TOWN OF DANDRIDGE, TENNESSEE
BOARD OF ZONING APPEALS &
DANDRIDGE REGIONAL PLANNING COMMISSION
REGULAR MEETING
11 August 2026
5:00 p.m.

DANDRIDGE REGIONAL PLANNING COMMISSION

I. PUBLIC COMMENTS

II. READING OF THE MINUTES

- July 14, 2026

III. BUSINESS PRESENTED BY THE MAYOR

IV. OLD BUSINESS

V. NEW BUSINESS

- Stephanie Rustin – Jefferson County Resolution 2026-03 – Solar and Wind Powered Energy (Growth Boundary)
- Paul Moody - (Old Hwy 92 (Hillside Dr.) – Map 068 Parcel 015.00) – Preliminary Plat for 3 lot subdivision
- Starmere LLC (Hackberry Way Condominiums) – Final Plat Review
- Resolution 26/27-06 Amending Subdivision Regulations (As-Built)
- Resolution 26/27-07 Amending Subdivision Regulations (Traffic Study and Traffic Signal Detection)
- Ordinance 26/27-05 Amending Zoning (Traffic Study and Traffic Signal Detection)
- Ordinance 26/27-06 – Accessory Dwelling Units
- Ordinance 26/27-07 – M-2 (Medium Industrial District) Zoning Designation
- Ordinance 26/27-08 – Amending M-1 Zone
- Ordinance 26/27-09 – Reprint of Zoning Map
- Ordinance 26/27-12 Amending Zoning (As-Built Commercial Guidelines)

VI. MISCELLANEOUS

VII. ADJOURNMENT

Zach Reese
Town Recorder
Agenda 081126

TOWN OF DANDRIDGE, TENNESSEE
REGIONAL PLANNING COMMISSION
REGULAR MEETING
July 14 2026

I. CALL TO ORDER

A. The Dandridge Regional Planning Commission met in regular session on Tuesday, June 14th 2026, at 4:30 p.m.

B. Chairman MARK CHAMBERS called the meeting to order and called for roll.

II. ROLL CALL

A roll call of the Planning Commission was conducted with the following members responding:

- Chariman CHAMBERS
- Mayor CHAMBERS
- Commissioner COLLINS
- Commissioner FOLEY
- Alderman LONGMIRE
- Commissioner OPEIL
- Commissioner SCHOLLER
- Commissioner WILLOUGHBY

ABSENT:

- Commissioner NELSON

A quorum being present, the following business was conducted and entered on the record:

III. PUBLIC COMMENTS

IV. READING OF THE MINUTES

It came on a motion by Commissioner OPEIL, seconded by Mayor CHAMBERS to adopt the Meeting Minutes for the June 9th, 2026 meeting

On a voice vote, the motion passed unanimously, and was so ordered.

V. BUSINESS PRESENTED BY THE MAYOR

None Presented

VI. OLD BUSINESS

None Presented

VII. NEW BUSINESS

- Scott Papes (310 E. Meeting) – Site Plan Review

Town Building Inspector Terry Reneau *– Building will be used as storage for personal use. Building was approved by Design Review Committee because it closely mirrors the other storage building that is currently on property.*

It came on a motion by Commissioner OPEIL, seconded by Alderman LONGMIRE, to approve the site plan.

On a voice vote, the motion passed unanimously, and was so ordered.

- Kesley Tucker (222 E. Meeting) – Rezone Request B-2 to R-1

Town Building Inspector Terry Reneau *– Originally built for residential use..it has been used as commercial before. Wants to remodel and make it a house again. We have done this multiple times in this area.*

It came on a motion by Mayor CHAMBERS, seconded by Commissioner OPEIL, to recommend the rezone request to BMA.

On a voice vote, the motion passed unanimously, and was so ordered.

- 419 E. Meeting St. – Concept Plan Review

Town Building Inspector Terry Reneau *– They have been before design review for a new canopy and got approved. This site plan shows where the new canopy will go. The existing canopy is closer to the road than the new one will be. I was under the impression they just wanted the new canopy approved and were going to use the old building. This site plan shows a new building being constructed. The owners aren't in attendance due to miscommunication.*

It came on a motion by Alderman LONGMIRE, seconded by Commissioner OPEIL, to recommend approve the canopy only from the site plan.

On a voice vote, the motion passed unanimously, and was so ordered.

VIII. MISCELLANEOUS

- Joint meeting with BMA July 21st at 5:00 (DVFD Station 1)
- Zoning Maps are completed and will be on August meeting for approval

IX. ADJOURNMENT

It came on a motion by Commissioner WILLOUGHBY, seconded by Alderman LONGMIRE, to adjourn the July 14th, 2026, meeting of the Dandridge Regional Planning Commission.

On a voice vote, the motion passed unanimously, and was so ordered.

_____ **ATTEST:** _____

Mark Chambers, Chairman Zach Reese, Town Recorder

June 23, 2026

RESOLUTION 2026 –03

A RESOLUTION AMENDING THE ZONING RESOLUTION OF JEFFERSON COUNTY, TENNESSEE TO REFLECT ACCESSORY AND PRINCIPAL USES IN ALL ZONING DISTRICT WITH REGARD TO SOLAR AND WIND POWERED ENERGY

WHEREAS, The Jefferson County Board of Commissioners desires to consider amendments to the Zoning Resolution of Jefferson County, regarding zoning districts in which solar and wind power systems are permitted;

NOW, THEREFORE, BE IT RESOLVED by the Board of Commissioners of Jefferson County (hereinafter referred to as the "Board") that the Board requests the Jefferson County Regional Planning Commission consider the following amendments to the Zoning Resolution as follows:

Section 1: Article 9.3 A-1: Agricultural-Forestry District: Section A. Permitted Uses: Number 13.

Is hereby amended by deleting solar energy systems and wind energy systems as principal uses. This subsection shall now read as follows:

"Solar energy systems and wind energy systems as accessory uses provided a Building Permit is obtained and an electrical inspection is obtained."

Section 2: Article 9.4 R-1 Rural Residential District: Section A. Permitted Uses: Number 7.

Is hereby amended by deleting solar energy systems and wind energy systems as principal uses. This subsection shall now read as follows:

"Solar energy systems and wind energy systems as accessory uses provided a Building Permit is obtained and an electrical inspection is obtained"

Section 3: Article 9.5 R-2, Item #7 High Density Residential District: Section A. Permitted Uses: Number 15.

Is hereby amended by deleting solar energy systems and wind energy systems as principal uses. This subsection shall now read as follows:

"Solar energy systems and wind energy systems as accessory uses provided a Building Permit is obtained and an electrical inspection is obtained"

***Section 4:* Article 9.6 R-R, Rural Residential/Resort District: Section A. Permitted Uses: Insert Number 7.**

This subsection shall now read as follows:

"Solar energy systems and wind energy systems as accessory uses provided a Building Permit is obtained and an electrical inspection is obtained"

***Section 5: Article 9.7 C-1, Neighborhood Commercial District: Section A.* Permitted Uses: Number 11.**

This subsection shall now read as follows:

"Solar energy systems and wind energy systems as accessory uses provided a Building Permit is obtained and an electrical inspection is obtained"

Section 6: **Article 9.8 C-2, General Commercial District: Section A. Permitted Uses: Number 15.**

This subsection shall now read as follows:

"Solar energy systems and wind energy systems as accessory uses provided, they respectively meet the requirements of Article 6.6 Site Plan Requirements, Item F."

Section 7: **Article 9.9 I-1, Industrial District: Section A. Permitted Uses: Number 16.**

Is hereby amended to add solar energy systems and wind energy systems as principal uses. This subsection shall now read as follows:

"Solar energy systems and wind energy systems as principal uses provided, they respectively meet the requirements of subsections 6.6 Site Plan Requirements and 7.9 and 7.10."

Section 8: **Article 9.10: I-2: Environmental District: Section A. Permitted Uses: Number 8:**

Is hereby amended to add solar energy systems and wind energy systems as principal uses. This subsection shall now read as follows:

"Solar energy systems and wind energy systems as principal uses provided, they respectively meet the requirements of Article 6.6 Site Plan Requirements, and 7.9 and 7.10 ."

Section 9: Decommissioning.

Unless otherwise approved by the Planning Commission, decommissioning of a Principal Solar Energy System shall begin no later than twelve (12) months after the facility has permanently ceased to generate electricity, at which time the owner or operator of the Principal Solar/Wind system shall restore and reclaim the site within twenty-four (24) months after a facility has permanently ceased to generate electricity. Notwithstanding anything to the contrary, a Solar/Wind facility will not be considered to have permanently ceased to generate Electricity unless it has failed to diligently pursue the production of, or restoration of the ability to produce, Electricity for at least twelve (12) consecutive months.

Decommission Plan and Surety:

The owner or operator of the Solar/Wind facility shall provide the Planning Commission with a copy of its Decommissioning Plan and evidence of its decommissioning security to the extent required pursuant to 2022 Tenn. Pub. Acts 866. The surety amount for removal shall be based on the Decommissioning Plan and the amount shall be certified by a licensed professional with knowledge of the solar industry. The surety shall cover a period of 10 years at which time a new estimate will be required to address increased costs and inflation The cost of the surety instrument shall be calculated and sealed by the operators engineer and submitted to the appropriate officials for approval and shall be based on an amount equal to 150% of the estimated cost of site reclamation. The cost shall be based on a detailed itemized estimate of all reclamation tasks necessary to return the site to its original natural condition. The cost of the surety shall be memorialized in the minutes of the Planning Commission at the time of approval of the Site Plan for construction development. A surety Bond lasting more than 10 years shall have a new sealed Opinion of Probable Cost

(OPC) from the operators licensed engineer for an estimate of the cost for completion of the Decommission Plan.

Methods of Posting Surety Instrument: The following methods of surety will be acceptable:

1. An irrevocable letter of credit (LOC) in favor of Jefferson County from a bank or other financial institution. The bank or other financial institution issuing the letter of credit shall be insured by the FDIC or NCUSIF (National Credit Union Share Insurance Fund). The bank or other financial institution shall allow the letter of credit to be presented for collection at a place physically located within the boundaries of Jefferson County or those counties which are contiguous. The original Surety documents shall be held in both the office of the Jefferson County Mayor and County Attorney. The County Mayor will notify the County Attorney of the notice of expiration. The Letter of Expiration from the County Attorney shall be sent by certified mail a minimum of 2 months prior to expiration with replacement no less than one week prior to expiration. If a new LOC is not received one week prior to the date of expiration the County Mayor and County Attorney will initiate the process to call the full amount of the posted LOC.

2. A surety bond, insurance bond or performance bond from the o the County in the full amount meeting the following criteria:

(i) The performance bond shall contain a provision stating the bond may not be revoked except upon written notice by certified letter to the County Attorney, and the expiration date, if revoked, shall be at least thirty (30) days after receipt of written notice by the County Attorney. It shall be understood and agreed, however, that the maker of the performance bond will be liable for any and all unpaid bills up to the amount of the performance bond accruing up to the expiration date, and a provision stating such shall be set forth in the performance bond.

(ii) All performance bonds shall be drafted so that the only requirement for the County to draw upon such bond is to notify the financial institution that the applicant/developer/owner has failed to complete construction of their project in accordance with the Decommission Plan and the rules and regulations governing the Site Plan approval Zoning process by Jefferson County, Tennessee. The County shall have the right, at its discretion and upon seven (7) days notice to the subdivider, to draw any amount necessary to complete the project up to the remaining balance. The amount drawn, which may be more than required to complete the project, will be held in a segregated bank account until the work can be bid competitively and the bid awarded and paid for or until the contract for the work is otherwise let and paid for. In no instance shall the County incur any liability for repayment of these funds. Any excess over the cost of completing the work will be returned to the grantor. Release of the funds will be made only with the prior written consent of the Mayor and County Attorney.

(iii) The company issuing the performance bond shall be qualified to do business in the State of Tennessee and shall maintain an office within the State of Tennessee. All performance bonds shall provide a location within Jefferson County or an adjoining

County where such bond(s) may be drawn upon. Bonds must be rated A/AA+15 by A.M. Best. The County reserves the right to reject any company that does not comply with this section.

(iv) The performance bond shall contain a provision that requires, in the event of change to the bond, thirty (30) days prior written notice to be sent by registered mail to the County Attorney.

BE IT FURTHER RESOLVED that these regulations shall take effect immediately upon passage, the public welfare requiring it.

BE IT FURTHER RESOLVED, if any provision of this resolution or the application thereof to any person or circumstance is held invalid, such invalidity shall not affect other provisions or applications of this resolution which can be given effect without the invalid provision or application and to that end the provisions of this resolution are declared to be severable.

Date Considered by Jefferson County Regional Planning Commission: 06/23/2026

Approve X Denied ____

Date Considered by Town of Dandridge Regional Planning Commission: _____

Approved ____ Denied ____

Date Considered by Town of Jefferson City Regional Planning Commission: _____

Approved ____ Denied ____

Date Considered by Town of White Pine Regional Planning Commission: _____

Approved ____ Denied ____

Date of Public Hearing- Jefferson County Board of Commissioners: _____

Date of Voting Meeting Jefferson County Board of Commissioners: _____

Ayes: _____ Nays: ____ - Passed: ____ Failed: ____

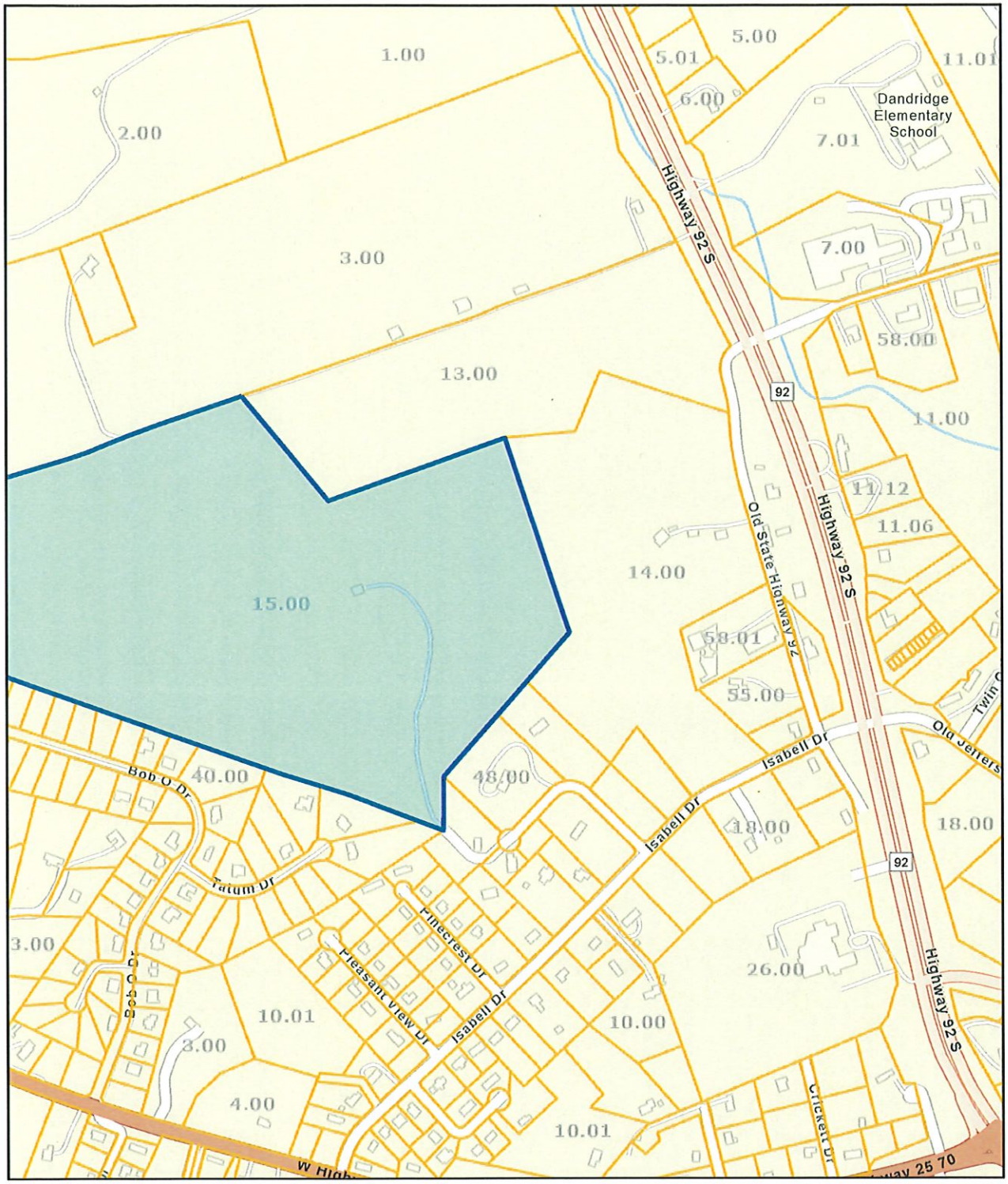
_____

Chairman Jefferson County Board of Commissioners

_____

Jefferson County Clerk

Jefferson County - Parcel: 068 015.00



Date: August 7, 2026

County: JEFFERSON
Owner: PROFFITT BILLY
Address: OLD HWY 92
Parcel ID: 068 015.00
Deeded Acreage: 0
Calculated Acreage: 80

1:9,028

0 0.05 0.1 0.2 mi

0 0.1 0.2 0.4 km

GENERAL NOTES:

1. This property is subject to any and all restrictions, zoning, ordinances, rights of way, or easements of record whether shown or not shown hereon.
2. This Survey has been completed without the benefit of a full and complete title search.
3. Deed References and Adjoining Land Owner information is based on information from the County tax assessors office and is subject to the accuracy thereof.
4. Property is Zoned R-2 and is subject to any exact location of county, city or state right-of-way.
5. This Property Lies in Flood Zone X of FIRM Map 51191C0265C Effective 9/29/2010.
6. This property is served by public water.

Zone R-2 Setback Info
Front: 20'
Sides: 10'
Rear: 20'

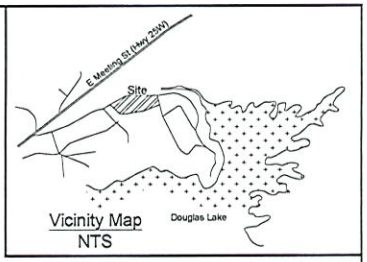
LEGEND:
- Boundary Line
- Right of Way
- Edge of Pavement / Gravel
- Utility Pole / Lines
- Fence
- Setback Lines
- Iron Pin Found (Unless Noted)
- IPS - Iron Pin Set
- Mag Nail Set
- Point

0 50 100 Feet

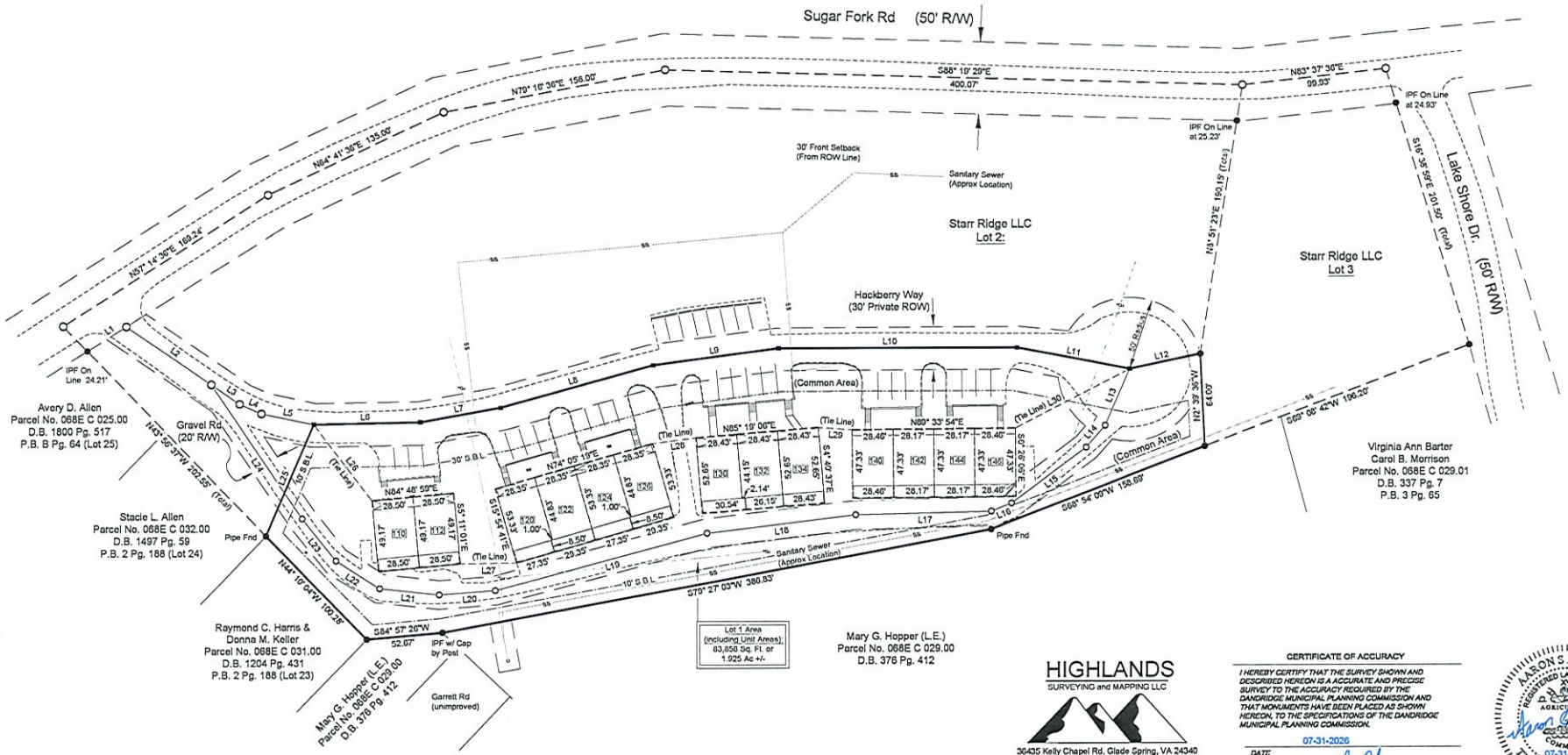
Parcel Line Table			Parcel Line Table			Parcel Line Table		
Line #	Direction	Length	Line #	Direction	Length	Line #	Direction	Length
L1	N57° 46' 59"E	32.04'	L11	S78° 56' 19"E	79.59'	L21	N63° 47' 06"W	41.49'
L2	S55° 23' 51"E	71.56'	L12	N78° 00' 59"E	50.04'	L22	N57° 34' 14"W	35.78'
L3	S55° 23' 51"E	23.62'	L13	S23° 35' 12"W	42.66'	L23	N36° 55' 24"W	37.40'
L4	S65° 58' 14"E	16.48'	L14	S41° 16' 45"W	20.00'	L24	N34° 04' 07"W	112.35'
L5	S78° 17' 46"E	37.12'	L15	S53° 18' 47"W	64.51'	L25	N23° 18' 28"E	83.98'
L6	N86° 54' 51"E	73.88'	L16	S66° 09' 50"W	15.08'	L26	S37° 25' 25"E	66.41'
L7	N79° 51' 45"E	56.64'	L17	S88° 39' 03"W	94.14'	L27	N89° 12' 24"E	36.66'
L8	N74° 36' 16"E	109.50'	L18	S83° 08' 42"W	103.61'	L28	N62° 39' 10"E	30.03'
L9	N82° 18' 09"E	87.65'	L19	S74° 59' 57"W	151.76'	L29	S85° 51' 16"E	23.41'
L10	N89° 57' 05"E	165.36'	L20	S85° 41' 08"W	39.01'	L30	N62° 48' 51"E	89.13'

Unit # (911 Address)	Area (Sq. Ft.)
110	1,401
112	1,401
120	1,504
122	1,520
124	1,504
126	1,520
130	1,514
132	1,474
134	1,496
140	1,347
142	1,333
144	1,333
146	1,347

State Plane



Vicinity Map
NTS



Condominium Plat of
Hackberry Way Condominiums

Being all of Lot 1 of the Property owned by Starrmere LLC as recorded and described in D.B. 1891 Pg. 492 Property Located in the 1st Civil District of Jefferson County, Town of Dandridge TN

Current Zoning: R-2

Scale: 1" = 50' Date: July 31, 2026

HIGHLANDS
SURVEYING and MAPPING LLC
36435 Kelly Chapel Rd. Glade Spring, VA 24340
(276) 477-4180 (276) 608-7777
afleenor@hsmllc.org

CERTIFICATE OF ACCURACY

I HEREBY CERTIFY THAT THE SURVEY SHOWN AND DESCRIBED HEREON IS A ACCURATE AND PRECISE SURVEY TO THE ACCURACY REQUIRED BY THE DANDRIDGE MUNICIPAL PLANNING COMMISSION AND THAT MONUMENTS HAVE BEEN PLACED AS SHOWN HEREON, TO THE SPECIFICATIONS OF THE DANDRIDGE MUNICIPAL PLANNING COMMISSION.

07-31-2026
DATE

TENNESSEE REGISTERED LAND SURVEYOR

AARON S FLEENOR — REGISTERED LAND SURVEYOR — 07-31-2026 — TENNESSEE NO. 3266

CERTIFICATE OF APPROVAL FOR RECORDING

I HEREBY CERTIFY THAT THIS PLAT HAS BEEN FOUND TO COMPLY WITH THE SUBDIVISION REGULATIONS FOR THE TOWN OF DANDRIDGE, TENNESSEE, WITH THE EXCEPTION OF SUCH VARIANCES, IF ANY, AS ARE NOTED IN THE MINUTES OF THE DANDRIDGE MUNICIPAL PLANNING COMMISSION. ALL IMPROVEMENTS HAVE BEEN INSTALLEDE OR AN ACCEPTABLE SURETY POSTED IN ORDER TO ASSURE COMPLETION. THIS PLAT IS APPROVED FOR RECORDING IN THE OFFICE OF THE COUNTY REGISTRAR OF DEEDS.

DATE

SECRETARY, DANDRIDGE MUNICIPAL PLANNING COMMISSION

CERTIFICATE OF OWNERSHIP AND DEDICATION

THIS IS TO CERTIFY THAT THE OWNER(S) OF THE PROPERTY SHOWN AND DESCRIBED HEREON ADOPT THIS SUBDIVISION PLAT AND DEDICATE ALL STREETS, ALLEYS, WALKS, PARKS, OR OTHER PUBLIC WAY AND OPEN SPACE TO PUBLIC OR PRIVATE USE AS NOTED.

DATE

OWNER(S)

CERTIFICATE OF APPROVAL OF WATER SYSTEMS

I HEREBY CERTIFY THAT THE WATER SYSTEM INSTALLED, OR PROPOSED FOR INSTALLATION ALONG WITH THE FINANCIAL GUARANTEE PROVIDED, FULLY MEETS REQUIREMENTS OF THE STATE OF TENNESSEE.

DATE

AUTHORIZED REPRESENTATIVE OOF UTILITY PROVIDER

CERTIFICATE OF SEWERAGE SYSTEMS

I CERTIFY THAT THE SEWAGE DISPOSAL SYSTEM INSTALLED, OR PROPOSED FOR INSTALLATION ALONG WITH THE FINANCIAL GUARANTEE PROVIDED, FULLY MEETS REQUIREMENTS OF THE STATE OF TENNESSEE AND IS APPROVED AS SHOWN WITH ALL RESTRICTIONS / CONDITIONS AS NOTED.

DATE

AUTHORIZED REPRESENTATIVE OOF UTILITY PROVIDER

RESOLUTION NO. 26/27-6

A RESOLUTION AMENDING ARTICLE II, SECTION B, OF THE DANDRIDGE MUNICIPAL SUBDIVISION REGULATIONS

(As-Built)

WHEREAS, the Dandridge Municipal/Regional Planning Commission, in accordance with Section 13-4-303 of the *Tennessee Code Annotated,* have adopted local subdivision regulations governing the subdivision of land within its jurisdiction; and

WHEREAS, the Dandridge Municipal/Regional Planning Commission finds that this amendment will encourage the harmonious development of the municipality and promote conditions favorable to health, safety, convenience and prosperity of the general public; and

NOW, THEREFORE, BE IT RESOLVED that, the Town of Dandridge Board of Mayor and Aldermen upon the request of the Dandridge Municipal/Regional Planning Commission hereby amends the "Subdivision Regulations" of the Town of Dandridge, Tennessee as follows:

Section 1. Article II Section B (9), Preliminary Plat

9. **As-built.** An as-built plan may be required if deemed necessary by the Dandridge Regional Planning Commission before a final plat is submitted for approval or a surety bond has been secured and approved for items not yet completed. The as-built plan will be completed, stamped and signed by a Tennessee licensed Surveyor, Engineer or Architect.

   The as-built plan will address the following items if applicable:

   A. Street Construction showing street locations, street signage, street grades, sidewalk location and dimensions, street paving and curbing dimensions in relation to the preliminary plat (if applicable) that was presented and approved by the Town of Dandridge Regional Planning Commission.
   B. Parking spaces showing location, dimensions, surface, signage and ADA spaces with dimensions.
   C. Landscaping showing existing plus added features.
   D. Storm Drainage plans showing the location of drains, sizes of drain pipe, all pertinent elevations, manhole sizes and locations, retention ponds or retention areas with existing design dimensions. With a comparison with original plan to the as-built.
   E. Erosion and Sediment Control Plans.
   F. Sanitary Sewerage System showing location of sewer lines, depth of lines, cleanouts, size of lines, type of pipe, sizes, grade of lines with a profile. Plans should show location of manholes, invert and top elevations of manholes. Wyes or service connections should be drawn on the plan and shall be assigned a station number or be shown as a distance from the nearest downstream manhole. Reference should also be made to plans submitted to TDEC.
   G. Water supply System Plans showing location, size and type of piping, blowoffs, valves, ARVs, reducers, tees, meter locations, depth of lines in relation to as-built street grade, fire hydrant locations and showing the rating of the hydrants in regard to flow and pressure. Reference should be made to plans submitted to TDEC for accuracy.

H. Electrical Utilities plans showing the location of lines, poles and transformer boxes in relation to as-built street grade.
I. Street Lighting.
J. Location and dimensions of all existing buildings or newly constructed buildings with setback distances shown in relation to property lines. If applicable.
K. Location of signs with sign heights shown.
L. Waste disposal location and access.
M. North Point, acreage, scale bar, and site map.
N. Utility easements, existing and newly created.
O. Flood Hazard locations.

As-builts shall be provided as a pdf copy, dwg file in state plane coordinate system and two paper copies of 24" x 36" (D Size) drawing. Each set shall have project name, engineering company name, name, address and phone number and stamp; developer name, address and phone number; north arrow on all sheets, property units/lot numbers, and road names listed (not Road A, B, etc.)

Once the as-built plan is submitted for review the Building Official, Water and Sewer Department Head, Street Department Head and Town Administrator will review the as-built plans and determine if the as-built plat shows that items A-O have been completed based upon the approved pre-liminary plat. If the installed improvements or items that have not been installed or have not met the subdivision guidelines then the Department Heads and the Town Administrator may require a Surety Bond or require these items be completed before the final plat will be submitted to the Dandridge Regional Planning Commissioner approval. The as-built plan will be reviewed within 10 days of submittal to the Town of Dandridge Building and Planning Office, and a written report will be provided to the developers or owners showing the results of the review. If a surety bond is necessary, then the bond will need to be presented and approved before a final plat is submitted for approval.

Section 2. This resolution shall take effect immediately after its adoption, the public welfare requiring it.

Adopted this the **11th** day of **August 2026**

APPROVED: _____

MAYOR

ATTEST: _____

TOWN RECORDER

Planning Commission Approved: August 11, 2026

BMA Approved: August 11, 2026

RESOLUTION NO. 26/27-7

A RESOLUTION AMENDING ARTICLE II, SECTION B, OF THE DANDRIDGE MUNICIPAL SUBDIVISION REGULATIONS

(Traffic Impact Analysis and Traffic Signal Requirements)

WHEREAS, the Dandridge Municipal/Regional Planning Commission, in accordance with Section 13-4-303 of the *Tennessee Code Annotated,* have adopted local subdivision regulations governing the subdivision of land within its jurisdiction; and

WHEREAS, the Dandridge Municipal/Regional Planning Commission finds that this amendment will encourage the harmonious development of the municipality and promote conditions favorable to health, safety, convenience and prosperity of the general public; and

NOW, THEREFORE, BE IT RESOLVED that, the Town of Dandridge Board of Mayor and Aldermen upon the request of the Dandridge Municipal/Regional Planning Commission hereby amends the "Subdivision Regulations" of the Town of Dandridge, Tennessee as follows:

Section 1. Article II Section B (2) K, (Preliminary Plat Requirements) – Traffic Impact Analysis and Traffic Signal Requirements

K. Traffic Impact Analysis and Traffic Signal Requirements

1. Traffic Impact Analysis Required.
When required by the Town, Planning Commission, Town Engineer, or designated Traffic Engineer, an applicant for a development, rezoning, site plan, subdivision, special use, or other land-use approval that may materially affect the transportation system shall submit a Traffic Impact Analysis (TIA) prepared by a qualified traffic engineer or professional engineer licensed in the State of Tennessee. The TIA shall evaluate the existing and anticipated transportation conditions resulting from the proposed development and shall identify necessary improvements to maintain safe and efficient traffic operations.

The Traffic Impact Analysis shall be prepared in accordance with applicable requirements of the Town, the Tennessee Department of Transportation (TDOT), and the current edition of the *Manual on Uniform Traffic Control Devices (MUTCD)*, as applicable.

2. Study Area.
The study area shall generally include all public streets, thoroughfares, intersections, driveways, traffic signals, pedestrian facilities, and other transportation facilities located within approximately one (1) mile of the boundaries of the proposed development.

For developments generating fewer than **5,000 additional or net new daily vehicle trips**, the study area shall generally extend to include the next major signalized intersection in each direction from the development, where applicable.

For developments generating **5,000 or more additional or net new daily vehicle trips**, or where the Town determines that the anticipated traffic impact warrants additional analysis, the Town may require a study area greater than one (1) mile. Study area boundaries may be modified by the Town Engineer or designated Traffic Engineer based upon the characteristics of the proposed development, surrounding transportation network, existing traffic conditions, anticipated trip distribution, and potential impacts on adjacent jurisdictions. The study area may include portions

of neighboring municipalities or jurisdictions when traffic generated by the development is reasonably anticipated to affect those areas.

3. Minimum Traffic Impact Analysis Requirements.
At a minimum, the Traffic Impact Analysis shall include documentation and analysis of the following:

- **Site Location and Study Area.** A brief description of the size, general features, and location of the site, together with a map identifying the site and surrounding study area.
- **Existing Zoning District.** A description of the existing zoning classification and development entitlements applicable to the site, including land area by zoning classification, permitted density, square footage, anticipated customer base, number of hotel rooms, dwelling units, or other applicable development characteristics.
- **Existing Development.** A description of existing development on the site, including existing land uses, access points, parking, traffic-generating uses, and the manner in which existing development will be affected by the proposed development.
- **Proposed Development and Zoning.** A description of the proposed development and, where applicable, proposed zoning classification, including land area, density, square footage, number of hotel rooms, dwelling units, anticipated customer base, parking, phasing, and other characteristics relevant to traffic generation.
- **Thoroughfare and Transportation System.** A description and map of existing and planned streets, thoroughfares, traffic signals, stop-controlled intersections, pedestrian sidewalks and crosswalks, bicycle facilities, transit facilities, access points, and other existing or planned transportation improvements within the study area.
- **Existing Traffic Volumes.** Recent traffic counts for existing thoroughfares and major intersections within the study area. Traffic counts shall be sufficiently current to accurately represent existing conditions, as determined by the Town Engineer or Traffic Engineer.
- **Projected Background Traffic Volumes.** Projected traffic volumes for the applicable design or horizon year, including anticipated background traffic growth and approved or reasonably foreseeable development within the study area.
- **Existing Site Trip Generation.** A table displaying trip-generation rates and total trips generated by existing land-use categories during the AM peak hour, PM peak hour, and on a daily basis, assuming full development and occupancy based upon existing zoning or approved development, as applicable. Appropriate trip reductions shall be identified and documented.
- **Proposed Site Trip Generation.** A table displaying trip-generation rates and total trips generated by the proposed development during the AM peak hour, PM peak hour, and on a daily basis, assuming full development and occupancy. Appropriate trip reductions shall be identified and documented.
- **Net Change in Trip Generation.** The proposed trip generation less the existing trip generation, where existing development or approved development is present.**Trip Distribution and Traffic Assignment.** Trips generated by the proposed development, or the net change in trips where applicable, shall be distributed and assigned to the surrounding transportation network. The analysis shall identify the assumptions used for trip distribution and traffic assignment. Computerized traffic modeling may be required where appropriate based upon the size or complexity of the development.
- **Level of Service and Capacity Analysis.** Capacity analyses, including volume-to-capacity (V/C) ratios and Level of Service (LOS), shall be provided for applicable intersections, approaches, thoroughfares, and other transportation facilities during the

AM and/or PM peak periods as determined by the Traffic Engineer and, where appropriate, daily traffic conditions. Analysis shall be provided for existing conditions, background conditions, and design-year conditions with the proposed development.

- **Traffic Signal Evaluation.** The TIA shall evaluate whether existing traffic signals are adequate and whether new traffic signals, signal modifications, signal timing changes, additional detection, turn lanes, or other traffic-control improvements may be warranted based upon the anticipated impact of the development on transportation system performance.
- **Safety Analysis.** The TIA shall identify existing and anticipated traffic safety concerns, including sight-distance deficiencies, crash patterns where applicable, inadequate access spacing, pedestrian conflicts, turning movements, queuing, roadway geometry, and other conditions that may adversely affect public safety.
- **Conclusions.** The TIA shall identify all thoroughfares, driveways, intersections, or other transportation facilities projected to operate below an acceptable Level of Service, including locations exceeding LOS D where applicable, and shall identify the percentage change in traffic produced by the proposed development and any operational or safety problems reasonably anticipated to result from the development.
- **Recommendations and Mitigation.** The TIA shall identify specific measures necessary to mitigate identified traffic impacts. Recommended improvements may include, but shall not be limited to, turn lanes, access modifications, roadway widening, signalization, signal timing modifications, traffic detection systems, pedestrian facilities, sidewalks, crosswalks, signage, pavement markings, intersection improvements, or other transportation improvements.
- **Other Required Information.** The Town Engineer, Traffic Engineer, Planning Commission, or other authorized Town representative may require additional information, analysis, traffic counts, modeling, or documentation reasonably necessary to complete the review of the proposed development.

4. Traffic Signal Warrants and Engineering Study.

The installation, modification, relocation, or approval of a traffic signal shall be supported by an engineering study conducted by a qualified traffic engineer or professional engineer licensed in the State of Tennessee.

The engineering study shall evaluate applicable traffic signal warrants contained in the current edition of the *Manual on Uniform Traffic Control Devices (MUTCD)*, together with applicable TDOT requirements and engineering considerations.

Satisfaction of a traffic signal warrant shall not, by itself, require the installation of a traffic signal. The engineering study shall also evaluate traffic operations, safety, pedestrian movements, traffic progression, adjacent intersections, roadway geometry, sight distance, emergency vehicle operations, and other factors necessary to determine whether signalization is appropriate.

All traffic signals located on or affecting a state-maintained roadway shall additionally be subject to all applicable TDOT approvals, permits, standards, and requirements.

5. Traffic Signal Design and Equipment.

All traffic signals, signal controllers, detection systems, signal heads, poles, mast arms, pedestrian signal equipment, signs, pavement markings, wiring, communications equipment, and related components shall comply with the latest applicable editions of:

- The *Manual on Uniform Traffic Control Devices (MUTCD)* adopted for use in Tennessee;
- The Tennessee Department of Transportation (TDOT) *Traffic Design Manual*;
- Applicable TDOT Standard Traffic Design Drawings;
- Applicable TDOT Standard Specifications;
- Applicable federal and state accessibility requirements; and
- Other applicable federal, state, or local requirements.

Where a conflict exists between this Code and a more restrictive requirement of TDOT, the MUTCD, or applicable federal or state law, the more restrictive requirement shall govern.

6. Camera-Based and Video Vehicle Detection.

Where camera-based or video vehicle detection is proposed or required for traffic signal operation, the system shall be designed, installed, calibrated, and maintained in accordance with the current TDOT Traffic Design Manual, applicable TDOT Standard Drawings, MUTCD requirements, manufacturer's specifications, and the approved traffic signal plans.

At a minimum, camera-based vehicle detection shall:

- Be approved for use as traffic signal detection equipment and be compatible with the approved traffic signal controller and cabinet equipment;
- Be mounted on a stable, permanent structure approved by the Town Engineer, including a traffic signal mast arm, signal pole, or other approved structure;
- Provide an unobstructed field of view of each designated travel lane or detection area;
- Be positioned and configured to minimize interference caused by sunlight, glare, shadows, vehicle headlights, weather, vegetation, utility lines, buildings, and other obstructions;
- Be mounted at a height consistent with current TDOT requirements and, unless otherwise approved by the Town Engineer, at least twenty-four (24) feet above the roadway surface;
- Provide individually configurable detection zones for each applicable lane, movement, stop-line location, and advance-detection location;
- Provide reliable presence detection at the stop line where required for signal operation, including detection of vehicles remaining stopped within the detection zone;
- Provide advance detection where required by roadway speed, intersection geometry, signal phasing, queue conditions, or applicable TDOT standards;
- Provide reliable detection during normal daytime and nighttime conditions and under reasonably foreseeable weather and lighting conditions;
- Include appropriate fault-monitoring or fail-safe capabilities to prevent detection failure from creating an unsafe traffic signal operation;
- Allow authorized personnel to configure and adjust detection zones and operating parameters without replacement of the primary detection equipment;

- Be installed, calibrated, and tested by qualified personnel; and
- Successfully pass field testing and acceptance by the Town Engineer or designated Traffic Engineer prior to final acceptance.

7. Detection Performance and Signal Operation.

The applicant shall demonstrate through field testing that the camera-based detection system reliably detects vehicles within all designated detection zones and properly communicates detection calls to the traffic signal controller.

The system shall not interfere with required minimum green times, yellow change intervals, red-clearance intervals, pedestrian intervals, emergency vehicle preemption, or other required signal timing and safety functions.

The traffic signal controller shall be capable of maintaining safe operation in the event of a temporary loss or failure of camera-based detection.

Detection-zone locations, lengths, passage times, advance detection, and other operating parameters shall be established in accordance with the current TDOT Traffic Design Manual, applicable TDOT Standard Drawings, approved signal plans, and the requirements of the traffic signal controller.

8. Traffic Signal Plans and Documentation.

Prior to installation, the applicant shall submit traffic signal plans prepared by a professional engineer licensed in the State of Tennessee. Plans shall identify, at a minimum:

- Signal heads and indications;
- Poles and mast arms;
- Controller cabinet and equipment;
- Power supply;
- Communications equipment;
- Pedestrian signal equipment and facilities;
- Detection equipment;
- Camera locations and mounting heights;
- Detection zones;
- Signal phasing and timing;
- Detection logic;
- Wiring and communications connections;
- Pavement markings;
- Traffic-control signs; and
- Other components required by TDOT or the Town Engineer.

Following completion, the applicant shall provide the Town with as-built plans, equipment specifications, controller programming information, detection-zone configurations, manufacturer's documentation, and maintenance information.

9. Maintenance and Responsibility.

Unless otherwise established by written agreement, the developer or property owner responsible for the installation of a private or development-related traffic signal shall be responsible for all costs associated with installation, operation, maintenance, inspection, calibration, repair, and replacement of the traffic signal and associated detection equipment until such time as the Town formally accepts responsibility for the system.

The Town may require a maintenance agreement, performance guarantee, letter of credit, bond, or other financial assurance sufficient to ensure continued operation and maintenance of the traffic signal and detection system.

10. Traffic Signal Acceptance.

No traffic signal installed as part of a development project shall be placed into permanent operation or accepted by the Town until the required traffic signal plans, engineering study, detection equipment, controller programming, field testing, and other applicable requirements have been reviewed and approved by the Town Engineer or designated Traffic Engineer and, where applicable, TDOT.

The Town may require correction, adjustment, relocation, replacement, or additional testing of any signal or detection equipment that does not perform in accordance with the approved plans or applicable standards.

11. State Highway Facilities.

Nothing contained in this section shall be interpreted as granting authority to install, modify, relocate, operate, or maintain a traffic signal or traffic-control device within the right-of-way of a state-maintained highway without obtaining all applicable approvals, permits, agreements, and authorizations from the Tennessee Department of Transportation.

12. Traffic Enforcement Cameras.

The camera-based vehicle detection provisions of this section apply solely to equipment used for traffic signal detection and operation. Nothing in this section shall authorize the use of red-light cameras, speed-enforcement cameras, automated traffic enforcement equipment, or other traffic enforcement technology. Such equipment shall be governed by applicable Tennessee law and separate Town regulations.

Section 2. This resolution shall take effect immediately after its adoption, the public welfare requiring it.

Adopted this the **11th** day of **August 2026**

APPROVED:

_____

MAYOR

ATTEST: _____

TOWN RECORDER

Planning Commission Approved:	August 11, 2026
BMA Approved:	August 11, 2026

ORDINANCE NO. 26/27-05

AN ORDINANCE TO AMEND 14-610 OF DANDRIDGE ZONING CODE

(Traffic Impact Analysis and Traffic Signal Requirements)

WHEREAS, it is appropriate and the best interest of the citizens of the Town of Dandridge to update the requirements for 14-610 of the Dandridge Zoning Code for Scope of Traffic Impact Analysis.

NOW, THEREFORE, BE IT ORDAINED by the Board or Mayor and Alderman of the Town of Dandridge, Tennessee, that:

14-610 Scope of Traffic Impact Analysis read as follows:

1. Traffic Impact Analysis Required.
When required by the Town, Planning Commission, Town Engineer, or designated Traffic Engineer, an applicant for a development, rezoning, site plan, subdivision, special use, or other land-use approval that may materially affect the transportation system shall submit a Traffic Impact Analysis (TIA) prepared by a qualified traffic engineer or professional engineer licensed in the State of Tennessee. The TIA shall evaluate the existing and anticipated transportation conditions resulting from the proposed development and shall identify necessary improvements to maintain safe and efficient traffic operations.

The Traffic Impact Analysis shall be prepared in accordance with applicable requirements of the Town, the Tennessee Department of Transportation (TDOT), and the current edition of the *Manual on Uniform Traffic Control Devices (MUTCD)*, as applicable.

2. Study Area.
The study area shall generally include all public streets, thoroughfares, intersections, driveways, traffic signals, pedestrian facilities, and other transportation facilities located within approximately one (1) mile of the boundaries of the proposed development.

For developments generating fewer than **5,000 additional or net new daily vehicle trips**, the study area shall generally extend to include the next major signalized intersection in each direction from the development, where applicable.

For developments generating **5,000 or more additional or net new daily vehicle trips**, or where the Town determines that the anticipated traffic impact warrants additional analysis, the Town may require a study area greater than one (1) mile. Study area boundaries may be modified by the Town Engineer or designated Traffic Engineer based upon the characteristics of the proposed development, surrounding transportation network, existing traffic conditions, anticipated trip distribution, and potential impacts on adjacent jurisdictions. The study area may include portions of neighboring municipalities or jurisdictions when traffic generated by the development is reasonably anticipated to affect those areas.

3. Minimum Traffic Impact Analysis Requirements.
At a minimum, the Traffic Impact Analysis shall include documentation and analysis of the following:

- **Site Location and Study Area.** A brief description of the size, general features, and location of the site, together with a map identifying the site and surrounding study area.
- **Existing Zoning District.** A description of the existing zoning classification and development entitlements applicable to the site, including land area by zoning classification, permitted density, square footage, anticipated customer base, number of hotel rooms, dwelling units, or other applicable development characteristics.
- **Existing Development.** A description of existing development on the site, including existing land uses, access points, parking, traffic-generating uses, and the manner in which existing development will be affected by the proposed development.
- **Proposed Development and Zoning.** A description of the proposed development and, where applicable, proposed zoning classification, including land area, density, square footage, number of hotel rooms, dwelling units, anticipated customer base, parking, phasing, and other characteristics relevant to traffic generation.
- **Thoroughfare and Transportation System.** A description and map of existing and planned streets, thoroughfares, traffic signals, stop-controlled intersections, pedestrian sidewalks and crosswalks, bicycle facilities, transit facilities, access points, and other existing or planned transportation improvements within the study area.
- **Existing Traffic Volumes.** Recent traffic counts for existing thoroughfares and major intersections within the study area. Traffic counts shall be sufficiently current to accurately represent existing conditions, as determined by the Town Engineer or Traffic Engineer.
- **Projected Background Traffic Volumes.** Projected traffic volumes for the applicable design or horizon year, including anticipated background traffic growth and approved or reasonably foreseeable development within the study area.
- **Existing Site Trip Generation.** A table displaying trip-generation rates and total trips generated by existing land-use categories during the AM peak hour, PM peak hour, and on a daily basis, assuming full development and occupancy based upon existing zoning or approved development, as applicable. Appropriate trip reductions shall be identified and documented.
- **Proposed Site Trip Generation.** A table displaying trip-generation rates and total trips generated by the proposed development during the AM peak hour, PM peak hour, and on a daily basis, assuming full development and occupancy. Appropriate trip reductions shall be identified and documented.
- **Net Change in Trip Generation.** The proposed trip generation less the existing trip generation, where existing development or approved development is present.**Trip Distribution and Traffic Assignment.** Trips generated by the proposed development, or the net change in trips where applicable, shall be distributed and assigned to the surrounding transportation network. The analysis shall identify the assumptions used for trip distribution and traffic assignment. Computerized traffic modeling may be required where appropriate based upon the size or complexity of the development.
- **Level of Service and Capacity Analysis.** Capacity analyses, including volume-to-capacity (V/C) ratios and Level of Service (LOS), shall be provided for applicable intersections, approaches, thoroughfares, and other transportation facilities during the AM and/or PM peak periods as determined by the Traffic Engineer and, where appropriate, daily traffic conditions. Analysis shall be provided for existing conditions, background conditions, and design-year conditions with the proposed development.
- **Traffic Signal Evaluation.** The TIA shall evaluate whether existing traffic signals are adequate and whether new traffic signals, signal modifications, signal timing changes, additional detection, turn lanes, or other traffic-control improvements may be warranted

based upon the anticipated impact of the development on transportation system performance.

- **Safety Analysis.** The TIA shall identify existing and anticipated traffic safety concerns, including sight-distance deficiencies, crash patterns where applicable, inadequate access spacing, pedestrian conflicts, turning movements, queuing, roadway geometry, and other conditions that may adversely affect public safety.
- **Conclusions.** The TIA shall identify all thoroughfares, driveways, intersections, or other transportation facilities projected to operate below an acceptable Level of Service, including locations exceeding LOS D where applicable, and shall identify the percentage change in traffic produced by the proposed development and any operational or safety problems reasonably anticipated to result from the development.
- **Recommendations and Mitigation.** The TIA shall identify specific measures necessary to mitigate identified traffic impacts. Recommended improvements may include, but shall not be limited to, turn lanes, access modifications, roadway widening, signalization, signal timing modifications, traffic detection systems, pedestrian facilities, sidewalks, crosswalks, signage, pavement markings, intersection improvements, or other transportation improvements.
- **Other Required Information.** The Town Engineer, Traffic Engineer, Planning Commission, or other authorized Town representative may require additional information, analysis, traffic counts, modeling, or documentation reasonably necessary to complete the review of the proposed development.

4. Traffic Signal Warrants and Engineering Study.

The installation, modification, relocation, or approval of a traffic signal shall be supported by an engineering study conducted by a qualified traffic engineer or professional engineer licensed in the State of Tennessee.

The engineering study shall evaluate applicable traffic signal warrants contained in the current edition of the *Manual on Uniform Traffic Control Devices (MUTCD)*, together with applicable TDOT requirements and engineering considerations.

Satisfaction of a traffic signal warrant shall not, by itself, require the installation of a traffic signal. The engineering study shall also evaluate traffic operations, safety, pedestrian movements, traffic progression, adjacent intersections, roadway geometry, sight distance, emergency vehicle operations, and other factors necessary to determine whether signalization is appropriate.

All traffic signals located on or affecting a state-maintained roadway shall additionally be subject to all applicable TDOT approvals, permits, standards, and requirements.

5. Traffic Signal Design and Equipment.

All traffic signals, signal controllers, detection systems, signal heads, poles, mast arms, pedestrian signal equipment, signs, pavement markings, wiring, communications equipment, and related components shall comply with the latest applicable editions of:

- The *Manual on Uniform Traffic Control Devices (MUTCD)* adopted for use in Tennessee;
- The Tennessee Department of Transportation (TDOT) *Traffic Design Manual*;

- Applicable TDOT Standard Traffic Design Drawings;
- Applicable TDOT Standard Specifications;
- Applicable federal and state accessibility requirements; and
- Other applicable federal, state, or local requirements.

Where a conflict exists between this Code and a more restrictive requirement of TDOT, the MUTCD, or applicable federal or state law, the more restrictive requirement shall govern.

6. Camera-Based and Video Vehicle Detection.

Where camera-based or video vehicle detection is proposed or required for traffic signal operation, the system shall be designed, installed, calibrated, and maintained in accordance with the current TDOT Traffic Design Manual, applicable TDOT Standard Drawings, MUTCD requirements, manufacturer's specifications, and the approved traffic signal plans.

At a minimum, camera-based vehicle detection shall:

- Be approved for use as traffic signal detection equipment and be compatible with the approved traffic signal controller and cabinet equipment;
- Be mounted on a stable, permanent structure approved by the Town Engineer, including a traffic signal mast arm, signal pole, or other approved structure;
- Provide an unobstructed field of view of each designated travel lane or detection area;
- Be positioned and configured to minimize interference caused by sunlight, glare, shadows, vehicle headlights, weather, vegetation, utility lines, buildings, and other obstructions;
- Be mounted at a height consistent with current TDOT requirements and, unless otherwise approved by the Town Engineer, at least twenty-four (24) feet above the roadway surface;
- Provide individually configurable detection zones for each applicable lane, movement, stop-line location, and advance-detection location;
- Provide reliable presence detection at the stop line where required for signal operation, including detection of vehicles remaining stopped within the detection zone;
- Provide advance detection where required by roadway speed, intersection geometry, signal phasing, queue conditions, or applicable TDOT standards;
- Provide reliable detection during normal daytime and nighttime conditions and under reasonably foreseeable weather and lighting conditions;
- Include appropriate fault-monitoring or fail-safe capabilities to prevent detection failure from creating an unsafe traffic signal operation;
- Allow authorized personnel to configure and adjust detection zones and operating parameters without replacement of the primary detection equipment;
- Be installed, calibrated, and tested by qualified personnel; and
- Successfully pass field testing and acceptance by the Town Engineer or designated Traffic Engineer prior to final acceptance.

7. Detection Performance and Signal Operation.

The applicant shall demonstrate through field testing that the camera-based detection system reliably detects vehicles within all designated detection zones and properly communicates detection calls to the traffic signal controller.

The system shall not interfere with required minimum green times, yellow change intervals, red-clearance intervals, pedestrian intervals, emergency vehicle preemption, or other required signal timing and safety functions.

The traffic signal controller shall be capable of maintaining safe operation in the event of a temporary loss or failure of camera-based detection.

Detection-zone locations, lengths, passage times, advance detection, and other operating parameters shall be established in accordance with the current TDOT Traffic Design Manual, applicable TDOT Standard Drawings, approved signal plans, and the requirements of the traffic signal controller.

8. Traffic Signal Plans and Documentation.

Prior to installation, the applicant shall submit traffic signal plans prepared by a professional engineer licensed in the State of Tennessee. Plans shall identify, at a minimum:

- Signal heads and indications;
- Poles and mast arms;
- Controller cabinet and equipment;
- Power supply;
- Communications equipment;
- Pedestrian signal equipment and facilities;
- Detection equipment;
- Camera locations and mounting heights;
- Detection zones;
- Signal phasing and timing;
- Detection logic;
- Wiring and communications connections;
- Pavement markings;
- Traffic-control signs; and
- Other components required by TDOT or the Town Engineer.

Following completion, the applicant shall provide the Town with as-built plans, equipment specifications, controller programming information, detection-zone configurations, manufacturer's documentation, and maintenance information.

9. Maintenance and Responsibility.

Unless otherwise established by written agreement, the developer or property owner responsible for the installation of a private or development-related traffic signal shall be responsible for all costs associated with installation, operation, maintenance, inspection, calibration, repair, and replacement of the traffic signal and associated detection equipment until such time as the Town formally accepts responsibility for the system.

The Town may require a maintenance agreement, performance guarantee, letter of credit, bond, or other financial assurance sufficient to ensure continued operation and maintenance of the traffic signal and detection system.

10. Traffic Signal Acceptance.

No traffic signal installed as part of a development project shall be placed into permanent operation or accepted by the Town until the required traffic signal plans, engineering study, detection equipment, controller programming, field testing, and other applicable requirements have been reviewed and approved by the Town Engineer or designated Traffic Engineer and, where applicable, TDOT.

The Town may require correction, adjustment, relocation, replacement, or additional testing of any signal or detection equipment that does not perform in accordance with the approved plans or applicable standards.

11. State Highway Facilities.

Nothing contained in this section shall be interpreted as granting authority to install, modify, relocate, operate, or maintain a traffic signal or traffic-control device within the right-of-way of a state-maintained highway without obtaining all applicable approvals, permits, agreements, and authorizations from the Tennessee Department of Transportation.

12. Traffic Enforcement Cameras.

The camera-based vehicle detection provisions of this section apply solely to equipment used for traffic signal detection and operation. Nothing in this section shall authorize the use of red-light cameras, speed-enforcement cameras, automated traffic enforcement equipment, or other traffic enforcement technology. Such equipment shall be governed by applicable Tennessee law and separate Town regulations.

Section 2. Date of effect. This ordinance shall take effect from and after its final passage, the public welfare requiring it.

APPROVED:_____
MAYOR

ATTEST:_____
TOWN RECORDER

Passed on First Reading:	August 11, 2026
Passed on Second Reading:	September 8, 2026
Public Hearing Date:	September 8, 2026

ORDINANCE NO. 26/27-06

AN ORDINANCE TO AMEND THE TOWN OF DANDRIDGE ZONING CODE ADDING A DEFINITION AND GUIDELINES ALLOWING ACCESSORY DWELLING UNITS (ADU) IN THE R1 AND A1 ZONING DISTRICTS.

WHEREAS, it is appropriate and in the best interest of the citizens of the Town of Dandridge to amend the Town of Dandridge Zoning Code Section 14-204 (Definitions) line 37: Dwelling, Item G to add a definition for an ADU (Accessory Dwelling Unit)

WHEREAS, it is appropriate and in the best interest of the citizens of the Town of Dandridge to amend the Town of Dandridge Zoning Code Section 14-404 (R-1 Low Density Residential District) line 1: Uses Permitted, Item F to add guidelines for ADU

WHEREAS, it is appropriate and in the best interest of the citizens of the Town of Dandridge to amend the Town of Dandridge Zoning Code Section 14-414 (A-1 Agricultural Residential District) line 1: Uses Permitted, Item F to add guidelines for ADU

NOW, THEREFORE, BE IT ORDAINED by the Board of Mayor and Alderman of the Town of Dandridge, Tennessee, that:

The following definition for an ADU (Accessory Dwelling Unit): An accessory dwelling unit (ADU) is a smaller, independent living space located on the same lot as a primary residence, designed for living, sleeping, cooking, and bathing, with its own private access.

ADU (Accessory Dwelling Unit) guidelines for the R-1 zone.

1. A primary residence or the ADU must be occupied by the property owner of record. Proof of ownership will be required.
2. Only one ADU will be permitted on a parcel or lot of record per the Assessor of Property Office and or the Register of Deeds Office for Jefferson County Tennessee.
3. An application will be submitted requiring the following items or information.

A: A survey showing the location of the proposed ADU in relation to the existing structures, setback lines and utility or other easements. Location of off street parking for the primary residence plus at least two off street designated parking spaces for the ADU. Note: Parking spaces for the ADU can be in a garage or carport attached to the ADU. Parking spaces cannot be in an area being used as a lawn, must be a gravel or hard surface. The driveway leading to the ADU must either be gravel or a hard surface. Setback lines will follow the setbacks for the zoning designation. Note on survey the location for the ADU driveway and parking surfaces.

B. The name of the property owner, property address, mailing address, telephone number.

4. ADU can only be located in a side or rear yard, no variances will be granted for other areas or hardships. An ADU can only be placed on a lot that contains a primary residence, which is classified

as detached. No Duplexes, Condominiums or Multi-Family designated structures are available for an ADU permit.

5. An ADU must meet all IRC Residential Building Codes or IEBC Existing Building Codes as currently adopted by the Town of Dandridge.

6. In an R-1 (Low Density Residential) zone the following dwelling limits will apply.

A. Not Less than 401 Square Feet of Heated and Cooled area.

B. Not more than 1200 Square feet of Heated and Cooled Area.

7. In an A-1 (agricultural District) zone the following dwelling limits will apply.

A. Note less than 401 Square Feet of Heated and Cooled Area.

B. Not more than 1800 Square Feet of Living Area.

8. An ADU will have a separate 911 address number different from the primary residence with address numbers being visible on the building and numbers at least 4" in height.

9. An ADU will be provided with a separate entrance than that serving the primary residence.

10. An ADU will be provided with adequate provisions for electricity, water supply and sewage disposal.

11. An ADU will be required to have a separate water meter and tap with compliance based upon Town of Dandridge Water and Sewer guidelines. This may require line extensions or design services, which will be the responsibility of the homeowner for the affiliated costs.

12. An ADU will be required to connect to public sewer with compliance based upon Town of Dandridge Water and Sewer guidelines. This may require line extensions or design services, which will be the responsibility of the homeowner for the affiliated costs.

13. Home occupations are not allowed in an ADU.

14. An ADU cannot be used or permitted for an STR (Short Term Rental/ Overnight Rental). Long term rentals are allowed. A Long Term Rental is defined as rental occupation for over 30 days.

15. If a property is sold with a permitted ADU, the new owner will have to obtain a new permit and follow the adopted guidelines. Failure to do so could void any future permits to continue using the ADU for habitation.

16. An ADU will be required to have a Certificate of Occupancy from the Town of Dandridge before habitation or use of the unit can occur.

17. An ADU is allowed a maximum of two (2) bedrooms.

18. The exterior veneer and roof covering should be similar to the primary residence.

19. A permit for an ADU will need to be renewed every two years based upon starting at the time of approval.

20. The permit fee for an ADU is $ payable to the Town of Dandridge. This fee does not cover other fees such as a building permit or water and sewer taps.

21. An ADU will be provided with a Town of Dandridge Garbage Can and the cost of which will be included with the Building Permit.

22. There will be a facility tax form which will be signed at the time of building permit issuance which will be paid to Jefferson County and based upon $1.00 per square feet of HVAC area.

Section 2. Date of effect. This ordinance shall take effect from and after its final passage, the public welfare requiring it.

APPROVED:_____
MAYOR

ATTEST:_____
TOWN RECORDER

Passed on First Reading:	August 11, 2026
Passed on Second Reading:	September 8, 2026
Public Hearing Date:	September 8, 2026

ORDINANCE NO. 26/27-07

AN ORDINANCE TO AMEND THE TOWN OF DANDRIDGE ZONING CODE ADDING A NEW ZONING DESIGNATION (M-2, MEDIUM INDUSTRIAL DISTRICT)

WHEREAS, it is appropriate and in the best interest of the citizens of the Town of Dandridge to amend the Town of Dandridge Zoning Code Section 14 by adding a new item numbered 415, M-2 Medium Industrial District.

NOW, THEREFORE, BE IT ORDAINED by the Board of Mayor and Alderman of the Town of Dandridge, Tennessee, that:

M-2 Industrial District. This district is intended to provide areas that are suitable for a mixture of light and medium Industrial Uses, with consideration in locations being near or adjacent to the interstate

1. **Uses permitted:**
    a. All adopted uses in the M-1 zone per section 14-411 and the special exception uses which in the opinion of the Board of Zoning Appeals could not destroy the intent of the code
    b. Concrete Plants with sales and distribution of finished product.
    c. Asphalt Plants with sales and distribution of finished product.

2. **Conditional permitted uses.**

    a. Meat processing plants subject to the following conditions.

- Plans must be submitted, reviewed and approved by the Town of Dandridge Water and Sewer Department to insure that all waste from the process will not be detrimental to the Town of Dandridge Sewage Treatment process. All by-products from the animals being processed must meet both State and local health guidelines for disposal.
- All processed meat products that are to be sold on premises have to be inspected by a U.S.D.A inspector.
- All animals housed on site before entering the process must be stored in an enclosed structure and the process must be contained inside a structure.
- All structures must meet the following setbacks if property the joins other industrial properties on all sides other than the street.

    Minimum Depth of front yard: Fifty (50) Feet.
    Minimum Depth of rear yard: Fifty (50) Feet.
    Minimum Depth of side yard: Fifty (50) Feet.

- All structures must meet the following setbacks if the adjoining property joins other properties being used for residential, commercial or agriculture use or zoned for these uses.
- Minimum Depth of front yard:

Minimum Depth of front yard: Fifty (50) feet.
Minimum Depth rear yard: One Hundred (100) feet.
Minimum Depth of side yard: One Hundred (100)
Minimum Lot Size: 5 Acres

b. Rock Crushing plants subject to the following conditions.
- Site plan showing location of crusher location and all other accessory equipment affiliated with the crushing process.
- Subject to the noise ordinance adopted by the Town of Dandridge.
- Subject to acquiring all necessary permitting for Storm Water and Dust Control from the State of Tennessee and the EPA.
- The above items will need to be addressed before a Certificate of Occupancy will be given.
- All structures must meet the following setbacks if property joins other industrial properties on all sides other than the street.
  Minimum Depth of front yard: Fifty (50) Feet.
  Minimum Depth of rear yard: One Hundred (100) Feet.
  Minimum Depth of side yard: One Hundred (100) Feet.
- All structures along with the crusher and affiliated equipment must meet the following setbacks if the adjoining property joins other properties being used for residential, commercial or agriculture use or zoned for these uses.
  Minimum Depth of front yard: One Hundred (100) feet.
  Minimum Depth rear yard: Two Hundred (200) feet.
  Minimum Depth of side yard: Two Hundred (200) feet.
- A landscaping barrier will be required on side and rear lot lines and fencing will be required around the machinery locations.

c. Solar and Wind Farms.
- Minimum lot size 5 acres.
- Setbacks:
  Front Fifty (50) Feet
  Side Fifty (50)
  Rear Fifty (50)
  Wind Farm location of pole bases to allow for 1.5 times pole height for fall distance from adjoining property.

3. Uses Not Permitted:
a. Crypto and data centers
b. Petroleum refining and related industries.
c. Mining activities.
d. Other manufacturing, assembling, fabrication, warehousing and storage uses except those which upon the review of the Board of zoning appeals are determined to be offensive or obnoxious by reason of emission of odor, dust, smoke, gas, noise, vibration, congestion, and the like, and those uses deemed dangerous due to potential explosion dangers, threat of fire, or poisonous fumes.
e. Lots for scrap yards or salvage operations or for the processing, storage, display, or sales of any scrap, salvage, or second-hand building materials
f. Automobile wrecking, salvage, or junkyards.
g. Any use similar in nature as the above as determined by the board of zoning appeals.

4. **Area Regulation**
    a. Buildings or equipment affiliated with the Industry shall be located as to comply with the following unless these items have been adopted in the conditional permitted uses listed in this section.
    b. Minimum Depth Front Yard: Fifty (50) Feet
    c. Minimum Depth of Side Yard: Twenty-Five (25) Feet
    d. Minimum Depth of Rear Yard: Twenty –Five (25) Feet
    e. Side yards for industrial use located adjacent to R-1,R-2,R-3 and A-1 zoning districts shall be a minimum of one hundred feet (100).
    f. Off street loading and unloading areas shall be provided in accordance with section 14-308 of this code.
    g. Minimum lot size shall be Two (2) acres unless stated otherwise for conditional uses.
    h. No lots are permitted without public water, public sewer or an approved sewage system.
    i. Fencing is required around hazardous areas such as open pits, water towers with ladders, cell towers, discharge areas, outdoor warehouse and storage areas and freight areas. The planning commission may allow variance from this provision upon presentation of data that the potential hazard can be remedied in another manner.
    j. Minimum Building height is sixty (60) Feet

5. **Environmental Regulation**:
    a. The applicant for a building permit in the M-2 Industrial District must present as part of the application, documentation demonstrating that the proposed industry will not represent a hazard to the community safety, health, welfare or amenity. This includes, but is not limited to the following:
    b. Documentation that a proposed use will be served by adequate publicly owned water and the wastewater use are owned by the Town of Dandridge or approved by the Town of Dandridge.
    c. Documentation that approved means is available for the disposal of all solid waste.
    d. Documentation that proposed industrial activities will comply with all applicable federal, state and local environmental laws or regulations.
    e. Documentation of any and all chemicals used in the industry's operation.
    f. Documentation of average noise levels inside the building and air quality standards. No permit shall be issued for the construction of any building or any use which the which the building inspector and the fire inspector believes may have the potential to be obnoxious or offensive by reason of emission of odor, dust, smoke, gas, noise, vibration, and the like, and those uses deemed dangerous due to hazards from potential explosions, threat of fire, and or poisonous fumes, until the plans for such construction or use shall be submitted to the board of zoning appeals. The board may make its approval subject to such conditions and safeguards as may be required by the said board to protect the public health, safety, and welfare, and to carry out the intent of this ordinance.
    g. A certificate of occupancy maybe withheld or withdrawn for noncompliance with the provisions of this section.

Section 2. Date of effect. This ordinance shall take effect from and after its final passage, the public welfare requiring it.

APPROVED:_____
MAYOR

ATTEST:_____
TOWN RECORDER

Passed on First Reading:	August 11, 2026
Passed on Second Reading:	September 8, 2026
Public Hearing Date:	September 8, 2026

ORDINANCE NO. 26/27-08

AN ORDINANCE TO AMENDING SECTION 14-411 (M-1 LIGHT INDUSTRIAL ZONE), SECTIONS 1 AND 2 OF THE TOWN OF DANDRIDGE ZONING CODE

WHEREAS, The Town of Dandridge Board of Mayor and Alderman desire to adopt ordinance 26/27-08 and;

WHEREAS, it is appropriate and in the best interest of the citizens of the Town of Dandridge to amend the Town of Dandridge Zoning Code Section 14-411 (M1 Light Industrial District).

NOW, THEREFORE, BE IT ORDAINED by the Board of Mayor and Alderman of the Town of Dandridge, that the following uses:

- concrete plants/concrete manufacturing and asphalt plants/asphalt manufacturing that are allowed in Section 1 (Permitted Uses) be deleted and added to section 2.
- Special uses as a use which in the opinion of the Board of Zoning Appeals would be of the same character as the above and could not destroy the intent of the code will be permitted.
- These two items will be listed as f. Concrete plants and concrete manufacturing and g. Asphalt Plants and asphalt manufacturing.

Section 2. Date of effect. This ordinance shall take effect from and after its final passage, the public welfare requiring it.

APPROVED:_____
MAYOR

ATTEST:_____
TOWN RECORDER

Passed on First Reading:	August 11, 2026
Passed on Second Reading:	September 8, 2026
Public Hearing Date:	September 8, 2026

ORDINANCE NO. 26/27-09

AN ORDINANCE ADOPTING THE UPDATED REPRINT OF THE DANDRIDGE DIGITAL ZONING MAP

WHEREAS, since the last digital zoning map was adopted in June 2019, sections of the zoning map have been added, amended or deleted; and

WHEREAS, the local Planning and Assistance Office of the East Tennessee Development District has reprinted the zoning map with said additions, amendments and deletions.

NOW, THEREFORE, BE IT ORDAINED by the Board of Mayor and Aldermen that the updated reprint of the Dandridge Digital Zoning Map be accepted and adopted as the official version of said map.

