



**KNOXVILLE/KNOX COUNTY METROPOLITAN PLANNING COMMISSION  
PLAN AMENDMENT/REZONING REPORT**

**FILE #:** 8-C-07-RZ **AGENDA ITEM #:** 66  
 8-A-07-SP **AGENDA DATE:** 9/13/2007

POSTPONEMENT(S): 8/9/07

**APPLICANT:** MICHAEL C. RHODES  
**OWNER(S):** WOOD KIMBERLY A & HYDE DEBORAH WOOD

TAX ID NUMBER: 136 141  
 JURISDICTION: Commission District 9

**LOCATION:** South and east sides Stonecress Ln., south of W. Ford Valley Rd.  
**TRACT INFORMATION:** 51.5 acres.  
 SECTOR PLAN: South County  
 GROWTH POLICY PLAN: Rural Area  
 ACCESSIBILITY: Access is via Stonecress Ln., a local street with 13-15' of pavement width within 40-60' of right of way.  
 UTILITIES: Water Source: Knoxville Utilities Board  
 Sewer Source: Knoxville Utilities Board  
 WATERSHED: Knob Creek

**PRESENT PLAN DESIGNATION/ZONING:** A/RR (Agricultural/Rural Residential) / A (Agricultural)  
**PROPOSED PLAN DESIGNATION/ZONING:** LDR (Low Density Residential) / PR (Planned Residential)  
**EXISTING LAND USE:** Vacant land  
**PROPOSED USE:** Detached residential subdivision  
**DENSITY PROPOSED:** 2 du/ac  
 EXTENSION OF PLAN DESIGNATION/ZONING: No  
 HISTORY OF ZONING REQUESTS: None noted  
 SURROUNDING LAND USE, PLAN DESIGNATION, ZONING  
 North: Dwellings / Ag-RR / A (Agricultural)  
 South: Vacant land / Ag-RR / A (Agricultural)  
 East: Dwellings and vacant land / Ag-RR / A (Agricultural)  
 West: Dwellings and vacant land / Ag-RR / A (Agricultural)  
 NEIGHBORHOOD CONTEXT: This area is developed with rural and low density residential uses under A and R-1 zoning.

**STAFF RECOMMENDATION:**

**DENY LDR (Low Density Residential) sector plan designation.**

The slope characteristics of the site, as well as access and compatibility issues, do not warrant amending the current sector plan designation.

► **APPROVE PR (Planned Residential) zoning.**

**APPROVE a density of up to 1 du/ac, consistent with current sector plan designation. (Applicant requested 2 du/ac.)**

PR zoning is a preferable zone to Agricultural for development of this site, because of the requirement for use on review development plan approval. The recommended density gives the applicant reasonable use of the site, consistent with the number of total units that could be permitted under the current zoning, but will allow the units to be clustered on the less steep portions of the site, preserving the steep slope areas.

**COMMENTS:**

**NEED AND JUSTIFICATION FOR THE PROPOSAL**

1. PR zoning at the recommended lesser density is more compatible with the scale and intensity of the surrounding residential development and zoning pattern and is consistent with the current sector plan proposal for the site.
2. The recommended lesser density reduces the impact on surrounding land uses and takes into account the steep slopes in portions of the site, allowing for a more compatible development and preservation of the steep slope areas.
3. The sole access to the site would be from Stonecress Ln., which has an inadequate pavement width of 13-15 feet. Additionally, Magazine Rd. and W. Ford Valley Rd. to the north, which lead to Stonecress Ln., also have marginal pavement widths of approximately 17 feet each.
4. PR zoning will require MPC use on review approval of site plans prior to any development of the property. During this review, potential issues such as traffic, drainage, access, topography, lot layout and other development concerns can be addressed.

**THE EFFECTS OF THE PROPOSAL**

1. Public water and sewer utilities are available in the area to serve the site.
2. At the staff's recommended density, up to 51 dwelling units could be proposed on the subject property. The development of detached dwellings would add approximately 558 vehicle trips per day to the street system and about 19 school aged children to the school system. At the applicant's requested density, up to 103 dwelling units could be proposed on the subject property. The development of detached dwellings would add approximately 1,065 vehicle trips per day to the street system and about 39 school aged children to the school system.
3. Based on the attached slope analysis, about 55.5% of the site has slopes of 25% or greater. In these areas, the applicant will be expected to meet all requirements of the hillside regulations in the Knoxville-Knox County Minimum Subdivision Regulations, as well as abide by other applicable slope protection requirements in approved MPC plans. Any site plan submitted for review must show development that respects the steep slopes.
4. The pavement width of Stonecress Ln. is inadequate to provide access to this proposed development, regardless of the density. The applicant will be expected to work with Knox County Engineering and MPC staff in making improvements to Stonecress Ln., which will likely include widening.
5. The recommended zoning and density is compatible with the surrounding zoning, and the impact on adjacent properties will be minimized during the use on review/concept plan process.

**CONFORMITY OF THE PROPOSAL TO ADOPTED PLANS**

1. The South County Sector Plan proposes agricultural and rural residential uses and slope protection for the site, consistent with the staff's recommended PR zoning and density.
2. The site is located within the Rural Area on the Knoxville-Knox County-Farragut Growth Policy Plan map. The Growth Policy Plan policies, applied to this site, would not allow a density of more than 2 du/ac.
3. If approved at the requested density, this request may generate similar requests for low density residential zoning and densities in the future on surrounding Agricultural zoned properties.

Upon final approval of the rezoning, the developer will be required to submit a concept plan/use on review development plan prior to the property's development. The plan will show the property's proposed lot pattern and street network and will also identify the types of residential units that may be constructed. Grading and drainage plans may also be required at this stage, if deemed necessary by Knox County Engineering and MPC staff.

ESTIMATED TRAFFIC IMPACT 1065 (average daily vehicle trips)

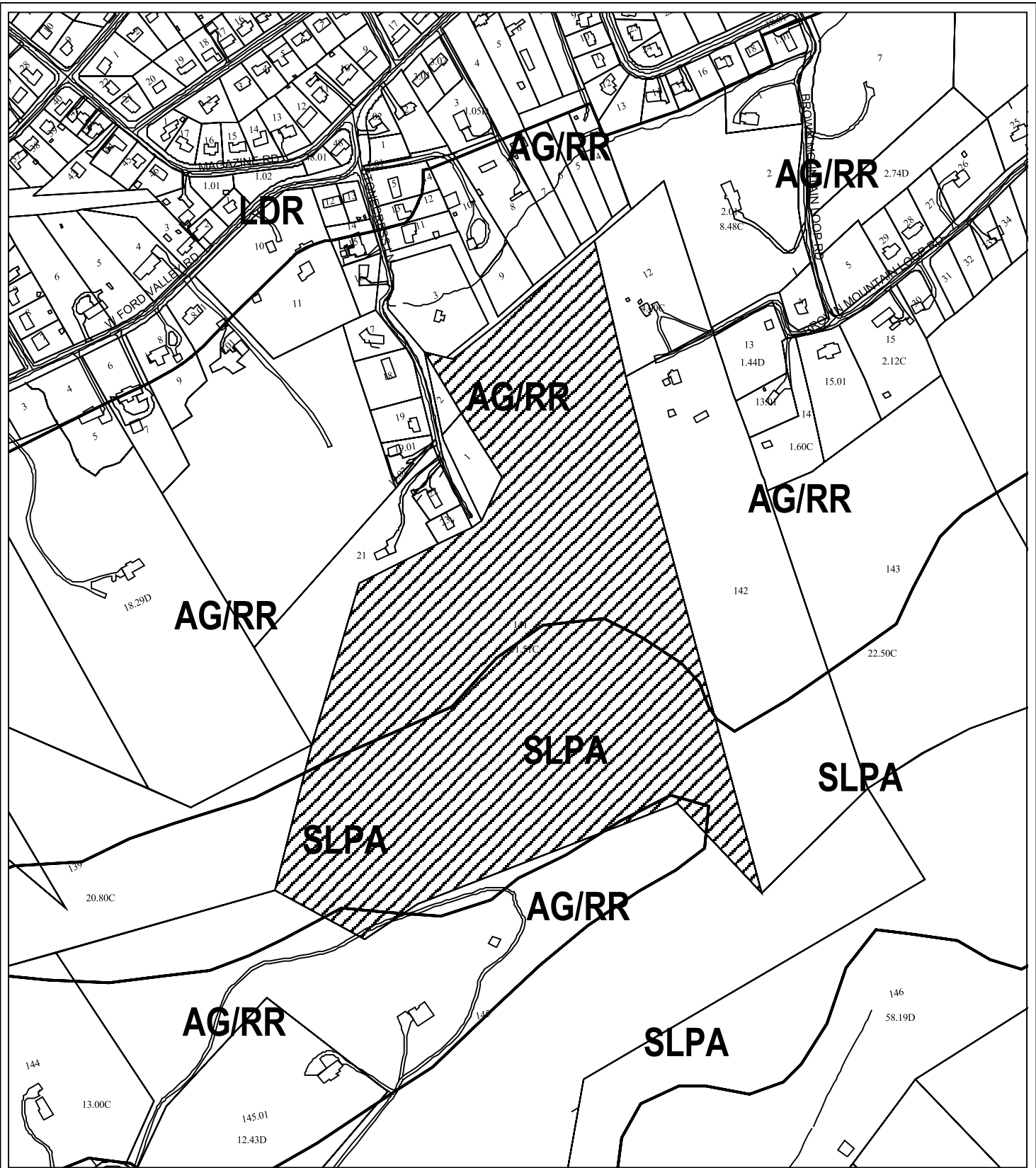
Average Daily Vehicle Trips are computed using national average trip rates reported in the latest edition of "Trip Generation," published by the Institute of Transportation Engineers. Average Daily Vehicle Trips represent the total number of trips that a particular land use can be expected to generate 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: 39 (public and private school children, ages 5-18 years)

Schools affected by this proposal: Mooreland Heights Elementary, South-Doyle Middle, and South-Doyle 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.

If approved, this item will be forwarded to Knox County Commission for action on 10/22/2007. If denied, MPC's action is final, unless the action to deny is appealed to Knox County Commission. The date of the appeal hearing will depend on when the appeal application is filed. Appellants have 30 days to appeal an MPC decision in the County.




**8-A-07-SP/8-C-07-RZ  
SECTOR PLAN AMENDMENT  
SOUTH COUNTY SECTOR PLAN AMENDMENT**

Petitioner: Michael C. Rhodes

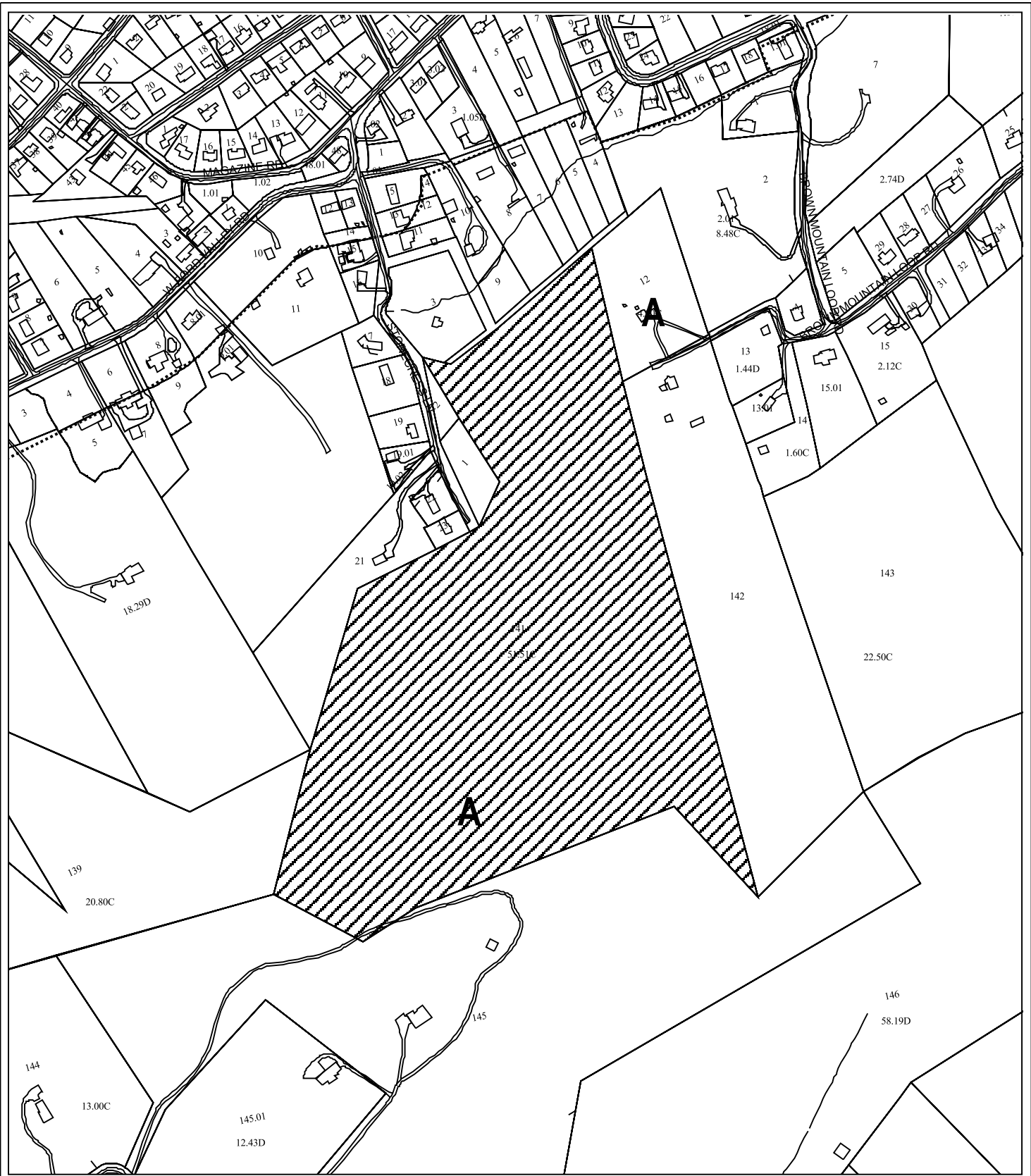
Map No: 136

Jurisdiction: County

 From: A/RR (Agricultural/Rural Residential)  
To: LDR (Low Density Residential)

Original Print Date: 07/31/07 Revised:  
Metropolitan Planning Commission \* City / County Building \* Knoxville, TN 37902





**8-C-07-RZ  
REZONING**

Petitioner: Michael C. Rhodes

Map No: 136

Jurisdiction: County



From: A (Agricultural)

To: PR (Planned Residential)

Original Print Date: 07/26/07 Revised:

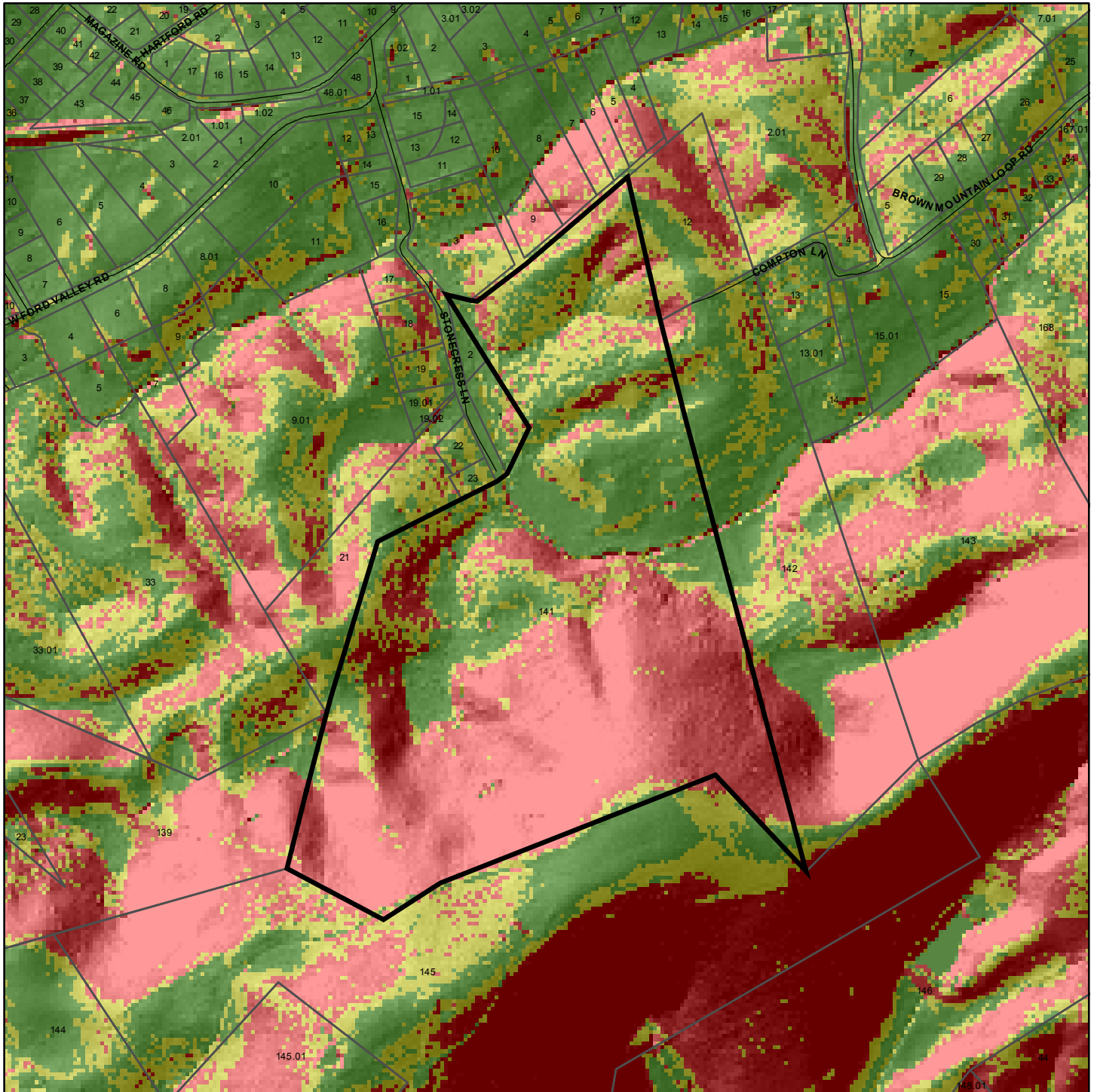
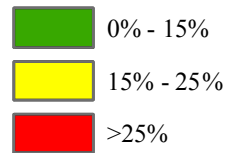
Metropolitan Planning Commission \* City / County Building \* Knoxville, TN 37902





# 8-C-07-RZ Slope Analysis

## Percent Slope



### 8-C-07-RZ REZONING

Petitioner: Michael S. Rhodes



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To: PR (Planned Residential)

Map No: 136

Jurisdiction: County

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8-C-07-RZ Slope Analysis

Slope	Gridcode	Cells	Sum_Acres	Percentage
0%-15%	1	22476	12.8994	24.72%
15%-25%	2	18035	10.3507	19.83%
> 25%	3	50419	28.9365	55.45%
Total Acres			52.1866	100.00%

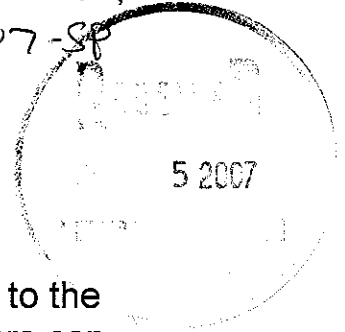




MPC September 13, 2007

Agenda Item # 66

Metropolitan Planning Commission Meeting  
August 09, 2007



We would like to address with you some of the concerns our community has over the possibility of adding 50 to 100 homes to the area. The roads in Colonial Village are not wide roads. Two cars can pass on most any road except Stonecress Lane without difficulty, but you certainly have no room to spare. One traffic light controls the flow of traffic pulling onto Chapman Highway which can be a problem in the mornings with rush hour. Adding 50 to 100 additional cars would create a lot of problems with traffic. According to MPC, this will result in at least 558 vehicle trips per day.

1. The planned location for this building would dump 50 to 100 extra cars into narrow curvy road which is W. Ford Valley. W. Ford Valley cannot accommodate the added traffic. All the roads leading to Chapman Highway from Stonecress Lane are narrow roads. The traffic on Stonecress Lane would be impossible since two cars cannot pass now. We have pictures available to show the existing road. The builder has said he would widen the road. How is this possible since the road is outside the county right of way and would be in the creek? Two bridges would have to be constructed over the creek on both ends of the road. Who will pay for all of these improvements?
2. The creek that runs through the entire length of Stonecress is fed from wet weather springs flowing from Browns Mountain. Many times in the past 40 years the creek has overflowed its banks and the bridge has been impassable for several hours until the water goes down. The vacant property on Stonecress has been completely flooded when the creek overflows.
3. Several pictures have been taken of the damage which occurred when Walmart built on Chapman Highway several years ago. The blasting cracked foundations and walls and that is two miles away. This property is full of rock and blasting will have to be done to prepare the land for building. With the

exception of 2 houses on the street, the rock in this area was so bad, basements were impossible to build. If damage occurs, who is responsible for these damages?

4. There are existing water lines and a sewer line. What happens to these lines and who is responsible for replacement?
5. The principle at Mooreland Heights School was contacted and according to him, Mooreland Heights is filled to capacity. This again presents a problem.

The neighbors have discussed dividing property into 5 acre tracks which would result in 5 to 6 houses and the existing road would be suitable to accommodate no more than this.

Problem with damage to existing homes is still an issue to be considered but the possibility of less damage occurring with less homes being constructed.