

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

▶ **FILE #:** 10-SC-18-C **AGENDA ITEM #:** 18
 10-C-18-UR **AGENDA DATE:** 10/11/2018

▶ **SUBDIVISION:** NEALS LANDING - UNIT 2
 ▶ **APPLICANT/DEVELOPER:** EAGLE BEND DEVELOPMENT
 OWNER(S): Mesana Investments, LLC

TAX IDENTIFICATION: 61 070 [View map on KGIS](#)

JURISDICTION: County Commission District 8

STREET ADDRESS: 241 Neals Landing Rd

▶ **LOCATION:** Northern end of the existing Neals Landing Rd., north of Asheville Hwy.

SECTOR PLAN: East County

GROWTH POLICY PLAN: Urban Growth Area

WATERSHED: Sinking East Creek

▶ **APPROXIMATE ACREAGE:** 25.1 acres

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

▶ **EXISTING LAND USE:** Commercial business and vacant land

▶ **PROPOSED USE:** Detached Residential Subdivision

SURROUNDING LAND USE AND ZONING: North: Residence and vacant land - A (Agricultural)
 South: Residences (Neals Landing Unit 1 & 2) - PR (Planned Residential)
 East: Vacant land - RA (Low Density Residential) & A (Agricultural)
 West: Vacant land / PR (Planned Residential)

▶ **NUMBER OF LOTS:** 125

SURVEYOR/ENGINEER: Jim Sullivan

ACCESSIBILITY: Access is via Neals Landing Rd., a local street with a 26' pavement width within a 50' right-of-way that provides access out to Asheville Hwy., a major arterial street.

▶ **SUBDIVISION VARIANCES REQUIRED:** Variance requiring Planning Commission approval.:
 1. Horizontal curve variance on Vista View Ln at STA 2+85.09, from 250' to 125'.

 Waiver approved by Knox County Department of Engineering and Public Works:
 1. Intersection grade waivers from 1% to 2% at all intersections except in the case of sidewalk crosswalks where maximum grade is 1%.

STAFF RECOMMENDATION:

▶ **APPROVE** variance 1 because site features restrict compliance with the Subdivision Regulations and the variance will not create a health or safety hazard.

APPROVE the Concept Plan subject to 12 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. Implementation of all recommended improvements identified in the Transportation Impact Study for Neals Landing, Unit III prepared by Ajax Engineering, dated September 21, 2018 as revised and approved by the Knox County Department of Engineering and Public Works, Tennessee Department of Transportation (TDOT), Knoxville Department of Engineering and Planning Commission staff.
4. Obtaining all applicable permits from the Tennessee Department of Transportation (TDOT) for the required intersection improvements on Asheville Hwy. as identified in the Transportation Impact Study (See condition 3 above.) The TDOT permits shall be obtained during the design plan stage of the development. The design details and timing of the installation of the improvements shall be worked out with TDOT during their review process. The applicant shall provide documentation from TDOT to Planning Commission and Knox County Department of Engineering and Public Works staff as to the time that the intersection improvements shall be completed.
5. During the design plan stage of the subdivision, the applicant shall provide design details to the Knox County Department of Engineering and Public Works for review and approval for the street access and parking layout for the existing commercial business that will be located on Lot 1.
6. The plan for the amenities area shall be provided to the Knox County Department of Engineering and Public Works and Planning Commission staff for review and approval during the design plan stage of the subdivision.
7. In order to provide pedestrian connections between the proposed lots and the amenity area, the concept plan shall be revised to add a 5' wide sidewalk along one side of Road A and the proposed street extensions of Neals Landing Rd. and Vista View Ln. Sidewalk connections shall also be provided between the sidewalk on Vista View Ln. and one of the other sidewalks within the subdivision and from Neals Landing Rd. to the amenity area.
8. 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. 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.
9. Meeting all applicable requirements of the Knox County Department of Engineering and Public Works.
10. During the design plan stage of the subdivision, obtaining approval from the United States Postal Service of the centralized mail delivery system to be used for the subdivision. Documentation of the approved system shall be submitted to Planning Commission staff prior to final plat approval.
11. Prior to certification of the final plat for the first phase of the subdivision, establishing a property owners association that will be responsible for the maintenance of the common areas, amenities and drainage system.
12. Submitting to Planning Commission staff prior to final plat review by the Planning Commission, the certification of design plan approval form as required by the Knoxville-Knox County Subdivision Regulations.

► **APPROVE the Development Plan for up to 124 detached dwelling units on individual lots and the reduction of the peripheral setback 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 this 25.1 acre tract into 124 detached residential lots and one additional lot for an existing commercial business at a density of 4.94 du/ac. The proposed subdivision will be Unit 3 of the Neals Landing Subdivision. The first unit of the subdivision was recorded in 1998. There are 45 lots within the existing subdivision. With this proposed subdivision there will be a total of 169 residential lots. Access for the proposed subdivision will be from street extensions of both Neals Land Rd. and Vista View Ln. Neals Landing Rd, provides access out to Asheville Hwy. at a signalized intersection.

With the increase in lots from 45 to 169, an updated traffic impact study was required. The Transportation Impact Study for Neals Landing, Unit III that was prepared by Ajax Engineering and dated September 21, 2018 (See attached Executive Summary) was reviewed and approved by the Knox County Department of Engineering and Public Works, Tennessee Department of Transportation (TDOT), Knoxville Department of Engineering and Planning Commission staff. One of the recommended improvements includes the lengthening of the existing eastbound left turn lane at the intersection of Asheville Highway and Neals Landing Road/Brakebill Road. The design details and timing of the installation of the improvements will be worked out

with TDOT during their review process.

One of the general provisions for the PR zoning district is that it encourages open space for recreational use. Historically the Planning Commission has required amenity areas for any development with 150 or more lots. Pedestrian connections have also been required between the proposed lots and amenity areas. The applicant is proposing an amenity area near the entrance to this unit of the subdivision but sidewalk connections are not being provided. Staff is recommending a condition on adding sidewalks within the subdivision.

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 or will be extended to serve this site.
2. The proposed low density residential development at a density of 4.94 du/ac is compatible with the scale and intensity of the existing units of Neals Landing Subdivision.
3. The recommended turn lane improvements to the Asheville Hwy and Neals Landing intersection will address the traffic impact for this proposed development.

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

1. With the recommended conditions, the proposed residential development 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 will have access to a collector and a future arterial street.
3. The proposed residential development at a density of 4.94 du/ac, is consistent in use and density with the PR zoning of the property that was approved at a density of up to 6 du/ac.

CONFORMITY OF THE PROPOSAL TO ADOPTED MPC PLANS

1. The East County Sector Plan identifies this area for low density residential development. The proposed development at a density of 4.94 du/ac is consistent with the Sector Plan.
2. This site is located within the Urban Growth Area on the Knoxville-Knox County-Farragut Growth Policy Plan map.

ESTIMATED TRAFFIC IMPACT: A traffic impact study was prepared by the applicant. The findings of that study were used in formulating the recommendations of this staff report.

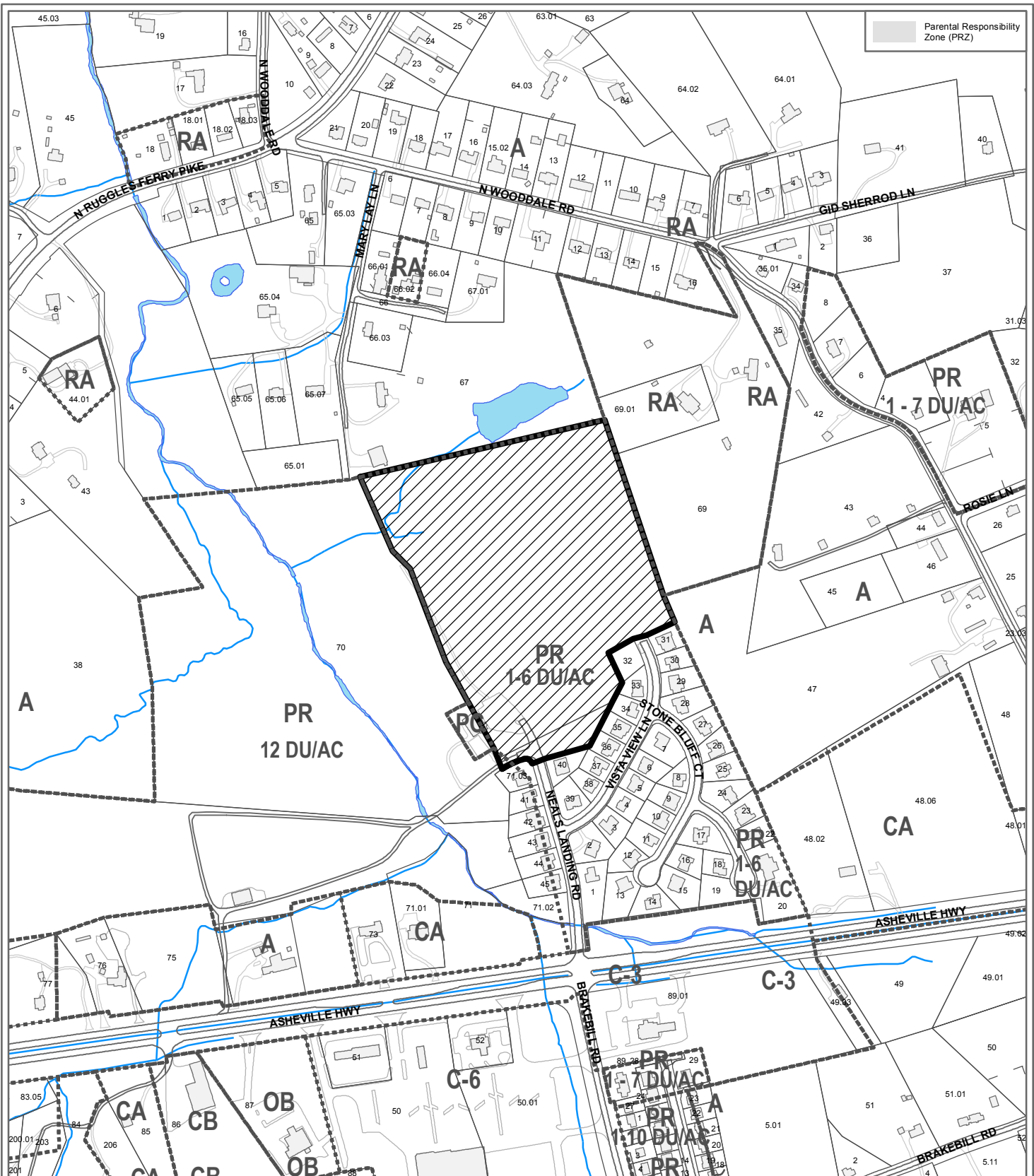
ESTIMATED STUDENT YIELD: 42 (public school children, ages 5-18 years)

Schools affected by this proposal: Sunnyview Pr/Chilhowee Int, Carter Middle, and Carter High.

- School-age population (ages 5–18) is estimated by MPC using data from a variety of sources.
- 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.

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.



**10-SC-18-C / 10-C-18-UR
CONCEPT PLAN/USE ON REVIEW**

Petitioner: Eagle Bend Development
Neals Landing - Unit 3



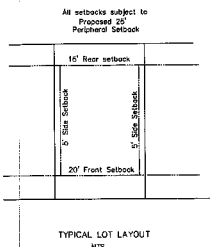
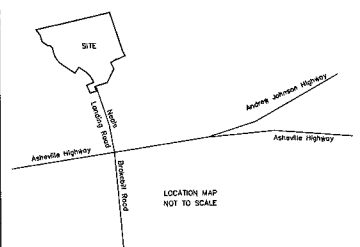
Detached Residential Subdivision in PR (Planned Residential)

Map No: 61
Jurisdiction: County

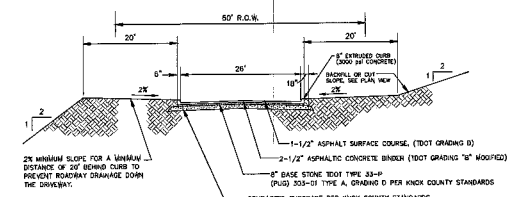


Original Print Date: 9/17/2018
Metropolitan Planning Commission * City / County Building * Knoxville, TN 37902

