

# CASE SUMMARY

APPLICATION TYPE: SUBDIVISION  
CONCEPT PLAN



File Number: 4-SE-24-C Related File Number: 4-G-24-DP  
Application Filed: 2/26/2024 Date of Revision:  
Applicant: HEARTLAND DEVELOPMENT, LLC

## PROPERTY INFORMATION

General Location: West side of E. Governor John Sevier Hwy, west of French Rd  
Other Parcel Info.:  
Tax ID Number: 111 058, 036 05 Jurisdiction: County  
Size of Tract: 36.87 acres  
Accessibility: Access is via Governor John Sevier Highway, a major arterial with a 45-ft pavement width within a 120-ft right-of-way.

## GENERAL LAND USE INFORMATION

Existing Land Use: Agriculture/Forestry/Vacant Land, Water  
Surrounding Land Use: North: Public/quasi-public land (church) - A (Agricultural)  
South: Single family residential, rural residential - A (Agricultural)  
East: Agriculture/forestry/vacant land - A (Agricultural)  
West: French Broad River - F (Floodway)  
Proposed Use: Detached residential subdivision Density: 4.0 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 E GOVERNOR JOHN SEVIER HWY  
Location:  
Proposed Street Name:  
Department-Utility Report:  
Reason:

## ZONING INFORMATION (where applicable)

Current Zoning: PR(k) (Planned Residential) < 4.5 du/ac, PR(k) (Planned Residential) < 3.9 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), SP (Stream Protection)

**Requested Plan Category:**

### **SUBDIVISION INFORMATION (where applicable)**

**Subdivision Name:** Prices Point

**No. of Lots Proposed:** 145      **No. of Lots Approved:** 0

**Variances Requested:** VARIANCES

- 1) Reduce the minimum intersection separation along E. Governor John Sevier Highway, between the centerlines of Road 'A' and French Road, from 400 ft to 265 ft.
- 2) Reduce the minimum broken back curve tangent on Road 'C' at STA 8+32.70 from 150 ft to 140.63 ft.
- 3) Reduce the minimum broken back curve tangent on Road 'D' at STA 6+45.35 from 150 ft to 88.41 ft.

ALTERNATIVE DESIGN STANDARDS REQUIRING KNOXVILLE-KNOX COUNTY PLANNING COMMISSION APPROVAL

- 1) Reduce the minimum horizontal curve radius on Road 'B' at STA 5+60 from 250 ft to 100 ft.
- 2) Reduce the minimum horizontal curve radius on Road 'C' at STA 9+73 from 250 ft to 100 ft.
- 3) Reduce the minimum horizontal curve radius on Road 'D' at STA 7+33 from 250 ft to 150 ft.
- 4) Reduce the minimum horizontal curve radius on Road 'D' at STA 13+46 from 250 ft to 100 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 broken back curve tangent on Road 'C' at STA 8+32.70 from 150 ft to 140.63 ft, based on the following evidence of hardship presented by the applicant.

- a. The reduced tangent will help limit disturbance of the hillside protection area and the 500-year floodplain.
- b. The tangent is in the middle of the existing ridge area, which limits disturbance into the hillside protection area on either side of the ridge.
- 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 because using two small horizontal curves and a shorter tangent will act as traffic calming, compared to one larger, single-radius curve.

Approve the requested variance to reduce the minimum broken back curve tangent on Road 'D' at STA 6+45.35 from 150 ft to 88.41 ft, based on the following evidence of hardship presented by the applicant.

- a. The reduced tangent is due to the curvature of the site boundary and steep topography created by the construction of E. Governor John Sevier Highway.
- b. The required 50-ft buffer along E. Governor John Sevier Highway and the utility area between Lots 17 and 18 create a unique condition.
- 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 because using two small horizontal curves and a shorter tangent will act as traffic calming, compared to one larger, single-radius curve.

Approve the requested variance to reduce the minimum intersection spacing along E. Governor John Sevier Highway, between the centerlines of Road 'A' and French Road, from 400 ft to 265 ft, based on the following evidence of hardship presented by the applicant.

- A. The property is located inside a curve of E. Governor John Sevier Highway that limits sight distance to the north. By moving the access point to the south, the required sight distance can be obtained.
- B. The topography in the proposed location helps to create an entrance with less incline and k-values that meet the road design standards, compared to having access at the French Road intersection.
- 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 because the proposed access location will provide better sight distance and alleviate turning conflicts for a safer entryway onto E. Governor John Sevier Highway for both this development and French Road.

Approve the alternative design standards based on the justifications provided by the applicant and the

recommendation of the Knox County Department of Engineering and Public Works.

Approve the Concept Plan subject to 13 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 Heartland Development (Prices Point) Subdivision Transportation Impact Study (AJAX Engineering, 3/27/2024) per the requirements of Knox County Engineering and Public Works and TDOT during the design plan phase. See Exhibits for the conclusions and recommendations of the TIS.
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 rights-of-way.
5. Providing the property line radii at the corner of the Road 'A' and E. Governor John Sevier Highway intersection per Section 3.04.J.2. of the Subdivision Regulations.
6. Providing a 50-ft landscape buffer along the E. Governor John Sevier Highway frontage per the condition of zoning. During the design plan phase, a landscape plan must be submitted to Planning staff to confirm compliance with the recommendations of the Governor John Sevier Scenic Highway Corridor Study. The landscaping shall include a variety of deciduous and evergreen trees and shrubs to create a visual screen. The planting must be placed within the 50-ft buffer but does not have to fill the entire 50-ft depth. Plantings must be located outside any required sight distance triangles.
7. Installing notification of future street connection at the northeast terminus of Road 'D' as required by Section 3.04.C.2.d. of the Subdivision Regulations.
8. Providing a temporary turnaround at the northeast terminus of Road 'D' per the requirements of Knox County Engineering and Public Works during the design plan phase.
9. Providing a stream determination study to Knox County Engineering and Public Works during the design plan phase. If there is a stream, the required buffers must be provided on the final plat. Residential lots that do not have buildable areas outside the stream buffer must be consolidated with other lots.
10. Proving 200-ft sight distance easements through curves with a horizontal radius of less than 200 ft. Driveways must have a depth of 20 ft past the sight distance easement.
11. Meeting all other applicable requirements of the Knox County Department of Engineering and Public Works.
12. Place a note on the final plat that all lots will have access only to the internal street system.
13. 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 145-lot detached residential subdivision on 36.27 acres (4 du/ac). The property has split zoning; 18.796 acres are zoned PR up to 3.9 du/ac (5-O-22-RZ), and 17.481 acres are zoned PR up to 4.5 du/ac (4-E-22-RZ). The number of dwelling units in each zoning district must not exceed the maximum density per the approved zoning. The density cannot be transferred between the PR zone districts.

**VARIANCES**

There are three variance requests: two for broken back curve tangents and one for intersection separation.

A broken back curve tangent is a straight section of roadway between two horizontal curves in the same direction. The applicant justifies the request, stating that using two small horizontal curves and a shorter tangent will act as traffic calming, compared to one larger, single-radius curve.

The requested intersection separation variance reduces the distance between Road 'A' and French Road from 400 ft to 265 ft. If Road 'A' was located at the French Road intersection, there are sight distance limitations looking left (north) and the full length of the required deceleration lane cannot be installed because of a guard rail along E. Governor John Sevier Highway. It is not feasible to move the access point further to the north, between French Road and Old French Road, because of steep grades and guard rail along the roadway.

**Action:**

Approved with Conditions

**Meeting Date:** 4/11/2024

**Details of Action:**

**Summary of Action:**

- Approve the requested variance to reduce the minimum broken back curve tangent on Road 'C' at STA 8+32.70 from 150 ft to 140.63 ft, based on the following evidence of hardship presented by the applicant.
- a. The reduced tangent will help limit disturbance of the hillside protection area and the 500-year floodplain.
  - b. The tangent is in the middle of the existing ridge area, which limits disturbance into the hillside protection area on either side of the ridge.

- 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 because using two small horizontal curves and a shorter tangent will act as traffic calming, compared to one larger, single-radius curve.

Approve the requested variance to reduce the minimum broken back curve tangent on Road 'D' at STA 6+45.35 from 150 ft to 88.41 ft, based on the following evidence of hardship presented by the applicant.

- a. The reduced tangent is due to the curvature of the site boundary and steep topography created by the construction of E. Governor John Sevier Highway.
- b. The required 50-ft buffer along E. Governor John Sevier Highway and the utility area between Lots 17 and 18 create a unique condition.
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- d. The granting of the variation will not be detrimental to public safety, health, or welfare because using two small horizontal curves and a shorter tangent will act as traffic calming, compared to one larger, single-radius curve.

Approve the requested variance to reduce the minimum intersection spacing along E. Governor John Sevier Highway, between the centerlines of Road 'A' and French Road, from 400 ft to 265 ft, based on the following evidence of hardship presented by the applicant.

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- B. The topography in the proposed location helps to create an entrance with less incline and k-values that meet the road design standards, compared to having access at the French Road intersection.
- 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 because the proposed access location will provide better sight distance and alleviate turning conflicts for a safer entryway onto E. Governor John Sevier Highway for both this development and French Road.

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

Approve the Concept Plan subject to 13 conditions.

**Date of Approval:**

4/11/2024

**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:**

**Disposition of Case, Second Reading:**

**If "Other":**

**If "Other":**

**Amendments:**

**Amendments:**

**Date of Legislative Appeal:**

**Effective Date of Ordinance:**