

CASE SUMMARY

APPLICATION TYPE: SUBDIVISION
CONCEPT PLAN



File Number: 5-SB-24-C Related File Number: 5-A-24-DP
Application Filed: 3/25/2024 Date of Revision:
Applicant: ROBERT GREGORY

PROPERTY INFORMATION

General Location: Southwest side of Heiskell Rd, south of Red Hawk Ln
Other Parcel Info.:
Tax ID Number: 46 044 Jurisdiction: County
Size of Tract: 34.57 acres
Accessibility: Access is via Heiskell Rd, a minor arterial with a pavement width of 21 ft within a 50-ft right-of-way.

GENERAL LAND USE INFORMATION

Existing Land Use: Agriculture/Forestry/Vacant Land
Surrounding Land Use: North: Agriculture/forestry/vacant land, single family residential - A (Agricultural), RA (Low Density Residential)
South: Agriculture/forestry/vacant land, rural residential - A (Agricultural)
East: Agriculture/forestry/vacant land, single family residential - A (Agricultural)
West: Agriculture/forestry/vacant land, rural residential - A (Agricultural)
Proposed Use: Attached residential subdivision Density: 2.98 du/ac
Planning Sector: North County Plan Designation: LDR (Low Density Residential), AG (Agricultural), HP (Hills)
Growth Policy Plan: Rural Area
Neighborhood Context:

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

Street: 8721 HEISKELL RD
Location:
Proposed Street Name:
Department-Utility Report:
Reason:

ZONING INFORMATION (where applicable)

Current Zoning: PR(k) (Planned Residential) up to 3 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), AG (Agricultural), HP (Hillside Protection)

Requested Plan Category:

SUBDIVISION INFORMATION (where applicable)

Subdivision Name: 8721 Heiskell Road

No. of Lots Proposed: 103 **No. of Lots Approved:** 0

Variances Requested: VARIANCES

1) Reduce the minimum broken back curve tangent on Road 'A' from 150 ft to 56.69 ft between STA 13+95.46 and 14+52.15.

ALTERNATIVE DESIGN STANDARDS REQUIRING KNOXVILLE-KNOX COUNTY PLANNING COMMISSION APPROVAL

- 1) Increase the maximum road grade from 12% to 15% on Road 'A' as shown on the road profile (Sheet C-2).
- 2) Reduce the horizontal curve radius from 250 ft to 130 ft between STA 0+42.83 and 2+50.45 on Road 'A'.
- 3) Reduce the horizontal curve radius from 250 ft to 210 ft between STA 3+16.18 and 6+85.68 on Road 'A'.
- 4) Reduce the horizontal curve radius from 250 ft to 110 ft between STA 12+22.68 and 13+95.46 on Road 'A'.
- 5) Reduce the horizontal curve radius from 250 ft to 110 ft between STA 14+52.15 and 16+24.93 on Road 'A'.
- 6) Reduce the minimum lot frontage from 25 ft to 22 ft.

ALTERNATIVE DESIGN STANDARDS REQUIRING KNOX COUNTY ENGINEERING AND PUBLIC WORKS OR CITY OF KNOXVILLE ENGINEERING APPROVAL (PLANNING COMMISSION APPROVAL NOT REQUIRED)

- 1) Increase the maximum intersection grade from 1% to 3% at the intersection of Roads 'A' and Heiskell Road.
- 2) Reduce the minimum pavement width from 26 ft to 22 ft between STA 0+00 and 6+85.68.

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 'A' from 150 ft to 56.69 ft between STA 13+95.46 and 14+52.15, based on the following evidence of hardship presented by the applicant.

- a. The property is topographically challenging and is encumbered by an overhead electric easement that parallels the western property boundary.
- b. The property is encumbered by an overhead electric easement that parallels the western property boundary.
- c. The granting of the variation will not be detrimental to public safety, health, or welfare because easements through the curves in question allow for adequate sight distance.

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

Approve the Concept Plan subject to 10 conditions.

Staff Recomm. (Full):

- 1) Connection to sanitary sewer and meeting other relevant utility provider requirements.
- 2) Provision of street names consistent with the Uniform Street Naming and Addressing System within Knox County (County Ord. 91-1-102).
- 3) Implementing the recommendations of the Lennox Ridge Subdivision Transportation Impact Study (AJAX Engineering, March 25, 2024) as revised and approved by Planning and Knox County Engineering and Public Works staff (see Exhibit C).
- 4) Certifying that the required sight distance is available along Heiskell Road in both directions at the Road 'A' intersection during the design plan phase.
- 5) If any building construction is proposed within the 50' buffer area around the designated sinkholes/depressions (including the depressions), a geotechnical report must be prepared by a

registered engineer to determine soil stability and that report must be submitted to the Knox County Department of Engineering and Public Works for consideration. Any construction in these areas is subject to approval by the County following review of the report. Engineered footings must be designed for these areas. For those lots that do not have a building site outside of the 50' buffer, approval by Knox County will be required prior to final plat approval. The sinkholes/depressions and 50' buffer shall be designated on the final plat even if they are approved to be filled.

6) Providing 200-ft sight distance easements through curves with a horizontal radius of less than 200 ft, as required by Knox County Engineering and Public Works during the design plan phase. Driveways must have a depth of 20 ft past the sight distance easement.

7) Providing the right-of-way stub-out to the property to the southeast (parcel 046 047) near the Heiskell Road intersection, as shown on the concept plan, and notification of future connection per section 3.04.C.2 of the Subdivision Regulations.

8) Installing high visibility construction fencing along the "approximate limits of disturbance" line on the northern portion of the property, between Road 'A' and Heiskell Road. The fencing must be installed before grading activities start and maintained until the road construction is complete.

9) Meeting all applicable requirements of the Knox County Department of Engineering and Public Works and the City of Knoxville Department of Engineering.

10) 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 application was submitted prior to the adoption of the Knox County Comprehensive Land Use and Transportation Plan. At the time of the application, the Knox County General Plan was the active plan. Therefore, this concept plan and development plan request were reviewed under the policies of the General Plan.

This proposal is for a 103-lot attached residential subdivision on 34.57 acres at a density of 2.97 du/ac. The property was rezoned from A (Agricultural) to PR(k) (Planned Residential) up to 3 du/ac, subject to the following condition: development be limited to the disturbed area as shown on the 2020 KGIS aerial image from the southern edge of the disturbance to the northern property line at Heiskell Road (see Exhibit B).

A right-of-way stub-out is provided to the property to the southeast, near the Heiskell Road intersection. Access to the subject property is located along the eastern property line to obtain sight distance in both directions along Heiskell Road. If the adjacent 10-acre site is developed in the future, access would not be possible without variances. It would have to be adjacent to the proposed access, which is a safety concern.

VARIANCE AND ALTERNATIVE DESIGN STANDARDS

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 the site is topographically challenging and is encumbered by an overhead electric easement that parallels the western property boundary. This variance is in combination with requests to reduce the radii of the two associated horizontal curves from 250 ft to 110 ft as alternative design standards. These requests, and the other road design-related alternative design standard requests, will allow less disturbance in the HP (Hillside Protection) area.

The Planning Commission has the authority to approve a reduction of the minimum lot frontage from 25 ft to 20 ft if guest parking is provided. The applicant is requesting 22 ft of lot frontage and is proposing 24 off-street guest parking spaces.

TRANSPORTATION IMPACT STUDY (TIS)

The TIS's conclusions and recommendations state that no improvements to Heiskell Road at the proposed access are warranted (Exhibit C).

Action:

Approved with Conditions

Meeting Date: 5/9/2024

Details of Action:

Summary of Action:

Approve the requested variance to reduce the minimum broken back curve tangent on Road 'A' from 150 ft to 56.69 ft between STA 13+95.46 and 14+52.15, based on the following evidence of hardship presented by the applicant.

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c. The granting of the variation will not be detrimental to public safety, health, or welfare because easements through the curves in question allow for adequate sight distance.

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

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

Approve the Concept Plan subject to 10 conditions.

Date of Approval:

5/9/2024

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: