

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

▶ **FILE #:** 4-SA-10-C **AGENDA ITEM #** 12  
 4-B-10-UR **AGENDA DATE:** 5/13/2010

POSTPONEMENT(S): 4/8/2010

▶ **SUBDIVISION:** BUFFAT MILL ESTATES  
 ▶ **APPLICANT/DEVELOPER:** CLAYTON BANK & TRUST  
 OWNER(S): Clayton Bank & Trust

TAX IDENTIFICATION: 59 M D 1,30 & 30.02 060 PA 25,26,28 & 28.01 071 AB 2, 22 & 22.01

JURISDICTION: City Council District 4

▶ **LOCATION:** South side of Buffat Mill Rd., north side of McIntyre Rd.

SECTOR PLAN: East City  
 GROWTH POLICY PLAN: Urban Growth Area (Inside City Limits)  
 WATERSHED: Love Creek

▶ **APPROXIMATE ACREAGE:** 74.72 acres

▶ **ZONING:** RP-1 (Planned Residential)

▶ **EXISTING LAND USE:** Vacant land

▶ **PROPOSED USE:** Detached dwellings

SURROUNDING LAND USE AND ZONING: Property in the area is zoned R-1 and RP-1 residential. The existing development to the west and south is primarily detached single family dwellings. Attached residences are located adjoining the site on the north side. Interstate 640 forms the eastern boundary of this site.

▶ **NUMBER OF LOTS:** 241

SURVEYOR/ENGINEER: Batson, Himes, Norvell & Poe

ACCESSIBILITY: Access is via Buffat Mill Rd., a collector street with a pavement width of 18' within a 40' wide right-of-way and McIntyre Rd. a local street with a pavement width of 18' within a 40' wide right-of-way.

▶ **SUBDIVISION VARIANCES REQUIRED:**

1. Horizontal curve variance from 250' to 175' at sta. 20+00 of Road K
2. Horizontal curve variance from 250' to 125' at sta. 25+50 of Road K
3. Horizontal curve variance from 250' to 200' at sta. 12+50 of Road N
4. Vertical curve variance from 87.8' to 50' at sta. 13+95 of Road F
5. Vertical curve variance from 91' to 55' at sta. 15+00 of Road F
6. Vertical curve variance from 465.5' to 285' at sta. 8+65 of Road N
7. Vertical curve variance from 162.75' to 100' at sta. 5+50 of Road K
8. Vertical curve variance from 275' to 165' at sta. 24+70 of Road K

**STAFF RECOMMENDATION:**

▶ **APPROVE** variances 1-8 because the site has a limited amount of frontage on Buffat Mill Rd. and the proposed variance will not create a traffic hazard

**APPROVE the concept plan subject to 11 conditions**

1. Meeting all applicable requirements of the Knoxville Department of Engineering
2. Provision of the required right-of-way dedication on both Buffat Mill Rd. (35') and McIntyre Road (25') as called for in section 62-10 of the Subdivision Regulations.
3. Certification on the final plat by the applicant's engineer that there is 300' of sight distance in both directions on Buffat Mill Rd. at the intersection with the proposed Road K. as required in section 62-88 of the Subdivision Regulations.
4. Provision of a 35' intersection radius on both sides of Buffat Estates Bv. at Buffat Mill Rd. as called for in the traffic impact study if permitted by the Knoxville City Engineer.
5. Provision of a 5' wide sidewalk with a 2' planting strip on one side of every street within the development. Extending the proposed sidewalk to Monte Vista Rd.
6. Adding a note on the final plat that if any building construction is proposed within the 50' setback area around the sinkholes, a geotechnical report must be prepared by a registered engineer to determine soil stability, and that report must be submitted to the Knoxville Department of Engineering for consideration and approval. Engineered footings may be required for these areas. Construction of dwellings is not permitted within the closed contour of the sinkhole/depression.
7. Meeting all applicable requirements and obtaining all permits from the Tennessee Dept. of Environment and Conservation if any are required.
8. Connection to sanitary sewer and meeting all other applicable requirements of the Knox County Health Dept.
9. Provision of street names which are consistent with the Uniform Street Naming and Addressing System within Knoxville ( Ord. 0-280-90).
10. Place a note on the final plat that all lots will have access to the internal street system only
11. Certification of participation in KUB's sewer capacity reservation program.

► **APPROVE the request for up to 241 detached dwellings on individual lots as shown on the development plan subject to 1 condition**

1. Meeting all applicable requirements of the Knoxville Zoning Ordinance

**COMMENTS:**

The applicant is proposing to develop a subdivision containing 241 lots on this 74.7 acre site. Additionally, the applicant is requesting approval of the development plan that will permit the construction of one detached single family dwelling on each of the proposed lots. The site is zoned RP-1 (Planned Residential) with a permitted density of up to 5.99 dwellings per acre. At the maximum density permitted by the current zoning 447 dwellings could be approved for this property.

The preliminary drainage plan submitted with this plan provides sufficient detail for the consideration of the Concept Plan. At the Concept Plan level, the applicant provides the locations of the proposed detention basins and a general plan as to how the stormwater will be directed to the detention facilities. The detailed drainage plan comes under the purview of the Knoxville City Engineer. The final detailed grading and drainage plan will be submitted to the City Engineer as part of the Design Plan process which is the next step in the subdivision review process, if this concept plan is approved.

A traffic impact study was prepared and submitted to MPC and City staff for review. The study noted with the number of units the level of service at the intersection of the proposed entrance and Buffat Mill Rd. would operate a "level of service" B and at "level of service" A at McIntyre Rd.. This is generally considered to be very acceptable. The plan as presented proposes up to 241 dwellings. Staff anticipates this project will generate approximately 2500 trips per day. Approximately 20% of those trips will be generated during the morning peak hour and afternoon peak hour. The remaining 80% of the traffic generated by this development will be spread throughout the remaining 22 hours in a day. Based on the findings of the traffic impact study, traffic from this development can be accommodated on the existing road network with only minimal impact. The site is within the parent responsibility zone for Spring Hill Elementary School. Sidewalks will be required within the development.

**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. KUB can provide water, sewer, electrical and natural gas service to the site.
2. Any school age children living in this development are presently zoned to attend Spring Hill Elementary,

Holston Middle, and Fulton High Schools.

3. The proposed detached single-family subdivision is consistent in use and density with the zoning and subdivision development in the area. The predominant use in the area is detached single family dwellings. Many of the developed lots in the area west of this site are 50' to 100' wide. The lots in the proposed development are 50' to 75' wide.

4. Drainage will be directed into the existing drainageways on this site. Stormwater detention, grading and drainage plans will be required that meet the City of Knoxville's regulations.

#### CONFORMITY OF THE PROPOSAL TO CRITERIA ESTABLISHED BY THE KNOXVILLE ZONING ORDINANCE

1. With the recommended conditions, the proposed detached single-family subdivision meets the standards for development within the RP-1 (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:

A. The proposed development is consistent with the adopted plans and policies of the General Plan and Sector Plan. The East City Sector Plan proposes this site for low density residential use with a maximum density of 6 dwellings per acre. The overall development density of the proposed subdivision is 3.23 dwellings per acre.

B. The use is in harmony with the general purpose and intent of the Zoning Ordinance. The proposed development complies with all the height, bulk and area requirements of the Knoxville Zoning Ordinance. The proposed development meets all the requirements of the RP-1 (Planned Residential) District.

C. The use is compatible with the character of the neighborhood where it is proposed. As previously noted, the proposed subdivision is compatible in use and intensity of development with the surrounding area.

D. The use will not significantly injure the value of adjacent property. The houses proposed in this development will be of similar value to a number of the houses in this area.

E. The use will not draw additional non-residential traffic through residential areas. This is a low density residential development within an area designated for low density residential use. The traffic generated from this project will be similar to the traffic that is generated by other residential developments. Buffat Mill Rd. is classified as a collector street. With that classification, it is expected to collect traffic from this and the surrounding residential areas and provide a route to the arterial streets in the area.

#### CONFORMITY OF THE PROPOSAL TO ADOPTED PLANS

1. The East City Sector Plan identifies this property for low density residential use with a maximum density of 6 du/ac. The RP-1 zoning approved for this site allows a density of up to 5.99 du/ac. which is consistent with the Sector Plan. The proposed development density of 3.23 dwellings per acre is within the development density permitted by the Sector Plan and current zoning of the site.

#### ESTIMATED TRAFFIC IMPACT 2329 (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.

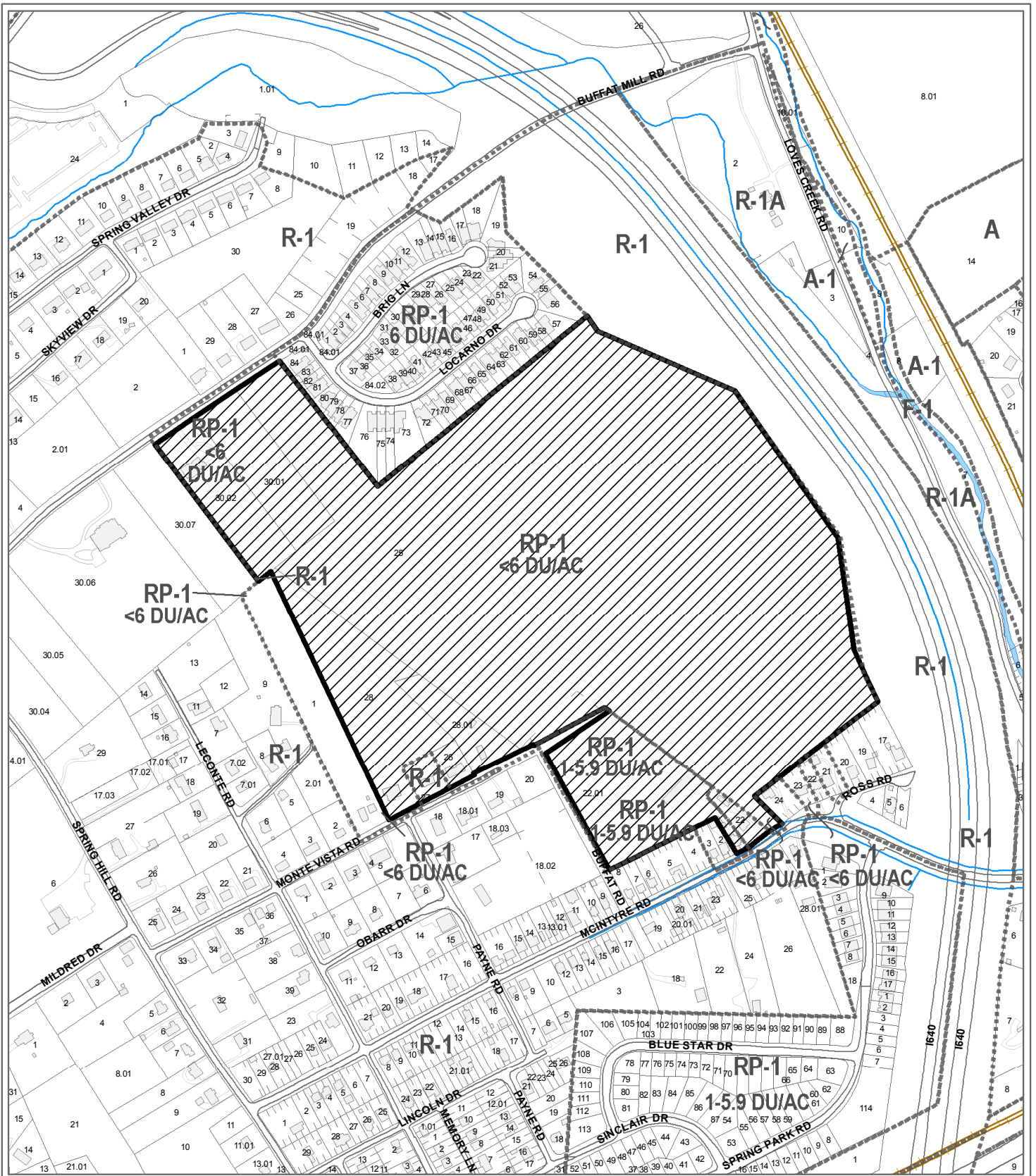
ESTIMATED STUDENT YIELD: 92 (public and private school children, ages 5-18 years)

Schools affected by this proposal: Spring Hill Elementary, Holston Middle, and Austin East High.

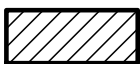
- School-age population (ages 5–18) is estimated by MPC using data from a variety of sources.
- While most children will attend public schools, the estimate includes population that may be home-schooled, attend private schools at various stages of enrollment, or drop out of the public system.
- Students 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 Knoxville City Council. The date of the Knoxville City Council hearing will depend on when the appeal application is filed.



