

CASE SUMMARY

APPLICATION TYPE: SUBDIVISION

CONCEPT PLAN

File Number: 3-SH-03-C Related File Number: 3-G-03-UR
Application Filed: 2/10/2003 Date of Revision:
Applicant: NOVA, INC.
Owner: NOVA, INC.

KNOXVILLE-KNOX COUNTY

M P C
METROPOLITAN
P L A N N I N G
C O M M I S S I O N
T E N N E S S E E

Suite 403 • City County Building
4 0 0 M a i n S t r e e t
Knoxville, Tennessee 37902
8 6 5 • 2 1 5 • 2 5 0 0
F A X • 2 1 5 • 2 0 6 8
w w w • k n o x m p c • o r g

PROPERTY INFORMATION

General Location: Northwest and southeast sides of E. Copeland Dr., northwest of Heiskell Rd.
Other Parcel Info.:
Tax ID Number: 46 159.01 & 160 Jurisdiction: County
Size of Tract: 36.8 acres
Accessibility: Access is via E. Copeland Dr., a major collector street with an 18' pavement width within a 50' right-of-way.

GENERAL LAND USE INFORMATION

Existing Land Use: Residence and vacant land
Surrounding Land Use: North: Vacant land / RA (Low Density Residential)
South: Residences / PR (Planned Residential) & A (Agricultural)
East: Residences and vacant land / A (Agricultural)
West: Residences / A (Agricultural) & RA (Low Density Residential)
Proposed Use: Detached single-family subdivision Density: 1.93 du/ac
Sector Plan: North County Sector Plan Designation:
Growth Policy Plan: Rural & Planned Growth Area
Neighborhood Context:

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

Street:
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: Nova on E. Copeland Drive

Surveyor: Batson, Himes, Norvell & Poe

No. of Lots Proposed: 71 No. of Lots Approved: 71

Variations Requested:

1. Intersection grade variance on Road A at the intersection with E. Copeland Dr., from 1% to 3%.
2. Intersection grade variance on Road C at the intersection with E. Copeland Dr., from 1% to 3%.
3. Intersection grade variance on Road B at the intersection with Road A, from 1% to 3%.
4. Intersection grade variance on Road D at the intersection with Road C, from 1% to 3%.
5. Horizontal curve variance on Road C at station 18+00, from 250' to 225'.
6. Horizontal curve variance on Road A at station 1+50, from 250' to 175'.
7. Horizontal curve variance on Road A at station 8+50, from 250' to 100'.
8. Broken back curve tangent variance on Road A at station 2+00, from 150' to 62".
9. Broken back curve tangent variance on Road D at station 2+50, from 150' to 91".
10. Vertical curve variance on Road A at station 0+50, from 94.25' to 70'.

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 1-9 because the site's topography restricts compliance with the Subdivision Regulations, and the proposed variances will not create a traffic hazard. DENY variance 10 -no hardship

APPROVE the Concept Plan subject to 11 conditions

Staff Recomm. (Full):

1. Connection to sanitary sewer and meeting any other relevant requirements of the Knox County Health Department.
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. Approval of the subdivision name by the MPC's Addressing Department prior to final plat approval.
4. Conducting compaction testing in all fill areas associated with street construction and building sites per the requirements of the Knox County Department of Engineering and Public Works.
5. Placing a note on the final plat that all structures will have to be located at least 50' from the top of the sinkholes (closed contour areas) on this site, as determined by the Tennessee Department of Environment and Conservation. Construction within the 50' setback may be permitted if a geotechnical study prepared by a registered engineer states that building within the 50' sinkhole buffer is acceptable and the study is approved by the Knox County Department of Engineering and Public Works. Engineered footings are required for any structures within the 50' sinkhole buffer.
6. Meeting all applicable requirements and obtaining all required permits from the Tennessee Department of Environment and Conservation for any alteration to the sinkholes.
7. Prior to design plan approval, the applicant's surveyor or engineer shall provide documentation acceptable to the Knox County Department of Engineering and Public Works that there is 300 feet of sight distance in both directions along E. Copeland Rd. from both Roads A and C pursuant to the requirements of the Minimum Subdivision Regulations. The applicant's surveyor shall also certify the 300 of sight distance on the final plat and record any sight distance easements that may be determined to be necessary by the Knox County Department of Engineering and Public Works.
8. Meeting all applicable requirements of the Knox County Department of Engineering and Public Works.
9. Placing a note on the final plat that all lots will have access only to the internal street system.
10. Meeting all requirements of the approved Use-on-Review development plan.
11. A final plat application based on this concept plan will not be accepted for review by the MPC until certification of design plan approval has been submitted to the MPC staff.

