

CASE SUMMARY

APPLICATION TYPE: SUBDIVISION
CONCEPT PLAN



File Number: 9-SD-23-C Related File Number: 9-H-23-DP
Application Filed: 8/23/2023 Date of Revision:
Applicant: CPR, LLC

PROPERTY INFORMATION

General Location: Southwest side of Cunningham Rd., east of Fraker Rd.
Other Parcel Info.:
Tax ID Number: 38 N A 021 Jurisdiction: County
Size of Tract: 2.58 acres
Accessibility: Access is via Cunningham Road, a major collector with a pavement width of 20 ft within a 45-ft right-of-way.

GENERAL LAND USE INFORMATION

Existing Land Use: Rural Residential
Surrounding Land Use: North: Single family residential - A (Agricultural) & RB (General Residential)
South: Office and commercial - PC (Planned Commercial)
East: Multifamily - PR (Planned Residential) with up to 19 du/ac
West: Single family residential - RA (Low Density Residential) & A (Agricultural)
Proposed Use: Detached residential subdivision Density: 5.2 du/ac
Sector Plan: North County Sector Plan Designation: MDR (Medium Density Residential)
Growth Policy Plan: Planned Growth Area
Neighborhood Context:

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

Street: 3534 CUNNINGHAM RD
Location:
Proposed Street Name:
Department-Utility Report:
Reason:

ZONING INFORMATION (where applicable)

Current Zoning: PR(k) (Planned Residential)
Former Zoning:
Requested Zoning:
Previous Requests:
Extension of Zone:
History of Zoning:

PLAN INFORMATION (where applicable)

Current Plan Category: MDR (Medium Density Residential)

Requested Plan Category:

SUBDIVISION INFORMATION (where applicable)

Subdivision Name: Vincent Landing S/D

No. of Lots Proposed: 13 **No. of Lots Approved:** 0

Variances Requested: VARIANCES

1. Reduce the minimum vertical curve on Road A from K=25 to K=11.7 at STA 10+50
2. Reduce the minimum intersection spacing from 400 ft to 94 ft from the centerline of Road A to Crossroads Way.
3. Reduce the minimum broken back curve tangent from 150 ft to 42.9 ft between curves C1 and C2 on Road A.
4. Reduce the minimum broken back curve tangent from 150 ft to 101.1 ft between curves C3 and C4 on Road A.
5. Terminate a public road with a hammerhead turnaround that meets AASHTO standards rather than a cul-de-sac.

ALTERNATIVE DESIGN STANDARDS REQUIRING KNOXVILLE-KNOX COUNTY PLANNING COMMISSION APPROVAL

1. Reduce the minimum horizontal curve radius from 100 ft to 64 ft on Road A at curve C2
2. Reduce the minimum horizontal curve radius from 100 ft to 65 ft on Road A at curve C3

ALTERNATIVE DESIGN STANDARDS REQUIRING KNOX COUNTY ENGINEERING AND PUBLIC WORKS APPROVAL

** See attached variance and alternative design request form

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 variances and 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 6 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) Certifying the required 400 ft of sight distance can be obtained in both directions along Cunningham Road before grading permits are issued, and certification that the 400 ft of sight distance has been obtained after the required grading is complete, as indicated in Note 8 on the Concept Plan, before the final plat is certified for recording. The certification of sight distance shall be provided to Knox County Engineering and Public Works for review and approval.
- 4) Revising the peripheral setback to 35 ft when adjacent to the PC (Planned Commercial) zone.
- 5) Meeting all applicable requirements of the Knox County Department of Engineering and Public Works.
- 6) Meeting all applicable requirements of the Knox County Zoning Ordinance.

Comments: This proposal is for a residential subdivision with up to 13 detached houses on individual lots on approximately 2.5 acres (5.2 du/ac). The property was rezoned from A (Agricultural) to PR (Planned Residential) up to 8 du/ac in June 2023 (4-O-23-RZ), subject to the condition of providing a Type 'B' landscape screen along shared lot lines with properties zoned A (Agricultural) or RA (Low Density Residential).

The Concept Plan notes that a bank and vegetation must be cut back along the Cunningham Road frontage to obtain the required 400 ft of sight distance to the southwest of Road A. The applicant must certify that sight distance can be obtained before grading permits are issued and then confirm that the sight distance is obtained before the final plat is certified for the subdivision.

VARIANCES AND ALTERNATIVES DESIGN STANDARDS

Variance #1: The reduced vertical curve ("k value") is a sag curve near the Road A intersection with

Cunningham Road. The reduced K value of 11.7 meets AASHTO standards for a 15 mph design speed. New residential local streets have a 25 mph design speed, however, because this sag vertical curve is near an intersection, the actual speed of vehicles will be lower, closer to 15 mph.

Variance #2: The minimum intersection spacing along a collector street is 300 ft. Road A is 94 ft from Crossroads Way to the east. Being that the two intersections are on the same side of the road and the opposite side of the street is built out with single-family houses and the construction of an opposing intersection is unlikely, the proposed intersection spacing is not a safety concern.

Variances #3, 4, & 5: The tangent variances are to reduce the length of straight road segments between horizontal curves. Because of the short road length and low travel speeds, these will not create a safety concern. The request to use a "T" turnaround that meets AASHTO design standards instead of a cul-de-sac is not a safety concern. Knox County Engineering and Public Works is supportive of this request for this specific development because of the limited number of dwelling units and it will provide the necessary turnaround for typical vehicles entering the subdivision and for a fire truck.

Alternative Design Standard #1 & 2: The reduced horizontal curves on a short road are not a safety concern and will naturally reduce vehicle speeds, which is beneficial on a residential street.

Action: Approved with Conditions **Meeting Date:** 9/14/2023

Details of Action:

Summary of Action: Approve the variances and 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 6 conditions.

Date of Approval: 9/14/2023 **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:**