

ARTICLE III
GENERAL PROVISIONS

SECTION

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3.010 SCOPE

For the purpose of the zoning ordinance, there shall be certain general provisions which shall apply, except as specifically noted, to the Town as a whole.

3.020 ONLY ONE (1) PRINCIPAL BUILDING ON ANY RESIDENTIAL LOT

Only one (1) principal building and its customary accessory buildings may hereafter be erected on any residential lot. This provision does not prohibit apartments or other similar complexes as permitted under ARTICLE V, Subsection 5.061.4 or Subsection 5.062.3.

3.030 LOT MUST ABUT A PUBLIC STREET

No building shall be erected on a lot which does not abut at least one (1) publicly approved and accepted street for a distance of at least fifty (50) feet, or at least thirty (30) feet on cul-de-sac courts, or unless it abuts for fifty (50) feet on a street shown on a final subdivision plat as approved by the White Bluff Planning Commission.

3.040 REAR YARD ABUTTING A PUBLIC STREET

When the rear yard of a lot abuts a public street, all structures built in the rear yard shall observe the same setback from the street right-of-way line, center line of the street, or property line, as required for adjacent properties which front on that street. In addition, any structure located within twenty-five (25) feet of that setback line shall be no closer to any side property line than the distance required for side yards on adjoining properties fronting on that street.

3.050 CORNER LOTS

The side yard setback requirements for corner lots shall be the same as the front setback requirements for the next adjacent lot fronting on the street that the side yard of the corner lot faces.

3.060 FUTURE STREET LINES

For the purpose of providing adequate space for the future widening of streets, required setbacks, or front yards shall be determined by the right-of-way as shown in the most current official White Bluff, Tennessee Major Thoroughfare Plan.

3.070 REDUCTION IN LOT AREA PROHIBITED

No lot, even though it may consist of one or more adjacent lots of record, shall be reduced in area so that yards, lot area per family, lot width, building area, or other requirements of the zoning ordinance are not maintained. This section shall not apply when a portion of a lot is acquired for a public purpose.

3.080 OBSTRUCTION TO VISION AT STREET INTERSECTIONS AND RAILROAD INTERSECTIONS PROHIBITED

On a corner lot in any district within the area formed by the center lines of the intersecting or intercepting streets and/or railroads and a line joining points on such center lines at a distance of seventy-five (75) feet from their intersection, there shall be no obstruction to vision between the height of three and one-half (3 1/2) feet and a height of ten (10) feet above the average grade of each street and/or railroad at the center line thereof. The requirements of this section shall not be construed to prohibit any necessary retaining wall.

3.090 ACCESS CONTROL

In order to promote the safety of the motorist and pedestrian and to minimize traffic congestion and conflict by reducing the points of contact the following regulations shall apply:

- A. A point of access for vehicles onto a street shall not exceed thirty (30) feet in width for all residential, retail and commercial service land uses. All points of access shall be so constructed as to provide for proper drainage property and public street. A minimum of an eighteen (18) inch culvert shall be provided in the ditch line. For industrial land uses a point of access for vehicles onto a street shall not exceed forty-five (45) feet in width.
- B. There shall be no more than two (2) points of access to any one public street for each four hundred (400) feet of lot frontage, or fraction thereof, provided, however, that lots less than one hundred (100) feet in width shall have no more than one point of access to any one public street.
- C. No point of access shall be allowed within twenty-five (25) feet of the right-of-way line of any public intersection. On collectors or arterials this minimum shall be forty (40) feet.

- D. No curbs on city streets or right-of-way shall be cut or altered without written approval of the White Bluff Building Inspector/Codes Administrator, or if a state highway, a permit must also be obtained from the Tennessee Department of Transportation.
- E. Where two driveways are provided for one lot frontage, the clear distance between the driveways shall not be less than twenty-five (25) feet.
- F. Cases requiring variances relative to the above provisions due to topographic limitations shall be heard and acted upon by the Board of Zoning Appeals, provided, further, that no curb cuts for off-street automobile storage or parking space shall be permitted where the arrangement would require that vehicles back directly onto a public street.
- G. **(Added by Ordinance No. 412, December 1, 2020)**

Traffic Impact Study. A traffic impact study, prepared by a Registered Traffic Engineer, shall be submitted for review for all developments subject to a site plan review per Section 3.120 that exceed 50,000 square feet or more of floor space; for any major subdivision consisting of fifty (50) or more lots; or other development if determined by the Planning Commission or other consultant or local department of the Town as necessary. The purpose of a traffic impact study is to identify what improvements, if any, are needed to offset the additional traffic generated by a proposed level of development.

The traffic impact study shall meet the following requirements:

- (1) The study area shall include and examine:
 - All signalized intersections within one-half (½) mile of the site;
 - All intersections with designated major streets within one-half mile of the site;
 - Existing traffic and project generated traffic;
 - Traffic forecasts for projects planned or under construction within one half (½) mile of the site; and
 - Three (3) and five (5) year forecasts for existing and project generated traffic
- (2) Existing traffic shall be based on actual counts made from 12:00 p. m. and 6:00 p. m. on Friday. These counts shall be assumed to represent design hour volumes. All planning and forecasting shall be done using design hour volumes.
- (3) Project generated traffic shall be determined using the data and methodology defined in the book, "TRIP GENERATION", 3rd Edition or subsequent editions.
- (4) Three (3) and five (5) year projections shall be based on straight-line projections of counts made by the Tennessee Department of Transportation for the five (5) counting periods prior to the study year. If such counts are not available, projections shall be based on special counts factored by an increase of three and one half (3 ½) percent per year to reach the required projection year.

- (5) The study shall include recommendations for actions necessary to minimize the impact of project generated traffic on the existing transportation system. These actions shall include, but not be limited to, construction of new lanes, addition of traffic signals, and the changing of phasing for existing traffic signals.
- (6) The study shall also include recommendations for actions necessary to minimize traffic impacts in three (3) and five (5) years.

3.100 ACCESSORY USE REGULATIONS

The use of land, buildings, and other structures permitted in each of the districts established by this ordinance are designed by listing the principal uses. In addition to such principal uses, accessory uses which are customarily incidental to the permitted uses are also permitted in each district. Each accessory use shall:

- A. Be customarily incidental to the principal use established on the same lot.
- B. Be subordinate to and serve such principal use.
- C. Be subordinate in area, intent, and purpose to such principal use.
- D. Contribute to the comfort, convenience, or necessity of users of such principal use.
- E. No accessory building shall extend beyond the required front line of the principal building or beyond the required front, side or rear yard of lot, and shall not exceed twenty (20) feet in height.

3.110 LANDSCAPING AND SCREENING REQUIREMENTS (Deleted and Replaced in Its Entirety by Ordinance No. 222, December 3, 2002)

Due to the nature of commercial and industrial uses and their potential for adverse impact to surrounding properties, all proposed developments shall be landscaped. Likewise, all developments other than one and two family dwellings shall be landscaped. The intent of these provisions is to be flexible and to allow site specific conditions such as those outlined below to determine the type, location, and extent of landscaping and screening.

3.110.1 Screening

Commercial and industrial uses shall normally be screened from adjoining agricultural and residential zones by either an evergreen screen, a decorative wall/fence with an evergreen screen, a berm with an evergreen screen or other suitable alternative as approved by the Planning Commission.

The typical evergreen screen shall consist of a row of evergreen trees no more than forty (40) feet apart and two (2) rows of shrubs or hedges spaced not more than five (5) feet apart and which grow to at least five (5) feet in height after one season and ten (10) feet in height when mature. The spacing and type of screen may be reduced when combined with either an earthen berm or a decorative fence.

This permanent screen may be located in any area so long as, in the opinion of the Planning Commission, the negative impact of the commercial building(s), storage,

and parking area will be reduced so as to preserve the character of the adjacent residential or agricultural zone. Likewise, the minimum screening standards may be reduced by the Planning Commission based on the individual circumstances of the site as outlined below.

When a commercial/industrial development abuts a property zoned for agricultural or residential use and that property is used for agriculture or is otherwise not developed to the point of being fully utilized according to the standards of this ordinance, the Planning Commission may allow the commercial/industrial site to provide only half of the appropriate screening.

3.110.2 Landscaping

All sites other than one and two family dwellings shall be landscaped. Each site shall have a minimum landscaped area of ten (10) percent that shall consist of trees, shrubs, hedges, flowers, etc. This landscaped area may include grass, but only that area that will be under the canopy of the trees after five (5) years after planting shall apply towards this minimum area. Likewise, the area of mulch beds or similar may be applied towards the ten (10) percent minimum area provided that they are predominantly planted. (*i.e.*, If two (2) or three (3) small shrubs were placed in a large mulch bed the majority of the mulch bed would not be counted towards the ten (10) percent minimum.)

The remainder of any required non-impervious area may be grass or other vegetation.

Any required screening or landscaping that is required in parking areas may apply towards the minimum landscaped area.

A twenty (20) foot strip shall be preserved along the roadway and may not be built upon or paved except at points that provide ingress/egress.

All required screening and/or buffering vegetation, berms, etc., shall be permanently maintained.

All required parking areas with ten (10) or more spaces shall be suitably improved so as to provide landscaping equal to or greater than seven and one-half (7 1/2) percent of their total area. Parking areas shall not have rows with more than (20) unbroken spaces.

3.110.3 Criteria

When making decisions regarding the landscaping or screening of a site, the following criteria shall be considered by the Planning Commission:

- A. The proximity of the proposed site to existing residential structures, proposed residential subdivisions, and non-commercial land uses.
- B. The topography of the area.
- C. The existing vegetation of the proposed site as well as the existing vegetation of nearby properties. Any existing vegetation that is to be retained shall be so noted on the plan.

- D. The structure to be used for the proposed commercial site including size, bulk, setback, lot coverage ratio, building materials, proposed building setbacks, and other similar criteria.
- E. The location of accessory buildings, outdoor sales area, outdoor storage, and parking areas of the proposed site.

3.120 PLOT PLAN REQUIREMENTS

The purpose of this provision is to prevent undesirable site development which would unduly create inadequate circulation and unnecessary congestion; to obtain maximum convenience, safety, economy and identity in relation to adjacent sites; and to provide maximum flexibility for expansion, change in use, and adaptation to individual needs. Thus, applicants for building permits must submit scale drawings by a professional competent of such design, according to the particular types of development proposals, to the White Bluff Municipal Planning Commission in accordance with the following procedures: **(Amended by Ordinance No. 412, December 1, 2020)**

- A. Proposals for the construction or location of one (1) or more principal structures on a lot (with the exception of single-family and two-family dwellings, where there is only one structure per lot) shall be submitted at a scale no smaller than 1" = 100', and must exhibit required automobile storage areas, loading and unloading spaces, maneuvering areas, openings for ingress and egress to public streets, landscape treatment, any required buffer strips, required building setbacks, topographic contour (not greater than five (5) foot intervals) drainage plans, floodable areas if applicable, location of existing and proposed utility lines, and location of all easements right-of-ways, in accordance with ARTICLE III, General Provisions, outlined in this ordinance.
- B. The above applications must be supported by any other information or data as might be deemed necessary by the White Bluff Municipal Planning Commission.
- C. Proposals for planned developments and mobile home parks shall follow separate provisions as set forth herein.