

# CASE SUMMARY

APPLICATION TYPE: SUBDIVISION  
CONCEPT PLAN



File Number: 2-SC-24-C                      Related File Number: 2-C-24-DP  
Application Filed: 12/27/2023              Date of Revision:  
Applicant: PARAGON DEVELOPMENT, LP

## PROPERTY INFORMATION

General Location: Western terminus of Sweetwater Ln, southwest of Cold Stream Ln  
Other Parcel Info.:  
Tax ID Number: 137 331                      Jurisdiction: County  
Size of Tract: 20.66 acres  
Accessibility: Access is via Sweetwater Ln, a local street with 26 ft of pavement width within 50 ft of right-of-way.

## GENERAL LAND USE INFORMATION

Existing Land Use: Agriculture/Forestry/Vacant Land  
Surrounding Land Use: North: Single family residential, rural residential - A (Agricultural)  
South: Rural residential - A (Agricultural)  
East: Single family residential, agriculture/forestry/vacant land - PR (Planned Residential) up to 4 du/ac  
West: Rural residential - A (Agricultural)  
Proposed Use:                                      Density: 3.89 du/ac  
Sector Plan: South County                      Sector Plan Designation: LDR (Low Density Residential), HP (Hillside Protec  
Growth Policy Plan: Planned Growth Area  
Neighborhood Context:

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

Street: 0 SWEETWATER LN  
Location:  
Proposed Street Name:  
Department-Utility Report:  
Reason:

## ZONING INFORMATION (where applicable)

Current Zoning: PR (Planned Residential) up to 4 du/ac  
Former Zoning:  
Requested Zoning:  
Previous Requests:  
Extension of Zone:  
History of Zoning:

## PLAN INFORMATION (where applicable)

Current Plan Category: LDR (Low Density Residential), HP (Hillside Protection)

Requested Plan Category:

**SUBDIVISION INFORMATION (where applicable)**

Subdivision Name: South Creek Development

No. of Lots Proposed: 91                      No. of Lots Approved: 0

Variations Requested: VARIANCES

- 1) Reduce the minimum vertical curve K value from 25 to 20 on Sweetwater Way at VPI STA 7+09.58.
- 2) Reduce the minimum broken back curve tangent from 150 ft to 85 ft on Sweetwater Way at STA 5+61.66.
- 3) Approval of a square cul-de-sac in place of a traditional cul-de-sac at the end of Sweetwater Way and Crystal Clear Way.
- 4) Reduce the minimum cul-de-sac transition radii from 75 ft to 25 ft on Sweetwater Way and Crystal Clear Way.

ALTERNATIVE DESIGN STANDARDS REQUIRING KNOXVILLE-KNOX COUNTY PLANNING COMMISSION APPROVAL

- 1) Reduce the minimum horizontal curve radius on Sweetwater Way from 250 ft to 200 ft at STA 6+47.
- 2) Reduce the minimum lot frontage from 25 ft to 20 ft for all internal lots of groupings of attached houses (see the staff comments for a full list of lots).

ALTERNATIVE DESIGN STANDARDS REQUIRING KNOX COUNTY ENGINEERING AND PUBLIC WORKS APPROVAL (PLANNING COMMISSION APPROVAL NOT REQUIRED)

- 1) Reduce the minimum private right-of-way width from 50 ft to 40 ft.

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 requested variance to reduce the minimum vertical curve K value from 25 to 20 on Sweetwater Way at VPI STA 7+09.58.
    - a. The request to reduce the vertical curve K value is due to the rolling ridges with steep slopes and exposed shallow rock. The reduced K value will allow the road to crest the ridge section in a quicker transition to limit the disturbance of the steep slopes.
    - b. The unique conditions to be considered are the unique shape and topography of the property and the quantity of hillside protection on the site.
    - c. The purpose of the variation is not based exclusively upon a desire for financial gain but is a result of the property's physical attributes.
    - d. To our knowledge, the variance will not be a detriment to public safety, health, or welfare, or be injurious to other properties and improvements in the neighborhood.
  - Approve the requested variance to reduce the minimum broken back curve tangent from 150 ft to 85 ft on Sweetwater Way at STA 5+61.66.
    - a. The request to reduce the broken back curve tangent is due to the rolling ridges with steep slopes and exposed shallow rock. The reduction of the tangent length is needed to keep the road aligned closely with the southern property line to prevent the road from being pushed drastically into the steep terrain.
    - b. The unique conditions to be considered are the unique shape and topography of the property and the quantity of hillside protection on the site.
    - c. The purpose of the variation is not based exclusively upon a desire for financial gain but is a result of the property's physical attributes.
    - d. To our knowledge, the variance will not be a detriment to public safety, health, or welfare, or be injurious to other properties and improvements in the neighborhood.
  - Approve the requested variance to allow a square cul-de-sac in place of a traditional cul-de-sac at the end of Sweetwater Way and Crystal Clear Way.
    - a. The request for square cul-de-sacs is due to the geometric and topographic constraints and the need to cluster dwelling units to limit disturbance. The square design will allow all units and driveways to face perpendicular to the right-of-way, eliminating curved driveways and complicated property lines.
    - b. The unique conditions to be considered are the unique shape and topography of the property and the quantity of hillside protection on the site.
    - c. The purpose of the variation is not based exclusively upon a desire for financial gain but is a result of

the property's physical attributes.

d. To our knowledge, the variance will not be a detriment to public safety, health, or welfare, or be injurious to other properties and improvements in the neighborhood because the turning area within the square cul-de-sac is the same as a traditional cul-de-sac.

Approve the requested variance to reduce the cul-de-sac transition radii from 75 ft to 25 ft on Sweetwater Way and Crystal Clear Way.

a. The request to reduce the cul-de-sac transition radii is due to a 75 ft radius not physically fitting within a square geometry of the cul-de-sac without increasing the overall footprint of the turnaround.

b. The unique conditions to be considered are the unique shape and topography of the property and the quantity of hillside protection on the site.

c. The purpose of the variation is not based exclusively upon a desire for financial gain but is a result of the property's physical attributes.

d. To our knowledge, the variance will not be a detriment to public safety, health, or welfare, or be injurious to other properties and improvements in the neighborhood.

Approve the alternative design standards based on the justification provided by the applicant and the recommendation of the Knox County Department of Engineering and Public Works.

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. Providing a delineation between the public and private right-of-way per the requirements of Knox County Engineering and Public Works during the design plan phase.

4. Providing a 200 ft sight distance easement through the 200 ft horizontal radius in Sweetwater Way. The driveways must have a depth of 20 ft outside of the sight distance easement.

5. Providing guest parking as shown on the concept plan.

6. Meeting all other applicable requirements of the Knox County Department of Engineering and Public Works.

7. Before certification of the final plat for the subdivision, establish a property owners association or other legal entity responsible for maintaining common facilities, such as common areas, amenities, private roads, and/or stormwater drainage systems.

**Comments:**

This proposal is for a 91-lot attached residential subdivision on 20.66 acres (4.4 du/ac). The zoning on the property is PR (Planned Residential) up to 4 du/ac. The applicant also owns 6 platted lots on the north side of Sweetwater Lane and is using that land area to transfer density (9 units) to this phase of the subdivision. Including the 6 house lots, the proposal includes 97 dwelling units on 24.95 acres (3.89 du/ac). Since the 6 house lots already exist and are not being changed, this application and approval is only for the 91 attached houses. The proposed density for the entire subdivision, including the existing 29 platted lots, is 3.66 du/ac.

**BACKGROUND**

This property has had three previous concept plan approvals. In 2004, 95 detached house lots were approved (6-SB-04-C / 6-D-04-UR). In 2007, the subdivision was reapproved with 95 detached house lots with minor changes after the 2004 concept plan had expired (7-SC-07-C / 7-E-07-UR). In 2020, the undeveloped portion of the subdivision was approved for 93 attached house lots and 6 detached house lots. The 6 detached house lots were only minor lot line changes to existing lots and are not part of this current request. The approved number of dwelling units increased from 95 to 121. The current request reduces the total number of dwelling units to 119.

**REDUCTION OF LOT FRONTAGE**

The Planning Commission has the authority to approve a lot frontage between 20-25 ft for attached houses as an alternative design standard if guest parking is provided. Lot frontages less than 20 ft must be approved as a variance. Guest parking is primarily located at the entrance to this phase of the subdivision and in the two cul-de-sacs.

Lots with 20 ft of frontage: 2-5, 8-10, 13-14, 17-18, 21-24, 27-28, 31-32, 35-36, 39-42, 45-48, 51-52, 55-56, 59-61, 64-66, 69-72, 75-76, 79-82, 85-86, and 89-90.

**TRANSPORTATION IMPACT ANALYSIS**

The South Creek Subdivision Transportation Impact Analysis (Fulghum MacIndoe, 6/17/2020) was submitted with the 2020 concept plan application. The primary purpose of the study was to determine if improvements are required at the intersection of Tipton Station Road at White Creek Drive, which is the entrance to the South Creek Subdivision. The analysis concludes that turn lanes on Tipton Station Road are not warranted at this intersection. The only recommendation is for overgrown vegetation within the Tipton Station Road right-of-way to be cleared for a distance of 400 feet to improve the sight distance looking south to comply with the requirements of the subdivision regulations.

**Action:** Approved with Conditions

**Meeting Date:** 2/8/2024

**Details of Action:**

**Summary of Action:**

Approve the requested variance to reduce the minimum vertical curve K value from 25 to 20 on Sweetwater Way at VPI STA 7+09.58.

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Approve the alternative design standards based on the justification provided by the applicant and the recommendation of the Knox County Department of Engineering and Public Works.

Approve the Concept Plan subject to 7 conditions.

**Date of Approval:** 2/8/2024

**Date of Denial:**

**Postponements:**

**Date of Withdrawal:**

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

**LEGISLATIVE ACTION AND DISPOSITION**

**Legislative Body:**

**Date of Legislative Action:**

**Date of Legislative Action, Second Reading:**

**Ordinance Number:**

**Other Ordinance Number References:**

**Disposition of Case:**

**If "Other":**

**Amendments:**

**Date of Legislative Appeal:**

**Disposition of Case, Second Reading:**

**If "Other":**

**Amendments:**

**Effective Date of Ordinance:**