

CASE SUMMARY

APPLICATION TYPE: SUBDIVISION
CONCEPT PLAN



File Number: 6-SF-22-C Related File Number:
Application Filed: 4/25/2022 Date of Revision:
Applicant: URBAN ENGINEERING INC.

PROPERTY INFORMATION

General Location: East side of Bakertown Road, north of Ball Camp Pike
Other Parcel Info.:
Tax ID Number: 91 25608 Jurisdiction: County
Size of Tract: 9.07 acres
Accessibility: Access is via Bakertown Rd, a major collector street with 16' of pavement width within 45'-70' of right-of-way.

GENERAL LAND USE INFORMATION

Existing Land Use: Vacant land
Surrounding Land Use: North: Vacant land -- PC (Planned Commercial) k
South: Railroad ROW, Vacant land -- PR (Planned Residential)
East: Single detached dwellings (under construction) -- PR (Planned Residential)
West: Single detached dwellings -- A (Agricultural) & I (Industrial)
Proposed Use: Density: 7.94 du/ac
Sector Plan: Northwest County Sector Plan Designation:
Growth Policy Plan: Planned Growth Area
Neighborhood Context:

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

Street: 0 Bakertown 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: Cardinal Landing

No. of Lots Proposed: 72 No. of Lots Approved: 0

Variances Requested: VARIANCES

1. Reduce the minimum reverse curve tangent length from 50' to 0' on Road 'A' at STA 5+92.02
2. Reduce the minimum intersection separation from 125' to 97.57' between the centerlines of Road 'A' and Road 'C'
3. Reduce the minimum intersection sight distance from 250' to 155' at the eastern intersection of Road 'A' and Road 'B'
4. Reduce the minimum pavement width from 26' to 22' for the sections of roadway presented in the Concept Plan

ALTERNATIVE DESIGN STANDARDS REQUIRING KNOXVILLE-KNOX COUNTY PLANNING COMMISSION APPROVAL

1. Reduce the minimum horizontal curve radius from 250' to 105' on Road 'B' between STA 1+35.03 and 3+02.53
2. Reduce the minimum horizontal curve radius from 250' to 115' on Road 'B' between STA 5+95.61 and 7+46.60
3. Reduce the minimum horizontal curve radius from 250' to 110' on Road 'B' between STA 9+60.48 and 10+23.45

ALTERNATIVE DESIGN STANDARDS REQUIRING KNOX COUNTY ENGINEERING AND PUBLIC WORKS APPROVAL

1. Increase the intersection grade from 1% to 1.66% at the intersection of Road 'A' and Bakertown Road
2. Increase the intersection grade from 1% to 2% at the eastern intersection of Road 'A' and Road 'B'
3. Increase the intersection grade from 1% to 2% at the intersection of Road 'B' and Road 'C'

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

Approve the concept plan subject to 12 conditions.

Staff Recomm. (Full):

1. Connection to sanitary sewer and meeting other relevant utility provider requirements.
2. Provision of a street name consistent with the Uniform Street Naming and Addressing System within Knox County (Ord. 91-1-102).
3. Connecting Road 'A' to the road system in the subdivision to the east with review and approval by Knox County Engineering and Public Works during the design plan review.
4. Providing guest parking as shown to permit 20-FT lot widths for attached dwelling units per Section 3.03.B.1. of the Knoxville-Knox County Subdivision Regulations. Modifications to the guest parking may be reviewed and approved by Planning Commission staff and Knox County Engineering and Public Works during the design plan phase.
5. Installing notification of future street connection at the north end of Road 'B' as required by Section 3.04.C.2.d. of the Knoxville-Knox County Subdivision Regulations.
6. Providing a temporary turnaround at the north end of Road 'B' if required by Knox County Engineering and Public Works during design plan review.
7. Widening Bakertown Road to a minimum width of 20 feet from the end of the Knox County improvements on Bakertown Road to the Road 'A' intersection with the final design to be approved by Knox County Engineering and Public Works during the design plan phase.
8. Meeting all applicable requirements of the Knox County Zoning Ordinance.
8. Providing the landscape screening proposed on the western boundary (Bakertown Road frontage) and eastern boundary, per the Use on Review approval for this development (6-B-21-UR).
9. Meeting all applicable requirements of Knox County Engineering and Public Works.

10. Prior to certification of the final plat for the subdivision, establishing a property owners association responsible for maintaining all common areas, amenities, and drainage facilities.

11. Placing a note on the final plat that all lots will have access only to the internal street system.

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

Comments:

This proposal is a revision to a previously approved Concept Plan (6-SA-21-C). The revision is necessary because what was assumed to be a wet weather convenience through the middle of property was determined to be a stream. This required Road 'A' to curve to the south at its eastern terminus rather than creating a four-leg intersection with Road 'C', and for the lots in the middle of the property to be relocated. The intersection spacing between Road 'A' and Road 'C' requires a variance but should not create a safety hazard. The eastern terminus of Road 'A' also requires a sight distance reduction variance from 250' to 155', which meets AASHTO stopping sight distance standards. The applicant is also requesting a partial reduction of the road width from 26' to 22' in areas where on-street parking is not practical or desired.

The 2021 subdivision approval also included a Use on Review application. This review is for the Concept Plan only because the general layout of the development is the same, the proposed use has not changed, and the number of lots and dwellings has decreased.

SUMMARY:

This proposal is to subdivide this 9.07-acre property into 72 attached residential lots at a density of 7.94 du/ac. The subject property is zoned PR (Planned Residential) 1-4 du/ac and is part of a larger parcel that is also zoned PC (Planned Commercial) to the north. The subdivision will have access to Bakertown Road and will have road connections to the adjacent subdivision to the east that is currently under construction and the future commercial development to the north. Sidewalks will be provided in the subdivision for the entire length of Road 'A', Road 'B', and the portions of Bakertown Road and Road 'B' that are north of Road 'A'. Landscape screening is proposed along the Bakertown Road frontage behind lots 51-58 and landscape screening or a privacy fence is property on the eastern property boundary behind lots 27-35.

BACKGROUND:

The property is zoned PR (Planned Residential) 1-4 du/ac and has a sector plan designation that allows consideration of LDR (low density residential) and MDR (Medium Density Residential) uses with a maximum allowed density of 12 du/ac. The proposed density of 7.94 du/ac is greater than the 4 du/ac approved with the PR zoning; however, the subject property is part of a larger planned residential development that includes the Bakertown Woods and Bakertown Station subdivisions south of Ball Camp Pike. The remaining density from those developments is being transferred to the subject property. The case boundaries for the Concept Plan (6-SF-22-C) and the previous Use and Review (6-B-21-UR) are different because the Concept Plan is for the subject site only and the Use on Review includes the transfer of density from the two existing developments and ties them all together for density purposes.

The applicant provided a summary of the former approvals (Exhibit A), the total acreage of the development, and the number of existing or approved dwelling units (plan sheet C-1). When the Concept Plan and Use on Review were approved for the two existing developments (8-SH-05-C / 8-J-05-UR), a label on the subject property stated the unused density is to be transferred to the subject lot (Exhibit B).

DENSITY:

The net density for the subject site is 7.94 du/ac (72 units on 9.07 acres); however, the gross density, including the two existing residential subdivisions, is 3.26 du/ac (270 units on 82.9 acres). The gross density calculation includes the number of dwelling units that were approved by the Planning Commission for the two existing developments which is higher than the number of units or lots that have been developed.

ROAD IMPROVEMENTS, SIDEWALKS, AND GUEST PARKING:

The development is required to widen Bakertown Road from the Road 'A' intersection to the end of the improvements associated with the realignment of Bakertown Road at the Schaad Road intersection. The internal roads will connect to the adjacent subdivision to the east that is currently under construction and the future commercial development to the north. If the road through the commercial development is a private road or driveway with an access easement, a turnaround must be installed where Road 'B' connects to the commercial development because a public road cannot be terminated without an appropriate turnaround.

Sidewalks are provided in the subdivision for the entire length of Road 'A' and the portions of Bakertown Road and Road 'B' north of Road 'A'.

Four (4) on-street guest parking spaces are provided on Road 'B' at the proposed centralized mail

facility, and areas designated for on-street parking on Road 'A' and Road 'B'.

SCREENING:

Landscape screening is proposed along the Bakertown Road frontage, south of the Road 'A' intersection. The 25' wide common area where the landscaping is to be installed is proposed because the lots 51-58 are double frontage lots and do not meet the minimum 150' lot depth when adjacent to a collector or arterial street. The applicant proposes that the landscape screening be reviewed and approved by Planning staff during permitting. At a minimum, the landscape screening should meet the Type 'C' landscape guidelines (Exhibit C) and consist of more than one tree species. Screening is also proposed along the eastern boundary of the development where the applicant has requested a peripheral setback reduction from 35' to 25' because the attached house lots are sized to fit the structure but the rear deck/patio will extend into the setback. The screening will be landscaping and/or privacy fencing. The adjacent development also has a 25' peripheral setback along this shared boundary; however, the lots are deeper and the houses will most likely be located further away from the peripheral setback line.

Action: Approved

Meeting Date: 6/9/2022

Details of Action:

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

Approve the concept plan subject to 12 conditions.

Date of Approval: 6/9/2022

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: