

**MINUTES OF THE
GATLINBURG MUNICIPAL/REGIONAL PLANNING COMMISSION
March 18, 2021
THURSDAY, 5:00 P.M., CITY HALL**

MEMBERS PRESENT

Robert Maples
Kirby Smith
Larry Claiborne
Bud Ogle
Cam Caton

MEMBERS ABSENT

Jackie Leatherwood
Ron Smith

OTHERS PRESENT

Vuay Samtani
Twinkle Patel
Vimal Patel
Steve Drummer
Gary Norvell
Randy Watson
Bruce Cantrell
Jeremy Puckett
Vim Plaskett
Rama Karlapalen
Vishal
Hank Byma

Staff Representatives: David Ball, Building & Planning Director
 Penny Douglas, Executive Secretary

CALL TO ORDER AND APPROVAL OF MINUTES

Chairman Robert Maples called the meeting to order at 5:00 P.M. The minutes of the February 18, 2021, meeting was unanimously approved following a motion by Mr. Bud Ogle and a second by Mr. Kirby Smith.

STAFF REPORT

PETITIONS AND COMMUNICATIONS FROM THE PUBLIC

OLD BUSINESS

NEW BUSINESS

Review and consideration for a preliminary subdivision of “James Bell Estate,” being Tax Map 118, Parcel 18.00, located at Glades Road, P.A. Proffitt Road and Potters Ridge Road, R-1 & C-5 Zones, requested by Donna Cantrell.

Staff presented a request for a proposed preliminary plat approval for a proposed re-subdivision of the “James Bell Estate,” located off Glades Road, Potter’s Ridge Road and PA Proffitt Road and being Tax Map 118, Parcel 18, to create four (4) lots. Staff explained that the request consists of a re-subdivision of Tax Map 118, Parcel 18 which consist of 4.84 acres to create four (4) lots being “Lots 1, 2, 3, and 4.” Staff noted that the plat depicts the reconfiguration of the existing parcel into the four (4) lots being “Lot 1” consisting of 1.05 acres (45,888 sq. ft.), “Lot 2” consisting of 1.43 (62,366 sq. ft.), “Lot 3” consisting of 1.28 acres (55,806) and “Lot 4” consisting of 1.08 acres (47,151 sq. ft.). The surveyor will verify slopes of the property prior to final plat approval to

ensure compliance with the minimum lot size requirements of Article VIII. The plat depicts "Lot 1" with access from Glades Road, "Lots 2 and 3" will be accessed via Potter's Ridge Road, and "Lot 4" with access from P A Proffitt Road. It does appear that the street frontage for "Lot 2" will need to be increased to a minimum of 100' if the lot is in excess of 30% slope.

Mr. Bud Ogle ask if there was city sewer available. Staff stated that the property is served with public water and public sewer. However, the Utility Department has indicated that a review of the public water and sewer systems will need to occur prior to final plat approval to determine the best point of utility access for the lots. Note, the final plat will need to include all monuments for corners of the lots along with all the required certifications and signatures.

After a brief discussion, Mr. Larry Claiborne made a motion to approve the request with all the staff recommendations and Mr. Kirby Smith provided a second which was passed with members voting "aye".

Review and consideration for a revised PUD site plan approval for "Deer View Trail," being Tax Map 126P, Group P, Parcel 012.00, R-1 Zone, requested by CEC, Inc., for RSC Properties, LLC.

Staff presented a request for a revised PUD site plan approval for "Deer View Trail," being Tax Map 126P, Group E, Parcel 012.00, located at 1247 Wiley Oakley Drive. Staff noted that the request consists of a revision to the "Deer View Trail," Planned Unit Development plan. Staff explained that the original number of units for the property consisted of six (6) cabins. Staff further noted that the proposed revision now depicts a relocation of the amenities (pool) to the northeast portion of the property and an addition "Unit 7" referred to as a "treehouse" cabin. The revision also includes the relocation of "Unit 6" from the east portion of the property to a new location between "Units 2 and 4." Staff stated that the additional unit does not exceed the allowable density for the 8.53 acre tract.

Staff also note that other minor adjustments include a slight reduction of the proposed road width beyond "Unit 5" from 24' to 20' and then down to 12' wide beyond "Unit 7" out to the pool amenity. The Fire Department has reviewed the proposed road widths and have indicated that the changes are acceptable.

After a brief discussion, Mr. Bud Ogle made a motion to approve the request and Mr. Larry Claiborne provided a second which was passed with members voting "aye".

Review and consideration for a preliminary PUD site plan approval for "Hidden Hills Vistas," Phase 1-Cabin Development, being Tax Map 117, Parcels 236.00, 236.03, & Tax Map 127, Parcel 09.00, located at East Parkway at Hidden Hills Road, C-2 Zone, requested by Robert G. Campbell & Associates, LP for Seven Hills Hospitality Services, LLC.

Staff presented a request for a preliminary PUD site plan approval for "Hidden Hills Vista – Phase 1," located on East Parkway and Hidden Hills Road, and being Tax Map 127, Parcels 8, 8.03, 9, and Tax Map 117, 236 and 236.03. Staff explained that the request consists of a preliminary PUD site plan approval for Phase 1 of the "Hidden Hills Vista," a Planned Unit Development consisting of 105 detached rental cabins. The preliminary plan indicates that there are 63 small cabins (2 bedroom), 39 medium cabins (3 bedroom), and 3 large cabins consisting of 4 bedrooms. The plan

also indicates that an event center of approximately 5,000 square feet and pool amenities will be located on the property. The plan shows an overall density of .142 floor area ratio for the property which is well below the allowable 2.0 in C-2 District. The property is made up of approximately five (5) separate parcels consisting of a total of 37.45 acres. The property is currently developed with a small cabin and some retaining wall structures and has undergone some excavation from a previous development plan. The property fronts on East Parkway and Hidden Hills Road and consists of steep terrain.

Staff did request that the developers provide a revised traffic study to determine the impacts of the development on the adjacent public right-of-way areas and to determine if there are any required improvements needed to accommodate the proposed development. The developer has completed the traffic study which was performed assuming full buildout of 105 residential cabins being constructed on the property and completed by the year 2025. In summary, the traffic study does not recommend any major changes to the existing public streets serving the development nor does the development require any new signalization on the public right-of-way. However, the study does recommend verification of adequate site distances at the intersections of the private street and public streets and where private streets intersect within the development. The study recommends new pavement markings indicating turn lanes and traffic stops, stop signage for the development, posting of speed limits on Hidden Hills Road and inside the development, vegetation removal in certain areas for site distance improvements, and suggest that landscaping and street signs be carefully evaluated as to placement near intersections. The previous preliminary plan showed that a main entrance to the development was to be developed from East Parkway and a secondary entrance from Hidden Hills Road. The revised plan now indicates that the entrance from East Parkway has been eliminated and the entrance from Hidden Hills Road to become the primary ingress and egress point for the property.

Staff noted that the plan indicates that a main 24' wide private street (Road A) will provide access throughout the property which is approximately 3,988 linear feet or .94 tenths of a mile. The street grade ranges from 5% up to the maximum of 15% grade and terminates at its connection point with the private street located in the adjoining Mountain Shadows Development. The road length is in excess of the maximum cul-de-sac allotment of 2,400'. Note, the original design consisted of a connector street from the upper portion of the road down to a lower section to create a loop street scenario. The design engineer has indicated that the construction of the connector will create a significant land disturbance if required to be constructed. In lieu of the connector, the design engineer is looking at an alternative design to create a mid-point turnaround along "Road A" so that vehicle traffic will have an area to turnaround without having to travel to the end of the street. The PUD regulations do provide for the ability to vary the standards if the Board feels the intent of the regulations are being met to achieve a safe and reasonable development. The plan also indicates that the private road will connect with the adjoining development "Mountain Shadows" to create an emergency access only for the benefit of both properties. Note, a legal agreement between the two developments will be needed for the final PUD site plan approval verifying both parties' approval and maintenance responsibilities with the connection. The sole purpose of the connection is to provide for emergency access for both properties and most likely will be a gated connection. The connection also alleviates the issue of a "dead-end" street with on way of exiting the property in the event of an emergency. Staff has requested that the design engineer verify all curves and intersection grades for all the proposed streets. The "Y" turnaround at the termination

point will need to be modified to increase the inside radius to 20' to provide for emergency vehicle turnaround area. The subdivision standards require certain design standards related to road grade and width of the curve if the curve radius' are less than 60' diameter. The engineer has requested that the main road curvatures be permitted to utilize less than 60' diameter with the installation of additional shouldering to provide more surface area to maneuver larger vehicles through the curvatures. The Fire Department was satisfied with the proposal for additional pavement width. In addition, all intersecting street grades are required to be 3% grade or less and guardrails are required in certain sections along the roadway which have not been depicted on the plan. At the previous preliminary review the design engineer did request variances from the intersection grade standard of 3% to a requested 5% which was acceptable to the Fire Department.

Staff explained that the design engineer has eliminated the connector between the upper and lower sections of "Road A" as was previously proposed in the design. The purpose of the connection was to create a secondary means of access from the top of the property should there be an access issue with "Road A." The remaining private streets, "Road B," "Road C," "Road D," "Road E" and "Road F", that are located within the development are secondary access roads to short cul-de-sac areas. "Roads C, D, E and F" are relatively flat grades of 7% or less and serve 15 units or less. "Road B" is shown to terminate in an area of "future development." Note, for all turnaround areas the turning radius' of all "T" configurations must meet subdivision standards of 20' radius.

Staff noted that the developer is requesting to extend a new public water line in the Moody Drive Right-of-way area to a master meter location on the north portion of the property. The proposed extension will consist of an 8" ductile iron water main from the existing public water line in Moody Drive. The extension, because it is located within an undeveloped right-of-way area, will require a review and approval of the City Commission. The Utility Department has requested that a full design plan for the extension be provided for their review. The utility plan also shows that an 8" private water main will be extended into the development from the master meter to serve for both domestic and fire protection. The plan indicates that a sewer connection for the development will be made in Hidden Hills Road. However, the plan shows that most of the individual units will utilize an "E-One" pump system to collect and pump sewer to the gravity line located at station 19+50 where it then will gravity down to Hidden Hills Road. The "E-One" systems will be the private property responsibility to maintain. The utilities layouts and details will require further evaluation by the Utility Department between the preliminary and final PUD plan submittal to determine the best scenario for public utility services and connections. All the onsite utilities will be privately owned and maintained. The Utility Department has requested additional information related to the project demand loads be provided prior to a final PUD site plan review.

The plans depict several areas of grading for roads and unit layouts. There are multiple retaining walls depicted on the plans adjacent the proposed roads and buildings, many of which are in excess of 15' in height. For all freestanding walls, there is a maximum height of 15' before terracing is required. The terracing requirement also applies to regraded slopes. Because the property is located within a Critical Slope Overlay District and a Hillside Overlay District, additional information is needed to determine if the project meets the minimum design standards of those overlay district provisions. At this time, the required soils engineering report and analysis has not been provided for the project to determine whether adequate soils exist for the proposed development and the numerous retaining wall structures. Further, the viewshed information that

will depict the visual impacts from the adjoining Scenic and Landscape Resources of Significance (SLRS's) i.e. East Parkway, has not been included in the review documents. As such, Staff is unable to determine whether the layouts and site improvements, including wall, buildings, etc., are compliant with the minimum standards of design as indicated in the Zoning Ordinance. Certainly, before the final PUD site plan can be approved, this needed documentation will need to be provided and reviewed by Staff. In addition, all walls depicted on the plan will need the "toe" and "top" of wall information added to verify the wall heights. The grading plan also indicates an area on the west boundary where excavation extends over the property line boundary. A permanent grading easement will be required for the area and/or a revision is needed to the plan to depict grading areas to be located entirely on the subject property.

The storm water improvement plan for the site contains multiple detention basins as well as proposes the use of "Stormtech" chambers throughout the development including at each parking stall location. These chambers will be connected with a drainpipe system and collect the roof downspout drainage. The site depicts various areas where "temporary Gabion Basket energy dissipator" systems to slow the rate of run-off within the property. At this time, a complete storm water plan with calculations has not been submitted for review. A SWPPP plan will need to be submitted for the property and approved by the Tennessee Department of Environment and Conservation. The concept landscape plan also shows that areas will be revegetated to stabilize slopes and provide screening as well as new landscaping along roadways and retaining wall features.

Staff noted that the preliminary PUD site plan lacks the following: revised grading plan showing slopes of less than a 2:1 slope and not beyond property line boundaries; revised retaining wall plans depicting terraced walls and slopes if in excess of 15' in height; revised building setbacks for buildings closer than 20' to other buildings measured at the outer extremities of the buildings; building sketch; elevations; Landscaping concepts; stormwater calculations report; Hillside Overlay District viewsheds for the property; Critical Slope Floating Zone geotechnical report for the property; revised turning radius' in turnaround areas; Utility plan for the public water line extension in Moody Drive. Also, Staff recommended that turn lanes be incorporated in the Hidden Hills Road Right-of-way to provide for turning movement into the development as well as a left turn lane onto E. Parkway from Hidden Hills Road. Further, Staff would recommend that the plan design be revised to incorporate the original access from East Parkway as a future development access in the event the development is expanded and/or the development impacts bear out greater impacts to surrounding road systems than currently anticipated. The revision will require the elimination of no more than a couple of units to ensure the needed area for the road construction in the future.

Mr. Gary Norvell with Robert Campbell and Associates was present and gave an overview of the request. Staff stated that 2,400 feet is the longest length allowed for a cul-de-sac within the subdivision regulations. Mr. Norvell stated that the revised plans showed that there would be a turnaround area at approximately 2,400 feet on the road with parallel parking available. Staff stated that proposed private street is approximately 3,988 in length from Hidden Hills. Mr. Robert Maples asked if there was going to be parking on the side of the road. Staff stated that there would be parallel parking available. Mr. Gary Norvell stated that the number of units has changed from the original submittal and that the unit sizes would be smaller.