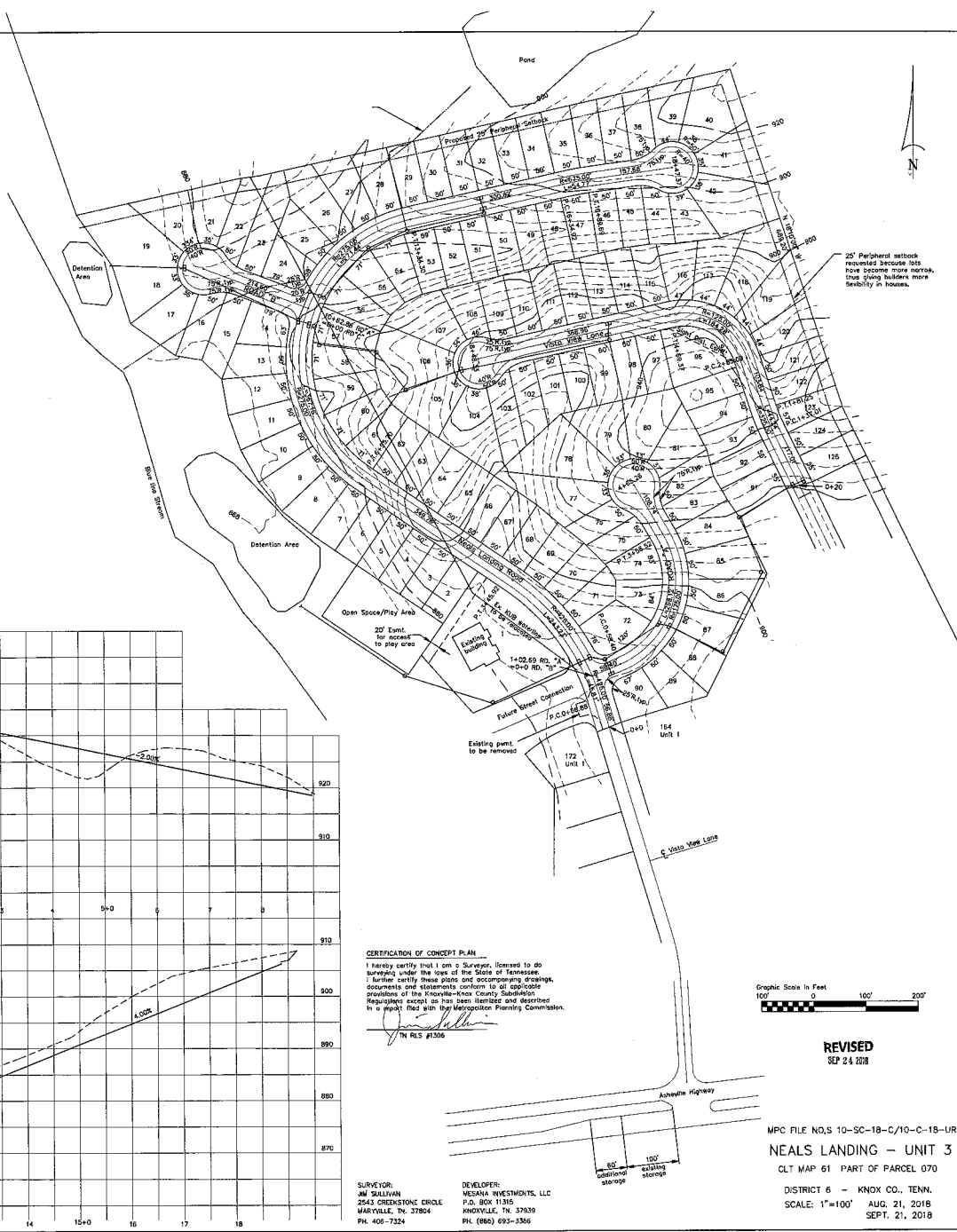
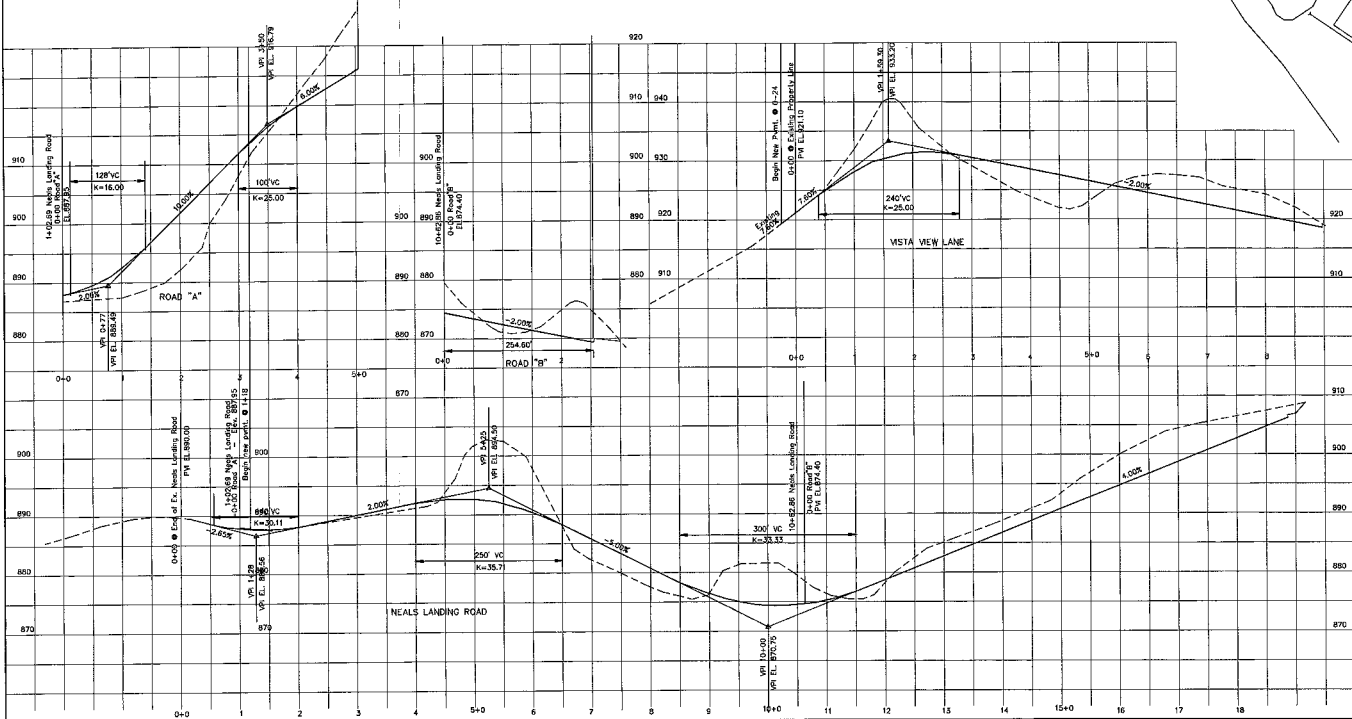
Revised:



- NOTES:
1. CLT MAP 61, PART OF PARCEL 67D
 2. NO. OF LOTS = 125
 3. AREA SUBDIVIDED = 25.14 AC
 4. THIS PROPERTY IS ZONED PR
 5. ALL LOTS ON THIS PLAN WILL HAVE ACCESS FROM INTERNAL STREET SYSTEM ONLY.
 6. 10' UTILITY & DRAINAGE EASEMENT INSIDE ALL ROAD LOT LINES, 5' INSIDE ALL OTHER INTERIOR LOT LINES AND EXTERIOR LINES.
- VARIANCES REQUESTED:
1. CENTERLINE RADIUS-VISTA VIEW LANE, STA.2+85.09 TO +489.37, 250' TO 125'
 2. ROAD "B" SLOPE AT INTERSECTION = 1.00% TO 2.00%
 3. VERTICAL CURVE -- ROAD "A" G+13 TO 1+41, K VALUE OF 25 TO 16.



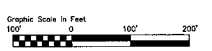
TYPICAL ROADWAY CROSS-SECTION NTS



25' Perimeter setback requested because lots now become more narrow, thus giving builders more flexibility in houses.

CERTIFICATION OF CONCEPT PLAN
 I hereby certify that I am a Surveyor licensed to do surveying 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.

[Signature]
 TN RES #1305



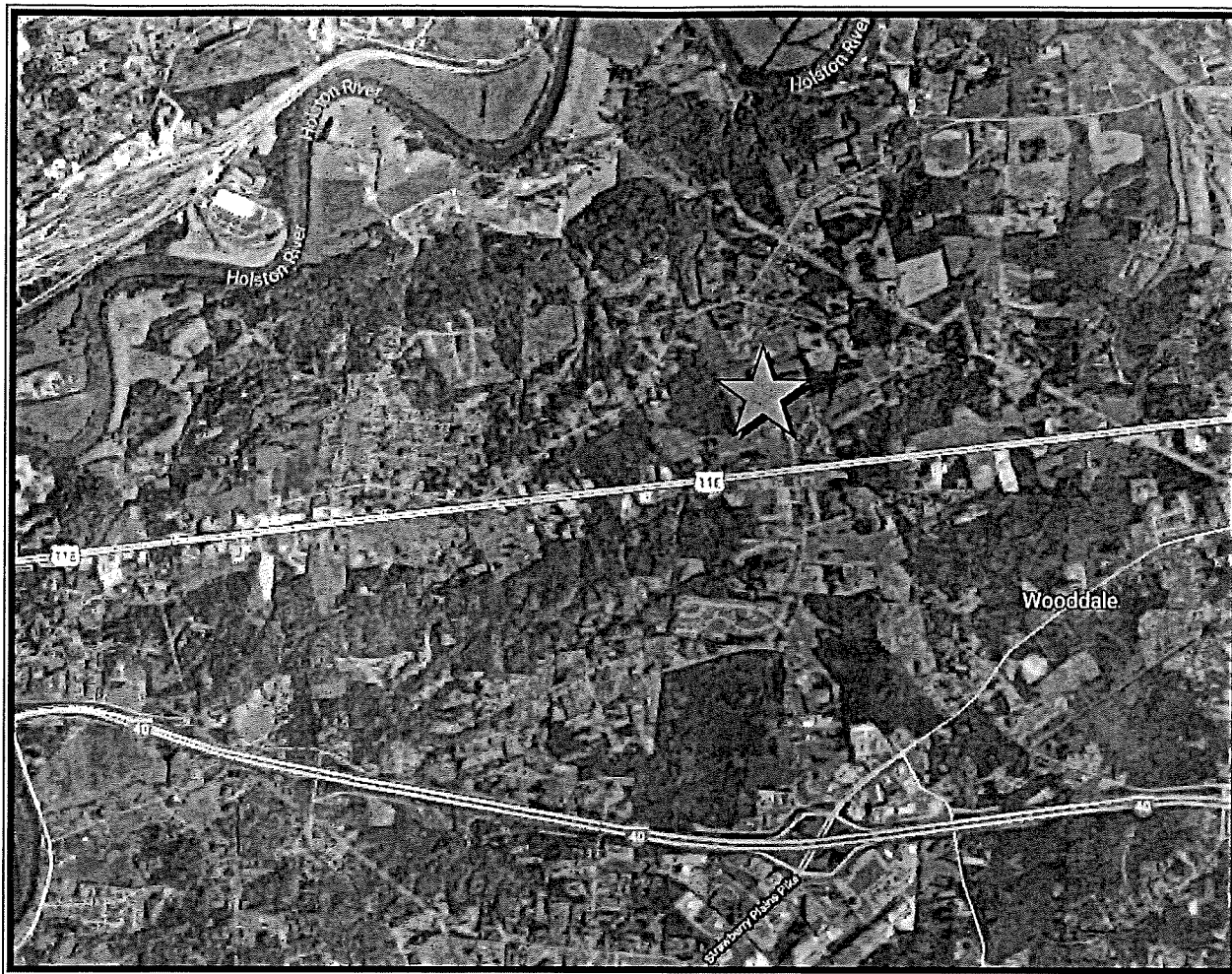
REVISED
 SEP 24 2018

MPC FILE NO.S 10-SC-18-C/10-C-18-UR
 NEALS LANDING - UNIT 3
 CLT MAP 61 PART OF PARCEL 67D

SURVEYOR:
 JIM SULLIVAN
 2543 CREEKSTONE DRIVE
 MARYVILLE, TN 37804
 PH. 408-7324

DEVELOPER:
 WERANA INVESTMENTS, LLC
 P.O. BOX 11315
 KNOXVILLE, TN 37939
 PH. (666) 693-3366

DISTRICT 6 - KNOX CO., TENN.
 SCALE: 1"=100'
 AUG. 21, 2018
 SEPT. 21, 2018

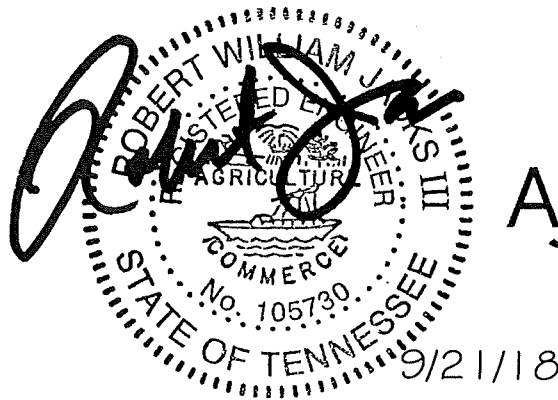


TRANSPORTATION IMPACT STUDY
NEAL'S LANDING UNIT III
KNOX COUNTY, TENNESSEE

-Prepared For-

Mesana Investments, LLC
P.O. Box 11315
Knoxville, TN 37939

-Prepared By-



Revised September 2018



EXECUTIVE SUMMARY

Preface:

Mesana Investments, LLC is proposing to develop the third unit of a residential development adjacent to Asheville Highway (US 25E/US 11E/US 70/SR 9) in east Knox County, TN. (Due to the number of route designations assigned to Asheville Highway, this road will simply be called Asheville Highway for the remainder of the report.) The name of the proposed subsequent residential development is "Neal's Landing Unit III". The initial phases, Unit I and II, were originally approved in 1999 and included 45 single-family residential detached lots. A concept plan for Unit III has been submitted to allow for further residential home construction adjacent to Unit I and II. With the addition of up to 125 single-family residential detached lots in Unit III, this report addresses the proposed residential lot expansion by evaluating the potential impacts on the adjacent transportation system. The study includes a review of the operating characteristics of the transportation system that will provide access to the proposed site. Recommendations and mitigation measures will be analyzed and offered where traffic operations have been estimated to be below traffic engineering standards.

Study Results:

The findings of this study include the following:

- At the full build-out of Unit III, the subsequent residential development phase is expected to generate approximately 1,277 new additional trips on an average weekday. Approximately 94 of these additional trips are estimated to occur during the AM peak hour and 126 additional trips in the PM peak hour at full build-out.
- When Unit III of Neal's Landing is fully constructed and occupied, the adjacent signalized intersection studied for this development is anticipated to operate adequately with respect to vehicular delays thru the year 2025.

Recommendations:

The following recommendations are listed and offered based on the study analyses:

- The existing exclusive eastbound left turn lane at the intersection of Asheville Highway and Neals Landing Road / Brakebill Road should be lengthened by a minimum of 60 feet. The existing storage length of this lane is 100 feet. The overall storage length should be a minimum of 160 feet. The need for construction of this lane storage extension is estimated to occur by the year 2021. Additional storage and taper lengths may be required by TDOT during the design plan stage of this development in compliance with TDOT Design requirements.
- A double yellow centerline and a 24" white stop bar should be installed at the southbound approach of Neals Landing Road at Asheville Highway.
- The design of Neal's Landing Unit III should include the appropriate sight distance, appropriate road signage, and road design layout according to AASHTO, TDOT, and Knox County standards.

Suite 403 • City County Building
400 Main Street
Knoxville, Tennessee 37902
865 • 215 • 2500
FAX • 215 • 2068
www.knoxmpc.org

SUBDIVISION - CONCEPT

Name of Applicant: Eagle Bend Development

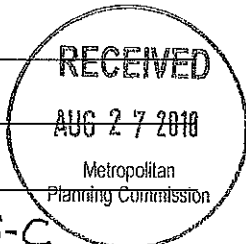
Date Filed: 8/27/18

Meeting Date: 10/11/18

Application Accepted by: James Reed

Fee Amount: \$4250.00 File Number: Subdivision - Concept 10-SC-18-C

Fee Amount: — Related File Number: Development Plan 10-L-18-UR



PROPERTY INFORMATION

Subdivision Name: Neals Landing Phase II

Unit/Phase Number: Phase II

General Location: @ existing end of Neals Landing Rd

Tract Size: ± 25.1 No. of Lots: 125

Zoning District: PR

Existing Land Use: _____

Planning Sector: East County

Growth Policy Plan Designation: Urban Growth

Census Tract: 53.01

Traffic Zone: 133

Parcel ID Number(s): 061 P/O 070

Jurisdiction: City Council _____ District
 County Commission 8 District

AVAILABILITY OF UTILITIES

List utility districts proposed to serve this subdivision:

Sewer KUB

Water KUB

Electricity KUB

Gas KUB

Telephone AT&T

TRAFFIC IMPACT STUDY REQUIRED

No Yes

USE ON REVIEW No Yes

Approval Requested:

Development Plans in Planned District or Zone

Other (be specific): _____

VARIANCE(S) REQUESTED

No Yes (If Yes, see reverse side of this form)

PROPERTY OWNER/OPTION HOLDER

PLEASE PRINT

Name: Mesana Investments

Company: _____

Address: PO Box 11315

City: Knoxville State: TN Zip: 37939

Telephone: 865-806-8008

Fax: _____

E-mail: swd444@gmail.com

PROJECT SURVEYOR/ENGINEER

PLEASE PRINT

Name: AJAX Engineering

Company: _____

Address: 11812 Black Rock

City: Knoxville State: TN Zip: 37932

Telephone: _____

Fax: 865-556-0092

E-mail: ajaxengineering@gmail.com

APPLICATION CORRESPONDENCE

All correspondence relating to this application (including plat corrections) should be directed to:

