

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

▶ **FILE #:** 2-SA-16-C  
 2-D-16-UR

**AGENDA ITEM #:** 12  
**AGENDA DATE:** 2/11/2016

▶ **SUBDIVISION:** 3004 SOLWAY  
 ▶ **APPLICANT/DEVELOPER:** IDEAL ENGINEERING SOLUTIONS  
 OWNER(S): Thomas C. Beeler

TAX IDENTIFICATION: 89 121

[View map on KGIS](#)

JURISDICTION: County Commission District 6

STREET ADDRESS: 3004 Solway Rd

▶ **LOCATION:** Northeast side of Solway Rd., south of George Light Rd.

SECTOR PLAN: Northwest County

GROWTH POLICY PLAN: Planned Growth Area

WATERSHED: Beaver Creek

▶ **APPROXIMATE ACREAGE:** 16.5 acres

▶ **ZONING:** PR (Planned Residential) TO (Technology Overlay)

▶ **EXISTING LAND USE:** Vacant land

▶ **PROPOSED USE:** Detached Residential Subdivision

SURROUNDING LAND USE AND ZONING: North: Beaver Creek and Pellissippi Parkway - F (Floodway)/TO (Technology Overlay)  
 South: Business - BP (Business and Technology)/TO (Technology Overlay)  
 East: Pellissippi Parkway and church - BP (Business and Technology)/TO (Technology Overlay)  
 West: Residence and vacant land - A (Agricultural)/TO (Technology Overlay)

▶ **NUMBER OF LOTS:** 58

SURVEYOR/ENGINEER: Ideal Engineering Solutions, Inc

ACCESSIBILITY: Access is via Solway Rd., a minor collector street with a 21' pavement width within a 40' - 75' right-of-way.

▶ **SUBDIVISION VARIANCES REQUIRED:**  
 1. Tangent length variance between reverse curves on Road A at STA 13+26.81, from 50' to 11'.  
 2. Horizontal curve variance on Road A at STA 3+19.66, from 250' to 125'.

**STAFF RECOMMENDATION:**

▶ **APPROVE** variances 1 and 2 because the site's topography and shape restrict compliance with the Subdivision Regulations and the proposed variances will not create a traffic hazard.

**APPROVE** the Concept Plan subject to 9 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 (Ord 91-1-102).
3. Providing sidewalks on at least one side of the proposed streets that would provide a pedestrian connection to the amenities area and the future Knox to Oak Ridge Greenway that is proposed along Solway Rd. Installation of sidewalks as identified on the revised concept plan. Sidewalks shall meet all applicable requirements of the Americans with Disabilities Act (ADA) and the Knox County Department of Engineering and Public Works, and shall be installed at the time the street improvements are installed for the subdivision.
4. Prior to obtaining a design plan approval for the subdivision, submitting a detailed grading plan to the Knox County Department of Engineering and Public Works and Planning Commission Staff that documents all proposed lots will have adequate building sites and yard areas with driveway grades not exceeding a 15% grade. All building sites shall meet required setbacks and buffers. Those lots that cannot comply with this condition will have to be combined with adjoining lots on any final plats submitted to the Planning Commission for approval.
5. Meeting all applicable requirements of the Knox County Department of Engineering and Public Works.
6. Working with the Knox County Greenways Coordinator on establishing the 30' wide greenway easement that is identified on the concept plan.
7. Placing a note on the final plat that all lots will have access only to the internal street system.
8. Identifying the line of sight easement across Lot 47 on the final plat. This easement is required in order to provide the needed sight distance for the curve in Road A and will restrict the placement of the house and driveway on Lot 47.
9. 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 Development Plan for up to 58 detached dwelling units on individual lots, and a reduction of the peripheral setback along Solway Rd. for Lot 1 only from 35' to 25', subject to 1 condition.**

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

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 subdivide a 16.5 acre tract into 58 detached residential lots at a density of 3.52 du/ac. The property is located on the northeast side of Solway Rd., south of George Light Rd. The proposed subdivision will be served by public streets with access out to Solway Rd.

The Planning Commission recommended approval of a rezoning to PR (Planned Residential) at a density of up to 3.66 du/ac. on December 10, 2015. The Knox County Commission approved the rezoning to PR (Planned Residential) at a density of up to 3.66 du/ac. on January 25, 2016.

The "Knoxville-Knox County Park, Recreation and Greenways Plan" identifies a Greenway Corridor along Pellissippi Parkway. The "Knox to Oak Ridge Greenway Plan" identifies this Corridor as a regional greenway and identifies the preferred route along Solway Rd. Staff is recommending that the applicant work with the Knox County Greenways Coordinator on establishing the 30' wide greenway easement along Solway Rd. that is identified on the concept plan. Staff is also recommending that the applicant provide sidewalks on at least one side of the proposed streets. The sidewalk would provide a pedestrian connection to the amenities area along Solway Rd., the future Knox to Oak Ridge Greenway which will connect to Solway Park which is located just north of George Light Rd.

