

CASE SUMMARY

APPLICATION TYPE: SUBDIVISION
CONCEPT PLAN



File Number: 2-SC-20-C Related File Number: 2-F-20-UR
Application Filed: 12/30/2019 Date of Revision:
Applicant: SCOTT WILLIAMS

PROPERTY INFORMATION

General Location: West side of Fretz Rd, north side of Hatmaker Ln, north of I-40/75
Other Parcel Info.:
Tax ID Number: 130 069 & PART OF 07001, OTHER: AND 130OC001, 0 Jurisdiction: County
Size of Tract: 12.5 acres
Accessibility: Access is via Fretz Rd., a local street with a 20' pavement width within a 45' right-of-way.

GENERAL LAND USE INFORMATION

Existing Land Use: Vacant land
Surrounding Land Use: North: Residences - PR (Planned Residential)
South: Hatmaker Rd. & I-40 / I-75 - A (Agricultural) and Town of Farragut
East: Residences - A (Agricultural)
West: Vacant land - PR (Planned Residential)
Proposed Use: Detached residential subdivision Density: 3.8 du/ac
Sector Plan: Northwest County Sector Plan Designation:
Growth Policy Plan: Urban Growth Area
Neighborhood Context:

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

Street: 921 & 0 Fretz Rd. and 12007, 12011, 12030 & 0 Lillibridge Crossing 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: Windsor Forest

No. of Lots Proposed: 6 **No. of Lots Approved:** 128

Variances Requested: 1) Reduce the horizontal curve radius on Road D beginning at STA 5+33.92 from 250' to 100'.
2) Reduce the sight distance requirement on Road D from 250' to 200' at lots 120 and 121.
3) Reduce the depth of the buffer strip for double frontage lots from 25' to 20' along the Hatmaker Lane frontage.

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 1-3 because topographic constraints and site conditions restrict compliance with the Subdivision Regulations and the proposed variances 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 which are consistent with the Uniform Street Naming and Addressing System within Knox County (County Ord. 91-1-102).
3. Implementation of the recommended improvements identified in the Traffic Impact Study for the Fretz Road Subdivision (905 Fretz Road) prepared by Cannon & Cannon, Inc., dated December 21, 2017 as revised and approved by the Knox County Department of Engineering and Public Works, Planning Commission and Town of Farragut staff. Any required improvements shall be installed to the standards approved by the Knox County Department of Engineering and Public Works and the Town of Farragut (for the street improvements to N. Campbell Station Road). The north bound left turn lane improvements on N. Campbell Station Road at the intersection with Fretz Road, shall be reviewed and approved by the Town of Farragut. The turn lane improvements shall be completed prior to the issuance of the 47th building permit for the subdivision.
4. Installation of sidewalks on at least one side of all streets. Sidewalks shall meet all applicable requirements of the Americans with Disabilities Act (ADA) and the Knox County Department of Engineering and Public Works. A bond shall be provided to the Knox County Department of Engineering and Public Works by the developer in an amount sufficient to guarantee the installation of the sidewalks.
5. Meeting all applicable requirements of the Knox County Department of Engineering and Public Works.
6. On the final plat, including the sight distance easement across Lot 120 and 121 on the inside of the horizontal curve.
7. A final plat application based on this concept plan will not be accepted for review until certification of design plan approval has been submitted to the Planning Commission staff.

Comments: This proposal modifies the previously approved Concept Plan / Use on Review by adding 6 lots and extending Road D so it now intersects Lillibridge Crossing Lane. Previously, the east end of Road D had a cul-de-sac. The subdivision will have a total of 34.55 acres and 128 lots (including two existing houses that front on Fretz Road), at a density of 3.7 du/ac.

The new lots and road extension are in an area that was formally owned by the neighboring property shown as lot 127 on the Concept Plan. Lot 127 must be part of this proposal because it will be getting smaller and it is less than 5 acres, however, it does not need to be part of the homeowners association for the Windsor Forest Subdivision. Lot 127 is being approved with the same setbacks as Windsor Forest and a 25' peripheral setback along the Fretz Road frontage.

The applicant is also requesting reduction of the peripheral setback to 20' for lots 113 and 114 from the previously approved 25'. Staff is recommending approval because it will provide more flexibility with the placement of the houses and should not have much impact on the residences to the north. These lots are also at slightly lower elevation.

The Concept Plan requires three variances; a horizontal curve radius, sight distance, and double frontage lot buffer strip. The sharp curve in Road D has a horizontal radius of 100' which was acceptable on the previous Concept Plan approval because the road length was less than 1,000'. Now

that the road is being extended, it is greater than 1,000' and the minimum horizontal radius is 250'. In the same curve, the applicant is requesting a sight distance variance from 250' to 200'. This will reduce the necessary easement along the front of lots 120 and 121, and will help with placement of a house on the lots. Planning and Knox County Engineering and Public Works staff are recommending approval of these two variances because the reduced horizontal curve will help lower vehicle speeds and there is a sidewalk for pedestrians on the inside of the curve. If a sidewalk was not provided, staff would not be in favor of the sight distance reduction because of safety concerns for pedestrians walking in the street and having to go around cars parked on the inside of the curve and being obscured by the parked vehicle.

Most of the lots that back up to Hatmaker Lane have a depth less than 135', which is the minimum permitted by the subdivision regulations without providing a 25' buffer strip between the lots and the external road. The applicant is requesting a variance to permit a 20' buffer strip with the hardship being that there is a steep slope along the Hatmaker frontage that will remain undisturbed with the natural wooded area that provides extra buffer and the extra lot depth allows for better lot drainage in the rear. Staff is recommending approval of the 5' reduction because the existing, mature vegetated slope will be retained in the buffer and the adjacent lots are at a higher elevation than Hatmaker Lane which provides additional visual separation that would otherwise not be there if the lots were at the same elevation or below Hatmaker.

A Traffic Impact Study (TIS) prepared by Cannon & Cannon, Inc. was submitted for the previous concept plan approval. Staff is not requiring the applicant to submit a new TIS with the understanding that the applicant is being required to implement the recommended improvements from the previous study. The TIS had been reviewed by Planning Commission, Knox County Engineering and Town of Farragut staff. Based on the study, the Planning Commission previously required the developer to widen of Fretz Road to minimum width of 20', from the intersection of Fretz Road and Woodhollow Lane to the new subdivision entrance (Lillibridge Crossing Lane) and to taper Fretz Road to the south to the existing pavement width. These improvements have already been completed. The north bound left turn lane improvement on N. Campbell Station Road at the intersection with Fretz Road, as identified in the Traffic Impact Study, shall be completed prior to the issuance of the 47th building permit for the subdivision, as previously required by the Planning Commission.

One of the general provisions for the PR zoning district is that it encourages open space for recreational use. The proposed concept plan has not identified any useable open space for recreational use. The applicant is proposing sidewalks on one side of the internal streets, as previously required by the Planning Commission. The sidewalks will provide an amenity for the residents to safely walk to neighbor's homes and for use for exercise and would in part meet the PR open space objective. In addition, the construction of a sidewalk is one of the determining factors for Staff recommending approval of the sight distance reduction on Road D.

Action: Approved **Meeting Date:** 2/13/2020

Details of Action:

Summary of Action: APPROVE variances 1-3 because topographic constraints and site conditions restrict compliance with the Subdivision Regulations and the proposed variances will not create a traffic hazard.

APPROVE the concept plan subject to 7 conditions:

Date of Approval: 2/13/2020 **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:**