



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

▶ **FILE #:** 10-SD-07-C **AGENDA ITEM #:** 16  
 10-C-07-UR **AGENDA DATE:** 10/11/2007

▶ **SUBDIVISION:** RDM DEVELOPMENT ON FAIRVIEW RD.  
 ▶ **APPLICANT/DEVELOPER:** RDM DEVELOPMENT, LLC  
 OWNER(S): RDM Development, LLC

TAX IDENTIFICATION: 21 46 & 46.01  
 JURISDICTION: County Commission District 8

▶ **LOCATION:** Southwest side of Fairview Rd., west of Tazewell Pk.

SECTOR PLAN: Northeast County  
 GROWTH POLICY PLAN: Planned Growth Area  
 WATERSHED: Beaver Creek

▶ **APPROXIMATE ACREAGE:** 190.05 acres

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

▶ **EXISTING LAND USE:** Vacant land

▶ **PROPOSED USE:** Detached and attached residential subdivision

SURROUNDING LAND USE AND ZONING: Property in the area is zoned A agricultural and RA and PR residential. Development in the area consists primarily of detached dwellings. An adjoining tract of land is being developed with attached condominiums. Beaver Creek flows through this site.

▶ **NUMBER OF LOTS:** 318

SURVEYOR/ENGINEER: Batson, Himes, Norvell & Poe

ACCESSIBILITY: Access is via Fairview Rd., a minor arterial street with a pavement width of 19' within a 40' wide right-of-way

▶ **SUBDIVISION VARIANCES REQUIRED:**

1. Horizontal curve variance from 250' to 125' at sta 9+25 of Road H
2. Horizontal curve variance from 250' to 200' at sta 22+00 of Road M
3. Road grade variance from 12% to 15% from sta 1+75 to sta 6+25 of Road P
4. Vertical curve variance from 125' to 75' at sta 0+50 of Road A
5. Broken back curve tangent variance from 150' to 15' at sta 2+50 of Road K

**STAFF RECOMMENDATION:**

▶ **APPROVE** variance 1-5 because the site's topography restricts compliance with the Subdivision Regulations and the variances will not create a traffic hazard

**APPROVE the concept plan subject to 12 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. Meeting all applicable requirements of the Knox County Department of Engineering and Public Works.
4. Requesting final plat approval for not more than 115 lots until such time that additional traffic capacity is available at the intersections of Fairview Rd. with E. Emory Rd. and/or Tazewell Pk. A traffic impact study must be prepared for review and approval by the Knox County Dept. of Engineering to verify the added capacity before additional lots can be submitted for final plat review.
5. Establishing minimum floor elevations (MFE) for all lots located within the floodway fringe area per the requirements of the Knox County Dept. of Engineering and Public Works. Note all required MFE's on the final plat
6. Prior to final plat approval establish a greenway easement across this site for the proposed Beaver Creek Greenway as may be required by the Knox County Greenways Coordinator
7. Designing and installing traffic calming as required by the Knox County Dept. of engineering and Public Works
8. The design of the proposed round-about meeting the design requirements of the Knox County Dept. of Engineering and Public Works
9. Meeting all applicable requirements and obtaining all required permits from the Tennessee Department of Environment and Conservation
10. Certification on the final plat by the applicant's surveyor that there is 300 feet of sight distance in both directions on Fairview Rd. from the proposed subdivision entrance
11. Prior to certification of the final plat for the subdivision, establishing a property owners association that will be responsible for maintenance of the storm drainage system, common area and recreational amenities
12. 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 plan for up to 271 detached dwellings and 47 attached dwellings on individual lots as shown on the development plan subject to 4 conditions**

1. Meeting all applicable requirements of the Knox County Zoning Ordinance.
2. Phasing the development of the dwellings within this project per the requirements of the Concept Subdivision Plan (10-SD-07-C)
3. Prior to obtaining a grading permit, submit a detailed plan for the proposed community park for review and approval by MPC staff.
4. Construction of the walking trails as shown on the development plan

With the conditions noted, this plan meets the requirements for approval in the PR zone and the other criteria for approval of a use on review.

**COMMENTS:**

The applicant is proposing to develop this 190 acre site with a combination of detached and attached dwellings at density of 1.68 dwellings per acre. The development will contain 271 detached dwellings and 47 attached dwellings. The rezoning of this site to PR (Planned Residential) at 2 dwellings per acre was approved by the Knox County Commission on July 23, 2007.

The site is divided into three sections by two creeks. Beaver Creek crosses the site from the east to west. An unnamed tributary coming from the Thompson School Road area comes through the property from the north and converges with Beaver Creek on this site. Due to defined floodways and the required buffers associated with the creeks, the development of this site will be held back away from the creeks. The Knox County Greenways Plan proposes a greenway for the Beaver Creek basin. Staff will recommend the applicants provide an easement for the proposed greenway if it is desired by the Knox County Greenways Coordinator.

The primary concern staff has about the development of this site is the existing, and growing, traffic congestion in the area. During the past few years, a number of residential developments have been approved in the general area around the intersection of E. Emory Rd and Tazewell Pk. With the traffic generated due to the development of these new subdivisions and the traffic generated by the Gibbs Elementary and Gibbs High Schools, the ability of the existing roads to carry the traffic or the "level of service" in the area has deteriorated over time. The intersections of Tazewell Pk. and E. Emory Rd. (Harbison Crossroads), Fairview Rd. at both Tazewell Pk. and E. Emory Rd. and the intersection of Thompson School Rd. and E. Emory Rd. are nearing critical points due to peak hour congestion. As a result of the existing traffic congestion in the area our staff traffic engineer has determined the maximum number of lots that could be permitted in this development without making the level of service to drop to a failed rating at the intersections located at either end of Fairview Rd. Based on our study, we will support the approval of the concept plan but limit the number of lots that may

be brought to final approval. The ultimate number of lots that will be permitted in this development will be tied to a series of intersection improvements that are planned for the area. The traffic impact study identifies a number of potential improvements that will lead to additional traffic capacity at the intersections. Additionally, the Tennessee Dept. of Transportation (TDOT) is planning to undertake a project at Harbison Crossroads that may ultimately improve the traffic situation on Fairview Rd.

At present Fairview Rd. is used as a "cut through" that connects Tazewell Pk. with E. Emory Rd. The use of this "cut through" is made attractive due to the congestion at Harbison Crossroads. If the project proposed by TDOT relieves some of the congestion at Harbison Crossroads, then it is believed that the amount of cut through traffic will decrease. Completion of that intersection improvement may result in additional capacity at the Fairview Rd. intersections so as to permit the completion of this proposed subdivision. No matter what the situation is after the Harbison Crossroads project is completed, growth in the area will dictate that the other road improvements will continue to be needed.

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

1. All utilities are in place to serve this site.
2. Development of this site will result in additional traffic congestion in an area where the existing level of service is declining.
2. The proposed detached residential subdivision is consistent in use and density with the zoning and subdivision development in the area.

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

1. The proposed detached residential subdivision meets the standards for development within the PR (Planned Residential) Zone and all other requirements of the Zoning Ordinances.
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.
3. The recommended density of this site is 2 dwellings per acre. The proposed 1.68 du/ac for the development is within the permitted zoning density.

#### CONFORMITY OF THE PROPOSAL TO ADOPTED PLANS

1. The Northeastt County Sector Plan identifies this property for low density residential use with a maximum density of 5 du/ac. The PR zoning approved for this site allows a density up to 2 du/ac. which is consistent with the Sector Plan and the other development found in the area.

