

CASE SUMMARY

APPLICATION TYPE: SUBDIVISION
CONCEPT PLAN



File Number: 11-SD-21-C Related File Number: 11-C-21-UR
Application Filed: 9/27/2021 Date of Revision:
Applicant: TERRY E. ROMANS

PROPERTY INFORMATION

General Location: West side of Chapman Highway, south of W. Simpson Road
Other Parcel Info.:
Tax ID Number: 150 020 Jurisdiction: County
Size of Tract: 12.37 acres
Accessibility: Access is via Chapman Hwy, a four lane major arterial street with a continuous center turn lane with approximately 150' of right-of-way.

GENERAL LAND USE INFORMATION

Existing Land Use: Vacant land
Surrounding Land Use: North: Residences, office -- A (Agricultural) and CA (General Business)
South: Residences -- A (Agricultural) and CA (General Business)
East: Chapman Hwy, business, vacant land -- CB (Business and Manufacturing) and CA (General Business)
West: Residences, vacant land -- A (Agricultural)
Proposed Use: Attached residential subdivision Density: 9.4 du/ac
Sector Plan: South County Sector Plan Designation:
Growth Policy Plan: Planned Growth Area
Neighborhood Context:

ADDRESS/RIGHT-OF-WAY INFORMATION (where applicable)

Street: 9109 Chapman Hwy.
Location:
Proposed Street Name:
Department-Utility Report:
Reason:

ZONING INFORMATION (where applicable)

Current Zoning: PR (Planned Residential)
Former Zoning:
Requested Zoning:
Previous Requests:
Extension of Zone:
History of Zoning:

PLAN INFORMATION (where applicable)

Current Plan Category:

Requested Plan Category:

SUBDIVISION INFORMATION (where applicable)

Subdivision Name: Terri's Place

No. of Lots Proposed: 117 No. of Lots Approved: 0

Variances Requested: VARIANCES:

1. REDUCE THE MINIMUM TANGENT BETWEEN BROKEN BACK CURVES FROM 150' TO 132' AT STA. 3+04.26, ROAD A
2. REDUCE THE MINIMUM TANGENT BETWEEN REVERSE CURVES FROM 50' TO 45' AT STA. 6+40.21, ROAD B

ALTERNATIVE DESIGN STANDARDS REQUIRING PLANNING COMMISSION APPROVAL:

1. REDUCE THE MINIMUM LOT WIDTH FROM 25' TO 20'
2. REDUCE THE MINIMUM PRIVATE RIGHT-OF-WAY WIDTH FROM 50' TO 40'
3. REDUCE THE MINIMUM HORIZONTAL CURVE RADIUS FROM 100' TO 75' AT STA 6+40.21, ROAD B

S/D Name Change:

OTHER INFORMATION (where applicable)

Other Bus./Ord. Amend.:

PLANNING COMMISSION ACTION AND DISPOSITION

Planner In Charge: Mike Reynolds

Staff Recomm. (Abbr.): Approve variances 1-2 and alternative design standards 1-3 on the recommendations of the Knox County Department of Engineering and Public Works and because the site conditions restrict compliance with the Subdivision Regulations and the proposed variances will not create a traffic hazard.

Approve the Concept Plan subject to 10 conditions.

Staff Recomm. (Full):

- 1) Connection to sanitary sewer and meeting any other relevant requirements of the utility provider.
- 2) Provision of street names that are consistent with the Uniform Street Naming and Addressing System within Knox County (County Ord. 91-1-102).
- 3) Providing a 25' common area strip between the Chapman Highway and lots 42-46, 102-117, per section 3.02.A.4 (Double Frontage Lots) of the Knoxville-Knox County Subdivision Regulations, and as shown on the Concept Plan.
- 4) Providing sight distance easement on the final plat across the common area west of the southern Road 'B' intersection with Road 'A' and across lots 55 and 97 in the curve of Road 'B' per the requirements of Knox County Engineering and Public Works during the design plan phase.
- 5) Implementing the recommendations of the Terri's Place Townhouses Transportation Impact Analysis (Ajax Engineering, 10/26/2021) as revised and approved by Planning staff, Knox County Department of Engineering and Public Works, and Tennessee Department of Transportation (TDOT). See exhibit A.
- 6) Providing guest parking as required by the Subdivision Regulations when an alternative design standard is requested to reduce the 25-ft minimum lot frontage requirement. The guest parking must be similar to what is shown on the Concept Plan.
- 7) Meeting all other applicable requirements of the Knox County Department of Engineering and Public Works.
- 8) Meeting all applicable requirements of the TDOT, including but not limited to the installation of the exclusive southbound right-turn lane and the location of the Road 'A' intersection with Chapman Highway. If the Road 'A' intersection is required to be moved, Planning staff and Knox County Engineering and Public Works staff may review and approve the realignment. If additional variances to the subdivision regulations are required then they must either be approved as part of a new Concept Plan application or the Final Plat for the subdivision.
- 9) Submitting to Planning staff prior to final plat review by the Planning Commission or Planning staff, the certification of design plan approval form as required by the Knoxville-Knox County Subdivision Regulations.
- 10) Prior to certification of the final plat for the subdivision, establishing a property owners association that will be responsible for maintenance of the common area, roads, amenities, and drainage system.

Comments: This proposal is a 117 lot attached residential development on 12.37 acres with a density of 9.46 du/ac. The dwelling units will be 2-3 stories tall and have a 1-car garage (see example images)

attached). The development will have private streets with 26-ft of pavement and 40-ft private right-of-way. Access to the site is via Chapman Highway in a section that the Tennessee Department of Transportation (TDOT) recently improved by adding a center turn lane and realigning the Sevierville Pike and E. Simpson Road intersections. In 2004, a similar attached residential development was approved for this site with 95 dwellings (10-SC-4-C / 10-H-04-UR).

A transportation impact study (TIS) was performed to evaluate the potential impacts of the development on Chapman Highway. The conclusions and recommendations of the study include: a) the northbound left-turn lane storage provided in the recently constructed center turn lane on Chapman Highway is adequate in length and no modifications to the striping are recommended; b) an exclusive right-turn lane on Chapman Highway be provided; and, c) maintaining the proposed site entrance location even though the intersection sight distance is 570-ft to the south which does not meet the TDOT minimum standard of 625-ft for a 50-mph posted speed limit, however, it does meet the Knox County minimum standard of 500-ft.

The TIS recommends keeping the proposed entrance as shown because shifting the proposed entrance further to the north to meet TDOT's requirement is not achievable until the proposed entrance is located less than 400-ft from Sevierville Pike because of the vertical curvature of Chapman Highway. The Subdivision Regulations require a minimum of 400-ft between intersections on an arterial road. Condition #8 states that Planning and Knox County Engineering and Public Works staff may review and approve the realigned entrance if TDOT requires it to be shifted to the north. This assumes that no additional variances to the Subdivision Regulations will be required. If it is not feasible to shift the entrance to the north, TDOT may require other types of improvements or potentially restrict exiting turn movements to right-out only onto Chapman Highway.

Action: Approved

Meeting Date: 11/10/2021

Details of Action:

Summary of Action:

Approve variances 1-2 and alternative design standards 1-3 on the recommendations of the Knox County Department of Engineering and Public Works and because the site conditions restrict compliance with the Subdivision Regulations and the proposed variances will not create a traffic hazard.

Approve the Concept Plan subject to 10 conditions.

Date of Approval: 11/10/2021

Date of Denial:

Postponements:

Date of Withdrawal:

Withdrawn prior to publication?: **Action Appealed?:**

LEGISLATIVE ACTION AND DISPOSITION

Legislative Body: Knox County Chancery Court

Date of Legislative Action:

Date of Legislative Action, Second Reading:

Ordinance Number:

Other Ordinance Number References:

Disposition of Case:

Disposition of Case, Second Reading:

If "Other":

If "Other":

Amendments:

Amendments:

Date of Legislative Appeal:

Effective Date of Ordinance: