

CASE SUMMARY

APPLICATION TYPE: SUBDIVISION
CONCEPT PLAN



File Number: 5-SB-21-C Related File Number: 5-D-21-UR
Application Filed: 3/26/2021 Date of Revision:
Applicant: URBAN ENGINEERING, INC.

PROPERTY INFORMATION

General Location: West side of N. Campbell Station Rd., north of Yarnell Rd.
Other Parcel Info.:
Tax ID Number: 117 117 01203 OTHER: 130AA00214 Jurisdiction: County
Size of Tract: 62.5 acres
Accessibility: Access is via N. Campbell Station Road, a minor arterial with a pavement width of 19.5 feet within a right-of-way width of 70 feet.

GENERAL LAND USE INFORMATION

Existing Land Use: Kennel and vacant land
Surrounding Land Use: The area consists primarily of agricultural and rural to low density residential uses in the A, RA, and PR zones.
Proposed Use: Detached residential subdivision Density: 1.92 du/ac
Sector Plan: Northwest County Sector Plan Designation:
Growth Policy Plan: Rural Area
Neighborhood Context:

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

Street: 1737 N. Campbell Station Rd.
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: Catatoga

No. of Lots Proposed: 120 **No. of Lots Approved:** 0

Variances Requested: VARIANCES:

- 1) REDUCE THE K VALUE FROM 25 TO 15 AT THE INTERSECTION OF ROAD 'A' AND N. CAMPBELL STATION ROAD.
- 2) REDUCE THE K VALUE FROM 25 TO 20 BETWEEN ROAD 'B' STATIONS 1+02.83 AND 2+50.34.
- 3) REDUCE THE TANGENT BETWEEN REVERSE CURVES FROM 50' TO 25' BETWEEN STATIONS 16+42.82 AND 16+68.28.
- 4) REDUCE THE TANGENT BETWEEN REVERSE CURVES FROM 50' TO 31' BETWEEN STATIONS 19+86.39 AND 20+18.12.
- 5) REDUCE THE TANGENT BETWEEN REVERSE CURVES FROM 50' TO 45' BETWEEN STATIONS 48+16.38 AND 48+62.33.
- 6) REDUCE THE TANGENT BETWEEN REVERSE CURVES FROM 50' TO 44' BETWEEN STATIONS 49+09.15 AND 49+53.62.
- 7) REDUCE THE TANGENT BETWEEN REVERSE CURVES FROM 50' TO 39' BETWEEN STATIONS 26+95.89 AND 27+35.05.
- 8) REDUCE THE TANGENT BETWEEN BROKEN BACK CURVES FROM 150' TO 99' BETWEEN STATIONS 29+72.53 AND 30+71.78.
- 9) REDUCE THE TANGENT BETWEEN BROKEN BACK CURVES FROM 150' TO 43' BETWEEN STATIONS 32+82.68 AND 33+26.05.
- 10) REDUCE THE TANGENT BETWEEN BROKEN BACK CURVES FROM 150' TO 113' BETWEEN STATIONS 34+28.69 AND 35+42.33.

ALTERNATIVE DESIGN STANDARDS REQUIRING PLANNING COMMISSION APPROVAL:

ROAD 'A':

- 1) REDUCE THE CENTERLINE RADIUS FROM 250' TO 150' BETWEEN STATIONS 3+53.81 AND 3+91.67.
- 2) REDUCE THE CENTERLINE RADIUS FROM 250' TO 150' BETWEEN STATIONS 4+72.37 AND 5+10.22.
- 3) REDUCE THE CENTERLINE RADIUS FROM 250' TO 125' BETWEEN STATIONS 10+64.35 AND 12+55.31.
- 4) REDUCE THE CENTERLINE RADIUS FROM 250' TO 125' BETWEEN STATIONS 13+62.62 AND 15+23.22.

ROAD 'B':

- 1) REDUCE THE CENTERLINE RADIUS FROM 250' TO 150' BETWEEN STATIONS 15+61.50 AND 16+42.82.
- 2) REDUCE THE CENTERLINE RADIUS FROM 250' TO 150' BETWEEN STATIONS 19+45.16 AND 19+86.39.
- 3) REDUCE THE CENTERLINE RADIUS FROM 250' TO 150' BETWEEN STATIONS 45+75.28 AND 48+16.38.
- 4) REDUCE THE CENTERLINE RADIUS FROM 250' TO 150' BETWEEN STATIONS 25+97.12 AND 26+95.89.
- 5) REDUCE THE CENTERLINE RADIUS FROM 250' TO 150' BETWEEN STATIONS 35+42.33 AND 36+31.41.
- 6) REDUCE THE CENTERLINE RADIUS FROM 250' TO 125' BETWEEN STATIONS 10+64.94 AND 12+47.06.
- 7) REDUCE THE CENTERLINE RADIUS FROM 250' TO 200' BETWEEN STATIONS 20+ 18.12 AND 21+32.23.
- 8) REDUCE THE CENTERLINE RADIUS FROM 250' TO 200' BETWEEN STATIONS 21+94.76 AND 22+53.90.
- 9) REDUCE THE CENTERLINE RADIUS FROM 250' TO 200' BETWEEN STATIONS 27+35.05 AND 29+72.53.
- 10) REDUCE THE CENTERLINE RADIUS FROM 250' TO 100' BETWEEN STATIONS 16+68.28 AND 17+20.50.
- 11) REDUCE THE CENTERLINE RADIUS FROM 250' TO 100' BETWEEN STATIONS 33+26.05 AND 34+28.69.

ALTERNATIVE DESIGN STANDARDS REQUIRING KNOX COUNTY ENGINEERING AND PUBLIC WORKS APPROVAL:

- 1) INCREASE THE INTERSECTION GRADE FROM 1 % TO 3% AT THE INTERSECTION OF ROAD 'A' AND N. CAMPBELL STATION ROAD.

- 2) INCREASE THE INTERSECTION GRADE FROM 1 % TO 2% AT THE INTERSECTION OF ROAD 'A' AND ROAD 'B'.
- 3) INCREASE THE INTERSECTION GRADE FROM 1% TO 1.99% AT THE INTERSECTION OF ROAD 'B' AND ROAD 'B'.
- 4) INCREASE THE INTERSECTION GRADE FROM 1% TO 3% AT THE INTERSECTION OF ROAD 'B' AND ROAD 'C'.
- 5) INCREASE THE INTERSECTION GRADE FROM 1% TO 2% AT THE INTERSECTION OF ROAD 'B' AND ROAD 'D'.

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 variances 1-10 and alternative design standards 1-11 on the recommendations of the Knox County Department of Engineering and Public Works and because the site conditions restrict compliance with the Subdivision Regulations and the proposed variances will not create a traffic hazard.

APPROVE the Concept Plan subject to 10 conditions.

- Staff Recomm. (Full):**
1. Connection to sanitary sewer and meeting any other relevant requirements of the utility provider.
 2. Provision of street names that are consistent with the Uniform Street Naming and Addressing System within Knox County (County Ord. 91-1-102).
 3. Implementing the street and intersection improvements recommendations outlined in the Catotoga Subdivision Transportation Impact Study (AJAX Engineering, revised April 21, 2021). The design details and timing of the installation of the improvements shall be worked out with the Knox County Department of Engineering and Public Works during the design plan stage for the subdivision.
 4. Providing a 200-FT sight distance easement on the final plat for the northeast corner of the common area / potential clubhouse/dock/pool/parking area lot, as shown on the Concept Plan.
 5. Providing a 25-FT buffer around the community lake starting from the high water line, as shown on the Concept Plan.
 6. Meeting all applicable requirements of the Knox County Zoning Ordinance.
 7. Meeting all applicable requirements of the Knox County Department of Engineering and Public Works.
 8. Placing a note on the final plat that all lots will have access only to the internal street system.
 9. Submitting to Planning staff prior to final plat review by the Planning Commission or Planning staff, the certification of design plan approval form as required by the Knoxville-Knox County Subdivision Regulations.
 10. Prior to certification of the final plat for the subdivision, establishing a property owners association that will be responsible for the maintenance of the common areas, recreational amenities, and drainage system.

Comments: This proposal is for a 120-lot residential subdivision on 62.50 acres at a density of 1.92 du/ac. The property was recently rezoned from A (Agricultural) to PR (Planned Residential) up to 1.93 du/ac. Access to the site is from N. Cambell Station Road and will require the installation of a southbound right-turn lane and a northbound left-turn lane. The community lake and surrounding common area are proposed as an amenity for the neighborhood and may include a clubhouse, dock, pool, and parking area.

The proposed roads require the approval of several variances and alternative design standards. Staff is recommending approval of all the requested deviations because the majority of them are for horizontal curve radii or tangents between curves, which will passively reduce the speed of vehicles and increase safety, and the vertical curve (K value) and intersection grade deviations are acceptable based on the site conditions.

There are approximately 44.1 acres of this 62.5-acre property in the Hillside Protection (HP) area. Based on the Hillside & Ridgetop Protection Plan land disturbance guidelines, the maximum recommended land disturbance in the HP area is 32.8 acres (see the attached slope analysis). The proposed land disturbance within the HP area is 33.2 acres according to the applicant. This is .4 acres (1.2%) more than recommended by the Hillside and Ridgetop Protection Plan guidelines.

The developer is currently seeking a rezoning of the 18.86-acre parcel to the west of this property (5-l-

21-RZ / 5-B-21-SP). Road 'D' is a stub out road that will provide access to the property whether it is a future phase of the subject development or another development. This potential additional density was incorporated into the transportation impact study to ensure the conclusions and recommendations of the study are based on the maximum number of vehicle trips anticipated from this development.

Action: Approved as Modified

Meeting Date: 5/13/2021

Details of Action: Planning Commission corrected the number of alternative design standards being requested from 1-11 to 1-4 for Road 'A' and 1-11 for Road 'B'

Summary of Action: APPROVE variances 1-10 and alternative design standards 1-4 for Road 'A' and 1-11 for Road 'B' on the recommendations of the Knox County Department of Engineering and Public Works and because the site conditions restrict compliance with the Subdivision Regulations and the proposed variances will not create a traffic hazard.

APPROVE the Concept Plan subject to 10 conditions.

Date of Approval: 5/13/2021

Date of Denial:

Postponements:

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: