minor Arterial	B-2E	B-3	GC	P-D	PUD	R-2	TA
		A-1	B-3	M-1	PBD-3	PVD	R-3	TA-C
		A-2	B-4	M-1R	PBD/*	R-1	R-3A	UAE

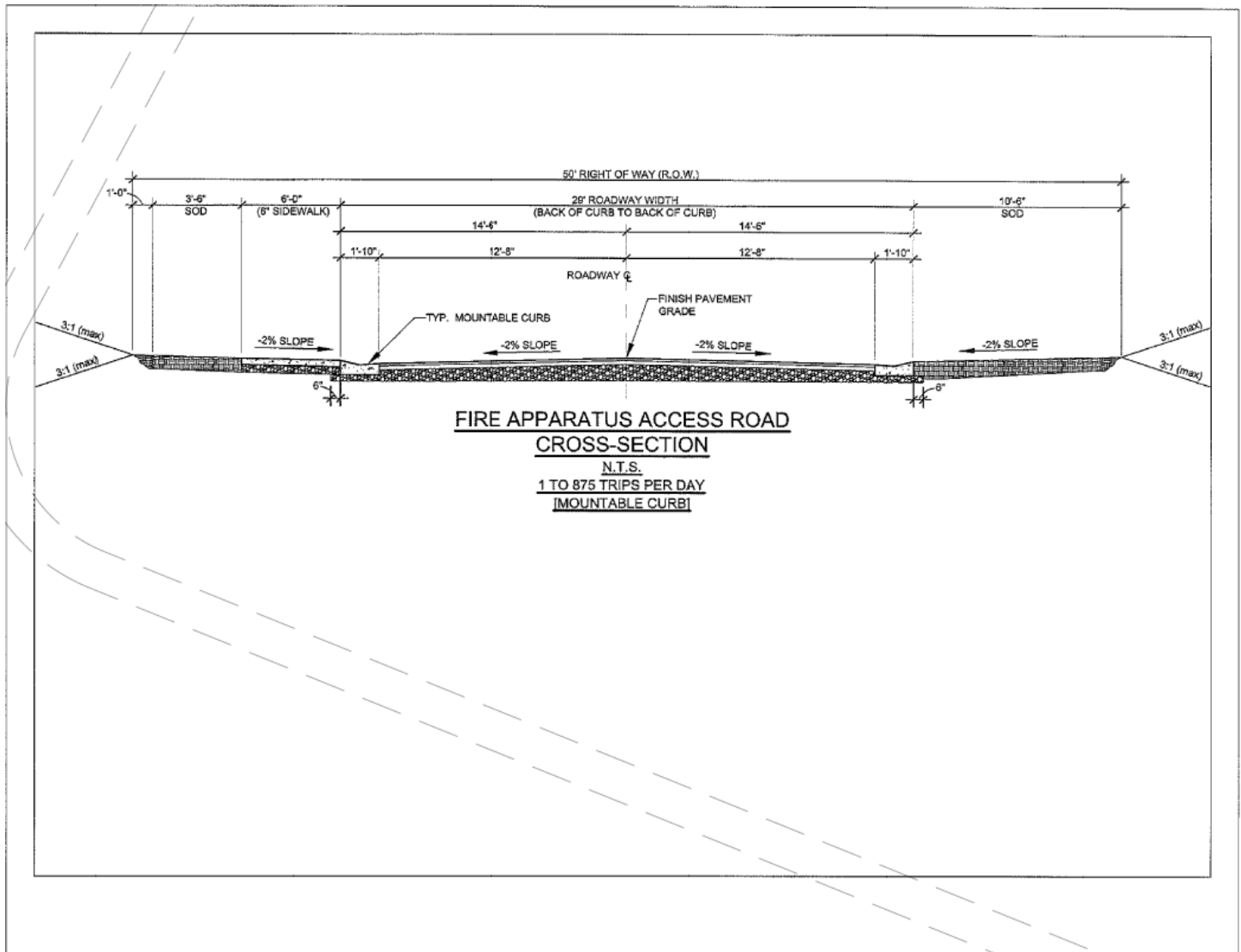


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Proposed Cross Section



Northern Property View



Eastern Property View



Southern Property View



Western Property View



Barn to be Demolished





February 12th, 2025

Mr. Ken Weems
Kingsport Regional Planning Commission
415 Broad Street
Kingsport, TN, 37660

RE: Airport Parkway Subdivision – Variance Request – Project #PD24-0195

Dear Mr. Weems,

Please accept this letter as a variance request to be put before the Kingsport Regional Planning Commission concerning the maximum length allowed on dead end street. This subdivision has approximately 110 lots proposed and no secondary access entrance as allowed by Fire Code Appendix D107.1 for a street with more than 50 units and less than 125 units. The length of road from the entrance along the most direct line to the terminating cul-de-sac is approximately 3,260’.

We have proposed, and designed for, using the Fire Apparatus Access Road cross section throughout the entire subdivision in accordance with Fire Code Appendix D107.1 Exception 2 in addition to the other requirements of that section including fire hydrants being placed on alternating sides of the street and No Parking signs along one side of the street. A Fire Apparatus Access Road is designed with a 50’ ROW and a 29’ Roadway width utilizing mountable curbs. There is a 6’ (minimum) wide sidewalk and it is built attached to the curb on one side of the street. This is the same street cross section as the Local Street in the Subdivision Regulations. It is a larger street cross section (5’ more pavement width) than the Residential Street which would be commonly used in a subdivision of this size with a secondary entrance.

We are making this request to vary from the strict letter of the regulations, in accordance with Article VI – General Provisions, 6-3 Variances, Item 3.2 Unique Conditions, for the reasons described below.

The Airport Parkway subdivision is bounded on the north side by Airport Parkway (a secondary entrance on that road was denied by TDOT), the west side by steep topography and an industrial area (prohibiting getting a road developed to use as a secondary entrance), and the south side by a large cemetery (also prohibiting a secondary entrance). Being limited to a single entrance means that the road will be longer than if we had a secondary entrance. We have provided a larger street cross section than would normally be required for a subdivision of this size, with parking limited to one side of the road. This will ensure that two-way traffic can be maintained at all times so that there will be no detriment to public safety. We are requesting a variance from the current maximum distance

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allowed to a cul-de-sac from the current 1,250' of 2,010' in order to have the 3,260' road.

We believe that by utilizing the larger road cross section, and limiting parking to one side of the road) it is reasonable to allow the requested variance.

Thank you for your kind consideration of our request.

George A Smith

George A. Smith, PE
Director of Engineering



February 19th, 2025

Mr. Ken Weems
Kingsport Regional Planning Commission
415 Broad Street
Kingsport, TN, 37660

RE: Airport Parkway Subdivision – Variance Request – Project #PD24-0195

Dear Mr. Weems,
Please accept this letter as a variance request to be put before the Kingsport Regional Planning Commission concerning the maximum number of trips per day allowed on the Fire Apparatus Access Road standard cross section. This subdivision has approximately 110 lots proposed and no secondary access entrance as allowed by Fire Code Appendix D107.1 for a street with more than 50 units and less than 125 units.

We have proposed, and designed for, using the Fire Apparatus Access Road cross section throughout the entire subdivision in accordance with Fire Code Appendix D107.1 Exception 2 in addition to the other requirements of that section including fire hydrants being placed on alternating sides of the street and No Parking signs along one side of the street. Currently the Fire Apparatus Access Road allows for a maximum of 875 trips per day.

A Fire Apparatus Access Road is designed with a 50' ROW and a 29' Roadway width utilizing mountable curbs. There is a 6' (minimum) wide sidewalk and it is built attached to the curb on one side of the street. This street cross section is similar to the 'Local Street' in the Subdivision Regulations (they both have the same roadway width from back-of-curb to back-of-curb) which has a 'Trips per Day' range of 1,501 to 3,000 trips per day. A 5' smaller street cross section in the Subdivision Regulations is the Residential Street which has a 25' Roadway Width utilizing mountable curbs and that street cross section has a 'Trips per Day' range of 251 to 1,500 trips per day. (see attached cross sections for each as detailed in the subdivision regulations)

We are making this request to vary from the strict letter of the regulations, in accordance with Article VI – General Provisions, 6-3 Variances, Item 3.2 Unique Conditions, for the reasons described below.

The Airport Parkway subdivision is bounded on the north side by Airport Parkway (a secondary entrance on that road was denied by TDOT), the west side by steep topography and an industrial area (prohibiting getting a road developed to use as a secondary entrance), and the south side by a large cemetery. Having a single entrance and more than 50 lots (approximately 110 designed lots) required

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the use of the Fire Apparatus Access Road approved cross section. We have a need (at 10 trips per day per lot) of a roadway approved for 1,100 trips per day. The same cross section (Local Street) allows for 1,500 to 3,000 trips per day; well more than the subdivision needs. The 5' smaller cross section (Residential Street) allows up to 1,500 trips per day. Since we are providing a cross section that is rated elsewhere in the regulations for up to 3,000 trips per day we are requesting a variance from the current Fire Apparatus Access Road of 875 trips per day and for it instead to rated for a maximum of 1,500 trips per day.

We believe that the road cross section provided will not be a detriment and would actually enhance public safety because we are effectively providing a roadway width that is much larger than the one that is rated for 1,500 trips per day and would in fact be rated at up to 3,000 trips per day if built elsewhere.

Thank you for your kind consideration of our request.

George A Smith

George A. Smith, PE
Director of Engineering

Recommendation:

Staff recommends granting preliminary plat approval, including the two variances, for the Airport Parkway residential development contingent on construction plans being approved.