



Requested Plan Category:

**SUBDIVISION INFORMATION (where applicable)**

**Subdivision Name:** Christian Springs - Revised

**Surveyor:** AEMC Applied Engineering

**No. of Lots Proposed:** 132      **No. of Lots Approved:** 0

**Variations Requested:**

1. Intersection grade variances at all intersections, from 1% to 2%.
2. Reverse curve tangent length variance on Road B at station 6+62, from 50' to 0'.
3. Reverse curve tangent length variance on Road B at station 11+12, from 50' to 0'.
4. Horizontal curve variance on Christian Springs Dr. at station 0+80, from 250' to 125'.
5. Horizontal curve variance on Christian Springs Dr. at station 2+88, from 250' to 125'.
6. Horizontal curve variance on Christian Springs Dr. at station 8+32, from 250' to 125'.
7. Horizontal curve variance on Christian Springs Dr. at station 20+16, from 250' to 125'.
8. Horizontal curve variance on Christian Springs Dr. at station 27+59, from 250' to 125'.
9. Horizontal curve variance on Christian Springs Dr. at station 34+50, from 250' to 100'.
10. Horizontal curve variance on Christian Springs Dr. at station 41+63, from 250' to 100'.
11. Horizontal curve variance on Road B at station 5+65, from 250' to 125'.
12. Horizontal curve variance on Road B at station 11+12, from 250' to 125'.

**S/D Name Change:**

**OTHER INFORMATION (where applicable)**

**Other Bus./Ord. Amend.:**

**MPC ACTION AND DISPOSITION**

**Planner In Charge:** Tom Brechko

**Staff Recomm. (Abbr.):** APPROVE variances 1-11. Site's topography restricts compliance with the Subdivision Regulations, and variances should not create a traffic hazard.  
DENY variance 12 due to potential traffic hazard.

APPROVE the concept plan subject to 11 conditions

**Staff Recomm. (Full):**

1. Connection to sanitary sewer and meeting any other relevant requirement of the Knox County Health Department.
2. Provision of street names which are consistent with the Uniform Street Naming and Numbering System for Knox County (Ord. 91-1-102).
3. Meeting all applicable requirements and obtaining all required permits from the Tennessee Department of Environment and Conservation (TDEC).
4. Prior to final plat approval for the access to Maloneyville Rd., the applicant's surveyor must certify 400' of sight distance in each direction along Maloneyville Rd.
5. Provide on the final plat a sight distance easement across lots 98, 116, 140 and the common area south of Lots 110 & 111.
6. Approving a horizontal curve variance on Road B at station 11+12, from 250' to 200'.
7. Meeting all applicable requirements of the Knox County Department of Engineering and Public Works.
8. Meeting all requirements of the approved Use-on-Review development plan (7-C-01-UR).
9. Meeting all applicable requirements of the Knox County Zoning Ordinance.
10. Prior to certification of the final plat for the subdivision, establishing a property owners association that will be responsible for maintenance of the common area, sidewalks and drainage system, and adding the recording information on the plat.
11. A final plat based on this concept plan will not be accepted for review by MPC until certification of design plan has been submitted to MPC Staff.

**Comments:** The original concept plan for this subdivision was approved by the Planning Commission on August 9, 2001 for a total of 180 lots on 90 acres. A final plat for 38 lots within the first unit of the subdivision has already been approved. The applicant has now submitted this revised concept plan which includes changes to the street and lot layout. This new layout is for 132 lots on 72 acres at a density of 1.83 du/ac. This reduces the total number of lots down to 170 at an overall density of 1.89 du/ac. The maximum density under the PR zoning is 2 du/ac. The applicant has also revised the plat to provide common areas at locations that have been designated as having a high water table. Sidewalks have been identified on the concept plan for the unplatted portion of the subdivision.

Staff has recommended denial of one of the horizontal curve variances on Road B. Staff is concerned

that the combination of the reduced curve radius for one of the curves in a reverse curve ,that does not have a tangent length of at least 50' between the two curves, may create a traffic hazard. Staff can support a curve radius variance to 200' at that location.

**MPC Action:** Approved

**MPC Meeting Date:** 3/11/2004

**Details of MPC action:**

**Summary of MPC action:** APPROVE variances 1-11. Site's topography restricts compliance with the Subdivision Regulations, and variances should not create a traffic hazard. DENY variance 12 due to potential traffic hazard. APPROVE the concept plan subject to 11 conditions

**Date of MPC Approval:** 3/11/2004

**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:**

**Disposition of Case, Second Reading:**

**If "Other":**

**If "Other":**

**Amendments:**

**Amendments:**

**Date of Legislative Appeal:**

**Effective Date of Ordinance:**