

# CASE SUMMARY

APPLICATION TYPE: SUBDIVISION

## CONCEPT PLAN



File Number: 4-SB-19-C  
Application Filed: 2/25/2019  
Applicant: TERRY ROMANS

Related File Number:  
Date of Revision:

### PROPERTY INFORMATION

**General Location:** North side of Highland View Drive, Northeast of Pickens Gap Road, West of Simpson Road  
**Other Parcel Info.:**  
**Tax ID Number:** 150 017 **Jurisdiction:** County  
**Size of Tract:** 124 acres  
**Accessibility:** Access is via Highland View Dr., a minor collector street with a 19' pavement width within a 40' right-of-way.

### GENERAL LAND USE INFORMATION

**Existing Land Use:** Vacant land  
**Surrounding Land Use:** North: Vacant land and residences - A (Agricultural)  
South: Residences and vacant land - A (Agricultural) & RA (Low Density Residential)  
East: Residences - PR (Planned Residential) & A (Agricultural)  
West: Vacant land and residences - A (Agricultural)  
**Proposed Use:** Detached Residential Subdivision **Density:** 1.33 du/ac  
**Sector Plan:** South County **Sector Plan Designation:**  
**Growth Policy Plan:** Rural Area  
**Neighborhood Context:**

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

**Street:** 0 Highland View Dr  
**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: Highland Ridge

No. of Lots Proposed: 165      No. of Lots Approved: 0

Variances Requested: VARIANCES REQUIRING PLANNING COMMISSION APPROVAL:

1. Intersection property line corner radius variance on both sides of Road A at Highland View Dr., from 25' to 0'
2. Horizontal curve variance on Road A at STA 2+24.95, from 250' to 200'.
3. Horizontal curve variance on Road A at STA 3+57.30, from 250' to 200'.
4. Horizontal curve variance on Road B at STA 10+76.73, from 250' to 100'.
5. Vertical curve variance on Road A at STA 1+42, from K=25 to K=22
6. Vertical curve variance on Road C at STA 10+70, from K=25 to K=22.56
7. Maximum grade variance on Road A, from 12% to 15%.
8. Intersection grade variance on Road C at Road B, from 1% to 4%.
9. Intersection grade variance on Road D at Road A, from 1% to 4%.

APPROVED WAIVERS BY KNOX COUNTY ENGINEERING:

1. Reduction of pavement width down to a minimum of 22 feet when sidewalks are provided.

S/D Name Change:

### **OTHER INFORMATION (where applicable)**

Other Bus./Ord. Amend.:

### **PLANNING COMMISSION ACTION AND DISPOSITION**

Planner In Charge: Tom Brechko

Staff Recomm. (Abbr.): APPROVE variances 1-9 because the site's existing access and topography restricts compliance with the Subdivision Regulations, and the proposed variances will not create a traffic hazard.

APPROVE the Concept Plan subject to 14 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 (Ord 91-1-102).
  3. Implementation of any recommended improvements identified in the Transportation Impact Study prepared by Ajax Engineering, dated February 25, 2019 and as approved by the Knox County Department of Engineering and Public Works and Planning staff.
  4. 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) identified on the plat. Building 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. The geotechnical study must be completed prior to final plat approval for any lots that do not have a building area outside of the 50' setback area. A 5' drainage easement extending outside of the uppermost closed contour is required. Construction is not permitted within the hatched contour area of the sinkhole or the drainage easement. Engineered footings may be required for any structures within the 50' sinkhole buffer.
  5. Meeting all applicable requirements and obtaining all required permits from the Tennessee Department of Environment and Conservation for any alteration to the sinkholes.
  6. Revising the concept plan to provide a cul-de-sac turnaround at the western end of Road B (stub-out street to adjoining property) subject to approval of the Knox County Department of Engineering and Public Works.
  7. The final plat shall include a notation that the western end of Road B is designed as a stub-out street that will extend into the adjoining property if it is developed as a subdivision. At a minimum the notation must be identified on the plat at the street ending.
  8. Revising the concept plan to provide sidewalks on both sides of Road A for the entire length of the street, including street crossings; providing the sidewalk on Road B east of Road A on the south and east side (instead of the north and west side of the street east of Road C); and moving the sidewalk on Road C to the west side of the street.
  9. Installation of sidewalks as identified on the revised concept plan. 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.

10. Revising the street profiles so that no street grades will be less than a 1% slope.

11. Revising the intersection grade for Road C at Road B to a maximum grade of 4%.

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

13. Prior to certification of the final plat for the subdivision, establishing a property owners association that will be responsible for maintenance of the private street at the northern end of Road A, common area, recreational amenities and drainage system.

14. Submitting to Planning staff prior to final plat review by the Planning Commission, the certification of design plan approval form as required by the Knoxville-Knox County Subdivision Regulations.

**Comments:**

The Planning Commission had originally approved a concept plan for this site on October 11, 2007 for 119 lots at a density of 0.95 du/ac. That concept plan had included the proposal that all lots would be served by subsurface sewage disposal systems. Following a recommendation from the Knox County Health Department that the applicant consider extending sewer service to this site, the applicant requested a rezoning for the property to increase the maximum density for the property from 1 du/ac to 2 du/ac. On March 24, 2008, the Knox County Commission approved a density increase up to 1.47 du/ac for this property that is zoned PR (Planned Residential). The property was originally rezoned to PR (Planned Residential) at a density of 1 du/ac on April 25, 2005. Following the zoning change for the increased density, the applicant submitted a revised concept plan for 169 lots at a density of 1.36 du/ac which was approved on December 11, 2008. The revised plan in most cases followed the previous street layout. While some of the infrastructure had been installed, the concept plan expired before a final plat was approved for the subdivision. The use on review application (11-J-08-UR) that was approved on December 11, 2008 for up to 169 detached residential units on individual lots is still valid for this proposed concept plan.

The applicant has now submitted a revised concept plan that subdivides this 124 acre tract into 165 lots at a density of 1.33 du/ac. The new proposed layout includes several changes from the previous layouts. The steeper northern portions of the site will have access from a private street. A total of nine lots are proposed in this area and range in size from 5.52 to 22.56 acres. Any future subdivision of those tracts will require a new use on review approval and an update of the traffic study.

Due to the number of lots in the proposed subdivision, a Transportation Impact Study was prepared by Ajax Engineering, dated February 25, 2019, and was submitted for review and approval by staff.

**Action:** Approved **Meeting Date:** 5/9/2019

**Details of Action:**

**Summary of Action:** APPROVE variances 1-9 because the site's existing access and topography restricts compliance with the Subdivision Regulations, and the proposed variances will not create a traffic hazard.

APPROVE the Concept Plan subject to 14 conditions

**Date of Approval:** 5/9/2019 **Date of Denial:** **Postponements:** 4/11/2019

**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:**