

Current Plan Category:

Requested Plan Category:

SUBDIVISION INFORMATION (where applicable)

Subdivision Name: Smith Development - Governor John Sevier Hwy.

No. of Lots Proposed: 174 **No. of Lots Approved:** 0

Variances Requested: ALTERNATIVE DESIGN STANDARDS REQUIRING PLANNING COMMISSION APPROVAL:

- 1) Reduction of horizontal curve radius on Road 'A' from 250 feet to 125' feet at STA 7+50.
- 2) Reduction of horizontal curve radius on Road 'A' from 250 feet to 175' feet at STA 19+50.
- 3) Reduction of horizontal curve radius on Road 'A' from 250 feet to 175' feet at STA 28+75.

ALTERNATIVE DESIGN STANDARDS APPROVED BY KNOX COUNTY ENGINEERING AND PUBLIC WORKS:

- 1) Intersection grades between 1 and 3 percent for all approaches to an intersection.
- 2) Reduction of the Governor John Sevier Highway right-of-way dedication from 56' to 50'.

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 alternate design standard 1-3 based on the recommendations of the Knox County Department of Engineering and Public Works.

APPROVE the Concept Plan subject to 8 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) Meeting all applicable requirements of Knox County Engineering and Public Works.
- 4) Providing a stream determination to Knox County Engineering and Public Works that documents that the blue line stream shown on the USGS maps is not a stream. If it is determined to be a stream, the appropriate buffers must be provided. The location of the blue line is in the general location of Road 'E' and crosses under Governor John Sevier Highway at the northwest corner of the site.
- 5) 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.
- 6) Providing a 200' sight distance easement along the Road 'A' frontage of Lot 89 as identified on the Concept Plan.
- 7) Providing documentation of an approved waiver from the Tennessee Department of Transportation (TDOT) during design plan review for the requested reduction of right-of-way dedication from 56' to 50' from the centerline of Governor John Sevier Highway. If TDOT does not approve the waiver, the right-of-way requirements of the Major Road Plan must be dedicated.
- 8) A final plat application based on this concept plan will not be accepted for review until certification of design plan approval has been submitted to Planning staff.

Comments: Summary

This proposal is for the construction of 174 detached houses on the 48.67 acre site on the south side of Governor John Sevier Highway, located approximately 1,400' west of W. Martin Mill Pike. The zoning on the property is PR (Planned Residential) up to 5 du/ac and the proposed density is 3.58 du/ac. There are two access points proposed to Governor John Sevier Highway and eastbound right-turn lanes as recommended by TDOT. A 50' tree buffer is provided along the Governor John Sevier Highway frontage as recommended by the Governor John Sevier Scenic Highway Corridor Study (2019). The tree buffer will be within common area and 5' walking trail is proposed for the portion between Road 'A' and Road 'B'. An amenity area is proposed on the west side of Road 'B' that includes the mail kiosk, gazebo, "bark park", and parking area. Lots 58-61 and 174 will have a 30' front setback to accommodate more off-street stacking of vehicles. These lots have frontage in the first block of Road 'A' and Road 'B' between Governor John Sevier Highway and Road 'E', which will be the road segments with the most traffic and where on-street parking will be the most disruptive and pose

potential safety concerns because of the proximity to the Governor John Sevier Highway intersection.

Background

This property was zoned PR up to 5 du/ac in 2008 and in 2016 a retirement community was proposed for the site that included a detached residential subdivision, independent living apartments, and an assisted living facility, however, this application was tabled before eventually being withdrawn.

Plan Recommendations

The Governor John Sevier Scenic Highway Corridor Study was adopted in 2019 and outlines three community priorities; traffic safety, scenic corridor highway overlay standards, and scenic highway business and property owners beautification projects. The recommended corridor overlay standards are the most applicable to this proposal (see Exhibit B). Most of the overlay recommendations are only applicable to non-residential uses but there is a 50' tree protection and replacement buffer recommended from the right-of-way of Governor John Sevier Highway. The applicant has incorporated a 50' tree buffer entire Governor John Sevier Highway frontage that will be in common area. The only location where trees have been cleared in the tree buffer is the 150' wide TVA transmission line easement on the western portion of the frontage. Within the tree buffer, it is acceptable to remove underbrush, dead or dying trees, invasive species, and any vegetation for safety reasons, such as sight distance.

Open Space / Amenities

The proposed open space and amenities includes a "bark park", gazebo, and mail kiosk with a parking area west of Road 'B' and between the TVA and natural gas pipeline easements, and a walking trail that is approximately 915' long in the 50' tree buffer between Road 'A' and Road 'B'. The walking trail has a mid-block crossing on Road 'B' approximately 75' south of the closest travel lane of Governor John Sevier Highway. This crossing will make a connection with the amenities on the west side of Road 'B'. Knox County Engineering and Public Works prefers the mid-block crossing at the proposed location rather than moving the crosswalk to the Governor John Sevier Highway intersection to the north. The first intersection to the south at Road 'E' will have a cross slope that cannot meet ADA standards. The next intersection to the south at Road 'C' appears to have a cross slope that will meet ADA standards, however, this is a long distance to walk for a crosswalk and may encourage people to cross without a designated crosswalk if they are going to the amenity area.

Transportation Impact Study

The "Perry Smith Development on Governor John Sevier Highway" transportation impact study (TIS) was completed by the applicant's engineer to determine if improvements are required on Governor John Sevier Hwy and the design of the two entrance approaches for the subdivision (Road 'A' and Road 'B'), and provide guidance for designing the internal streets. The full conclusions and recommendations of the TIS are provided in Exhibit A and the primary items addressed the study are listed below:

1. A single exiting lane at Road 'A' and Road 'B' will operate a reduced level during peak periods but is acceptable. This single exit lane design is preferred by TDOT and Knox County Engineering and Public Works.
2. An exclusive eastbound right-turn lane is now warranted at Road 'A' or Road 'B'. However, TDOT has recommended that a separate right-turn lane be constructed for each road. The civil site designer proposes a 75' right-turn storage length with a 50' taper. The final design of this turn lane will be coordinated with TDOT during permitting.
3. The continuous center two-way left-turn lane should be re-stripped to accommodate the turn movements at the new intersections at Road 'A' and Road 'B'. TDOT has recommended that the re-stripping not happen at this time but it may be done in the future if it is determined to be necessary.
4. TDOT has recommended the entrance sign for Road 'A' and Road 'B' be design with a wider width of 30' to accommodate larger vehicles. The width of the entrance and exit lanes will be determined during permitting but it is anticipated that the entrance lane will be wider.
5. The internal street system should be designed for a 25-MPH speed limit.
6. Traffic calming may be necessary on Road 'A' because of the long and straight road segments. Any traffic calming will need to be coordinated with Knox County Engineering and Public Works.

Action: Approved

Meeting Date: 9/10/2020

Details of Action:

Summary of Action:

APPROVE alternate design standard 1-3 based on the recommendations of the Knox County Department of Engineering and Public Works.

APPROVE the Concept Plan subject to 8 conditions.

Date of Approval: 9/10/2020 **Date of Denial:** **Postponements:** 7/9/2020 - 8/13/2020

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: