

KNOXVILLE/KNOX COUNTY METROPOLITAN PLANNING COMMISSION USE ON REVIEW REPORT

	FILE #: 2-C-13-UR	AGENDA ITEM #: 26				
		AGENDA DATE: 2/14/2013				
۲	APPLICANT:	M & M DEVELOPMENT				
	OWNER(S):	Wallace McClure				
	TAX ID NUMBER:	130 J C 14-15				
	JURISDICTION:	County Commission District 6				
۲	LOCATION:	West side of Summit Station Ln., east side of Black Rd.				
•	APPX. SIZE OF TRACT:	0.4 acres				
	SECTOR PLAN:	Northwest County				
	GROWTH POLICY PLAN:	Urban Growth Area- Farragut				
	ACCESSIBILITY:	Access is via Summit Station Ln., a local street with a pavement width of 26 within a 50' wide right-of-way.				
	UTILITIES:	Water Source: West Knox Utility District				
		Sewer Source: West Knox Utility District				
	WATERSHED:	Turkey Creek				
►	ZONING:	PR (Planned Residential)				
		Developing subdivision				
۲	EXISTING LAND USE:	Developing subdivision				
• •	PROPOSED USE:	Reduce the peripheral boundary setback from 35 ft. to 20 ft. and permit detached dwellings at 11907 & 11913 Summit Station Ln. (130 JC 014 & 015)				
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STAFF RECOMMENDATION:

APPROVE the request to revise the peripheral boundary setback to 20 feet and permit detached dwellings on the two lots shown on the site plan subject to 2 conditions

- 1. Meeting all other applicable requirements of the Knox County Zoning Ordinance
- 2. Meeting all other applicable requirements of the previously approved use on review

COMMENTS:

The applicant is requesting that the previously approved peripheral boundary setback for two lots in this 33 lot

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development be reduced from 35' to 20'. The two lots in question are at the end of a cul de sac. Due to the narrow width at the front of the lots, the preferred building sites will need to be moved toward the rear of each lot. This will cause the building footprint for the proposed houses to encroach into the existing peripheral setback. The Knox County Zoning Ordinance permits the MPC to lessen the required peripheral setback when the property in question adjoins other residential or agriculturally zoned land. In this case the adjoining property is zoned RA residential and A agricultural. As originally designed this project was to be developed with attached residential units. The roads and lotting arrangement were installed with that concept in mind. Due to market forces, the applicant has changed his concept from attached dwellings to detached dwellings as the preferred type of unit that is to be built in this project.

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

1. The proposed revised plan will have minimal impact on local services since water and sewer utilities are in place to serve this site.

2. The proposed detached residential subdivision at a density of 2.39 du/ac, is consistent in use and density with the approved rezoning of the property.

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

1. The proposed revisions meets the standards for development within a PR (Planned Residential) Zone and all other requirements of the Zoning Ordinance with the recommended conditions.

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 (See comments below). The use is in harmony with the general purpose and intent of the Zoning Ordinance. The use will not draw additional traffic through residential areas since access is to an arterial street.

CONFORMITY OF THE PROPOSAL TO ADOPTED PLANS

1. The Northwest County Sector Plan designates this property for low density residential use. The PR zoning allows consideration of a density up to 4 du/ac. The subdivision was approved at a density of 2.39 du/ac is consistent with the Sector Plan and zoning designation.

2. The site is located within the Urban Growth Area on the Knoxville-Knox County-Farragut Growth Policy Plan map.

ESTIMATED TRAFFIC IMPACT 28 (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: 1 (public and private school children, ages 5-18 years)

Schools affected by this proposal: Farragut Primary/Intermediate, Farragut Middle, and Farragut 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.

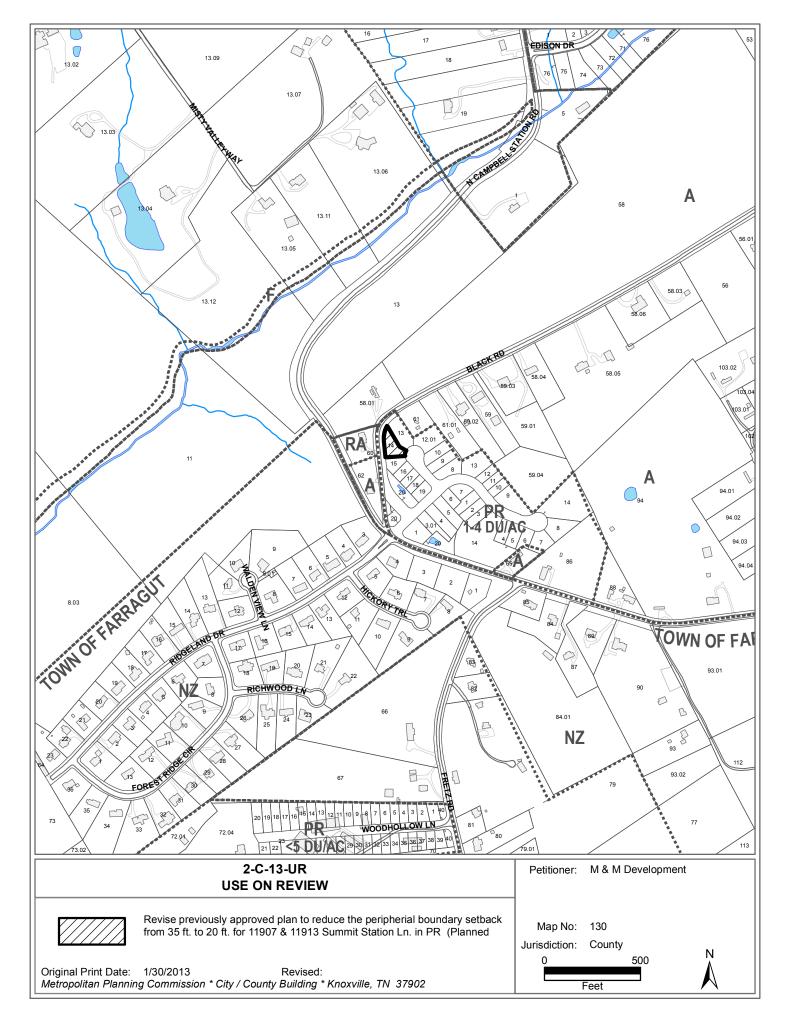
• Estimates presume full build-out of the proposed development. Build-out is subject to market forces, and timing varies widely from proposal to proposal.

• 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.

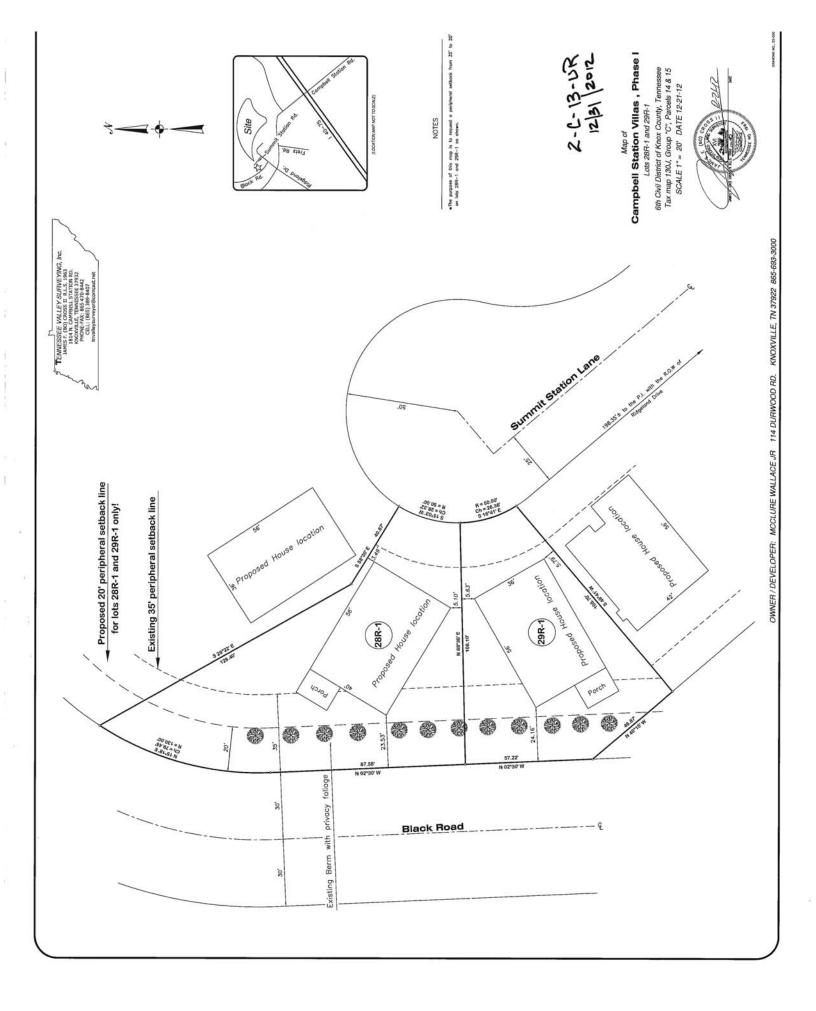
MPC's approval or denial of this request is final, unless the action is appealed to the Knox County Board of Zoning Appeals. The date of the Knox County Board of Zoning Appeals hearing will depend on when the appeal application is filed. Appellants have 30 days to appeal an MPC decision in the County.

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