

# CASE SUMMARY

APPLICATION TYPE: SUBDIVISION  
CONCEPT PLAN



File Number: 12-SD-21-C                      Related File Number: 12-G-21-UR  
Application Filed: 10/22/2021              Date of Revision:  
Applicant: ROBYN ASKEW, TRUSTEE

## PROPERTY INFORMATION

General Location: Southeast side of Marietta Church Road, south of Hardin Valley Road  
Other Parcel Info.:  
Tax ID Number: 129 128                      Jurisdiction: County  
Size of Tract: 94.14 acres  
Accessibility: Access is via Marietta Church Rd., a minor collector with a 19 ft pavement width within 40-50 ft of right-of-way

## GENERAL LAND USE INFORMATION

Existing Land Use: Vacant land  
Surrounding Land Use: North: Vacant land, single family and rural residential -- A (Agricultural), PR (Planned Residential)  
South: Vacant land, rural residential -- A (Agricultural)  
East: Vacant land, single family residential -- PR (Planned Residential)  
West: Vacant land, church, rural residential -- A (Agricultural)  
Proposed Use: Detached residential subdivision                      Density: 1.99 du/ac  
Sector Plan: Northwest County              Sector Plan Designation:  
Growth Policy Plan: Rural Area  
Neighborhood Context:

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

Street: 1928 Marietta Church Rd.  
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: Briggs Station

No. of Lots Proposed: 188      No. of Lots Approved: 0

Variances Requested: ALTERNATIVE DESIGN STANDARDS REQUIRING PLANNING COMMISSION APPROVAL:  
1) Increase the maximum road grade from 12% to 15% on Road 'A' from PVI STA 2+39.63 to 9+85.07.  
2) Reduce the minimum horizontal curve radius from 250 ft to 100 ft on Road 'B' at STA 2+40.  
3) Reduce the minimum horizontal curve radius from 250 ft to 100 ft on Road 'B' at STA 5+47.08.  
4) Reduce the minimum horizontal curve radius from 250 ft to 100 ft on Road 'C' at STA 7+10.  
5) Reduce the minimum horizontal curve radius from 250 ft to 100 ft on Road 'C' at STA 20+75.62.  
6) Reduce the minimum horizontal curve radius from 250 ft to 100 ft on Road 'C' at STA 23+92.70.

ALTERNATIVE DESIGN STANDARDS APPROVED BY KNOX COUNTY ENGINEERING AND PUBLIC WORKS:

1) Increase the maximum intersection grade from 1% to 2% for all intersections except for those with a crosswalk that must meet ADA standards.

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 alternative design standards 1-6 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 final plat for all proposed locations on Road 'B' and Road 'C' (lots 22, 29, 103, 105, and 188). The driveways for these lots shall be located outside of the sight distance easement and the driveway locations reviewed and approved by Knox County Engineering and Public Works during the design plan phase and shown on the final plat.  
4. Verifying the maximum number of allowed dwelling units (lots) based on the surveyed size of the property when a final plat(s) are submitted for review by the Planning Commission or Planning staff. If the surveyed area of the property is less than 94 acres, the number of lots (dwelling units) must be reduced to come into compliance with the maximum density of 2 du/ac approved for this PR (Planned Residential) zoning district.  
5. Partnering with Knox County to implement the recommended improvements to the Marietta Church Road and Hardin Valley Road intersection by providing funding commensurate to the projected 2025 traffic volumes added to this intersection by the development as outlined in the Briggs Station Traffic Impact Study (CDM Smith, revised 11/22/2021). The details regarding the shared costs of the improvements for this intersection shall be worked out during the design plan phase.  
6. Meeting all applicable requirements of the Knox County Department of 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: ALTERNATIVE DESIGN STANDARDS REQUIRING PLANNING COMMISSION APPROVAL  
1. Increase the maximum road grade from 12% to 15% on Road 'A' from PVI STA 2+39.63 to 9+85.07.  
    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 approve a maximum grade of 15% for local streets in the HP (Hillside Protection) area. The road design plans must still be approved by Knox County Engineering and Public Works during the design plan phase.  
    b) The increased road grade will help reduce the amount of grading required within the HP (Hillside Protection) area.

2-6. Reduce the minimum horizontal curve radius from 250 ft to 100 ft on Road 'B' and Road 'C' in 5 locations.

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 200 ft sight distance easement must be provided across the lot on the inside of these curves to ensure that objects or plantings do not get installed that will restrict visibility.

c) Road 'B' and the northeast terminus of Road 'C' are short segments of roads that create a loop and happen to be part of a continuous road that is longer than 1000 ft which is why the minimum horizontal radius is required to be 250 ft. For roads less than 1000 ft, the minimum horizontal radius is 100 ft. Since these two loop road segments that loop are less than 1000 ft, the 100 ft radii with the required sight distance easements through the turns will not create a traffic hazard.

d) The proposed 100 ft horizontal curve radius on Road 'C' that is not associated with a loop road is in the southeastern corner of the subdivision. The only vehicles that will travel this section of road daily are the few houses on this corner because it is the furthest point from the entrance of the subdivision. The 100 ft radii with the required sight distance easements through the turns will not create a traffic hazard.

e) Long road sections will be broken up by intersections with stop signs.

#### ALTERNATIVE DESIGN STANDARDS REQUIRING KNOX COUNTY ENGINEERING AND PUBLIC WORKS APPROVAL

1. Increase the maximum intersection grade from 1% to 2% for all intersections except for those with a crosswalk that must meet ADA standards.

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 requires a sidewalk on the entrance road from Marietta Church Road to Road 'D' because it exceeds 1000 vehicle trips per day and may require sidewalks on additional road segments but this will be determined during the design plan review. Intersections with a crosswalk must meet ADA standards.

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This proposal is to create 188 residential lots on 94.14 acres at a density of 1.99 du/ac with a single access to Marietta Church Road. The property was rezoned from A (Agricultural) to PR (Planned Residential) up to 2 du/ac in July 2021 (6-E-21-RZ).

The proposed access to Marietta Church Road is from a median divided boulevard with 18-foot lanes to provide an alternative to a secondary access as recommended by the Briggs Station Subdivision Transportation Impact Study (CDM Smith, revised 11/22/2021). The subdivision regulations do not require more than one access point to subdivisions, however, staff typically request a second access point if the subdivision has more than 150 lots. If a second access is not feasible, then a median divided boulevard that extends to at least the first internal intersection has been accepted as an alternative. The TIS did not make any other recommendations directly related to this development (see Exhibit A for the recommendations and conclusion). However, it did recommend that the County consider a single-lane roundabout for the Hardin Valley Road intersection with Marietta Church Road to mitigate both the poor level of service and the warrant of a westbound left-turn lane. The TIS concluded that the intersection improvements are warranted with or without the proposed Briggs Station subdivision based on the existing traffic volume and a 7.5% annual compounded growth rate in 2025.

The property has 79.65 acres of 94.14 acres (84.6%) within the HP (Hillside Protection) area. The slope analysis recommends a maximum of 44.6 acres of disturbance within the HP area and this proposal includes approximately 44 acres of disturbance within the HP area. The house lots have been concentrated in the center of the property which is the flattest portion of the site.

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

**Details of Action:**

**Summary of Action:** Approve alternative design standards 1-6 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:**