

CASE SUMMARY

APPLICATION TYPE: SUBDIVISION
CONCEPT PLAN



File Number: 2-SD-24-C **Related File Number:** 2-D-24-DP
Application Filed: 12/28/2023 **Date of Revision:**
Applicant: HIGHWAY MARKINGS / PAUL G. HIBBEN

PROPERTY INFORMATION

General Location: West side of Tazewell Pike, south side of Twin Oak Ln
Other Parcel Info.:
Tax ID Number: 21 001, 013 049 **Jurisdiction:** County
Size of Tract: 33.96 acres
Accessibility: Access is via Twin Oak Ln., a local street with 13 ft of pavement width within 30 ft of right-of-way; and Tazewell Pike, a major collector street with 23 ft of pavement width within 40 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, agriculture/forestry/vacant land - A (Agricultural)
South: Public-quasi public - RA (Low Density Residential)
East: Single family residential, rural residential, agriculture/forestry/vacant land - A (Agricultural)
West: Single family residential, agriculture/forestry/vacant land - PR (Planned Residential) up to 4 du/ac
Proposed Use: 111-lot single-family subdivision in the PR zone **Density:** 3.36 du/ac
Sector Plan: Northeast County **Sector Plan Designation:** LDR (Low Density Residential)
Growth Policy Plan: Planned Growth Area
Neighborhood Context:

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

Street: 7615 TWIN OAK 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)

Requested Plan Category:

SUBDIVISION INFORMATION (where applicable)

Subdivision Name: Twin Oak Landing

No. of Lots Proposed: 111 No. of Lots Approved: 0

Variances Requested: VARIANCES

1) Reduce the minimum intersection separation along Twin Oak Lane from STA 22+30.41 TO STA 23+12.37 between Roads "V" & "W", from 125 ft to 81.96 ft

ALTERNATIVE DESIGN STANDARDS REQUIRING KNOXVILLE-KNOX COUNTY PLANNING COMMISSION APPROVAL

- 1) Reduce the minimum horizontal curve radius on Twin Oak Lane at STA 11+86 from 250 ft to 175 ft
- 2) Reduce the minimum horizontal curve radius on Twin Oak Lane at STA 34+37 from 250 ft to 125 ft
- 3) Reduce the minimum horizontal curve radius on Twin Oak Lane at STA 37+96 from 250 ft to 100 ft
- 4) Reduce the minimum horizontal curve radius on Twin Oak Lane at STA 41+85 from 250 ft to 100 ft
- 5) Reduce the minimum horizontal curve radius on Road "V" at STA 73+68 from 250 ft to 175 ft
- 6) Reduce the minimum horizontal curve radius on Road "V" at STA 77+82 from 250 ft to 100 ft
- 7) Reduce the minimum horizontal curve radius on Road "V" at STA 77+82 from 250 ft to 150 ft
- 8) Reduce the minimum horizontal curve radius on Road "W" at STA 92+76 from 100 ft to 75 ft

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

- 1) Increase the maximum road grade at an intersection from 1% to 1.5%, Twin Oak Lane at Tazewell Pike.

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 intersection spacing along Twin Oak Lane, between the centerlines of Road 'V' and Road 'W', from 125 ft to 81.96 ft, based on the following evidence of hardship.

- a. The irregular shape and width of the property do not allow for the required spacing without negatively impacting the internal road connectivity.
- b. The unique condition is that Twin Oak Lane cannot be realigned to make aligning the intersections more feasible because of the existing houses on the north side of the road.
- c. The purpose of the variation is not based exclusively upon a desire for financial gain.
- d. The granting of the variation will not be detrimental to public safety, health or welfare, or injurious to other property or improvements in the neighborhood in which the property is located because both streets will have low traffic volumes, stop conditions at the Twin Oaks Lane intersection, and the required sight distance will be available in both directions.

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

Approve the Concept Plan subject to 11 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. Implementing the recommendations of the Twin Oak Landing Subdivision Traffic Impact Study (Fulghum MacIndoe, 8/10/2020) and Traffic Impact Letter (Ardurra, 1/19/2024) per the requirements of Knox County Engineering and Public Works during the design plan phase. Construction of the left turn lane from Tazewell Pike to Twin Oak Lane and the deceleration lane for the Gibbs Elementary School driveway as required by the Tennessee Department of Transportation and the Knox County Department of Engineering and Public Works. See Exhibits B and C for the conclusions and recommendations of the two referenced traffic studies.
4. A Memorandum of Understanding with Knox County Engineering and Public Works is required per Chapter 54, Article V of the Knox County Code (Ord. O-23-4-102) for road improvements within existing public right-of-way.

5. Widening the full length of the existing Twin Oak Lane as required by the Knox County Department of Engineering and Public Works. The widening of the road is to be to the south side of the road, as proposed in the Concept Plan.
6. Platting a minimum 20-ft wide common area for pedestrian access to the Edwards Place Subdivision, between lots 70 and 71, and the Gibbs Elementary School property, between lots 24-35.
7. Providing sidewalks per the requirements of the Knox County sidewalk ordinance, Chapter 54, Article V of the Knox County Code, and construction of the pedestrian accesses referenced in condition #6 above. All sidewalks not required by the sidewalk ordinance must be maintained by the homeowner's association unless otherwise agreed upon by Knox County Engineering and Public Works.
8. Platting the 30-ft greenway easement as shown on the Concept Plan or as otherwise required by the Knox County Department of Parks and Recreation and the Knox County Department of Engineering and Public Works.
9. Meeting all other applicable requirements of the Knox County Department of Engineering and Public Works.
10. Place a note on the final plat that all lots will have access only to the internal street system.
11. 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 111-lot detached residential subdivision on 33.04 acres (3.36 du/ac). The zoning on the property is PR up to 4 du/ac. This property has had two previous concept plan approvals, both of which had similar layouts to each other but a slightly different number of lots. In 2017 (4-SA-17-C / 4-E-17-UR), the subdivision was approved with 102 lots; in 2020 (8-SA-20-C / 8-B-20-UR), it was approved with 107 lots. The concept plan approved in 2020 was recently extended until August 2025 (8-C-23-OB). If this concept plan is approved, it will replace the 2020 approval.

With the exception of increasing the total number of lots from 107 to 111, the main difference between the current proposal and the previous one is the road layout. The current proposal has two short cul-de-sac roads along the existing portion of Twin Oak Lane (closer to Tazewell Pike), with all other roads completing a loop. While the previous design had seven cul-de-sacs.

PEDESTRIAN INFRASTRUCTURE

Like the previous approvals, this proposal includes a pedestrian connection between the Edwards Place Subdivision and the Gibbs Elementary School property. The pedestrian connections to Edwards Place and to the school property will be within the common area for the development and not an easement across house lots. The remainder of the pedestrian connection will be via sidewalks within the public right-of-way.

A 30-ft wide greenway easement is being provided along Beaver Creek. The Knox County Greenway Corridor Study proposes a greenway along Beaver Creek and the preferred route in this area runs through this property (see Exhibit D).

Action: Approved with Conditions **Meeting Date:** 2/8/2024

Details of Action:

Summary of Action:

- Approve the requested variance to reduce the minimum intersection spacing along Twin Oak Lane, between the centerlines of Road 'V' and Road 'W', from 125 ft to 81.96 ft, based on the following evidence of hardship.
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Approve the alternative design standards based on the recommendation of the Knox County Department of Engineering and Public Works.

Approve the Concept Plan subject to 11 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:

Ordinance Number:

Disposition of Case:

If "Other":

Amendments:

Date of Legislative Appeal:

Date of Legislative Action, Second Reading:

Other Ordinance Number References:

Disposition of Case, Second Reading:

If "Other":

Amendments:

Effective Date of Ordinance: