

CASE SUMMARY

APPLICATION TYPE: SUBDIVISION
CONCEPT PLAN



File Number: 12-SC-21-C Related File Number: 12-F-21-UR
Application Filed: 10/26/2021 Date of Revision:
Applicant: HOMESTEAD LAND HOLDINGS, LLC

PROPERTY INFORMATION

General Location: Southeast of English Ivy Lane terminus, south of Hardin Valley Road
Other Parcel Info.:
Tax ID Number: 129 126.01 (PART OF) Jurisdiction: County
Size of Tract: 4.54 acres
Accessibility: Access is via English Ivy Ln, a local street with 26ft of pavement width within 50ft of right-of-way.

GENERAL LAND USE INFORMATION

Existing Land Use: Vacant land
Surrounding Land Use: North: Vacant land, single family residential -- PR (Planned Residential)
South: Rural residential -- A (Agricultural)
East: Single family residential, rural residential -- PR (Planned Residential), A (Agricultural)
West: Rural residential, vacant land -- A (Agricultural), PR (Planned Residential)
Proposed Use: Detached residential subdivision Density: 1.63 du/ac
Sector Plan: Northwest County Sector Plan Designation:
Growth Policy Plan: Rural Area
Neighborhood Context:

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

Street: 0 English Ivy Ln.
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: Vining Mill

No. of Lots Proposed: 13 No. of Lots Approved: 0

Variances Requested: VARIANCES

See previous concept plan approval (5-SA-17-C) except for those related to Leatherback Road that was relocated as part of this application and Needlegrass Lane that was eliminated.

ALTERNATIVE DESIGN STANDARDS REQUIRING PLANNING COMMISSION APPROVAL

1) Reduce centerline radius from 250' to 150' on Leatherback Road at STA 1+00.

ALTERNATIVE DESIGN STANDARD REQUIRING KNOX COUNTY ENGINEERING AND PUBLIC WORKS APPROVAL

1. Increase the maximum intersection grade from 1% to 2% on Leatherback Road at the Velvet Leaf Lane intersection.

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 the alternative design standard 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 will not create a traffic hazard.

Approve the Concept Plan subject to 7 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 (Ord. 91-1-102).
3. Providing a minimum 200 ft sight distance (line of sight) easement on the Leatherback Drive frontage of Lot 110. The driveway for this lot shall be restricted to the Velvet Leaf Lane frontage or located outside of the sight distance easement with the driveway location shown on the final plat.
4. Providing a temporary turnaround at the terminus of Leatherback Drive if the connecting road within the proposed Catatoga subdivision is not complete and installing notification of future street connection at the terminus of Leatherback Drive as required by Section 3.04.C.2.d. of the Knoxville-Knox County Subdivision Regulations. The design of the temporary turnaround shall be determined during the design plan phase.
5. Meeting all applicable requirements of the Knox County Department of Engineering and Public Works.
6. Certifying that the required sight distance can be obtained at the Leatherback Drive intersection with Velvet Leaf Lane looking to the southeast during the design plan phase with review and approval by Knox County Engineering and Public Works.
7. 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.

Comments:

VARIANCES

There were 16 variances approved with the 2017 concept plan (5-SA-17-C), however, only 6 of them are still applicable because either the road profiles were modified during the design plan phase so that the variance was no longer required or they are associated with roads being eliminated as part of this revised concept plan.

ALTERNATIVE DESIGN STANDARD REQUIRING PLANNING COMMISSION APPROVAL

1. Reduce the minimum centerline radius from 250 ft to 150 ft on Leatherback Road at STA 1+00.

a) Article 4 (Alternative Design Standards), Section 4.01 (Hillside and Ridgetop Protection Area Development Standards) of the Subdivision Regulations allows the Planning Commission to reduce the minimum horizontal curve on local streets to 105 ft in the HP (Hillside Protection) area when the road design is consistent with AASHTO (American Association of State Highway and Transportation Officials) standards for a 25 MPH design speed. The road design plans must be approved by Knox County Engineering and Public Works during the design plan phase.

b) A sight distance easement must be provided across the lot on the inside of the curve to ensure

that objects or plantings do not get installed that will restrict visibility.

ALTERNATIVE DESIGN STANDARD REQUIRING KNOX COUNTY ENGINEERING AND PUBLIC WORKS APPROVAL

1. Increase the maximum intersection grade from 1% to 2% on Leatherback Road at the Velvet Leaf Lane intersection.

a) The Subdivision Regulations allow Knox County Engineering and Public Works to approve an intersection grade up to 3% when a pedestrian crossing is not proposed. The Knox County sidewalk ordinance does not require a sidewalk on the new internal streets and the developer is not proposing a private sidewalk network in this portion of the subdivision.

This proposal is a revision to the previously approved Vining Mill subdivision which is currently under construction. The revisions include removing 8.3 acres of land area, 15 lots, and two roads (including a secondary access point to Marietta Church Road, and creating one new road and new secondary access to N. Campbell Station Road through the previously approved Catatoga subdivision to the east (5-SB-21-C) which has not yet started construction. The overall density of the development drops slightly from 1.64 du/ac to 1.63 du/ac.

The new road (Leatherback Drive) is in the southeast portion of the property off of Velvet Leaf Lane (not yet constructed). A variance was previously approved (5-SB-21-C) for Velvet Leaf Lane to reduce the crest vertical curve (k value) near its terminus which makes the road have a sharper curve at its crest. This was approved before Leatherback Drive was proposed which now introduces a new intersection sight distance requirement with a minimum of 250 ft. The crest of Velvet Leaf Lane may need to be lowered in elevation (k value increased) slightly to obtain the minimum sight distance from the Leatherback Drive intersection. There are only 6 house lots south of the Leatherback Drive intersection and Velvet Leaf Lane is a dead-end street so there will be minimal traffic traveling northwest. The sight distance will be verified during the design plan phase.

The applicant's traffic engineer submitted a transportation impact letter (TIL) to evaluate whether the recommendations of the transportation impact studies for the two subdivisions are still valid and/or new road improvements are necessary because of the removal of the access to Marietta Church Road and the internal connection between the two subdivisions. The results of the study are that the previously recommended/required turn lanes on Hardin Valley Drive and N. Campbell Station Road are adequate and no additional improvements are recommended. The study also looked at whether the internal connection between the subdivision will attract cut-thru traffic by outside motorists and it was determined that it would take motorists longer to drive through the subdivisions than taking N. Campbell Station Road and Hardin Valley Drive between the two subdivision entrances. This does not take into account other things that may slow traffic through the subdivisions like vehicles parked on the street and pedestrians.

Action: Approved **Meeting Date:** 12/9/2021

Details of Action:

Summary of Action: Approve the alternative design standard 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 will not create a traffic hazard.

Approve the Concept Plan subject to 7 conditions.

Date of Approval: 12/9/2021 **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:**