



Requested Plan Category:

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

**Subdivision Name:** Everett Woods

**No. of Lots Proposed:** 59      **No. of Lots Approved:** 0

**Variations Requested:** VARIANCES

1. Reduce the minimum broken back tangent from 150' to 143' from STA 1+65.80 to 3+08.88

ALTERNATIVE DESIGN STANDARDS REQUIRING KNOXVILLE-KNOX COUNTY PLANNING COMMISSION APPROVAL

1. Reduce the minimum horizontal curve from 250' to 107' from STA 3+08.80 to 4+77.00

2. Reduce the minimum street frontage for attached dwelling units from 25' to 20' per Section 3.03.B.1 of the Subdivision Regulations.

**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 and alternative design standards based on the justifications provided by the applicant, the recommendations of the Knox County Department of Engineering and Public Works, and the proposal will not create a safety hazard.

Approve the Concept Plan subject to 8 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. The proposed guest parking spaces in the Long Lake Lane cul-de-sac are to be revised per the requirements of Knox County Engineering and Public Works during the design plan phase.
4. Providing all required sight distance easements on the final plat. Any lot with a driveway within a sight distance easement must have 20 ft of driveway depth outside of the easement.
5. Meeting all applicable requirements of the Knox County Zoning Ordinance.
6. Meeting all applicable requirements of the Knox County Department of Engineering and Public Works.
7. 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.
8. Prior to certification of the final plat for the subdivision, establish a property owners association responsible for the maintenance of the common areas, amenities, and drainage system.

**Comments:** This proposal is a modification to the original plan for the Everett Woods subdivision (3-SB-16-C / 3-A-16-UR). The original approval was a 163-lot concept plan for this subdivision and a master plan for the full PR (Planned Residential) district that also included a 224-unit multi-family development on the south side of Everett Road (recently approved, 1-E-22-UR) and an assisted living facility on the north side of Yarnell Road (not constructed). This request results in a net gain of 21 dwelling units. Thirty-eight (38) detached residential lots will be replaced with 59 attached residential lots. There will be 184 attached and detached residential lots within the Everett Woods subdivision if this plan is approved as requested. The gross density for the PR district, including the multi-family development, is 4.94 du/ac. This PR district allows up to 5 du/ac. The proposed road system for the neighborhood will remain similar to the original approval.

The applicant proposes landscape screening along the external boundary of the attached residential units as a buffer to the detached houses (see plan sheet L1.00). The landscape plan includes a mix of deciduous and evergreen trees.

The Everett Woods, Traffic Impact Letter (TIL) (CDM Smith, revised 5/20/2022) was submitted with the application to update the transportation impact study (TIS) prepared for the Vintage Knoxville West apartment complex approved earlier this year on the south side of Everett Road (see Exhibit A). The purpose of the TIL is to revise the traffic generation table in the Vintage Knoxville West TIS and determine if the additional traffic generated by this request will require any new road improvements to Everett Road or Yarnell Road. The study assumes there will be 15 additional dwelling units, resulting in an increase in the AM peak hour trips of 10 vehicles and an increase in the PM peak hour trips of 13

vehicles. The 15 additional dwellings only result in the 10 to 13 additional peak hour vehicle trips because, on average, attached houses generate fewer vehicle trips per day than single-family detached houses. The discrepancy between the number of additional dwelling units that Planning staff estimates (21 dwellings) vs. the TIL (15 dwellings) may be caused by the original (2016) TIS for the development assuming 169 detached residential lots instead of the 163 detached residential lots that were approved.

**Action:** Approved

**Meeting Date:** 6/9/2022

**Details of Action:**

**Summary of Action:**

Approve the requested variance and alternative design standards based on the justifications provided by the applicant, the recommendations of the Knox County Department of Engineering and Public Works, and the proposal will not create a safety hazard.

Approve the Concept Plan subject to 8 conditions.

**Date of Approval:**

**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:**