Mr. Gary Norvell stated that the owners have meet with the Hidden Hills HOA about adding an emergency gated access. Mr. Norvell stated that the gate would open if a E-911 call went out in the City of Gatlinburg. Mr. Norvell also stated there would be an emergency button on both sides the gate that would allow the gate to be opened in the event of an emergency. Mr. Norvell further noted that the opened gate would send out a signal to the staff at Hidden Hills Vistas to do a reset and close the gate once it has been opened. Mr. Robert Maples ask if this gate system could be used by anyone that drove up to it. Mr. Norvell confirmed that the gate would be operable from both developments. Mr. Norvell stated that the revision has reduce the number of units by 108 units. Mr. Norvell stated that by adding a left and right turn lane onto the parkway and by adding a merge lane turning into would ease the flow of traffic.

Mr. Kirby Smith ask if anyone at this time was opposed this project. Mr. Bud Ogle stated that he had heard of some talk about the traffic into Hidden Hills Road. Mr. Bud Ogle stated that residents have ask about putting a traffic light up. Mr. Larry Claiborne stated that residents have contacted him with traffic concerns. Mr. Norvell stated that would have to be a TDOT assessment. Staff stated that because East Parkway is a State Highway, TDOT would have to assess the traffic counts and is the determining authority with regarding to signalization at the intersection. Mr. Norvell stated that the traffic counts are not present to constitute a traffic signal at this time.

Mr. Robert Maples stated that the Board cannot mandate how many entry ways are to be when a property is developed. Mr. Norvell stated that 350 feet is required for site distance and if we went with the original plan TDOT would not allow the entrance due to the existing wall and limited site distances. Mr. Maples stated he would like to ask staff about the number of units per property there is already a lot of condos in Hidden Hills alone. Staff stated that the plan depicts 100 units and 63 of the units will be 2-bedroom units meaning there will be fewer cars at the smaller units. Staff noted that because the property is commercial, the number of units is limited by density alone. Staff further noted that it does not appear that the density is near the allotments of 2.0 floor area ratios.

The developers presented a video to the Board showing a screening of about 75% and colors of the units with all-natural colors. Vim Plaskett noted that the check in center will look like a log cabin. The developers also noted that they are willing to include the turning lanes on Hidden Hills Road. Mr. Robert Maples and Mr. Kirby Smith stated that all legal documents be brought to the Board before a final is granted.

After a brief discussion, Mr. Bud Ogle made a motion to approve the request and Mr. Kirby Smith provided a second which was passed with members voting "aye".

Review and consideration for a preliminary PUD site plan approval for "Delta Hotel," being Tax Map 126D, Group A, Parcels 5.00, 5.01, 6.00, 6.01, 7.00 and 8.00, C-2 Zone, requested by Robert G. Campbell & Associates, LP for Shambhu Inc.

Staff presented a request for a preliminary PUD site plan approval for "Delta Hotel," to be located at the north entrance of Gatlinburg at Parkway and N. Park Lane. Staff stated that the request consists of a preliminary PUD site plan approval for a 303-unit hotel development on the 7.46 acres of undeveloped property. Staff explained that the property is located off Parkway and N.

Park Lane and consists of multiple tracts. Staff stated that the proposed hotel structure will be located on two of the existing tracts and that the developer will be required to consolidate the properties for the final site plan approval to ensure the building does not extend over property line boundaries. Staff added that the preliminary site plan shows a multi-story building with a two (2) level parking garage under the building. The building is located along the W. Prong Little Pigeon River and therefore is in a Special Flood Hazard Area. Staff noted that the civil drawings indicate the 100 and 500-year flood elevations for the property and based on the lowest floor elevation, the building will be located well above the required elevations to meet F.E.M.A. and local flood ordinance requirements.

Mr. Gary Norvell stated that the design team has went to great effort to make the hotel fit the site without disturbing the site anymore than needed. Mr. Norvell stated that the new hotel will have a meeting and conference center and a pool overlooking the river. Mr. Norvell stated that there would be a service entry at end of the second entry and the main entry would be north on the parkway and lead into the garage area. Mr. Norvell stated that there would be a second hotel and retail shopping area added in future phases.

Mr. Norvell stated he had met with the City Manager to talk about at the traffic light situation and adding a left turn signal to allow traffic to turn left going back down the Spur into Pigeon Forge. Mr. Norvell stated he knew a meeting would have to be held with TDOT. Mr. Robert Maples stated he felt like it would be a challenge to turn into at the main entry. Staff stated it would have to go to TDOT and that a traffic study will be required for the final approval. Mr. Bud Ogle asked how many units were planned for the hotel. Staff stated that there would be 303 units. Mr. Patel, the property owner, stated with both hotels together there would be 400 plus units available. Staff stated that there would hopefully be a future trolley stop at the property to provide the hotel guests an alternative means of access into the downtown area without having to drive their individual automobiles. Staff also noted that the traffic flow and proposed traffic light modifications will require the approval of TDOT and would have to be worked out before a final could come back to the Board. Mr. Robert Maples ask about the height of the rooms. Mr. Norvell stated that the ceiling would be 8' tall and the bathrooms would be 7'6" tall. Staff stated for the final to come to the Board all the heights would have to be stated and verified. Staff noted that it appears the heights are compliant, but that confirmation will need to occur prior to the final submittal. Staff noted that that the buildings have been pulled back from the W. Prong Little Pigeon River to meet the 60' storm water buffer.

The site plan shows that the property will be accessed from Parkway and N. Park Lane. The site plan shows that an entrance and exit at Traffic Light #1 will be provided which may require signalization changes. The new access point will require TDOT approval as will any changes to the signalization. The plan provides for an entrance into the parking garage facility from N. Park Lane on the east side of the building and an exit from the east side of the building to Parkway at Traffic Light #1. The main entrance to the lobby and porte-cochere areas can also be accessed via N. Park Lane and Parkway. The Fire Department has reviewed the plan and indicated that the proposed access to the building is acceptable for access. A profile for the new street access at Light #1 will be needed to verify road grades which appear to be slightly sloping. In addition, the Fire Department will need to further analyze the lower parking and loading dock area located on the south end of the building to ensure accessibility with emergency vehicles.

The preliminary plan shows that 381 parking spaces are being provided on the site which exceeds the required amount under Article IV, Section 402 of the Zoning Ordinance. The projected density is .984 which is below the allowable 2.0 floor area ratio in the C-2 and C-1 Zoning Districts. Both public water and sewer are available to the site and the Utility Department has reviewed the plan. The details in connections and sizes will need to be verified and approved by the Utility Department for the final PUD site plan approval process. The site currently contains some existing storm water drainage facilities. The engineer has indicated that a detailed drainage plan and report will be provided for the final site plan review. The plan indicates that the building does maintain the required 60' storm water buffer as required under the adopted Storm Water Ordinance.

In review of the provided building elevations, the plan is not to scale and the elevations of the building height appear to be in excess of the maximum height of 84'. The designers have been advised to review the information to discuss at the meeting but most certainly will need to provide scaled drawings for the final. The building height limitations for C-2 is 72' average and 84' maximum.

Staff noted that the following items are needed: drainage and erosion control plan, detailed utilities plan, revised storm water and storm water calculations, landscape plan, revised building elevations, private street profiles, and a subdivision plat for the lot consolidation. Note, prior to final PUD plan submittal, the proposed new access to Parkway must be reviewed by TDOT to determine what requirements or changes will be necessary at Traffic Light #1.

After a brief discussion, Mr. Larry Claiborne made a motion to approve the request with staff recommendations and Mr. Kirby Smith provided a second which was passed with members voting "aye".

Review and consideration for a commercial site plan approval for "Comfort Suites," being Tax Map 126N, Group G, Parcel 001.00, C-1 Zone, requested by Steve Drummer, LDA Engineering, for Milestone 3, LLC.

Staff presented a request for a commercial site plan approval for "Comfort Suites," being Tax Map 126N, Group G, Parcel 001.00, C-1 Zone. Staff stated that the request consists of a site plan approval for a proposed 90 unit, four (4) story hotel to be constructed on Reagan Drive at the intersection with Hillvale Lane. The property is zoned C-1 but is currently undergoing a rezoning process to change the property to C-2. The current design exceeds the C-1 height limitations but if the rezoning is approved by the City Commission, the building will be well below the height limitations allowed in the C-2 District. As such, the site plan approval must be subject to the approval of a reclassification of the property to C-2 or the building design will be required to be altered to meet C-1 District height averages and maximums.

Mr. Steve Drummer stated that there would be 4 floors, 90 rooms and split parking. Mr. Drummer stated that split parking would have entry on Reagan Drive and exit on Hillvale Lane. Mr. Drummer stated that 2/3 of the site would be concrete with a drain at the rear of the property piped under Hillvale Lane. Mr. Robert Maples ask about parking spaces per number of units and that a normal parking spot is 9' instead of 7'. Steve Drummer stated they will look at have less rooms to fit the number of parking spots. Mr. Bud Ogle stated that it looked as though there was no

landscaping for the area. Mrs. Drummer stated that there was some landscaping planned around the parking areas. Staff stated that a fire hydrant had been removed and the fire department stated that it needed to be replaced with 100' of the project. Staff stated that density has been verified. Staff stated that if zoning was not approved by City Commission that the height would have to be adjusted.

Staff noted that the property consists of .978 acres or 42,601.68 square feet in area. The proposed density for the property has not been provided but based on the building footprint does not appear to exceed the C-2 District allotments. Staff stated that the plan depicts 92 parking spaces to serve the 90 units but three (3) of the spaces are located on the right-of-way area of Hillvale Lane. Staff explained that due to the narrowness of Hillvale Lane and the negative impact to the use of Hillvale Lane with vehicular and emergency vehicular traffic, the spaces need to be removed from the right-of-way area. The site does not lend itself to additional on-site parking so either the unit count is reduced to 87 with 89 on-site parking spaces or, the three additional spaces are provided at an off-site location within 400 feet of the entrance and deeded as permanent parking for the hotel use.

Staff noted that the plan depicts an entrance only access to the lower-level parking area of the property from Reagan Lane and an egress point on Hillvale Lane from the lower-level surface parking lot. The plan also shows an ingress and egress point on Hillvale Lane to the upper parking lot area. The property is served with both public water and sewer. The plan depicts that water and sewer service will be provided to the building through the utilities located in Hillvale Lane. A new 6" water line is shown to extend from Reagan Drive along Hillvale Lane and then into the north side of the building from Hillvale Lane. The Fire Department has requested that a hydrant be located within 100' of the Fire Department Connection location on the building.

Staff stated that the storm water for the property is shown to be captured through various drainage systems consisting of catch basins, area drains, and trench drains that will be located on the property and then directed to the storm drainage system in Hillvale Lane. The design engineer has indicated that due to the existing impervious conditions of the site, the post construction runoff rates and volumes will not exceed the preconstruction conditions, thus not requiring any on-site storage. The plan also shows areas of landscaping along the perimeter of the property which provides additional pervious areas that aid in the reduction of runoff rate and volume.

Staff noted that the commercial site plan lacks the following information: density calculations, revised parking plan and/or a unit reduction; Also, the plan approval must be subject to the rezoning request being approved by the City Commission or a revised building elevation will be needed to show compliance with the C-1 District height limitations.

After a brief discussion, Mr. Kirby Smith made a motion to approve the request and Mr. Larry Claiborne provided a second which was passed with members voting "aye".

Review and consideration for a proposed rezoning of Tax Map 126, Parcel 003.01, from R-2 (Medium Density Residential) District to C-2 (General Business) District, located at 650 Campbell Lead Road, requested by Jeremy Puckett, PE, CEC, Inc., for Boyne Resorts.

Staff presented a request for a proposed rezoning of Tax Map 126, Parcel 003.01, from R-2 (Medium Density Residential) to C-2 (General Business) District, located 650 Campbell Lead

Road. Staff stated that the parcel is a large parcel consisting of approximately 8.28 acres. The parcel is adjoined by other C-2 zoned properties across Campbell Lead Road. The property is adjoined to the north by the Gatlinburg By-pass Right-of-way and to the east and west boundaries by other R-2 Zoned properties. Staff explained that the applicant has indicated that the future use of the property is to be parking for SkyBridge employees and as a building maintenance/storage facility. The property slopes down from Campbell Lead Road and is extremely steep on the north side of the property.

Staff noted that the C-2 designation will permit a variety of commercial uses which are not permitted in the R-2 residential district and permit increased density, height, and reduced setbacks. The applicant has indicated that the reason for the request is develop the property with employee parking and storage facility to serve the recreational/commercial uses located to the south across Campbell Lead Road. The property is served with both public water and sewer and Campbell Lead Road is the primary street that serves the property. Staff noted that there is a concern about commercial uses of the property and the potential traffic impacts should the property be developed with a high intensity commercial use. The applicant has not proposed any such uses at this time but would not prevent future request if the property is rezoned. Further, under the current parking provisions of Article IV, Section 402, if on-site parking cannot be provided on the same lot as the principal use, off-site parking can be utilized provided the off-site parking is within 400' of the main entrance of the use. As such, it does appear that the parking could be placed on the property without changing the zoning classification of the property. Staff explained however, the storage facility would not be permitted under the current zoning classification as the principal use of the property since it is not a residential use.

Staff stated that the City Attorney had been consulted regarding the request and that there was no concern with the request as a spot zoning. Mr. Jeremy Puckett stated the area was going to be used for employee parking and maintenance buildings and that no guest would be allow at the Campbell Lead Road area. Staff stated the rear property slope is 40' to 50' percent which limits buildable space along Campbell Lead Road. Staff also noted that if the property is granted the rezoning, Boyne Resorts will have to come back before Board to seek site plan approval for the parking and maintenance building. Mr. Randy Watson stated he was trying to work with Google and Waze mapping aps to take away the Greystone Heights address off for the Skypark. Mr. Robert Maples ask how many spots you were looking to get with the rezoning request. Mr. Hank Byma stated they were looking to add 30-35 employees parking spots Mr. Bud Ogle asked if they will have to come back if they proposed to build anything. Staff stated they would have to come to the Board for approval with any development on the property.

After a brief discussion, Mr. Bud Ogle made a motion to approve the request and Mr. Larry Claiborne provided a second which was passed with members voting "aye".

Review and consideration for a preliminary commercial PUD site plan approval for "Gatlinburg Skypark Pinecone and Ridge 1 Development," being Tax Map 126K, Group D, Parcel 022.01 and Tax Map 126, Parcel 001.00, C-2 Zone, requested by Boyne Resorts.

Staff presented a request for a proposed preliminary commercial PUD site plan approval for additions to the "Gatlinburg SkyPark" Development," located on Campbell Lead Road, and being Tax Map 126K, Group D, Parcel 22.01, and Tax Map 126, Parcel 1, for the addition of the

“Gatlinburg SkyPark Pinecone and Ridge 1 Development.” Staff stated that the site plan consists of a proposed observation tower structure and several small retail buildings, restroom/storage structure, plaza area, a lower and upper terrace area at the proposed tower location, and various amenities such as fire pits, decks, and sitting steps. The plan depicts a series of stairs and walkways that meander up the ridge line from the “West Plaza” area up to the proposed tower structure. The plan provides ADA access from the West Plaza to the tower via the ramp and walkways that are formed using a gabion wall system to create the various levels up the ridge. The plan shows that the various retail buildings will be placed along the walkways.

Mr. Hank Byma with Boyne Resorts presented a power point to the Board. Mr. Byma stated the SkyBridge ended with a wooden deck and they were looking to expand the view from the property by extending the development up the hillside. Mr. Kirby Smith ask what was located on the property now. Mr. Randy Watson stated that the Adventure Tower and we are just looking to spotlight the Bridge. Mr. Byma stated the SkyPark is all about the view and that the new Pinecone Tower design was about the rebirth of the of a pinecone. Mr. Byma stated that there would be retail and snack shops available around the tower. Mr. Byma stated that the addition of an amphitheater would be ADA compliant, and the developer is looking to add stations for the vision, sensory impaired and children’s stations. Mr. Byma stated there will be an elevator that will stop at 3 different levels for viewing purposes. Mr. Robert Maples ask how tall the tower was going to be. Mr. Byma stated the tower would 84’ in height. Staff stated the tower is located at an elevation of 1,903’ and consists of seven (7) levels above the lower terrace level and six (6) levels above the upper terrace. Staff explained tht the plan indicates that the top of the tower is proposed at an elevation of 1,992.5’ which places the tower 89.5’ above the lower terrace elevation and 78.5’ above the upper terrace level. Based on the provided elevations, the building average height is 84’ and the maximum is 89.5’ which places the height of the tower above the maximum and averages allowed in the C-2 District. Staff added that the height of the tower must be from a finished grade to the highest point of the tower. Staff stated that the final height will have to be confirmed by the final plan submittal. Mr. Byma stated that 2 levels would be with the bottom, so we are looking to take 6” off each floor to get to the 84’ limit. Staff noted that the structure must be revised in elevation to meet the C-2 height limitation for the final PUD site plan submittal. Staff also noted that the remaining structures depicted on the plan are single story structures which are well below the C-2 District height requirements.

Staff noted that the property is in a Hillside Overlay District which was heavily impacted by the 2016 Wildfires. Staff explained that the applicant has provided various viewpoints of the proposed development from the Scenic and Landscape Resources of Significance as required by the Hillside Overlay District Provisions. Due to the loss of natural vegetation, the site is visible from the various points. The site is particularly visible from the Historic Nature Trail viewpoint due to the elevation and the angle from which the site can be seen. The proposed tower structure will be seen from various locations along Parkway and Historic Nature Trail. Because most, if not all the natural vegetation was lost during the wildfires, the opportunity to offer vegetative screening is very limited, especially with such a large structure such as the tower. As such, it is extremely important that the building colors and materials, retaining wall materials and colors are such that the project blends with the hillside and natural surroundings. The tower is a unique structure that is in a prominent location near the ridgeline, and it is crucial that the colors and materials are of dark, earth tones and not bright or reflective in a way to attract attention to the structure. The

proposed plan indicates a copper color and material that potentially could conflict with the Hillside Overlay District provisions. In addition, the lighting techniques used in the tower structure will also be crucial to minimize the impact of the tower to the hillside landscape. The proposed plan indicates up lighting on the exterior of the tower that would appear to create a visual impact to the ridgeline and hillside. Staff explained that the designers have provided various view perspectives from various streets in the downtown areas. Staff stated that the proposed tower structure is most visible from Historic Nature Trail due to the angles and mountain topography. Mr. Byma presented a model of the tower and noted that the surrounding vegetation of the property has been surveyed to establish the elevations of the trees. Mr. Byma further stated that there are several trees that will remain in the backdrop of the tower to maintain the tree ridge line and that the tower does not extend above the tree canopies. Staff stated that all lighting watts would have to be on the final before approval. Mr. Bud Ogle ask if the elevator would be glass to see out. Mr. Byma stated that the elevator would have glass in it but, also the stairs are available to enjoy the view. Mr. Robert Maples ask what materials would be used for the structure. Mr. Byma stated the material would be board-formed stained concrete for the secondary, smaller buildings and that the tower would consist of a metal skin. Mr. Byma further stated that the Pinecone Tower metal would be stained a copper color and would not need any maintenance for up to 50 years. Mr. Byma stated there would be restrooms available in the new park area. Mr. Byma also stated that all the walkway areas would be lit at night. Mr. Robert Maples ask if the copper color would meet the earth tones that the City is promoting. Staff stated that there is a concern about the color and the reflectivity of the proposed copper metal. Mr. Byma presented a sample of the materials. Mr. Bud Ogle commented about the reflectivity of the materials and the concern about colors and lighting. Mr. Byma stated he would look at getting the copper color toned down. Mr. Robert Maples stated that the City was promoting earth tone colors. Mr. Kirby Smith ask about using a brown tone, that pinecones are naturally brown. Mr. Byma stated they felt that the brown tone would get lost in the woods, we are not looking for a shiny appearance, but we do want to stand out. Mr. Byma stated that they would look at the reflectivity and colors of the materials and would bring revisions back for review by the Board.

Staff ask about the food vendors and how would they be getting their supplies. Mr. Byma stated there would be 3 total food vendors with about 200 square feet maximum for each location. Mr. Randy Watson stated that some of the supplies are sent up on the chairlift and others are dropped on Campbell Lead Road.

Staff also noted that there is a concern about the driveway access to the back of the tower. Staff stated that the plan depicts a controlled access point from Campbell Lead Road to the upper terrace level for the tower. This access is also a means for emergency access vehicles to access the tower in the event of an emergency. The Fire Department has requested that a road profile be provided for the proposed drive to ensure adequate grades for access. Also, the Fire Department has indicated that a response to the tower for evacuation will require the use of a ladder truck and therefore a minimum of 20' wide area near the tower will be needed to stage the ladder truck. The area must be relatively flat for staging purposes and free and clear of obstructions. Staff further noted that the service road to the west of the controlled access point will provide the primary emergency access to the lower "west plaza" area. Staff stated that the Fire Department has requested that a fire hydrant be placed on the proposed access road that leads down to the west end of the SkyBridge. The hydrant will be the source of water supply for the lower retail buildings

that are located below the proposed tower structure. Staff stated that the new road is at a lesser grade and the fire department will utilize the road for emergency response to the lower buildings and SkyBridge feature.

Staff noted that the grading plan depicts significant regrading of the contours of the property throughout the proposed area. Note, all slopes must not exceed a 2:1 slope in the final graded conditions and/or a retaining wall structure must be provided for slope stability. The storm water plan depicts four (4) underground storage detention units to be located throughout the development. The plan shows various storm structures that collect the surface drainage and transports the runoff through storm sewer drainage lines to the underground detention structures where the storm water is eventually discharged through an energy dissipator below the "west plaza" area.

Staff stated that the utility plans show that the buildings will be served with a 2" water line that runs throughout the property. The sewer service will be provided through a force main that extends up to Campbell Lead Road from the lower portions of the property. The upper portions will gravity flow down to Campbell Lead Road. The utility plan also shows underground gas, electric, and telecom services to the property. All water and sewer connections will need to be verified and approved by the Gatlinburg Utility Department prior to final PUD site plan approval. Note, no plan for solid waste collection has been included for the site. Prior to final site plan approval, a solid waste collection plan will need to be provided and reviewed by the Sanitation Department. Mr. Randy Watson stated that the solid waste is disposed from the site using ATV equipment.

Staff noted that the plan includes a conceptual landscape plan which depicts significant landscaping throughout the development phase. Staff added that the plan specifics of size, number, locations will be required for the final PUD site plan submittal. The plan also contains a proposed lighting plan for the site. Since the property is located within a Hillside Overlay District, all lighting will be evaluated based on the district requirements to ensure that the watts, location, and positioning does not create high exposure from outside the property and from Scenic and Landscape Resources of Significance. Staff also noted that the preliminary PUD plan lacks the following: revised tower elevations to comply with C-2 height limitations; road profile information for the service drive to the tower; specific wattage for project lighting; solid waste collection plan; and a revised utility plans for new hydrant location.

After a brief discussion, Mr. Kirby Smith made a motion to approve the request and Mr. Larry Claiborne provided a second which was passed with members voting "aye".

Adjournment

The meeting was adjourned at 7:00 p.m. upon a motion by Mr. Kirby Smith and second by Mr. Larry Claiborne which was unanimously approved by the Board.

Approved:

Jackie Leatherwood
Planning Commission Secretary

4.15.21
Date