



# SUBDIVISION REPORT - CONCEPT/USE ON REVIEW

▶ **FILE #:** 8-SG-20-C **AGENDA ITEM #:** 29  
8-L-20-UR **AGENDA DATE:** 8/13/2020

▶ **SUBDIVISION:** WESTLAND CREEK SUBDIVISION

▶ **APPLICANT/DEVELOPER:** S&E PROPERTIES

OWNER(S): S & E Properties

TAX IDENTIFICATION: 133 050 (PART OF) [View map on KGIS](#)

JURISDICTION: County Commission District 5

STREET ADDRESS: 8444 Westland Dr.

▶ **LOCATION:** Southeast side of Westland Dr., east of Gothic Manor Ln.

SECTOR PLAN: Southwest County

GROWTH POLICY PLAN: Planned Growth Area

WATERSHED: Ten Mile Creek

▶ **APPROXIMATE ACREAGE:** 23.7 acres

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

▶ **EXISTING LAND USE:**

▶ **PROPOSED USE:** Single family residential

SURROUNDING LAND USE AND ZONING: North: Residences - PR (Planned Residential) with up to 4 du/ac  
South: Residences - A (Agricultural)  
East: Residences - PR (Planned Residential) with up to 5 du/ac  
West: Residences - PR (Planned Residential) with up to 5 du/ac

▶ **NUMBER OF LOTS:** 76

SURVEYOR/ENGINEER: Fulghum MacIndoe & Associates, Inc

ACCESSIBILITY: Westland Drive is a minor arterial with a pavement width of 20 feet inside a right-of-way of 88 feet.

▶ **SUBDIVISION VARIANCES REQUIRED:** **VARIANCES:**  
1. Reduction of the minimum double frontage lot depth of 150 ft for lots 70-75 to 113 ft minimum.

**ALTERNATIVE DESIGN STANDARDS REQUIRING PLANNING COMMISSION APPROVAL:**

1. Road "C" road slope from 12% to 14% from STA 1+15 to STA 4+73

**ALTERNATIVE DESIGN STANDARDS APPROVED BY KNOX COUNTY ENGINEERING AND PUBLIC WORKS:**

1. Reduce right-of-way width from 50 ft to 40 ft

**STAFF RECOMMENDATION:**

- ▶ **APPROVE variance 1 and alternate design standard 1 because topographic constraints and site conditions restrict compliance with the Subdivision Regulations, 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 Knox County Dept. of Engineering and Public Works.
2. Connection to sanitary sewer and meeting any other relevant requirements of the utility provider.
3. Provision of street names which are consistent with the Uniform Street Naming and Addressing System in Knox County (Ord. 91-1-102).
4. Installation of sidewalks as identified on the concept plan. Sidewalks shall meet all applicable requirements of the American 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 the amount sufficient to guarantee the installation of the sidewalks.
5. Implementation of the intersection improvements and recommendations outlined in the Transportation Impact Study (TIS) prepared by Fulgham MacIndoe & Associates, Inc. as revised on March 29, 2017. The design details and timing of the installation of the improvements shall be worked out with Knox County Department of Engineering and Public Works during the design plan stage for the subdivision.
6. Meeting all applicable requirements of Knox County Fire Marshal's office.
7. Prior to certification of the final plat for the subdivision, establishing a property owners association that will be responsible for maintenance of all common areas and stormwater/drainage facilities.
8. Submitting to Planning staff prior to final plat review by the Planning Commission or Planning staff, the certification of design plan approval form as required by the Knoxville-Knox County Subdivision Regulations.
9. The right-of-way of the cul-de-sacs at the ends of Roads A and B are made wide enough to allow for the creation of one or two lots from the adjoining tracts of land allowing access to the public streets.
10. Meeting all applicable requirements and obtaining all required permits from the Tennessee Department of Environment and Conservation.
11. Submitting to Planning staff prior to final plat review by the Planning Commission or Planning staff, the certification of design plan approval form as required by the Knoxville-Knox County Subdivision Regulations

- ▶ **APPROVE the Development Plan for up to 76 detached dwelling units on individual lots**

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 develop a 76-lot subdivision that would occupy 23.7 acres of the approximately 30-acre site. The property is located on the south side of Westland Rd. just east of Westland Manor Subdivision. It has frontage on Westland Dr. to the north and Nubbin Ridge Rd. to the south. This development would be accessed off of Westland Drive. It would not have access off of Nubbin Ridge Road, as a larger parcel fronting Nubbin Ridge Road is not part of this site plan and remains undeveloped.

The property is zoned PR (Planned Residential) with an approved density of up to 5 du/ac. The proposed density for this subdivision is approximately 3.21 du/ac, not including the larger parcel fronting Nubbin Ridge Road. The property is surrounded by A (Agricultural) and PR (Planned Residential) zoning, so a peripheral boundary is not required.

A similar concept plan was approved by the Planning Commission in April 2020 (Case # 3-SA-20-C), replacing a previous expired approval by the Planning Commission from April, 2017 (Case # 4-SB-17-C & 4-G-17-UR). The Use on Review case that was approved in April 2017 with that concept plan still applies and does not require a new approval. Since the April 2020 approval, the applicant has had the property platted. Since the time of this application, the plat has been recorded and updated on KGIS, so the address on the application is no longer in effect.

The applicant has made some minor revisions to the concept plan and requires a new approval by the Planning Commission. The concept plan approved in April 2020 included a variance for a reduction of the minimum lot depth required for double-frontage lots (lots 70-75) from the standard 150 feet to 113 feet. It also included approval of an alternative design standard allowing a reduction in the road slope of road "C".

The revised plans in this application include an additional lot (76 lots versus 75 as previously approved). The

revision still requests the reduction in lot width for the double-frontage lots (lots 70-75 along Westland Drive). It also asks for two alternative design standards to be considered: a reduction in road slope of road "C" from 12% to 14% from STA 1+15 to STA 4+73, and a reduction in right-of-way from 50 ft to 40 ft. Alternative design solutions are considered when a development is in the HP area, and approximately half of this site is in such an area. There is also a stream that runs through the site, and the requisite buffer space has been allocated in areas where the stream is daylighted versus in culverts beneath the roads. There is one detention area proposed. It sits down bank from the top of the hillside and is on the northwestern side of the property at its perimeter.

The proposed site plan features 4 cul-de-sacs of varying lengths off the main internal street. One of the conditions staff is recommending is for sufficient right-of-way width at the cul-de-sacs at the end of roads A and B to allow for creation of one or two lots from the adjoining tracts of land allowing access to the public streets. Sidewalks are proposed along one side of Road A, the main internal road. The original concept plan was approved prior to the County's adoption of the Sidewalk Ordinance, and Knox County has agreed to maintain the sidewalks once installed.

The previous proposed plan in 2017 had a completed Transportation Impact Study dated March 29, 2017. The project engineer has certified in the Transportation Impact Study that over 400 ft of sight distance is available east and west along Westland Drive at the proposed subdivision entrance. This is required per Subdivision Regulations since the access is from a minor arterial road per the Major Road Plan. The study mentions the need for a westbound left-turn lane at the proposed entrance of the subdivision, which would be installed per Knox County Engineering requirements.

#### 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 the proposed density of 3.21 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 arterial street.

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

1. The Southwest County Sector Plan proposes low density residential uses for this site. The proposed development at a density of 3.82 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: 808 (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 school children, grades K-12)

Schools affected by this proposal: Blue Grass Elementary, West Valley Middle, and West High.

- Potential new school population is estimated using locally-derived data on public school student yield generated by new housing.
- Students are assigned to schools based on current attendance zones as determined by Knox County Schools. Students may request transfers to different zones, and 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.

Knoxville-Knox County Planning Commission'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.

Knoxville-Knox County Planning Commission's approval or denial of this use on review request is final, unless the action is appealed to the Knoxville Board of Zoning Appeals. The date of the Knoxville Board of Zoning Appeals hearing will depend on when the appeal application is filed.