



Zoning Standards Summary

Department of Development Services

Parkway Overlay District Standards

- (A) The Parkway District is established as an impact overlay district in order to protect the natural beauty of approaches to the Great Smoky Mountains and other scenic attractions of the community and its environs. It is intended that uses of the underlying districts be developed at such scale and in such a manner as to blend unobtrusively with nature thereby enhancing the scenic attraction of the district and of Blount County. Provisions of the district are intended to expedite the free flow of traffic and reduce the hazards arising from unnecessary points of ingress and egress and cluttered roadside development.
- (B) Parkway district boundaries shall be established on the official zoning map, and may include any highway which is deemed appropriate and its adjacent properties, to a distance of generally not more than 1,000 feet from the nearest edge of pavement of the highway. The Maryville City Council may apply the Parkway District to any highway corridor upon concluding that:
1. The highway corridor has scenic qualities and natural beauty that should be preserved and protected;
 2. A major purpose of the highway is to carry through traffic; and
 3. Development along the highway in the absence of parkway district provisions could have an adverse impact on its level of service, increase danger and/or congestion in the street, impair the public health, safety, convenience, welfare and/or impede the maintenance or creation of a convenient, attractive, and harmonious community.
- (C) All uses are subject to the following conditions:
1. No structure may exceed 35 feet in height.
 2. A site plan is required to be submitted for review and approval for the development of any parcel within the parkway district. Planning Commission review and approval shall also be required for any site plan for the development of any parcel within the parkway district. A site plan shall be submitted prior to development. The purpose of the site plan review is to ensure that all development in the corridor furthers the purpose and intentions of the parkway district. Quality of design, preservation of open space, provision of buffers and plantings, provision of adequate parking well separated from the roadway, and minimization of direct access points to the highway shall be major considerations of the Planning Commission in their review of the site plan.
 3. The minimum distance between all driveways, curb cuts, or access points of any kind onto the highway shall be as follows:

<u>Highway speed limit</u>	<u>Minimum spacing of access points</u>
Under 35 mph	150 feet
35-50 mph	250 feet
55 mph	400 feet

The distance between adjacent one-way driveways with the inbound drive upstream from the outbound drive shall not be less than 100 feet.

4. For property with an existing access point where the speed limit is at least 55 mph, staff may reduce the required minimum spacing for a secondary access point. To qualify for this reduction, the lot must have road frontage of at least 200 feet and the need for the secondary access be demonstrated through a Traffic Impact Study prepared and sealed by a qualified engineer. The secondary access point shall be placed at the greatest distance feasible from the existing access as determined by the Traffic Impact Study. A right-in/right-out shall be the preferred secondary access point unless an existing median cut or traffic signal is available at the proposed location of the access point.
5. For existing lots of record along the parkway district which cannot meet the required spacing of access points, the Board of Zoning Appeals may grant a special exception to allow an access point for the lot. In determining whether to grant the special exception permit, the applicant shall provide the following evidence to the board, and the board shall affirm all of the following:
 - (i) There is no current access for the property.
 - (ii) No joint easement or frontage road exists which the applicant can utilize.
 - (iii) The applicant has made all reasonable attempts to comply with the requirements of the ordinance including but not limited to, negotiating with adjoining property owners for a joint access easement or use of a frontage road.
 - (iv) The situation was not created by the applicant and is one that predates the adoption of the parkway district or predates the applicant's ownership of the property.
 - (v) The applicant does not own adjoining lots which could be utilized to meet the requirements of the ordinance.
 - (vi) The proposed access point is located so as to comply as much as practicable with the spacing requirements of the ordinance.
 - (vii) The Tennessee Department of Transportation has reviewed the proposed access point and will grant a permit for the access at the location proposed by the applicant.
6. For each parcel which fronts onto the highway right-of-way, the minimum lot frontage shall be not less than 100 feet.
7. Individual parcels which front onto the highway right-of-way are permitted to construct 1 temporary driveway onto the highway until joint driveways or alternate means of

access can be constructed. The distance between a temporary driveway and all other curb cuts shall be not less than one hundred (100) feet.

8. No loading or unloading of materials shall take place in any front or corner side yard of any parcel which fronts on the highway right-of-way. Buildings are expected to provide service entrances at the rear.
9. No parking shall be permitted on the highway right-of-way. All parcels shall be expected to provide sufficient off-street parking to meet their individual needs, or shall coordinate with adjacent parcels or with the city to meet combined parking needs.

(D) Land within the parkway district may be used as permitted in the underlying district in which located, subject to the above conditions and with the following exceptions:

1. Uses of the advertising subgroup are prohibited.
2. Junkyards are prohibited.
3. Outdoor storage areas located outside of a structure shall be screened.
4. Drive-in banks, other drive-in establishments, fast food restaurants, souvenir and curio shops, quick service food stores, and filling stations shall be subject to the following use limitations.
 - (i) Such a use shall be designed so that pedestrian and vehicular circulation is coordinated with that on adjacent properties.
 - (ii) Such a use shall have access designed so as not to impede traffic on a public street intended to carry through traffic. To such end, access via the following means shall be given favorable consideration in site plan review.
 - 1) Access to the site is provided by a public street other than one intended to carry through traffic, and/or;
 - 2) Access to the site is provided via the internal circulation of a shopping center, which center contains at least 6 other commercial uses, or in an office complex having a limited number of well-designed access points to the public street system and no additional direct access is provided to the site from a public street over and above those entrances which may exist to provide access to the shopping center, and/or;
 - 3) Access to the site is provided by a functional service drive, frontage road, or joint driveway which provides controlled access to the site and/or to several adjacent sites and/or;
 - 4) Acceleration/deceleration lanes, turning lanes, and/or stacking lanes are provided to improve access to the site and/or several adjacent sites.
 - (iii) Filling stations shall not be used for the performance of major repairs, and shall not include the outdoor storage of more than 2 abandoned, wrecked, or inoperable vehicles on the site for more than 72 hours, subject to the limitation that there shall be no dismantling, wrecking, or sale of said vehicles or parts thereof. In addition, in no event shall any

abandoned, wrecked, or inoperable vehicle be stored outdoors for a period exceeding 72 hours.

- (iv) All such uses are required to provide at least 1 regular-sized garbage container outside of the establishment.
- (v) All such uses are required to provide and maintain a tastefully landscaped buffer strip or berm of at least 10 feet in width along the length of their frontage with the highway or service road right-of-way (excluding points of egress and ingress).

(E) Signs shall be subject to general regulations and conditions as stated in the section of this ordinance dealing specifically with signs. In addition, the following conditions shall apply to all signs within a Parkway District:

1. Signs shall pertain only to uses conducted on the premises where they are located. The purposes of all signs shall be to inform the public of the business conducted on that premises, and wording shall be kept simple and informational. Signs are expected to be tastefully designed. Favorable consideration may be given to signs which combine information for 2 or more adjacent businesses.
2. Signs on buildings shall not exceed more than 12 inches above the roof ridge line of the building, shall be limited to a vertical height of 3 feet and shall be limited in length to not exceed 20 feet or 50%, (whichever is less restrictive) of the horizontal length of the building face.
3. Freestanding signs shall be limited to a maximum overall height of 20 feet above the road surface of the highway. Said signs height shall be measured from the highway road surface closest to the sign. Freestanding signs shall be limited to a surface area prescribed in the section in this ordinance specifically addressing signs; however, in no case shall a sign exceed 75 square feet per face or 20 feet in length.
4. No freestanding signs shall be erected or altered unless a use permit is first secured.
5. No exterior signs, including freestanding signs, shall be flashing, oscillating, intermittently lit, moving, or otherwise animated, except for time/temperature displays.
6. No sign shall project more than 12 inches into or be placed within the right-of-way of any public street.
7. No portable signs shall be permitted in the district.

This information is provided as a summary only. For specific requirements for a particular property, please contact the Development Services offices.

Department of Development Services
City of Maryville
(865) 273-3500