Comments: The applicant is proposing to subdivide this 36.8 acre tract (located on the north and south sides of E. Copeland Dr.) into 71 detached single-family lots at a density of 1.93 du/ac. There are 40 lots located on the north side of E. Copeland Dr. with the remaining 31 lots located on the south side. The Knox

County Commission approved the rezoning of this property to PR (Planned Residential) at a density of 1 - 3 du/ac at their March 24, 2003 meeting (2-G-03-RZ).

There are two sinkholes located on the site, with one on each side of E. Copeland Dr. A 50' building setback from the top of the sinkholes (closed contour areas) shall be designated on the final plat. All lots in the area of the sinkholes must have a suitable building area outside of the setback area. An option would be to have a geotechnical study conducted by a registered engineer that would identify that building within the 50' sinkhole buffer is acceptable, and the study is approved by the Knox County Department of Engineering and Public Works. Engineered footings are required for any structures within the 50' sinkhole buffer.

Since the portion of the property on the north side of E. Copeland Dr. is within the Rural Area of the Growth Policy Plan, and the recent rezoning included an increase in density over 1 du/ac, a traffic impact analysis study was required. The applicant's traffic engineer has submitted a traffic study for the proposed subdivision. Upon review of the traffic study, it has been determined by MPC and Knox County Department of Engineering and Public Works Staff that there is adequate capacity on the existing roadway to handle the projected traffic. The proposed subdivision does not meet the County's warrants for requiring left or right turn lanes into the subdivision.

In the Staff report for the rezoning request, the comment was made that the 18' pavement width on E. Copeland Dr. should be widened to 20' to safely accommodate the additional traffic generated by any proposed subdivision. After further review and analysis by the applicant's traffic engineer, MPC and Knox County Department of Engineering and Public Works Staff, it has been determined that the widening alone without other major road improvements to vertical and horizontal alignment and roadside drainage may actually make the road unsafe by encouraging an increase in speed. Staff is not recommending any widening as a result of this proposed subdivision.

MPC Action:

Approved

MPC Meeting Date: 4/10/2003

Details of MPC action:

1. Connection to sanitary sewer and meeting any other relevant requirements of the Knox County Health Department.
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. Approval of the subdivision name by the MPC's Addressing Department prior to final plat approval.
4. Conducting compaction testing in all fill areas associated with street construction and building sites per the requirements of the Knox County Department of Engineering and Public Works.
5. Placing a note on the final plat that all structures will have to be located at least 50' from the top of the sinkholes (closed contour areas) on this site, as determined by the Tennessee Department of Environment and Conservation. Construction within the 50' setback may be permitted if a geotechnical study prepared by a registered engineer states that building within the 50' sinkhole buffer is acceptable and the study is approved by the Knox County Department of Engineering and Public Works. Engineered footings are required for any structures within the 50' sinkhole buffer.
6. Meeting all applicable requirements and obtaining all required permits from the Tennessee Department of Environment and Conservation for any alteration to the sinkholes.
7. Prior to design plan approval, the applicant's surveyor or engineer shall provide documentation acceptable to the Knox County Department of Engineering and Public Works that there is 300 feet of sight distance in both directions along E. Copeland Rd. from both Roads A and C pursuant to the requirements of the Minimum Subdivision Regulations. The applicant's surveyor shall also certify the 300 of sight distance on the final plat and record any sight distance easements that may be determined to be necessary by the Knox County Department of Engineering and Public Works.
8. Meeting all applicable requirements of the Knox County Department of Engineering and Public Works.
9. Placing a note on the final plat that all lots will have access only to the internal street system.
10. Meeting all requirements of the approved Use-on-Review development plan.
11. A final plat application based on this concept plan will not be accepted for review by the MPC until certification of design plan approval has been submitted to the MPC staff.

Summary of MPC action:

APPROVE variances 1-9 because the site's topography restricts compliance with the Subdivision Regulations, and the proposed variances will not create a traffic hazard. DENY variance 10 -no hardship

APPROVE the Concept Plan subject to 11 conditions

Date of MPC Approval:

4/10/2003

Date of Denial:

Postponements: 3/13/03

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: