



Fwd: 10-B-13-OA--Amendments to the City of Knoxville Zoning Ordinance, Article II, definitions and Article V, Section 10, Sign Regulations

1 message

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To: Betty Jo Mahan <bettyjo.mahan@knoxmpc.org>

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From: **Carlene Malone** <carlene.malone@gmail.com>

Date: Tue, Oct 8, 2013 at 1:02 PM

Subject: 10-B-13-OA--Amendments to the City of Knoxville Zoning Ordinance, Article II, definitions and Article V, Section 10, Sign Regulations

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Dear Commissioners:

The existing Knoxville Zoning Ordinance does NOT allow "pole signs" in an Office Zone. The proposed changes allow a "pole sign" in Office zones that are located on an Arterial Street (**L. SIGNS PERMITTED BY SPECIFIC ZONE DISTRICT, 5. Office zone districts (O-1, O-2, O-3).**)

I request that "pole signs" be deleted from the Office zone for the following reasons:

1. Some "arterial" streets are residential in character. For example, Tazewell Pike, Cedar Lane, Westland, etc., are classified as "arterials".
2. Pole signs are not compatible with residential character, even if limited to 15 feet in height, as proposed. Height and area variances can be requested, of course.
3. Office zoning has served as a buffer or transitional zone between residential and more intense commercial uses.
4. Except for interstates, road classifications change. A Collector could be reclassified to an Arterial in the very near future. That would mean Office zoning established with neighborhood approval under the existing rules that do not allow pole signs, would suddenly allow pole signs, very likely to the dismay of the neighborhood.
4. It is one thing to permit an increase in the height and area of a pole sign in Commercial and Industrial zones within 500 feet of an interstate, as is proposed. Pole signs are generally permitted in Commercial and Industrial zones located in ALL street classifications. It is quite something else to allow a "pole sign" generally NOT permitted in the Office District to be permitted on an Arterial street.

In other words, increasing height and size based on road classification is different from adding a new sign type based on road classification, especially when the classification, Arterial, is changeable.

5. Unlike Collector and Arterial designations, it is highly unlikely that any street will be reclassified to an Interstate. In fact, the proposed ordinance specifically identifies the locations allowing the increase in height and area.

Thank you for considering my request.

Carlene Malone
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