



**KNOXVILLE/KNOX COUNTY METROPOLITAN PLANNING COMMISSION
SUBDIVISION REPORT - CONCEPT/USE ON REVIEW**

▶ **FILE #:** 5-SJ-07-C **AGENDA ITEM #:** 13
5-I-07-UR **AGENDA DATE:** 6/14/2007

POSTPONEMENT(S): 5/10/2007

▶ **SUBDIVISION:** BRADLEY FARMS
▶ **APPLICANT/DEVELOPER:** EAGLE BEND REALTY
OWNER(S): Eagle Bend Realty

TAX IDENTIFICATION: 92 54 & 54.01 092 GM 039

JURISDICTION: County Commission District 3

▶ **LOCATION:** Northeast side Oakleigh Township Dr., southwest side of Hunters Glen Dr.

SECTOR PLAN: Northwest County

GROWTH POLICY PLAN: Urban Growth Area (Outside City Limits)

▶ **APPROXIMATE ACREAGE:** 79 acres

▶ **ZONING:** PR (Planned Residential) & PR (Planned Residential) pending

▶ **EXISTING LAND USE:** One detached dwelling & vacant land

▶ **PROPOSED USE:** Detached residential subdivision

SURROUNDING LAND USE AND ZONING: This is a wooded sloping site that is surrounded by detached residential subdivisions and on larger parcels zoned A, R-1 and PR zones.

▶ **NUMBER OF LOTS:** 205

SURVEYOR/ENGINEER: Jim Sullivan

ACCESSIBILITY: Access is via Oakleigh Township Dr., Hunters Glen Dr. or Orabella Rd., all of which have a pavement width of 26' within a 50' wide right-of-way

ESTIMATED STUDENT YIELD: 10 (public and private school children, ages 5-18 years)
9

▶ **SUBDIVISION VARIANCES REQUIRED:** 1. Horizontal curve variance from 250' to 125' at sta 2+20 of Road E

STAFF RECOMMENDATION:

▶ **APPROVE variance 1 because the site's shape and required entrance location restricts compliance with the Subdivision Regulations, and the proposed variance will not create a traffic hazard.**

APPROVE the concept plan subject to 13 conditions

1. Connection to sanitary sewer and meeting any other relevant requirements of the Knox County Health Department.
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. Extending Hunters Glen Dr. and/or Orabella Rd. to connect with Roads F & G in this proposed subdivision
4. Provide traffic calming as may be required by the Knox County Dept. of Engineering and Public Works and

by the Knoxville Engineering Dept.

5. Prior to obtaining final plat approval, construction of a south bound left turn lane in Amherst Rd. as called for in the traffic impact study. If the connection called for in condition #3 is provided, the requirement for the left turn lane may be waived by the Knox County Dept. of Engineering and Public Works if it is not warranted

6. Provision of a sight distance easement across lot 166

7. Obtaining off-site drainage easements as may be required by the Knox County Dept. of Engineering and Public Works

8. Obtain a determination by the Tenn. Dept. of Environment and Conservation that the depression on lot 17 is not a sinkhole or provide the 50' building buffer from the highest hatched contour

9. Cut or fill slopes are not exceed a grade of 2 to 1 for lots 43-53 and 95-109. The cut or fill slope be at least 20' from the rear of the proposed building pad

10. A revised concept plan will be required prior to the development of lot 62. Prior to approval of a revised concept plan, grading on lot 62 should be limited to the amount needed to implement this concept plan

11. Meeting all applicable requirements of the Knox County Department of Engineering and Public Works

12. Prior to or concurrent with recording of the final plat for the subdivision, establish a property owners association that will be responsible for maintenance of the storm drainage facilities

13. A final plat application based on this concept plan will not be accepted for review by the MPC until certification of design plan approval has been submitted to the MPC staff.

► **APPROVE the development plan for up to 205 detached dwellings on individual lots subject to 3 conditions.**

1. Provision of a 10' wide sideyard setback on each side of a proposed dwelling when the lot fronts on a road that has a slope of 10% or more

2. Prior to approval of a final plat, submit to MPC staff for review and approval a detailed amenities plan that will incorporate both active and passive recreational uses

3. Meeting all applicable requirements of the Knox County Zoning Ordinance

COMMENTS:

The applicant is proposing to subdivide this 73.52 acre site into 205 lots at a density of 2.78 du/ac. The only access to this subdivision is proposed to be via a local street within Oakleigh Subdivision. That subdivision contains 114 lots. That would bring the total lot count that would be using Oakleigh Township Dr. for access in and out up to 319 lots. Staff regularly recommends that a second access point be provided if the lot count using one access points exceeds 150. The traffic impact study that was prepared by the applicant's engineer states that the feasibility of alternative access points should be investigated. In this particular case, provision of the additional access can be easily accomplished by extending one or both of the existing public streets that have been constructed to boundary of this site. In addition to the proposed access to Oakleigh Township Dr., staff will recommend this project be connected to Hunters Glen Dr. and/or Orabella Rd. These roads were stubbed to this property for the purpose of being further extended to provide access to this site.. The Knox County Subdivision Regulations recommends connectivity of neighboring developments. (See attached report). In addition to discussing the additional access points, the traffic impact study calls for a south bound left turn lane at the Amherst Rd. entrance to the project. Staff will recommend the installation of this facility be completed prior to final plat approval for any lots in this project.

The grading plan as submitted for lots 43-53 and 95-109 if implemented would result in a number of undesirable, if not unbuildable, lots. Staff has discussed with the applicant that by increasing the depth of these lots, it would then be possible to create a level building pad and a relatively flat back yard before the cut or fill slope begins. Staff will recommend that there be a minimum of 20' of relatively flat rear yard before the steep slopes begin. To add the needed depth, it may be necessary for Road G to be slid to the west. Staff will not require that a revised concept plan be submitted for this deviation from the plan if it does not require the consideration of any variances from the Subdivision Regulations.

EFFECT OF THE PROPOSAL ON THE SUBJECT PROPERTY, SURROUNDING PROPERTY AND THE COMMUNITY AS A WHOLE

1. The proposed subdivision will have minimal impact on local services since all utilities are available to serve this site.

2. The proposed detached residential subdivision at a density of 2.78 du/ac, is consistent in use and density (up to 3 du/ac) with the existing and proposed zoning of the site.

3. Any school age children living in this development are presently zoned to attend Amherst Elementary, Karns Middle and High Schools.

CONFORMITY OF THE PROPOSAL TO CRITERIA ESTABLISHED BY THE KNOX COUNTY ZONING ORDINANCE

1. The proposed detached residential subdivision with the conditions noted, meets the standards for development within a PR (Planned Residential) Zone and all other requirements of the Zoning Ordinance.
2. The proposed subdivision is consistent with the general standards for uses permitted on review: The proposed development is consistent with the adopted plans and policies of the General Plan and Sector Plan. The use is in harmony with the general purpose and intent of the Zoning Ordinance. The use is compatible with the character of the neighborhood where it is proposed. The use will not significantly injure the value of adjacent property. The use will not draw additional traffic through residential areas.

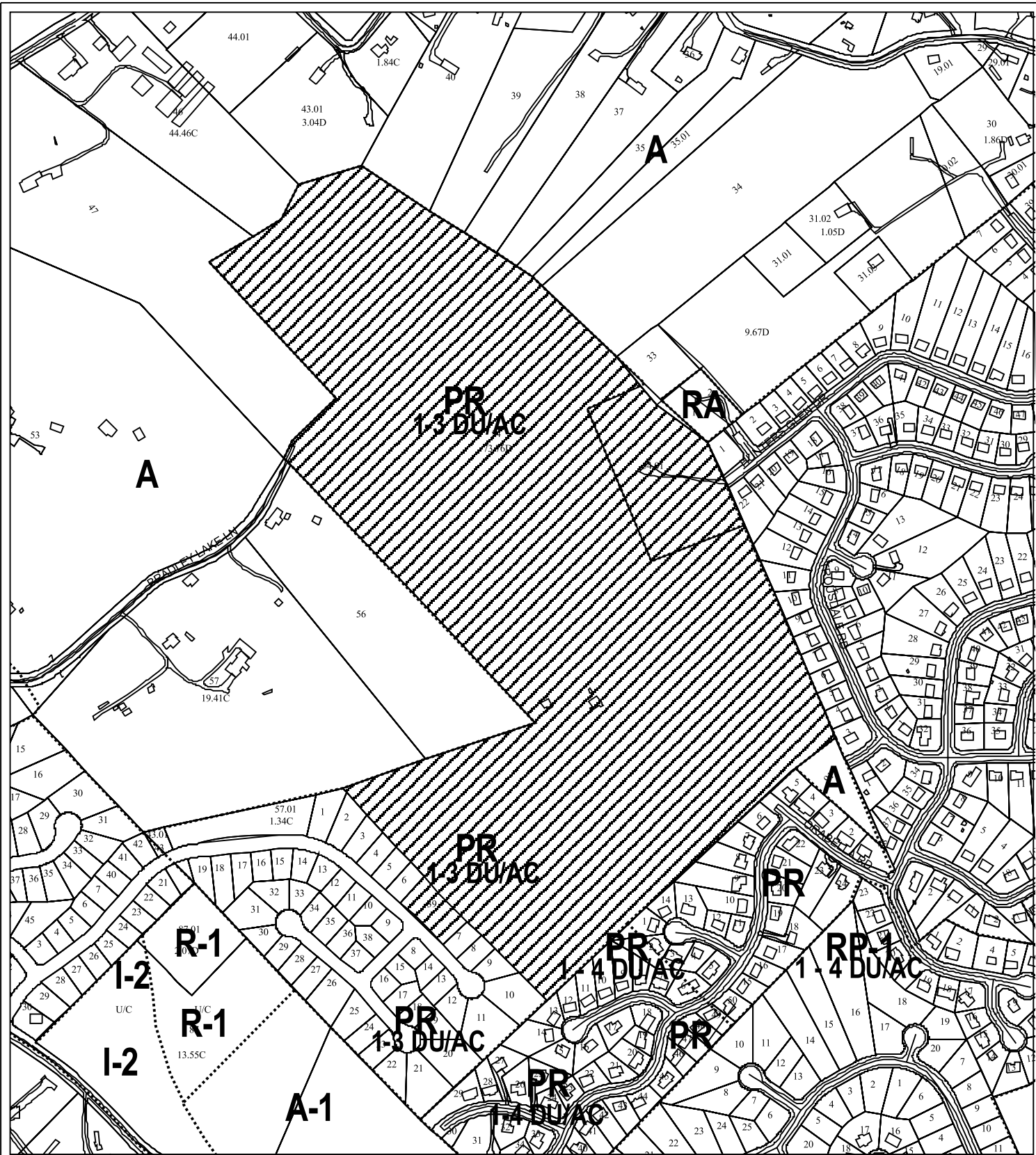
CONFORMITY OF THE PROPOSAL TO ADOPTED PLANS

1. The Northwest County Sector Plan designates this property for low density residential use and slope protection. The existing PR zoning of the site allows a density up to 3 du/ac. At a proposed density of 2.78 du/ac, the proposed subdivision is consistent with the Sector Plan and zoning designations.
2. The site is located within the Urban Growth Area on the Knoxville-Knox County-Farragut Growth Policy Plan.


Upon approval of this request, the developer must prepare a design plan prior to the development of the property. During the design plan phase, grading, drainage, street design and construction, and connection to public utilities must satisfy technical engineering requirements before any development can proceed.

MPC's approval or denial of this concept plan request is final, unless the action is appealed to Knox County Chancery Court. The date of the Knox County Chancery Court hearing will depend on when the appeal application is filed.

MPC's approval or denial of this use on review request is final, unless the action is appealed to the Knox County Board of Zoning Appeals. The date of the Knox County Board of Zoning Appeals hearing will depend on when the appeal application is filed.



5-SJ-07-C/5-I-07-UR
 CONCEPT PLAN/USE ON REVIEW

 Detached residential subdivision in PR (Planned Residential)
 & PR (Planned Residential) pending

Original Print Date: 04/25/07 Revised:
 Metropolitan Planning Commission * City / County Building * Knoxville, TN 37902

Petitioner: Bradley Farms
 Eagle Bend Realty

Map No: 92

Jurisdiction: County





Subdivision Road Connections Issues Paper

Regarding a proposed subdivision's road system, the *Knoxville-Knox County Minimum Subdivision Regulations* states the following:

The proposed road system of a subdivision shall generally provide for the continuance of existing or dedicated streets in adjoining or nearby tracts. In addition, dedication of rights-of-way shall be provided to the satisfaction of the Planning Commission for the connection of the subdivision to any adjoining unsubdivided land, to accommodate an increase in traffic resulting from the subdivision, to provide for harmonious development of the subdivision in relation to the neighborhood in which it lies, and for the general safety and welfare of those benefiting from the subdivision. (Sec. 62-20)

In adherence to the above policy, MPC staff will normally recommend that proposed subdivisions either tie-in, or provide stub roads, to adjacent lands. Frequently, however, the developer or adjacent property owners request permission to waive this requirement, which is sometimes granted by either the Planning Commission or City/County governments

The MPC staff presents the following for your consideration in order to further emphasize the need for and benefits of requiring new developments to provide road connections to adjoining properties.

Why Street Connectivity is Important:

Most importantly, consistent application of the subdivision road system connection guidelines will enable the groundwork to be laid for a transportation system that is highly interconnected, providing the following benefits for *all* transportation modes:

1. Accessibility is greatly enhanced.
 - Emergency services will have faster response times and more options from which to approach areas that are well connected.
 - Alternate points of access are available in case any roads should become obstructed, such as by flooding, utility repairs or traffic accidents.
2. Traffic congestion is reduced
 - Traffic is more uniformly distributed, thereby limiting the amount of congestion that will occur at any one point in the transportation network.
 - The overall transportation network capacity is increased, because there are more route options available.
3. Alternative modes of transportation are promoted.
 - Both school and transit bus routes are more easily accommodated and accessible, allowing shorter walking distances to reach a bus stop.
 - Walking and biking become more attractive as travel options with destinations being much easier to reach on foot or by bike.

In summary, it is important to consider these issues now, rather than continue subdivision development in a piecemeal fashion that will create a disjointed, inefficient transportation network