



**LOUDON COUNTY
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MINUTES

LOUDON REGIONAL PLANNING COMMISSION

SPECIAL CALLED MEETING

April 9, 2014

The April Special Called meeting of the Loudon Regional Planning Commission was called to order at 12:30 p.m. Present were Mr. Carey, Mr. McEachern, Ms. Hines, Mr. Cardwell, Mr. Brewster, Ms. Roberts, and Ms. Jones. Absent were Mr. Brennan and Mr. Gammons.

This was a Special Called Meeting due to not having a quorum for the regular scheduled meeting on April 1, 2014.

A motion to approve the minutes for the March 5, 2014 meeting was made by Mr. Brewster, second was by Ms. Roberts. Minutes were approved 7-0.

Agenda Item A: Consideration of request for preliminary plat approval for The Cove, a 27-lot subdivision, consisting of 73.64 acres located off Corporate Park Drive, referenced on Tax Map 32, Parcels 5 and 110, Zoned R-2 (High Density Residential). Owner/Applicant: MLB Acquisitions, LLC.

Mr. Russ Rackley, the project engineer, and Dan Ron, the owner, were present.

Mr. Rackley stated they propose to access from Corporate Park Drive. He said this property was adjacent to the Lighthouse Pointe Subdivision. He stated that this property was 73 acres. He said they propose low density lots with the size of the lots to be over 1 acre. He stated that there were 7 lots that averaged 4 acres, which front Corporate Park Drive. He said they were trying to minimize the disturbance of the development to provide quality home sites that would be desirable to market. He stated they would have Loudon Utilities serving the water, sewer, and electric. He said they had 2 variance requests due to a creek on the property. He stated they had applied for a permit from TDEC for water resource alterations for a road crossing which falls along their guidelines. He said that the topology coming off Corporate Park Drive across the creek and up the hill was steep. He stated that coming off Corporate Park Drive there was a 16% grade going up a hill for about 100 feet after going about 50 feet with a 2% grade going down. He said they proposed to do this to minimize the amount of fill over the creek. He stated that this would shorten the amount of the creek that needs to be put with the culvert. He said that they did not want to put more creek with the culvert, due to it not being good for the ecology of the creek. He stated that he tried to provide a balance with a safe-drivable road and not make an impact on

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the creek. He said that the second variance was to use shoulders and grass swells opposed to curbing and guttering. He stated that grass swells are a certified EPA best management practice for water quality. He said that during construction there will be erosion control measures taken.

Mr. McEachern asked if there would be common property in the development.

Mr. Newman stated that there was common property. He said that the developer proposed to make the road private.

Mr. Rackley said that there would be a home owners association. He stated that the home owners association would maintain the road. He said there would be an entrance gate coming onto the road similar to Lighthouse Pointe. He stated that they were trying to work out with Lighthouse Pointe to share some of the amenities at Lighthouse Pointe.

Mr. Newman stated that the other seven 4 acre lots front on Corporate Park Drive, and they would have to cross the creek to get onto Corporate Park Drive. He said what the developer was proposing was to have a shared easement or a common driveway that each of the lots would access to the road in the development that would go back to Corporate Park Drive. He stated that there would be only one driveway that would be coming onto Corporate Park Drive.

Mr. Rackley said that the driveway for two of these seven lots would have a hard time coming out onto Corporate Park Drive due to the creek being so close to the road. He stated that there was a section of guardrail up on the road in this area. He said it would be better to minimize the amount of driveways coming onto Corporate Park Drive.

Mr. Carey asked if there needed to be a cul-de-sac or hammerhead at the end of the shared driveway for the seven lots.

Mr. Rackley stated that they could put in a dead end turn around on the shared driveway. He said that they propose the shared driveway to be 18 feet wide and around 1500 feet long. He stated that the road would not be paved, but they will use a compacted road based stone. He said that these lots would be included in the home owners association, but this shared driveway would not be. He stated that these seven lots would have to maintain this shared driveway.

Mr. Brewster said that he was concerned about this shared driveway.

Mr. McEachern asked Mr. Newman if the city had a regulation on the length of a JPE.

Mr. Newman stated that there was not a provision in the City Ordinance for a JPE.

Mr. Rackley said that these seven lots were legal lots, because they had legal road frontage. He stated that they could take away the shared driveway, and they would still be legal lots having their own driveway.

Mr. Newman stated that the shared driveway was more convenient and better access and has less impact over all for these seven lots. He said that if the Commission prohibited the

development to make a shared driveway, the property owners would have to have their own driveway coming across the creek.

Ms. Roberts said that ascetically a graveled driveway would be better running next to a creek than a paved driveway.

Mr. Rackley stated that with a graveled driveway, there is less runoff. He said when the driveway is properly done; they make a very nice driveway.

Mr. Gray, Loudon City Codes Enforcer, said that he was concerned with the city's garbage trucks running on the shared driveway a couple times a week. He stated that Mr. Bill Fagg, City Public Works Director, needed to look at this site plan and see if he had any issues with the shared driveway. He said his other concern was not having a turn around to get out of the area. He said not only would the garbage truck needs to come down the driveway, but also the first response and fire truck would need to come down the driveway.

Mr. Newman agreed with Mr. Gray that Mr. Fagg needed to decide if the road would be built to allow the garbage truck to come and pick up the garbage on these seven lots at their curbside.

Mr. Rackley asked the Commission to approve the preliminary plat without the common driveway, so they could move forward with the bulk of the construction. He stated that the seven lots were legal lots due to having road frontage on Corporate Park Drive.

Mr. McEachern said that there were still two variances that he needed to be approved for. He stated that the plat could be approved contingent on getting those two variances.

Mr. Newman stated that they have never required detention when the property is right on a water body. He said that the reason for that is that it is at the end of a drainage basin. He stated that he had spoken with Mr. Rackley about adding street lighting on the development.

Mr. Rackley said that adding street lighting would not be a problem.

Mr. Newman asked Mr. Ron if he was in agreement to take the shared driveway out of the plan.

Mr. Ron stated that if the preliminary plat was going to be rejected because of the shared driveway, he was in agreement to remove the shared driveway.

Mr. Fagg came to the meeting to review the subdivision plat and talk with the engineer.

Mr. Cardwell made a motion to table this item while discussion was going on with Mr. Rackley and Mr. Fagg and go on to Item B on the agenda.

Agenda Item B: Consideration of request for site plan approval for a 64,000 sq. ft. Drum Pulper Warehouse Building on 5.0 acres at 5600 Kimberly Way, TN, Map 25 Parcel 181.00, Zoned M-2 (Heavy Industrial). Owner/Applicant: Kimberly Clark Corporation.

Mr. Greg Fine and Mr. Mike Brook, representatives from Kimberly Clark, were present.

Mr. Fine stated that the corporate leadership had chosen to employ new technology in pulping. He said that this one large pulper would replace six existing pulpers. He stated that this also allows them to consider other sources for their recycled paper. He said this would be a significant cost reduction for their company.

Mr. Brook said that the trucks bringing in the waste paper to go into the existing pulpers had a tight spot to deal with. He stated that this would give the trucks more room for them to mix different grades of waste paper and put into a conveying system that feeds into the pulper. He said the main reason for this building is receiving trucks in, unloading, short-term storage, and mixing and blending to load into the pulping system. He stated that the building would also contain a conveying system, and the drum pulper would be located off the building.

Mr. Fine stated that another significant advantage for this new building was to get rid of a major safety issue. He said that all the bales come in with wires and had to be taken off manually. He stated that when the wires are cut that sometimes the wires swing back and hit an employee. He said this would have more protection, because it had an automatic dewiring on it.

Mr. Newman said that of the 228 acres owned by Kimberly Clark, this building would be on 5 acre are of that property. He explained the location of the building on the property.

Mr. Brook stated that this area was where they currently had some vendor services and mill support services with equipment. He said they would be relocating this buildings and small structures to other sights of the mill. He stated they had cleared the area out by removing a concrete slab and some asphalt. He said there would be some regarding on the property to extend for the building size. He stated that the building would be adjacent to an access road that goes to a truck parking area. He said they were going to replace the current storm drainage system with an underground pipe system and outfall that would drain back to the current outfall. He stated that most of the truck dock area would be drained into a process sewer system along with this process operating area. He said this would all be contained and pumped back into process sewer system for waste water treatment. He stated that the roof was sloped going east to west. He said that on the west side, they would collect all the rainwater runoff and go to a new detention pond area located to the west. He stated that outfall drops off at the property line and be back to normal runoff. He said they have received their notice of coverage from the State for TDC. He stated that the approximate dimension of the new building was 200' X 240'.

Mr. Fine said that this proposed project would increase their yield, and they would not waste as much.

Mr. Brook stated that their waste would go down from about 5% to .5%. He said this was all stock that was probably going to the landfill. He stated this would allow them to process other grades of waste paper like post-consumer waste (food container boxes).

Mr. McEachern asked Mr. Brook if they would add any employees.

Mr. Brook said they would not be adding any new employees.

Mr. Newman stated that the proposed site plan conforms to the zoning ordinance. He said there were no variances that they were requesting. He recommended approval.

Mr. McEachern made the motion to approve the site plan, second was made by Ms. Hines. Motion carried 7-0.

Item A: (continued) Mr. Rackley said that the common driveway would not be part of the plat. He stated that he went back to his original request to approve the preliminary plat with the variances requested excluding the 40' common access. He said they would still run the utilities in the same area as proposed on the plat. He stated that all the 7 lots would have to have their own driveway off of Corporate Park Drive.

Mr. Fagg stated that he had some concerns with the common driveway due to water coming onto some of the lots if not being curbed and guttered. He said that the city probably would not accept the graveled driveway. He stated, personally, he did not like seeing roads being built without curbing and guttering.

Mr. Rackley said that if the preliminary plat was approved with the 2 variances, he realized that the road would not be approved by the city for a public road due to not meeting their standards. He stated that the width of the private road was 50' with 2 cul-de-sacs.

Mr. Fagg stated that he did not have any problem with the private road. He said that the city would come onto a private road to pick up garbage. He stated that with the 16% grade, he hoped there would not be a problem when it snowed for the property owners getting in and out.

Mr. Newman recommended approval of the preliminary plat with the 2 variances requested allowing them to not install curbing as well as the 16% grade since it was a short distance on the road. He said that in the next ten years, there might be a different subdivision regulation due to the water quality issue. He stated that the city and Loudon County would be rewriting their subdivision regulations to address water quality issues. He said that this approach is not what they use to; it will benefit the whole water quality issue significantly.

Mr. McEachern stated that he was concerned with the 16% grade on the road. He said that the way the city built the road going into the city park, there was not an issue.

Mr. Brewster made the motion to approve the preliminary plat based on the staff recommendation, second was made by Ms. Roberts. Motion carried 5-2 with Mr. McEachern and Mr. Cardwell voting no.

Additional Public Comment: There were none.

Announcements and/or Comments from the Board/Commission: There were none.

Meeting was adjourned at approximately 2:15 p.m.

William B. Conroy

Signed

MAY 7, 2014

Date



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MINUTES

LOUDON BOARD OF ZONING APPEALS

SPECIAL CALLED MEETING

April 9, 2014

The April meeting of the Loudon Board of Zoning Appeals was called to order at approximately 12:15 p.m. Present were Mr. Carey, Mr. McEachern, Mr. Brewster, Mr. Cardwell, Ms. Hines, and Ms. Roberts. Absent were Mr. Brennan, Mr. Gammons, and Ms. Jones.

Motion to approve the minutes for March 5, 2014 was made by Ms. Hines, second was made by Mr. Cardwell. Motion carried 6-0.

Agenda Item A: Consideration of request for a special exception to use a manufactured, double-wide structure for a car sales lot business office located at Highway 72N, referenced on Tax Map 40, Parcel 83.00, Zoned C-2 (Highway Business District). Applicant: Cogweb, Inc. Owner: James Cogdil.

Mr. Wayne Henry, attorney representing the owner, was present.

Mr. Newman stated that in the C-2 zone in the City of Loudon, a prohibited use is a manufactured office. He said there had been a couple of these requests approved in the past: FSG Bank and Tennessee National for a sales office on Elizabeth Parkway. He stated that these had been approved subject to replacing with a permanent structure.

Mr. Henry said that Mr. Cogdil had purchased this property in 2004. He stated that Mr. Cogdil was the owner/operator of a huge car dealership in Oak Ridge. He said that Mr. Cogdil had always intended to put a car lot on this property. He stated that they were not looking at a "buy here-pay here" type situation. He said that the car lot would be stocked with used cars from Mr. Cogdil's car dealership. He stated that the owner being nervous about the economy, they wanted to start with a temporary structure. He said that the structure comes as a package having ramps for handicap

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accessibility. He stated that it would just have to be connected to the sewer and water. He said that if it goes well, they will replace the temporary structure with a permanent structure. He stated that if the business did not go well, the structure would be hooked up and would be gone. He said they understood that there would be a time limit.

Ms. Hines asked if the temporary structure could be converted like FSG Bank.

Mr. Henry said that the temporary structure was rented.

Ms. Roberts asked what the time limit would be.

Mr. Newman stated that in the past, they were given 12 months to convert to a permanent structure.

Mr. Henry said that was the time limit they had anticipated.

Mr. Newman asked Mr. Henry if the temporary structure was approved, when would the business operation get started.

Mr. Henry stated that the business operation would get started quickly.

Mr. McEachern asked the size of the temporary structure.

Mr. Henry said the size of the doublewide would probably be 24' X 60'.

Mr. McEachern asked Mr. Henry if the permanent structure would be the same footprint of the temporary structure.

Mr. Henry stated that the permanent building would be bigger from the plans he had seen.

Mr. Brewster said that the Board had approved temporary structures for a certain time limit in the past.

Mr. Newman stated that a site plan would need to be submitted for approval by the Planning Commission.

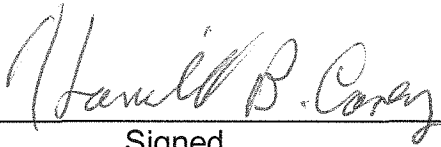
Mr. Newman recommended approval for the temporary structure with a 12 month time limit (from this date) on replacing with a permanent structure.

Mr. Brewster made the motion to approve the special exception request for a temporary manufactured structure for a car sales lot business office for 12 months from 4/9/14, second was made by Ms. Roberts. Motion carried 5-1 with Mr. Cardwell voting no.

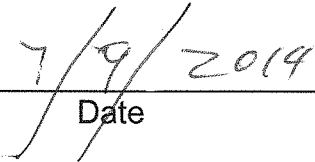
Additional public comments: There were none.

Announcements and/or comments from the Board: There were none.

Meeting was adjourned approximately at 2:30 p.m.



Signed



Date