#### ESTIMATED TRAFFIC IMPACT 3014 (average daily vehicle trips)

Average Daily Vehicle Trips are computed using national average trip rates reported in the latest edition of "Trip Generation," published by the Institute of Transportation Engineers. Average Daily Vehicle Trips represent the total number of trips that a particular land use can be expected to generate during a 24-hour day (Monday through Friday), with a "trip" counted each time a vehicle enters or exits a proposed development.

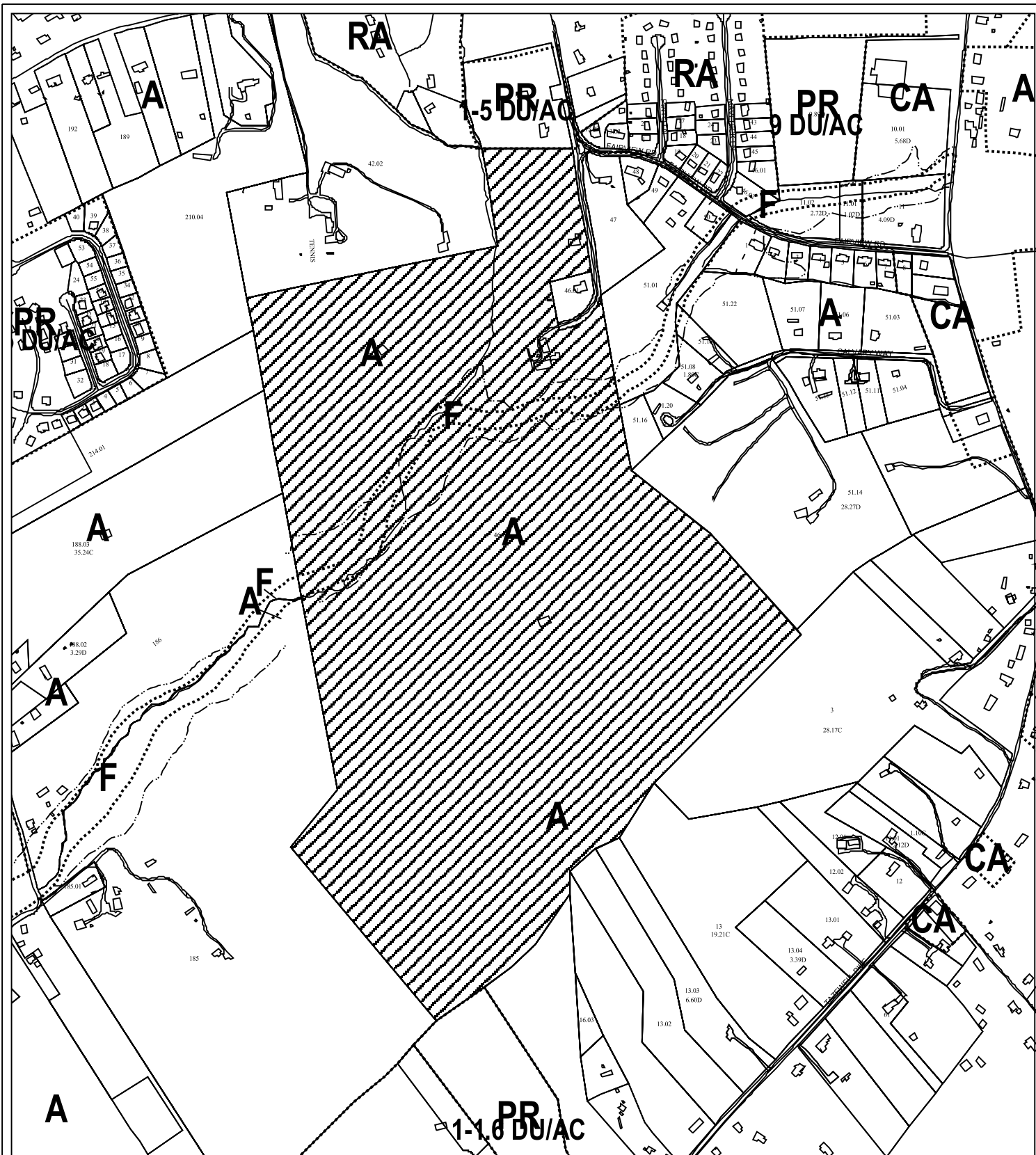
ESTIMATED STUDENT YIELD: 141 (public and private school children, ages 5-18 years)

Schools affected by this proposal: Gibbs Elementary, Holston Middle, and Gibbs High.


- School-age population (ages 5–18) is estimated by MPC using data from a variety of sources.
- While most children will attend public schools, the estimate includes population that may be home-schooled, attend private schools at various stages of enrollment, or drop out of the public system.
- Students are assigned to schools based on current attendance zones as determined by Knox County Schools. Zone boundaries are subject to change.
- Estimates presume full build-out of the proposed development. Build-out is subject to market forces, and timing varies widely from proposal to proposal.
- Student yields from new development do not reflect a net addition of children in schools. Additions occur incrementally over the build-out period. New students may replace current population that ages through the system or moves from the attendance zone.
- School capacities are subject to change by Knox County Schools through building additions, curriculum or scheduling changes, or amendments to attendance zone boundaries.

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.



10-SD-07-C/10-C-07-UR  
 CONCEPT PLAN/USE ON REVIEW

 Detached residential subdivision in PR (Planned Residential) pending

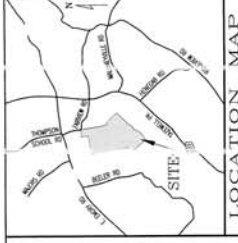
Original Print Date: 09/27/07    Revised:  
 Metropolitan Planning Commission \* City / County Building \* Knoxville, TN 37902

Petitioner: RDM Development on Fairview Rd.  
 RDM Development, LLC

Map No: 21

Jurisdiction: County





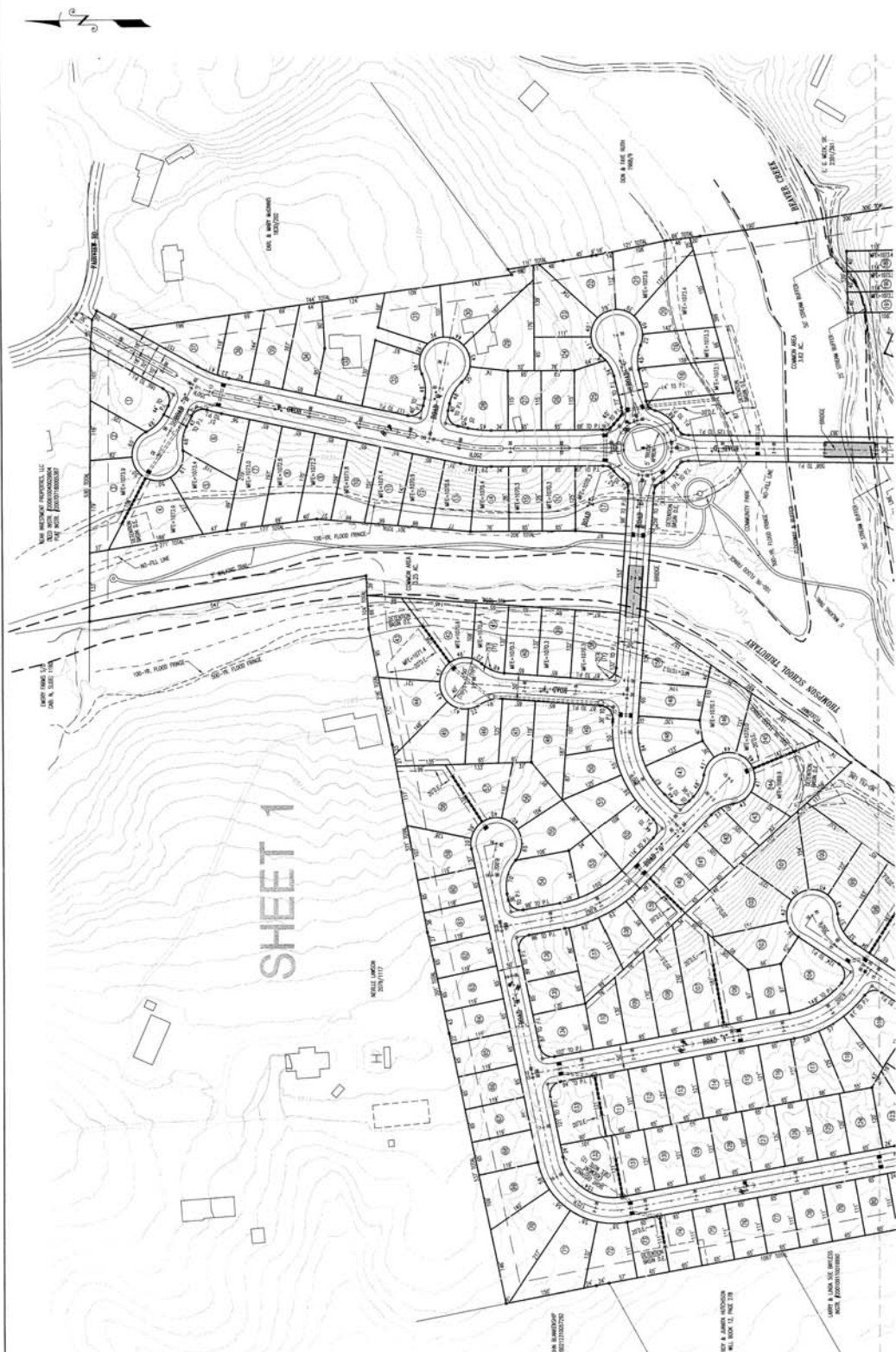
**LOCATION MAP**

- NOTES:**
1. ALL DIMENSIONS ARE SHOWN AND SUBJECT TO CHANGE ON THE FINAL PLAN.
  2. A 10' BUFFER ZONE SHALL BE MAINTAINED AROUND ALL UTILITIES AND ALL UTILITIES SHALL BE DEEPENED TO A MINIMUM OF 36" BELOW THE FINISHED GRADE.
  3. ALL UTILITIES SHALL BE DEEPENED TO A MINIMUM OF 36" BELOW THE FINISHED GRADE.
  4. THE PROPOSED CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE TOWN OF CORRYTON ZONING ORDINANCE.
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DEVELOPER/OWNER:  
RDM DEVELOPMENT, LLC  
759 DAWKINS RD.  
CORRYTON, TN 37721  
PHONE: (865) 340-4499

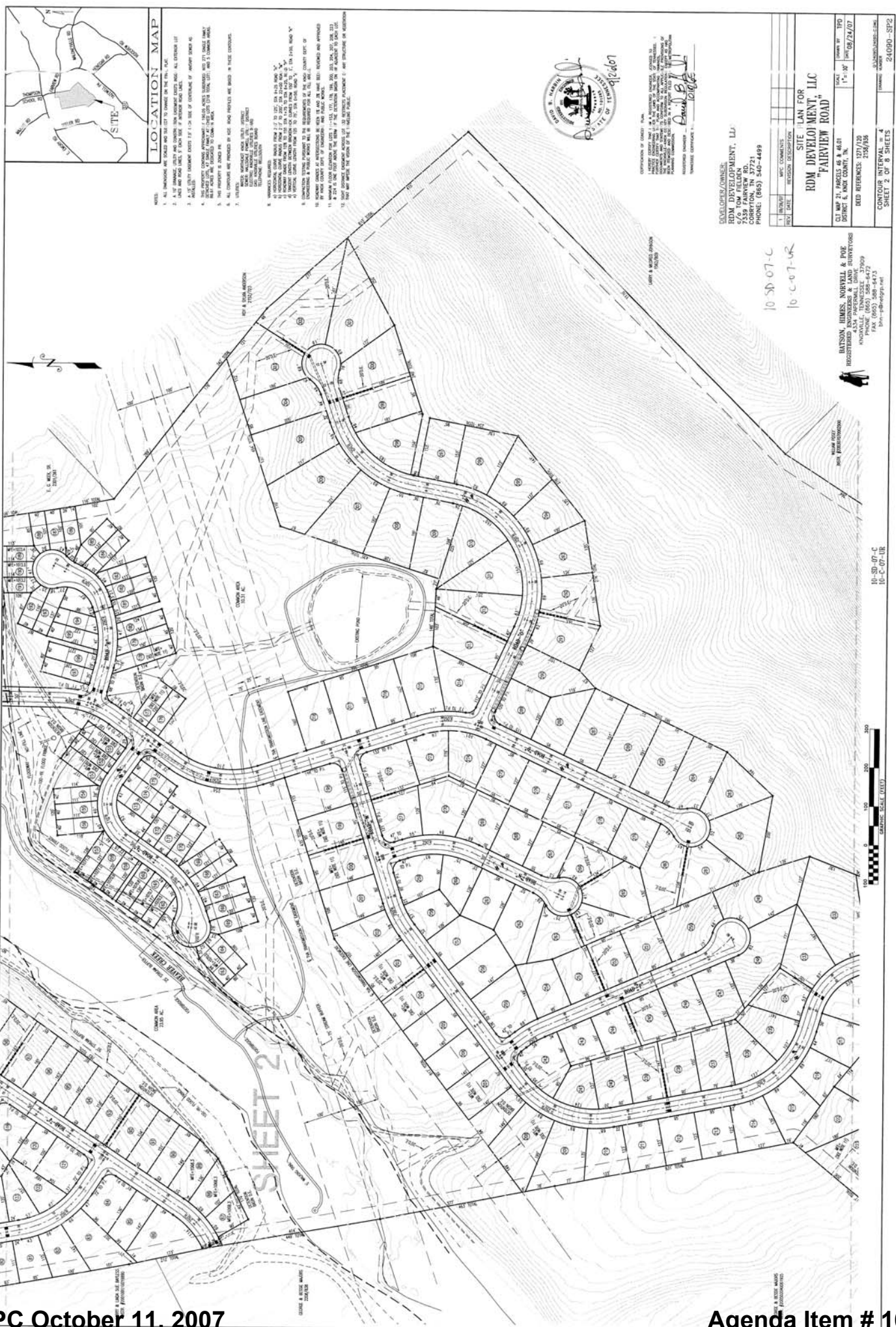
PROJECT NAME	RDM DEVELOPMENT, LLC "FAIRVIEW ROAD"
OWNER	RDM DEVELOPMENT, LLC
DATE	10/11/07
SCALE	1"=100'
DATE	10/11/07
PROJECT NO.	10-C-07-01
DATE	10/11/07
PROJECT NO.	10-C-07-01
DATE	10/11/07
PROJECT NO.	10-C-07-01
DATE	10/11/07



**SHEET 1**

**CONCEPT PLAN**  
DATE: 10/11/07  
REVISIONS:  
DATE: 10/11/07  
DATE: 10/11/07  
DATE: 10/11/07

**DAVIS ENGINEERING & ARCHITECTURE**  
4334 WINDSOR DRIVE  
CORRYTON, TN 37721  
PHONE: (865) 348-6473  
FAX: (865) 348-6473  
www.davis-engineering.com



LOCATION MAP

- NOTES:
1. ALL DIMENSIONS ARE SHOWN AND SET TO BE DIMENSIONS ON THE PLAN, UNLESS OTHERWISE NOTED.
  2. A. 10' WIDE SIDEWALKS AND 10' WIDE TRUNKS SHALL BE PROVIDED ON ALL EXTERIOR LOTS. B. 10' WIDE SIDEWALKS AND 10' WIDE TRUNKS SHALL BE PROVIDED ON ALL EXTERIOR LOTS. C. 10' WIDE SIDEWALKS AND 10' WIDE TRUNKS SHALL BE PROVIDED ON ALL EXTERIOR LOTS.
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  20. ALL DIMENSIONS ARE SHOWN AND SET TO BE DIMENSIONS ON THE PLAN, UNLESS OTHERWISE NOTED.



DEVELOPER/OWNER:  
**RDM DEVELOPMENT, LLC**  
 7539 FAIRVIEW RD.  
 JACKSONVILLE, TENNESSEE 37209  
 PHONE: (603) 247-4499

NO.	DATE	DESCRIPTION
1	10/30/07	REVISED
2	10/30/07	REVISED

DATE: 10/30/07  
 SCALE: 1" = 40'

PROJECT NO: 10-SD-07-C  
 SHEET NO: 2 OF 8

CONTOUR INTERVAL = 4'  
 SHEET 2 OF 8 SHEETS

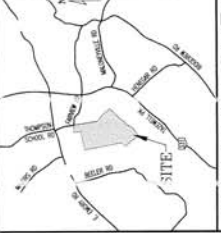
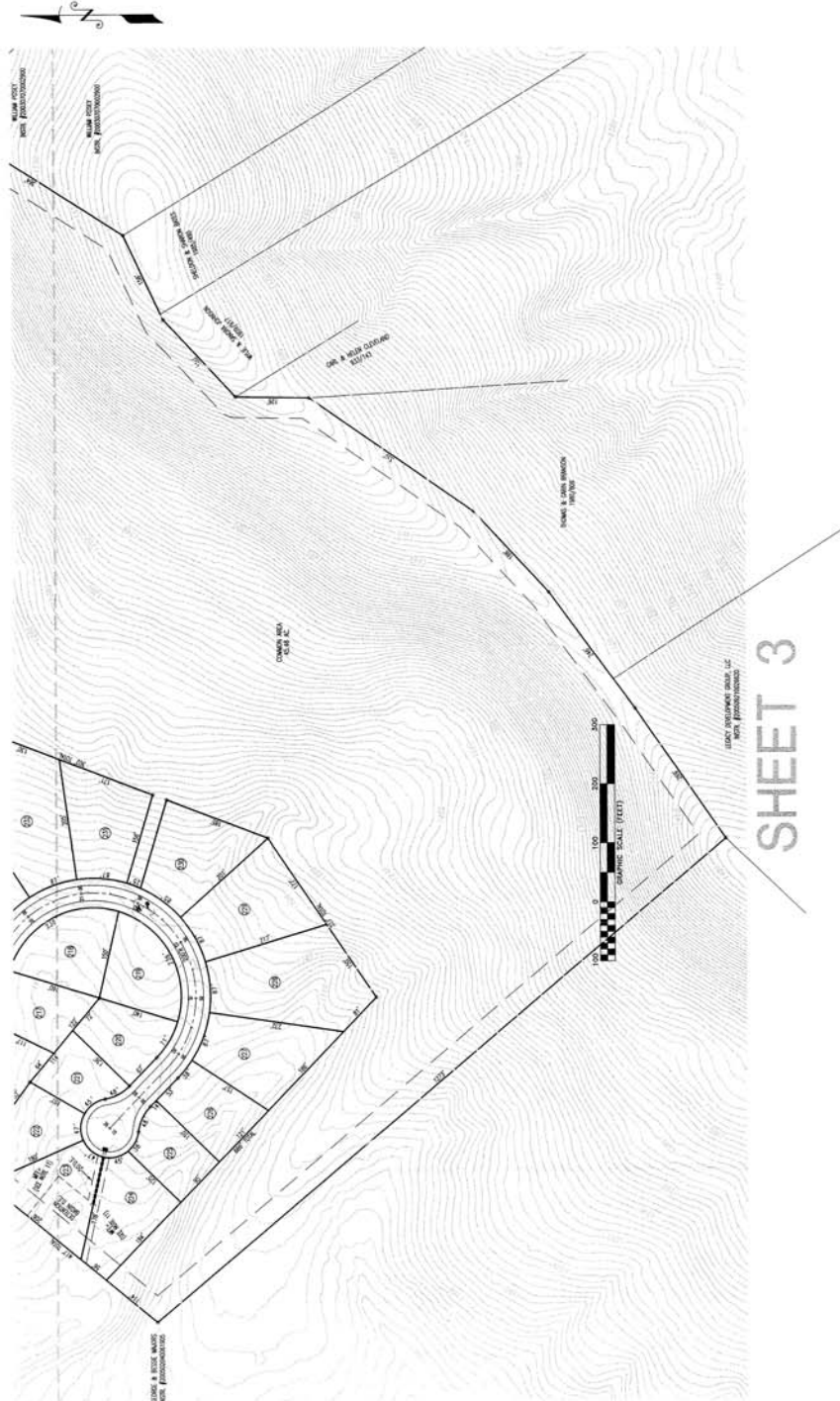
**BATSON, JAMES, NORVELL & POE**  
 REGISTERED ENGINEERS & LAND SURVEYORS  
 1000 W. UNIVERSITY BLVD.  
 JACKSONVILLE, TENNESSEE 37209  
 PHONE: (603) 247-4499  
 FAX: (603) 247-4493  
 bjp@batsonjnp.com



10-SD-07-C  
 10-C-07-UR



SHEET 2



- NOTES:**
1. ALL DIMENSIONS ARE SHOWN UNLESS OTHERWISE NOTED ON THE PLAN.
  2. A 10' BUFFER ZONE SHALL BE MAINTAINED AROUND ALL EXISTING UTILITIES AND ALL EXISTING LOT LINES AND ROAD LINES, EXCEPT FOR EXISTING LOT LINES AND ROAD LINES.
  3. ALL EXISTING UTILITIES SHALL BE MAINTAINED AND PROTECTED AS SHOWN ON THE PLAN.
  4. THE DEVELOPER SHALL MAINTAIN A 10' BUFFER ZONE AROUND ALL EXISTING UTILITIES AND ALL EXISTING LOT LINES AND ROAD LINES, EXCEPT FOR EXISTING LOT LINES AND ROAD LINES.
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DESIGNED BY: J. B. HARRIS, P.E.  
 REGISTERED PROFESSIONAL ENGINEER  
 STATE OF TENNESSEE  
 NO. 19807  
 REGISTERED ENGINEER - CIVIL  
 10/11/07

DEVELOPER/OWNER:  
 RDM DEVELOPMENT, LLC  
 7539 FAIRVIEW RD.  
 CORRYTON, TN 37721  
 PHONE: (865) 540-4499

PROJECT NO.	10-SD-07-C	DATE	10/10/07
SCALE	1"=100'	DATE	10/10/07
PROJECT NAME	RDM DEVELOPMENT, LLC "FAIRVIEW ROAD"	DATE	10/10/07
PROJECT LOCATION	CLJ MAP 21, PARCELS 46 & 46.5 DISTRICT 6, MOORE COUNTY, TN	DATE	10/10/07
PROJECT AREA	SEE REFERENCES: 12/17/03 2/15/06	DATE	10/10/07
CONTOUR INTERVAL	4'	DATE	10/10/07
SHEET 3 OF 8 SHEETS		DATE	10/10/07

10-SD-07-C  
 10-C-07-UR

MATSON, BIRDS, NORVELL & POE  
 REGISTERED PROFESSIONAL ENGINEERS  
 4334 PINEHURST DRIVE, SUITE 200  
 MOORE COUNTY, TN 37729  
 PHONE: (865) 540-4477  
 FAX: (865) 588-8473  
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