This ordinance shall take effect immediately after its passage on the second reading, the public health, safety, and welfare requiring it.

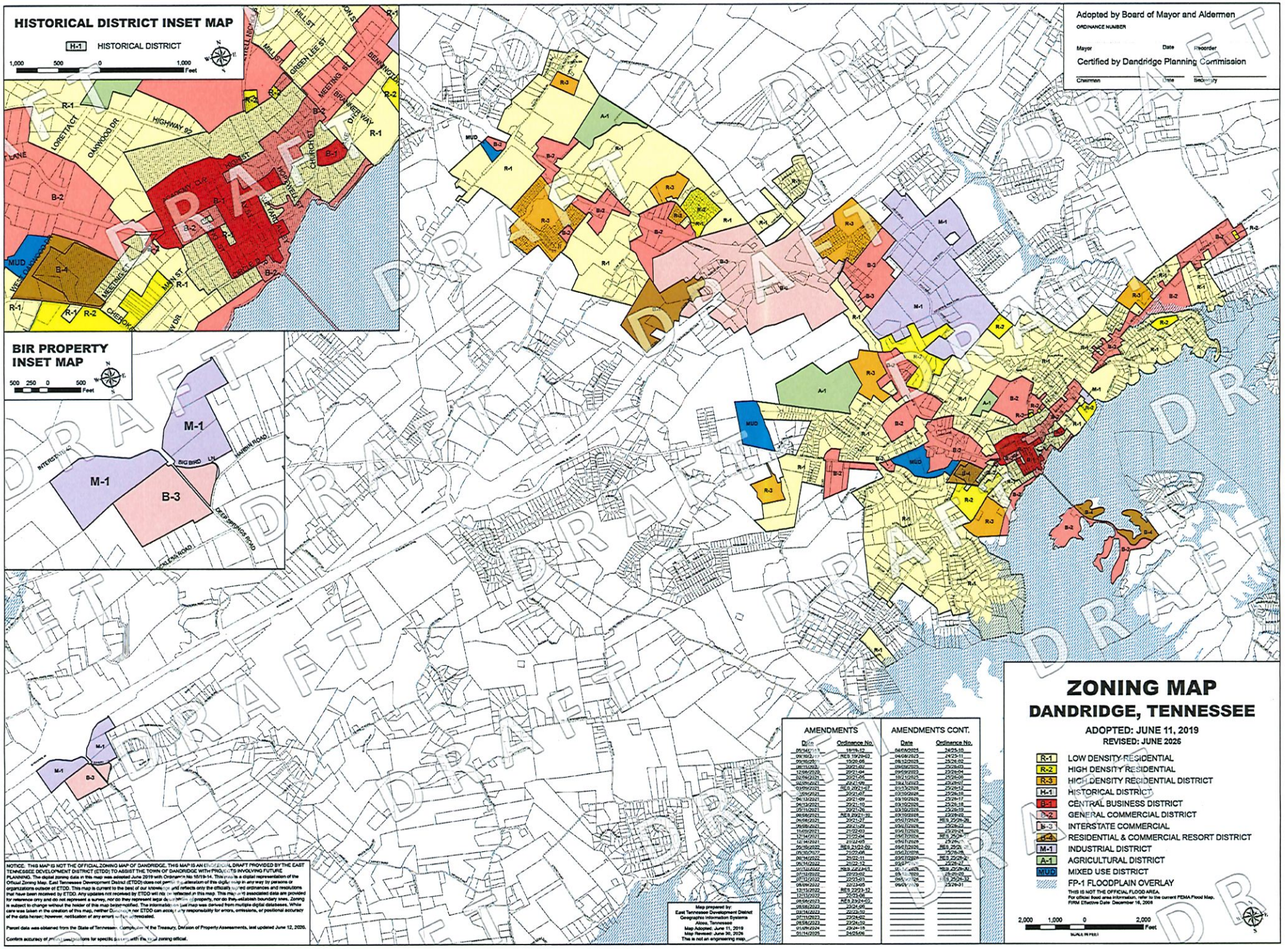
APPROVED: _____
MAYOR

ATTEST: _____
TOWN RECORDER

Dandridge Municipal Planning Commission Approved on: August 11, 2026

Passed on first reading: August 11, 2026

Passed on second reading: September 8, 2026


HISTORICAL DISTRICT INSET MAP
H-1 HISTORICAL DISTRICT
1,000 500 0 1,000 Feet
BIR PROPERTY INSET MAP
500 250 0 500 Feet
Adopted by Board of Mayor and Aldermen
ORDINANCE NUMBER
Mayor
Date
Recorder
Certified by Dandridge Planning Commission
Chairman
Date
Secretary
DRAFT
AMENDMENTS
Date
Ordinance No.
AMENDMENTS CONT.
Date
Ordinance No.
ZONING MAP
DANDRIDGE, TENNESSEE
ADOPTED: JUNE 11, 2019
REVISED: JUNE 2026
R-1 LOW DENSITY RESIDENTIAL
R-2 HIGH DENSITY RESIDENTIAL
R-3 HIGH DENSITY RESIDENTIAL DISTRICT
H-1 HISTORICAL DISTRICT
B-1 CENTRAL BUSINESS DISTRICT
B-2 GENERAL COMMERCIAL DISTRICT
B-3 INTERSTATE COMMERCIAL
B-4 RESIDENTIAL & COMMERCIAL RESORT DISTRICT
M-1 INDUSTRIAL DISTRICT
A-1 AGRICULTURAL DISTRICT
MUD MIXED USE DISTRICT
FP-1 FLOODPLAIN OVERLAY
THIS IS NOT THE OFFICIAL FLOOD AREA.
For official flood area information, refer to the current FEMA Flood Map.
FIRM Effective Date: December 16, 2008
2,000 1,000 0 2,000 Feet
SCALE IN FEET
NOTICE: THIS MAP IS NOT THE OFFICIAL ZONING MAP OF DANDRIDGE. THIS MAP IS AN UNOFFICIAL DRAFT PROVIDED BY THE EAST TENNESSEE DEVELOPMENT DISTRICT (ETDD) TO ASSIST THE TOWN OF DANDRIDGE WITH PROJECTS INVOLVING FUTURE PLANNING. The digital zoning data in this map was adopted June 2019 with Ordinance No 10/19-14. This map is a digital representation of the Official Zoning Map. East Tennessee Development District (ETDD) does not permit the alteration of this digital map in any way by persons or organizations outside of ETDD. This map is current to the best of our knowledge and reflects only the officially adopted ordinances and resolutions that have been received by ETDD. Any updates not received by ETDD will not be reflected in this map. This map and associated data are provided for reference only and do not represent a survey, nor do they represent legal descriptions of property, nor do they establish boundary lines. Zoning is subject to change without the holder of this map being notified. The information on this map was derived from multiple digital databases. While care was taken in the creation of this map, neither Dandridge nor ETDD can accept any responsibility for errors, omissions, or positional accuracy of the data herein; however, notification of any errors will be appreciated.
Parcel data was obtained from the State of Tennessee, Comptroller of the Treasury, Division of Property Assessments, last updated June 12, 2020.
Confirm accuracy of zoning designations for specific parcels with the official zoning official.
Map prepared by:
East Tennessee Development District
Geographic Information Systems
Alcoa, Tennessee
Map Adopted: June 11, 2019
Map Revised: June 30, 2026
This is not an engineering map.

ORDINANCE NO. 26/27-12

AN ORDINANCE TO AMEND CHAPTER 3 SECTION 14-313 SITE PLAN REGULATIONS FOR COMMERCIAL, MULTI-FAMILY, PUBLIC AND SEMI-PUBLIC USES OF THE TOWN OF DANDRIDGE ZONING CODE.

WHEREAS, it is appropriate and the best interest of the citizens of the Town of Dandridge to add requirements for Chapter 3 section 14-313 adding language requiring an as-built section on site plans when deemed necessary by the Dandridge Regional Planning Commission in conjunction with the Street Department, Water and Sewer and Storm Water.

NOW, THEREFORE, BE IT ORDAINED by the Board or Mayor and Alderman of the Town of Dandridge, Tennessee, that:

Chapter 3 Section 14-313 (I., J.) under Site Plan Regulations for Commercial, Multi-Family, Public and Semi-Public uses shall be adopted and added as follows:

I. An as-built plan may be required if deemed necessary by the Dandridge Regional Planning Commission for site plans once the project is completed, a building permit issued or a Certificate of Occupancy is issued. The as-built plan will be completed, stamped and signed by a Tennessee licensed surveyor, engineer or architect.

J. The as-built plan will address the following items if pertinent:
   - Street Construction showing street locations, street signage, street grades, sidewalk location and dimensions, street paving and curbing dimensions in relation to the site plan that was presented and approved by the Town of Dandridge Regional Planning Commission.
   - Parking spaces showing location, dimensions, surface, signage and ADA spaces with dimensions.
   - Landscaping showing existing plus added features.
   - Storm Drainage plans showing the location of drains, sizes of drain pipe, all pertinent elevations, manhole sizes and locations, retention ponds or retention areas with existing design dimensions. With a comparison with original plan with the as-built.
   - Erosion and Sediment Control Plans.
   - Sanitary Sewerage System showing location of sewer lines, depth of lines, cleanouts, size of lines, type of pipe, lateral locations and sizes, grade of lines with a profile.
   - Water supply System Plans showing location of piping, size of piping, cleanout locations, valve locations, lateral locations, depth of lines in relation to as-built street grade, fire hydrant locations and showing the rating of the hydrants in regards to flow and pressure.
   - Electrical Utilities plans showing the location lines, poles and transformer boxes in relation to as-built street grade.
   - Street Lighting
   - Location and dimensions of all existing buildings or newly constructed buildings with setback distances shown in relation to property lines.

- Location of signs with sign heights shown.
- Waste disposal location and access.
- North Point, acreage and site map.
- Utility easements, existing and newly created.
- Flood Hazard locations.

Once the as-built plan is submitted for review the Building Official, Water and Sewer Department Head, Street Department Head and Town Administrator will review the as-built plans and determine if the approved site plan has met the requirements that were approved with all items being installed. If the installed improvements have not met the requirements then the Department Heads and the Town Administrator will then require a Surety Bond before a Certificate of Occupancy is issued.

Section 2. Date of effect. This ordinance shall take effect from and after its final passage, the public welfare requiring it.

APPROVED:_____
MAYOR

ATTEST:_____
TOWN RECORDER

Passed on First Reading:	August 11, 2026
Passed on Second Reading:	September 8, 2026
Public Hearing Date:	September 8, 2026