PLEASE PRINT

Name: Eagle Bend Development

Company: _____

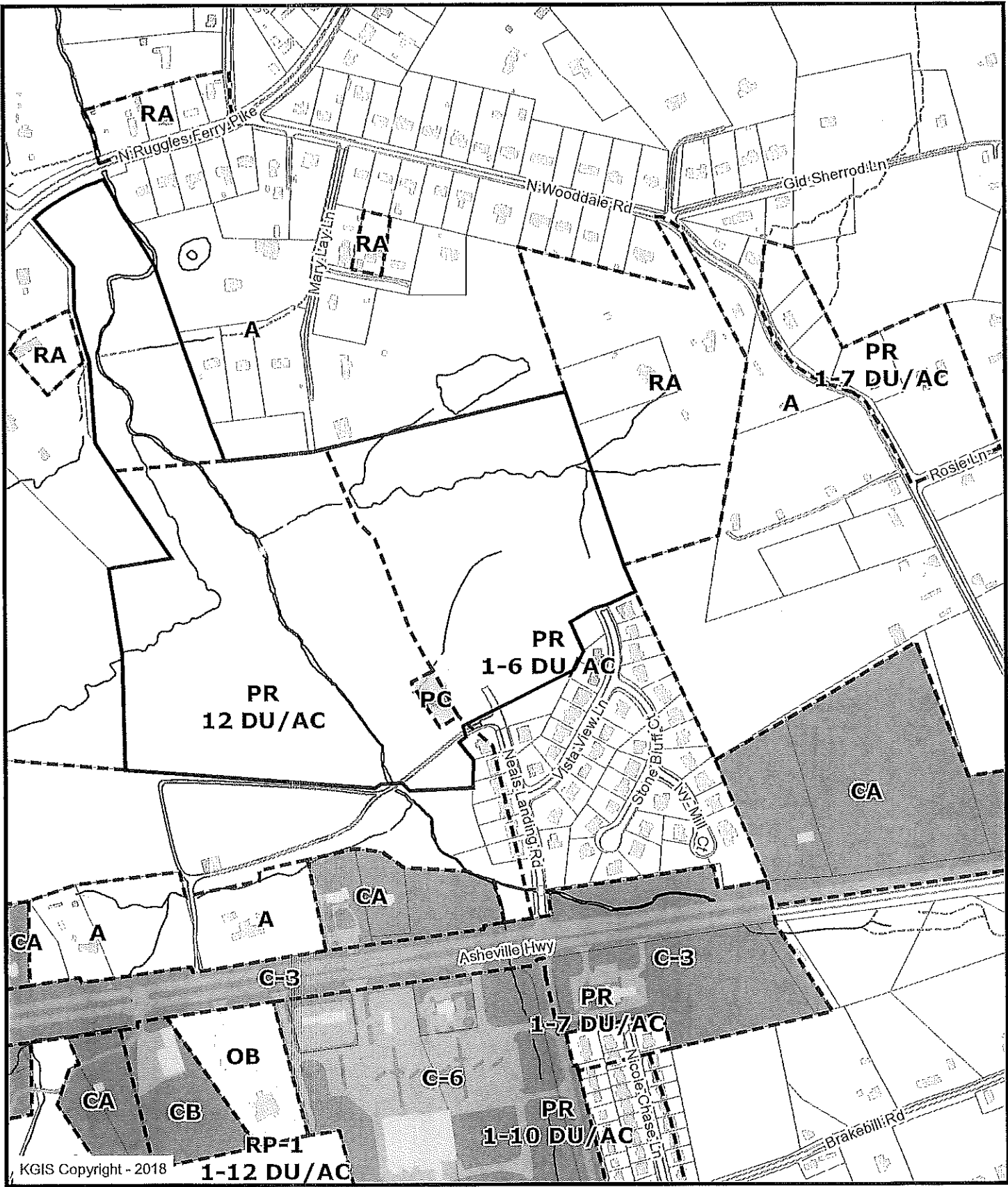
Address: PO Box 11315

City: Knoxville State: TN Zip: 37939

Telephone: 865-806-8008

Fax: _____

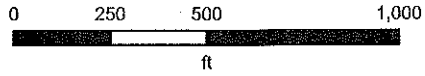
E-mail: swd444@gmail.com



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Letter Portrait

Printed: 8/27/2018 at 1:59:39 PM



Knoxville - Knox County - KUB Geographic Information System

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VARIANCES REQUESTED

1. Road A @ first new intersection of Phase 2, variance of 1% to 2%

Justify variance by indicating hardship: _____

2. Vertical curve from K25 to K16

Justify variance by indicating hardship: _____

3. Peripheral setback from 35' to 25'

Justify variance by indicating hardship: _____

4. _____
Justify variance by indicating hardship: _____

5. _____
Justify variance by indicating hardship: _____

6. _____
Justify variance by indicating hardship: _____

7. _____
Justify variance by indicating hardship: _____

APPLICATION AUTHORIZATION

I hereby certify that I am the authorized applicant, representing ALL property owners involved in this request or holders of option on same, as listed on this form. I further certify that any and all variances needed to meet regulations are requested above, or are attached. I understand and agree that no additional variances can be acted upon by the legislative body upon appeal and none will be requested. I hereby waive the requirement for approval or disapproval of the plat within sixty (60) days after its submission, in accordance with the provisions of Tennessee Code Annotated 13-3-404.

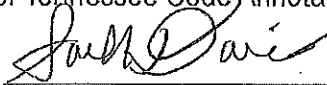
PLEASE PRINT

Name: Eagle Bend Development

Address: Po Box 11315

City: Knoxville State: TN Zip: 37939

Telephone: 865-806-8008

Signature: 

Fax: _____

Date: 8/27/18

E-mail: swd444@gmail.com

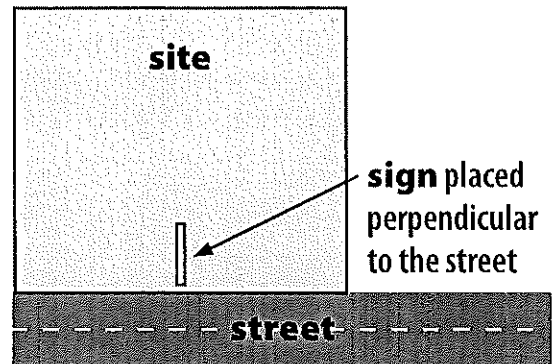
REQUIRED SIGN POSTING AGREEMENT

For all rezoning, plan amendment, concept plan, use on review, right-of-way closure, and street name change applications, a sign must be posted on the subject property, consistent with the adopted MPC Administrative Rules and Procedures.

At the time of application, MPC staff will provide a sign(s) to post on the property as part of the application process. If the sign(s) go missing for any reason and need to be replaced, then the applicant will be responsible for picking up a new sign(s) from the MPC offices. The applicant will be charged a fee of \$10 for each replacement sign.

LOCATION AND VISIBILITY

The sign must be posted in a location that is clearly visible from vehicles traveling in either direction on the nearest adjacent/frontage street. If the property has more than one street frontage, then the sign should be placed along the street that carries more traffic. MPC staff may recommend a preferred location for the sign to be posted at the time of application.



TIMING

The sign(s) must be posted 15 days before the scheduled MPC public hearing and must remain in place until the day after the meeting. In the case of a postponement, the sign can either remain in place or be removed and reposted 15 days before the next MPC meeting.

I hereby agree to post and remove the sign(s) provided on the subject property consistent with the above guidelines and between the dates of:

9/26/18 and 10/12/18
(15 days before the MPC meeting) (the day after the MPC meeting)

Signature: *Brett Jackson*

Printed Name: Brett Jackson

Phone: _____ Email: _____

Date: 8/27/18

MPC File Number: 10-H-18-RZ, 10-SC-18-C/10-C-18-UR