Staff has recommended a condition that the applicant provide a detailed grading plan prior to design plan approval that documents that adequate building sites are available on all proposed lots.

The applicant has requested a reduction of the peripheral setback from 35' to 25' along all exterior boundaries of this subdivision. The Planning Commission can approve a peripheral setback reduction down to 15' when the subdivision adjoins specific residential zoning districts. The Planning Commission cannot approve the requested peripheral setback reduction along the northern, eastern and southern property boundaries since those properties are zoned F (Floodway) and BP (Business and Technology). The Planning Commission can approve the reduction along Solway Rd. for Lot 1 since the adjoining zoning district is A (Agricultural).

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

1. The proposed detached residential subdivision will have minimal impact on local services since utilities are available to serve this site.
2. The proposed low density residential development is compatible with the scale and intensity of development that has occurred in this area.
3. The proposed detached residential subdivision at a density of 3.52 du/ac, is consistent in use and density with the approved rezoning for the property.

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

1. With the recommended conditions, the proposed subdivision is consistent with all relevant requirements of the PR zoning, as well as other criteria for approval of a use on review.
2. The development is consistent with the following general standards for uses permitted on review: The proposal 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 will not significantly injure the value of adjacent property. The use will not draw additional traffic through residential areas since the development has access to a minor collector street.

#### CONFORMITY OF THE PROPOSAL TO ADOPTED MPC PLANS

1. The Northwest County Sector Plan proposes low density residential uses for this site. The proposed development at a density of 3.52 du/ac is consistent with the sector plan.
2. This site is located within the Planned Growth Area on the Knoxville-Knox County-Farragut Growth Policy Plan map.

ESTIMATED TRAFFIC IMPACT: 628 (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.

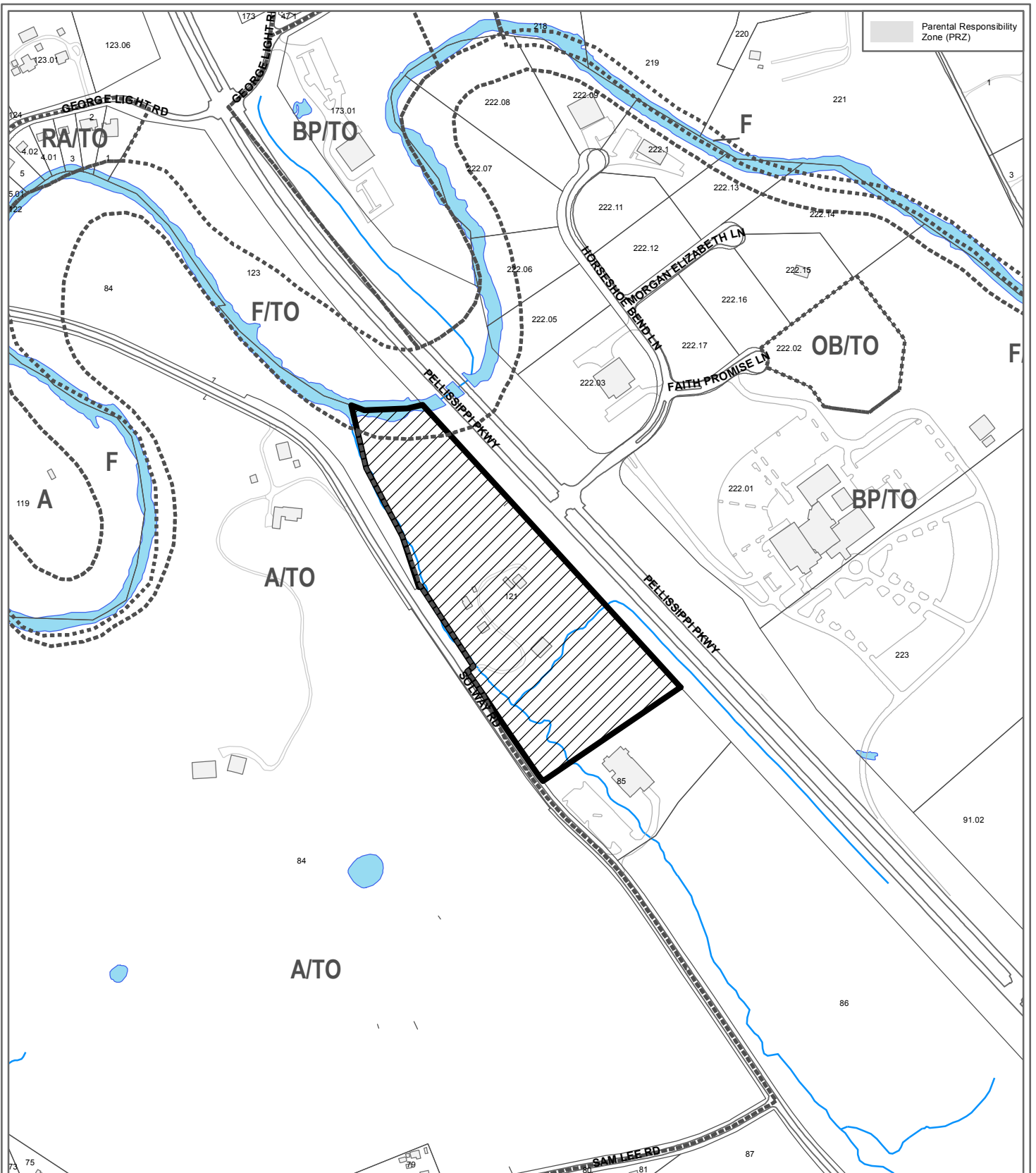
ESTIMATED STUDENT YIELD: 31 (public and private school children, ages 5-18 years)

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.



Parental Responsibility Zone (PRZ)

**2-SA-16-C / 2-D-16-UR  
CONCEPT PLAN/USE ON REVIEW**

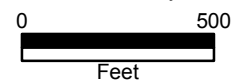
Petitioner: Ideal Engineering Solutions  
3004 Solway

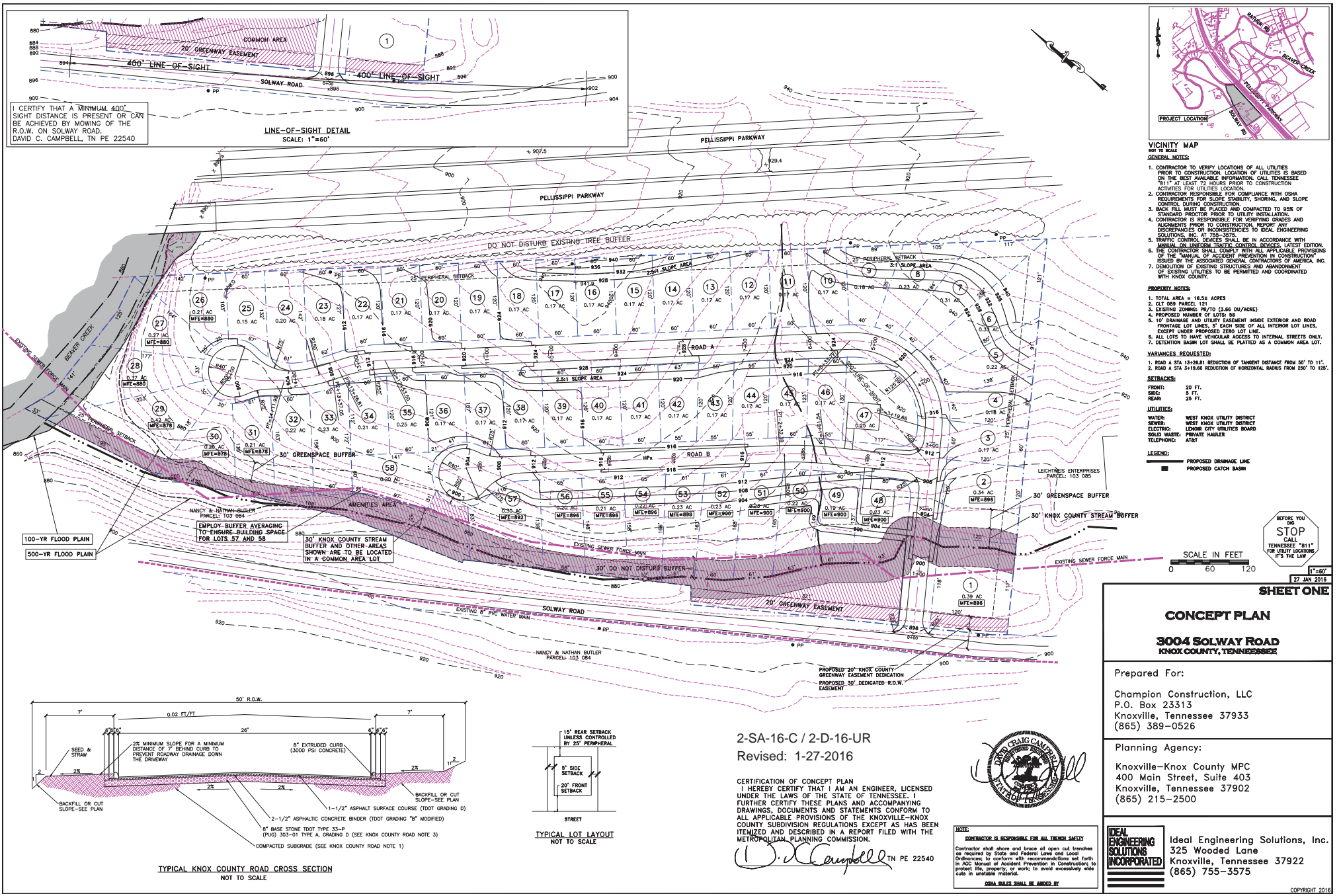


Detached Residential Subdivision in PR (Planned Residential) TO  
(Technology Overlay) Pending

Map No: 89  
Jurisdiction: County

Original Print Date: 1/26/2016  
Revised:  
Metropolitan Planning Commission \* City / County Building \* Knoxville, TN 37902





I CERTIFY THAT A MINIMUM 400' SIGHT DISTANCE IS PRESENT OR CAN BE ACHIEVED BY MOWING OF THE R.O.W. ON SOLWAY ROAD. DAVID C. CAMPBELL, TN PE 22540

LINE-OF-SIGHT DETAIL  
SCALE: 1"=60'

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 ACTIVITIES FOR UTILITIES LOCATION.
  - 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 AND ALIGNMENTS PRIOR TO CONSTRUCTION. REPORT ANY DISCREPANCIES OR INCONSISTENCIES TO IDEAL ENGINEERING SOLUTIONS, INC. AT 755-3074.
  - TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH MANUAL ON LINEAR 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 = 16.54 ACRES
  - CLT 089 PARCEL 121
  - EXISTING ZONING PRE70 (5.66 DU/ACRE)
  - PROPOSED NUMBER OF LOTS: 58
  - 10' DRIVE AND UTILITY SETBACK INSIDE EXTERIOR AND ROAD FRONTAGE LOT LINES, 5' EACH SIDE OF ALL INTERIOR LOT LINES.
  - EXIST UNDER PROPOSED ZERO LOT LINE.
  - ALL LOTS TO HAVE VEHICULAR ACCESS TO INTERNAL STREETS ONLY.
  - DETENTION BASIN LOT SHALL BE PLATTED AS A COMMON AREA LOT.

- VARIANCES REQUESTED:
- ROAD A STA 19+28.89 REDUCTION OF TANGENT DISTANCE FROM 80' TO 11'.
  - ROAD A STA 3+19.66 REDUCTION OF HORIZONTAL RADII FROM 250' TO 125'.

- SETBACKS:
- FRONT: 20 FT.
  - SIDE: 5 FT.
  - REAR: 25 FT.

- UTILITIES:
- WATERS: WEST KNOX UTILITY DISTRICT
  - SEWER: WEST KNOX UTILITY DISTRICT
  - ELECTRIC: KNOX COUNTY UTILITIES BOARD
  - SOLID WASTE: PRIVATE WALKER
  - TELEPHONE: AT&T

- LEGEND:
- PROPOSED DRAINAGE LINE
  - PROPOSED CATCH BASIN



SCALE IN FEET  
0 60 120

SHEET ONE

CONCEPT PLAN

3004 SOLWAY ROAD  
KNOX COUNTY, TENNESSEE

Prepared For:  
Champion Construction, LLC  
P.O. Box 23313  
Knoxville, Tennessee 37933  
(865) 389-0526

Planning Agency:  
Knoxville-Knox County MPC  
400 Main Street, Suite 403  
Knoxville, Tennessee 37902  
(865) 215-2500

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Revised: 1-27-2016

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 ITEMIZED AND DESCRIBED IN A REPORT FILED WITH THE METROPOLITAN PLANNING COMMISSION.

*David C. Campbell* TN PE 22540

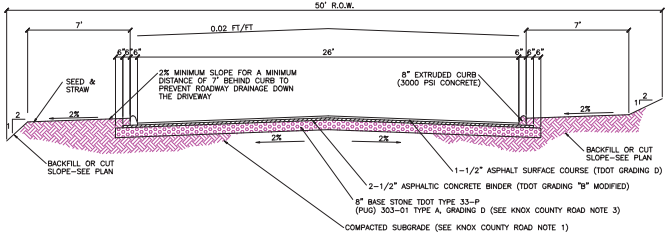


NOTE:  
CONTRACTOR IS RESPONSIBLE FOR ALL TRENCH SAFETY. Contractor shall shore and brace all open cut trenches as required by State and Federal Laws and Local Ordinances to conform with recommendations set forth in ACC Manual of Accident Prevention in Construction to protect life, property, or works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

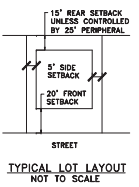


Ideal Engineering Solutions, Inc.  
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TYPICAL KNOX COUNTY ROAD CROSS SECTION  
NOT TO SCALE



TYPICAL LOT LAYOUT  
NOT TO SCALE