

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

▶ **FILE #:** 6-SC-16-C **AGENDA ITEM #:** 9  
 6-J-16-UR **AGENDA DATE:** 8/11/2016

POSTPONEMENT(S): 6/9/2016-7/14/2016

▶ **SUBDIVISION:** THE HIGHLANDS AT HARDIN VALLEY

▶ **APPLICANT/DEVELOPER:** IDEAL ENGINEERING SOLUTIONS

OWNER(S): Ashwood Properties, LLC

TAX IDENTIFICATION: 117 021

[View map on KGIS](#)

JURISDICTION: County Commission District 6

STREET ADDRESS: 2021 N Campbell Station Rd

▶ **LOCATION:** Northwest side of N. Campbell Station Rd., south of Hardin Valley Rd.

SECTOR PLAN: Northwest County

GROWTH POLICY PLAN: Rural Area

WATERSHED: Conner Creek and Hickory Creek

▶ **APPROXIMATE ACREAGE:** 20 acres

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

▶ **EXISTING LAND USE:** vacant land

▶ **PROPOSED USE:** Detached residential subdivision

SURROUNDING LAND USE AND ZONING: Development in the immediate vicinity of this site consists of detached dwellings on large lots or acreage tracts. The existing development has occurred in areas zone A agricultural or RA residential.

▶ **NUMBER OF LOTS:** 50

SURVEYOR/ENGINEER: Ideal Engineering Solutions, Inc

ACCESSIBILITY: Access is via N. Campbell Station Rd., a minor arterial street with a pavement width of 20' within a 50' wide right-of-way

▶ **SUBDIVISION VARIANCES REQUIRED:**

1. Vertical curve variance from a K value of 25 to a K value of 20 on Road A at sta 3+00
2. Vertical curve variance from a K value of 25 to a K value of 16 on Road A at sta 1+00
3. Vertical curve variance from a K value of 25 to a K value of 20 on Road C at sta 0+30
4. Vertical curve variance from a K value of 25 to a K value of 20 on Road C at sta 1+95
5. Horizontal curve radius variance from 250' to 175' at sta 1+50 of Road C

**STAFF RECOMMENDATION:**

▶ **APPROVE** variance 1-5 because topographic constraints and site conditions restrict compliance with

**the Subdivision Regulations, and the proposed variances will not create a traffic hazard**

**APPROVE the concept plan subject to 10 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. Installation of a 5' wide sidewalk with a 2' wide planting strip on at least one side of Roads A and B as shown on the plan. Sidewalk construction must meet all applicable requirements of the Americans with Disabilities Act (ADA) and the Knox County Department of Engineering and Public Works. A bond shall be provided to the Knox County Department of Engineering and Public Works by the developer in an amount sufficient to guarantee the installation of the sidewalks.
4. Meeting all applicable requirements of the Knox County Department of Engineering and Public Works.
5. Placing a note on the final plat that all lots shall have access only to the internal street system.
6. Prior to final plat approval create a homeowners association that will be responsible for maintaining the proposed stormwater control facilities, recreational amenities and any other commonly held assets.
7. Certification on the final plat by the applicant's surveyor that sight distance meets or exceeds the requirements as stated in the Subdivision Regulations in both directions along Campbell Station Rd.
8. Prior to obtaining a design plan approval for the subdivision, submitting stream determination study to the Knox County Department of Engineering and Public Works for the blue line that is shown along the northern boundary this site. A revised concept plan will be required showing the required buffers if it is determined to be a stream.
9. On the final plat note the proposed limits of grading and disturbance on lots 15-17, 31-33 and 41-43. Note on the final plat that owners of those lots are to discouraged from further land disturbance beyond the limits of grading
10. 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.

► **PPROVE the request for up to 50 detached dwellings on individual lots subject to 1 condition**

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

**COMMENTS:**

The applicant has presented a plan for a 50 lot subdivision on this 20 acre site. The rezoning of the site was recently approved by the Knox County Commission to PR (Planned Residential) at a maximum density of 2.7 du/ac. At the maximum density the development could contain 54 dwellings. Approximately one-half of the site has slopes that exceed fifteen percent grade. Given those slope characteristics, staff requested that a grading plan be prepared as part of the concept subdivision review process. The grading plan was submitted and staff originally had reservations about approving the subdivision plan because the amount of grading proposed exceeded the guidelines contained in the Hillside Protection Plan (HPP). Since the initial submission the applicants and their engineer have met with staff, on more than one occasion, and reworked their plan to bring it in line the HPP. Some of the proposed lots will have steep rear yards but the plan has been revised to provide moderately sloping front yards.

As noted earlier, the applicant's request for PR (Planned Residential) zoning was approved for this site. The Planning Commission has very broad powers in reviewing and placing conditions on a plan via the use on review process. It is staff's opinion that the guidelines contained in the Hillside Protection Plan may be used when reviewing a plan. The general description of the PR (Planned Residential) Zone states that developments should employ "imaginative solutions to environmental design problems". The Hillside Protection Plan establishes a grading budget for a site based on the amount of acreage in each slope category. Based on the staff generated slope analysis, the development will be permitted to disturb up to 11.67 acres. The HPP does not stipulate where the grading can occur on the site but it does discourage grading on the steepest portions of the property. The grading plan as presented generally does preserve the steepest portions of the site and states that the project can be accomplished within the grading budget permitted by the plan.

The site is located within the parent responsibility zone for Hardin Valley Elementary, the proposed Hardin Valley Middle School and Hardin Valley Academy. The applicant has proposed to provide a sidewalk from the entrance of the subdivision that will reconnect with Campbell Station Rd. at the northeast corner of the site. This sidewalk will also provide access to a passive recreational area that will be provided around the existing spring that is also located in the northeastern corner of the property. KGIS maps show a blue line stream may exist along the northern boundary of the site. The applicant will be required to have a stream determination

study prepared which will indicate if stream buffers will be required. This should not be a problem in this instance because no land disturbance is proposed within 100' of the stream.

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

1. All utilities are available or will be extended to serve this site.
2. The proposed low density residential development at a density of 2.50 du/ac preserves some of the steepest slope areas, and is compliant with the Hillside Protection Plan and it is compatible with other development that has occurred in this area.

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

1. With the stated conditions, the proposed detached residential subdivision 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 since the subdivision has direct access to a major arterial street.

#### 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 PR zoning approved for the property allows consideration of up to 2.7 du/ac . The proposed development with a density of 2.5 du/ac is consistent with the Sector Plan and approved zoning designation.
2. The site is located within the Rural Area on the Knoxville-Knox County-Farragut Growth Policy Plan map.

ESTIMATED TRAFFIC IMPACT: 548 (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.

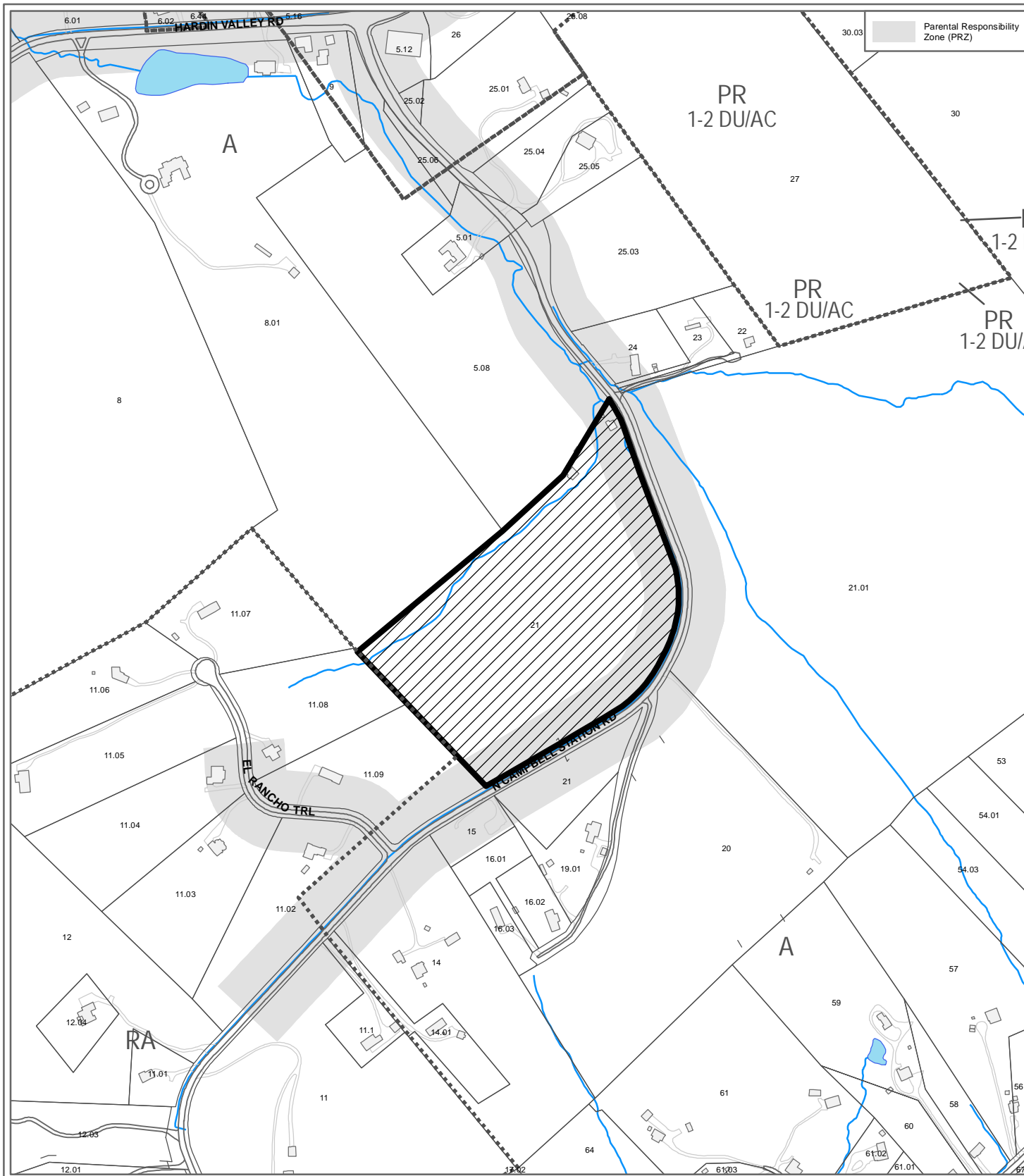
ESTIMATED STUDENT YIELD: 27 (public and private school children, ages 5-18 years)

Schools affected by this proposal: Hardin Valley Elementary, Karns Middle, and Hardin Valley Academy.

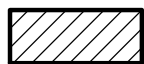
- School-age population (ages 5–18) is estimated by MPC using data from a variety of sources.
- While most children will attend public schools, the estimate includes population that may be home-schooled, attend private schools at various stages of enrollment, or drop out of the public system.
- Students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



**6-SC-16-C / 6-J-16-UR  
CONCEPT PLAN/USE ON REVIEW**



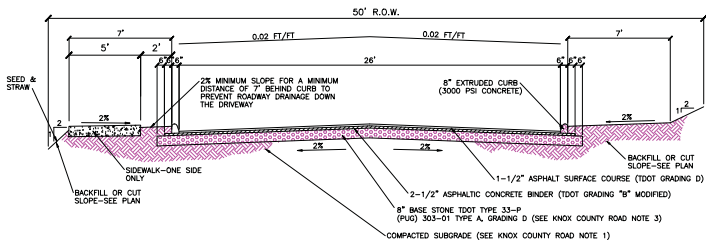
Detached residential subdivision in PR (Planned Residential) pending

Original Print Date: 5/16/2016      Revised:  
Metropolitan Planning Commission \* City / County Building \* Knoxville, TN 37902

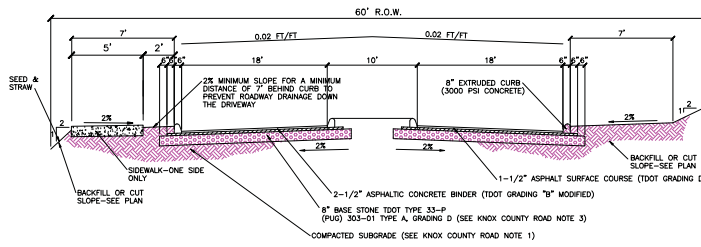
Petitioner: Ideal Engineering Solutions  
The Highlands at Hardin Valley

Map No: 117  
Jurisdiction: County

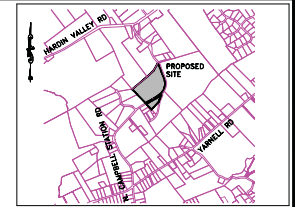




TYPICAL KNOX COUNTY ROAD CROSS SECTION  
NOT TO SCALE



TYPICAL BOULEVARD ROAD CROSS SECTION  
NOT TO SCALE



VICINITY MAP  
NOT TO SCALE

GENERAL NOTES:

- CONTRACTOR TO VERIFY LOCATIONS OF ALL UTILITIES PRIOR TO CONSTRUCTION. LOCATION OF UTILITIES IS BASED ON THE BEST AVAILABLE INFORMATION. CALL TENNESSEE "811" AT LEAST 72 HOURS PRIOR TO CONSTRUCTION.
- CONTRACTOR RESPONSIBLE FOR COMPLIANCE WITH OSHA REQUIREMENTS FOR SLOPE STABILITY, SHORING, AND SLOPE CONTROL DURING CONSTRUCTION.
- BACK FILL MUST BE PLACED AND COMPACTED TO 95% OF STANDARD PROCTOR PRIOR TO UTILITY INSTALLATION.
- CONTRACTOR IS RESPONSIBLE FOR VERIFYING GRADES, ELEVATIONS AND ALIGNMENTS PRIOR TO CONSTRUCTION. REPORT ANY DISCREPANCIES OR INCONSISTENCIES TO IDEAL ENGINEERING SOLUTIONS, INC. AT 755-3274.
- TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH MANUAL ON LINE OF TRAFFIC CONTROL DEVICES, LATEST EDITION.
- THE CONTRACTOR SHALL COMPLY WITH ALL APPLICABLE PROVISIONS OF THE MANUAL OF ACCOUNT PRACTICE IN CONSTRUCTION ISSUED BY THE ASSOCIATED GENERAL CONTRACTORS OF AMERICA, INC.
- DEMOLITION OF EXISTING STRUCTURES AND ABANDONMENT OF EXISTING UTILITIES TO BE PERMITTED AND COORDINATED WITH KNOX COUNTY.

PROPERTY NOTES:

- TOTAL AREA = 20.04 ACRES
- CLT AND PARCEL: 117 021
- EXISTING ZONING: A 10R (DU/ACRE REQUESTED)
- PROPOSED NUMBER OF LOTS: 50
- 10' DRAINAGE AND UTILITY EASEMENT INSIDE EXTERIOR AND ROAD FRONTAGE LOT LINES, 5' EACH SIDE OF ALL INTERIOR LOT LINES, EXCEPT UNDER PROPOSED ZERO LOT LINES.
- ALL LOTS TO HAVE VEHICULAR ACCESS TO INTERNAL STREETS ONLY.

SETBACKS:

FRONT:	20 FT.
REAR:	25 FT.
REAR:	35 FT.

UTILITIES:

WATER:	WEST KNOX UTILITY DISTRICT
SEWER:	WEST KNOX UTILITY DISTRICT
ELECTRIC:	LENOX CITY UTILITY BOARD
SOLID WASTE:	PRIVATE HAULER
TELEPHONE:	AT&T

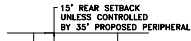
VARIANCES REQUESTED:

- ROAD A STA 3400 REDUCTION OF VERTICAL CURVE FROM 25 TO 20.
- ROAD A STA 1+00 REDUCTION OF VERTICAL CURVE FROM 25 TO 18.
- ROAD C STA 0+30 REDUCTION OF VERTICAL CURVE FROM 25 TO 20.
- ROAD C STA 1+55 REDUCTION OF VERTICAL CURVE FROM 25 TO 20.

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Revised: 7/25/2016



SCALE IN FEET  
0 60 120



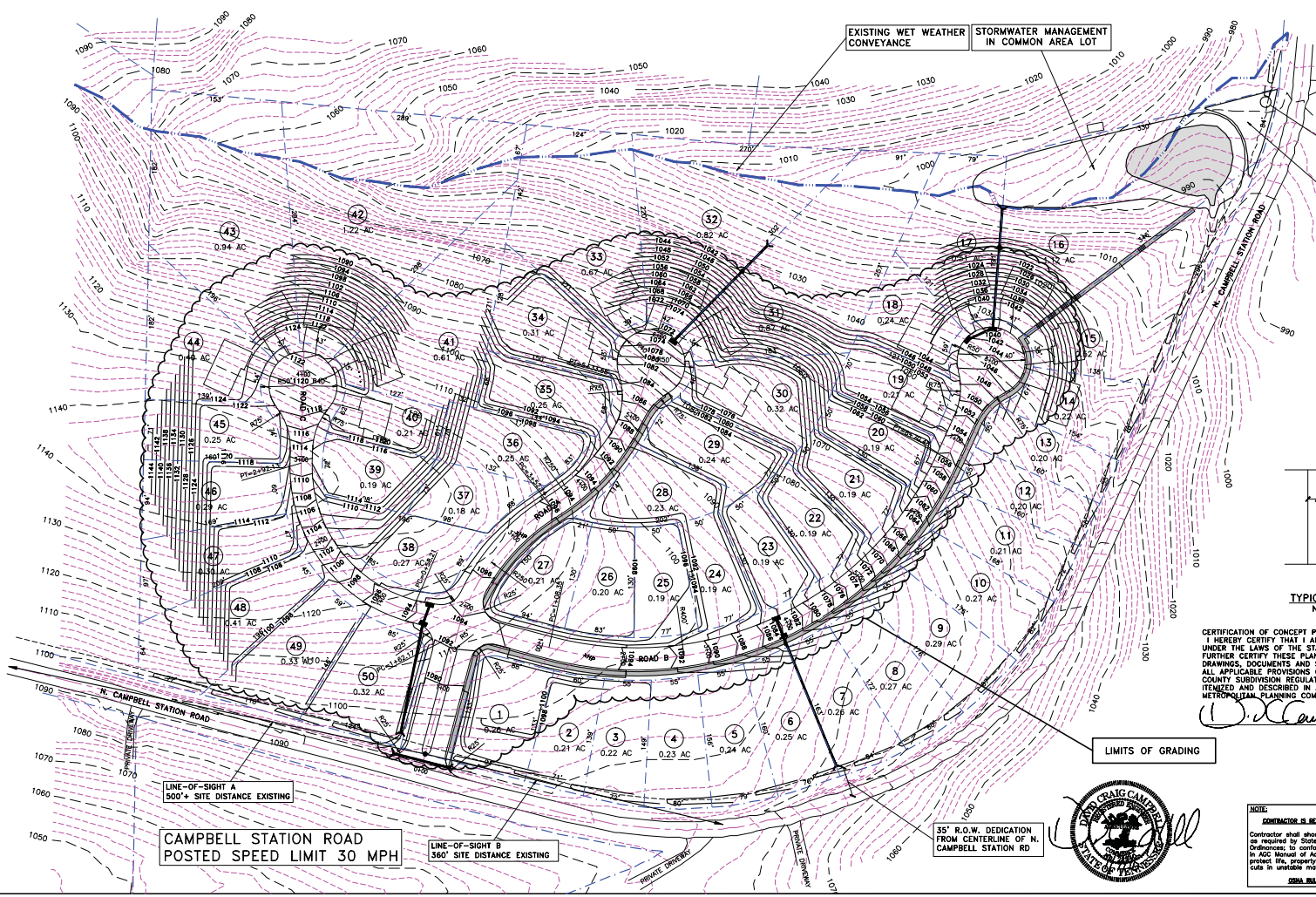
TYPICAL LOT LAYOUT  
NOT TO SCALE

CERTIFICATION OF CONCEPT PLAN  
I HEREBY CERTIFY THAT I AM AN ENGINEER, LICENSED UNDER THE LAWS OF THE STATE OF TENNESSEE. I FURTHER CERTIFY THESE PLANS AND ACCOMPANYING DRAWINGS, DOCUMENTS AND STATEMENTS CONFORM TO ALL APPLICABLE PROVISIONS OF THE KNOXVILLE-KNOX COUNTY SUBDIVISION REGULATIONS EXCEPT AS HAS BEEN INTENDED AND DESCRIBED IN A REPORT FILED WITH THE METROPOLITAN PLANNING COMMISSION.

*D. Campbell* TN PE 22540



NOTE:  
CONTRACTOR IS RESPONSIBLE FOR ALL TRENCH SAFETY. Contractor shall shore and brace all open cut trenches as required by State and Federal Laws and Local Ordinances to conform with recommendations set forth in ACC Manual of Accident Prevention in Construction to protect life, property, or works to avoid unnecessary wide cuts in unstable material.  
SOIL WALLS SHALL BE ARMED BY



CAMPBELL STATION ROAD  
POSTED SPEED LIMIT 30 MPH

LINE-OF-SIGHT B  
360° SITE DISTANCE EXISTING

35' R.O.W. DEDICATION  
FROM CENTERLINE OF N. CAMPBELL STATION RD.

LIMITS OF GRADING

**SHEET ONE**

**CONCEPT PLAN**

**HIGHLANDS AT HARDIN VALLEY**  
KNOX COUNTY, TENNESSEE

Prepared For:  
Ashwood Properties, LLC  
11020 Kingston Pike, Suite 250  
Farragut, Tennessee 37934  
(865) 406-2034

Planning Agency:  
Knoxville-Knox County MPC  
400 Main Street, Suite 403  
Knoxville, Tennessee 37902  
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24 JUL 2016

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