**4-SA-10-C / 4-B-10-UR  
CONCEPT PLAN/USE ON REVIEW**

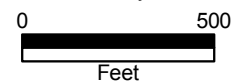


Detached dwellings in RP-1 (Planned Residential)

Original Print Date: 3/24/2010  
 Revised:  
 Metropolitan Planning Commission \* City / County Building \* Knoxville, TN 37902

Petitioner: Clayton Bank & Trust  
 Buffat Mill Estates

Map No: 59  
 Jurisdiction: City





LOCATION MAP

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CLAYTON BANK AND TRUST  
 700 MARKET STREET  
 ANDOVER, TENNESSEE 37017  
 PHONE: (606) 347-2341 EXT. 1113



CONCEPT & DEVELOPMENT PLAN FOR  
**BUFFATT MILL ESTATES**  
 32nd WARD, CITY OF ANDOVERVILLE  
 DISTRICT 6, ANDOVER COUNTY, TN  
 CONTOUR INTL VAL-27  
 SHEET 1 OF 5 SHEETS 24-225-C



BATSON, HIMES, NORVELL & JOE  
 REGISTERED PROFESSIONAL ENGINEERS  
 1000 W. MAIN ST., SUITE 200  
 ANDOVER, TN 37017  
 PHONE: (606) 348-4477  
 FAX: (606) 348-4473  
 email: bhn@batson-himes.com





LOCATION MAP



CLAYTON BANK AND TRUST  
 470 TO MEMPHIS  
 KNOXVILLE, TENNESSEE 37912  
 PHONE: (603) 522-2840 (T.1643)



GRADING & DRAINAGE PLAN FOR  
**BUFFATT MILL ESTATES**  
 SHEET 2 OF 5 SHEETS  
 DATE: 02/17/10  
 SCALE: 1"=100'

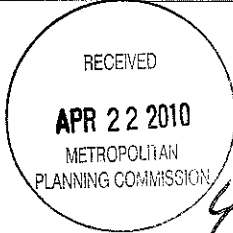


REVISED  
 3-27-10

4-5-A-10-C  
 4-15-10-40

BATSON, JAMES, NORVELL & POE  
 REGISTERED ENGINEERS & LAND SURVEYORS  
 1000 W. BROADWAY, SUITE 1000  
 KNOXVILLE, TENNESSEE 37909  
 PHONE: (603) 298-4473  
 EMAIL: jbatson@batson-poe.com





4-SA-10-C  
4-B-10-UR

File Number: 4-B-10-UR (Clayton Bank & Trust)

Application Type: Use on Review

Proposed Use: Detached Dwellings

Location: South Side of Buffat Mill Rd., North side of McIntyre Rd.

Applicant/Rep.: Batson, Himes, Norvell & Poe (588-6472)

Knoxville/Knox County Metropolitan Planning Commission:

Hello,

I am writing to inform you of my concerns about the proposed development to the land in question. The main concern that I have is the traffic load and viability of additional use of current road infrastructure. In this location of Knoxville/Knox County we have had several new developments in the last 10 years and the current capacity of the road is at or is almost at its limitations due to the narrow, rural nature of ALL the roads that will be impacted - Buffat Mill, Spring Hill, McIntyre, and Loves Creek -the four roads that border the development. In addition, please have consideration for Millertown Pike.

Please drive on the roads at peak rush hour and off peak hours. Please notice the difficulty of the "tunnel" of Loves Creek because it is small and restricts traffic. Also there is no turning lane or ability for larger vehicles to pass through. Please notice the disrepair of Spring Hill and the very dangerous intersection it has with Buffat Mills because it is a three way stop with four directions of traffic. Also, Spring Hill's flow is periodically restricted due to train traffic. Millertown Pike already has a high level of congestion especially because of Knoxville Center Mall, Sam's Club, Wal-Mart, and the numerous developments further down Millertown and Washington pike's. The area has grown tremendously but roads are lacking.

Normally I would not be concerned about new development of houses or light industrial manufacturing close to my property, but in this instance it may be a little much at 200+ new family residences. I would have less hesitation for the new project if it was less than 100 units. The City/County may need to propose additional investment in the road infrastructure for Spring Hill with special attention to the Love's Creek "tunnel" and Millertown Pike.

  
Daniel Johnson

865-851-4745