



SUBDIVISION REPORT - CONCEPT/USE ON REVIEW

▶ **FILE #:** 12-SD-21-C
12-G-21-UR

AGENDA ITEM #: 23
AGENDA DATE: 12/9/2021

▶ **SUBDIVISION:** BRIGGS STATION

▶ **APPLICANT/DEVELOPER:** ROBYN ASKEW, TRUSTEE

OWNER(S): Richard & Stephanie Briggs Trust

TAX IDENTIFICATION: 129 128 [View map on KGIS](#)

JURISDICTION: County Commission District 6

STREET ADDRESS: 1928 Marietta Church Rd.

▶ **LOCATION:** Southeast side of Marietta Church Road, south of Hardin Valley Road

SECTOR PLAN: Northwest County

GROWTH POLICY PLAN: Rural Area

WATERSHED: Conner Creek

▶ **APPROXIMATE ACREAGE:** 94.14 acres

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

▶ **EXISTING LAND USE:** Vacant land

▶ **PROPOSED USE:** Detached residential subdivision

SURROUNDING LAND USE AND ZONING: North: Vacant land, single family and rural residential -- A (Agricultural), PR (Planned Residential)
South: Vacant land, rural residential -- A (Agricultural)
East: Vacant land, single family residential -- PR (Planned Residential)
West: Vacant land, church, rural residential -- A (Agricultural)

▶ **NUMBER OF LOTS:** 188

SURVEYOR/ENGINEER: Site, Incorporated

ACCESSIBILITY: Access is via Marietta Church Rd., a minor collector with a 19 ft pavement width within 40-50 ft of right-of-way

▶ **SUBDIVISION VARIANCES REQUIRED:** **ALTERNATIVE DESIGN STANDARDS REQUIRING PLANNING COMMISSION APPROVAL:**

- 1) Increase the maximum road grade from 12% to 15% on Road 'A' from PVI STA 2+39.63 to 9+85.07.
- 2) Reduce the minimum horizontal curve radius from 250 ft to 100 ft on Road 'B' at STA 2+40.
- 3) Reduce the minimum horizontal curve radius from 250 ft to 100 ft on Road 'B' at STA 5+47.08.
- 4) Reduce the minimum horizontal curve radius from 250 ft to 100 ft on Road 'C' at STA 7+10.
- 5) Reduce the minimum horizontal curve radius from 250 ft to 100 ft on Road 'C' at STA 20+75.62.
- 6) Reduce the minimum horizontal curve radius from 250 ft to 100 ft on

Road 'C' at STA 23+92.70.

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

- 1) Increase the maximum intersection grade from 1% to 2% for all intersections except for those with a crosswalk that must meet ADA standards.**

STAFF RECOMMENDATION:

- ▶ **Approve alternative design standards 1-6 on the recommendations of the Knox County Department of Engineering and Public Works and because the site conditions restrict compliance with the Subdivision Regulations and will not create a traffic hazard.**

Approve the Concept Plan subject to 7 conditions.

1. Connection to sanitary sewer and meeting any other relevant requirements of the utility provider.
2. Provision of street names that are consistent with the Uniform Street Naming and Addressing System within Knox County (Ord. 91-1-102).
3. Providing a minimum 200 ft sight distance (line of sight) easement on the final plat for all proposed locations on Road 'B' and Road 'C' (lots 22, 29, 103, 105, and 188). The driveways for these lots shall be located outside of the sight distance easement and the driveway locations reviewed and approved by Knox County Engineering and Public Works during the design plan phase and shown on the final plat.
4. Verifying the maximum number of allowed dwelling units (lots) based on the surveyed size of the property when a final plat(s) are submitted for review by the Planning Commission or Planning staff. If the surveyed area of the property is less than 94 acres, the number of lots (dwelling units) must be reduced to come into compliance with the maximum density of 2 du/ac approved for this PR (Planned Residential) zoning district.
5. Partnering with Knox County to implement the recommended improvements to the Marietta Church Road and Hardin Valley Road intersection by providing funding commensurate to the projected 2025 traffic volumes added to this intersection by the development as outlined in the Briggs Station Traffic Impact Study (CDM Smith, revised 11/22/2021). The details regarding the shared costs of the improvements for this intersection shall be worked out during the design plan phase.
6. Meeting all applicable requirements of the Knox County Department of Engineering and Public Works.
7. 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 188 detached dwellings on individual lots, subject to 2 conditions.**

1. Meeting all applicable requirements of the Knox County Zoning Ordinance.
2. A 10-ft side street setback is permissible on corner lots that are not adjacent to a key lot per Section 3.30 (Setback lines) of the Knox County Zoning Ordinance.

With the conditions noted, this plan meets the requirements for approval in the PR (Planned Residential) district and the criteria for approval of a use on review.

COMMENTS:

ALTERNATIVE DESIGN STANDARDS REQUIRING PLANNING COMMISSION APPROVAL

1. Increase the maximum road grade from 12% to 15% on Road 'A' from PVI STA 2+39.63 to 9+85.07.
 - a) Article 4 (Alternative Design Standards), Section 4.01 (Hillside and Ridgetop Protection Area Development Standards) of the Subdivision Regulations allows the Planning Commission to approve a maximum grade of 15% for local streets in the HP (Hillside Protection) area. The road design plans must still be approved by Knox County Engineering and Public Works during the design plan phase.
 - b) The increased road grade will help reduce the amount of grading required within the HP (Hillside Protection) area.

- 2-6. Reduce the minimum horizontal curve radius from 250 ft to 100 ft on Road 'B' and Road 'C' in 5 locations.

- a) Article 4 (Alternative Design Standards), Section 4.01 (Hillside and Ridgetop Protection Area Development Standards) of the Subdivision Regulations allows the Planning Commission to reduce the minimum horizontal curve on local streets to 105 ft in the HP (Hillside Protection) area when the road design is consistent with AASHTO (American Association of State Highway and Transportation Officials) standards for a 25 MPH design speed. The road design plans must be approved by Knox County Engineering and Public

Works during the design plan phase.

b) A 200 ft sight distance easement must be provided across the lot on the inside of these curves to ensure that objects or plantings do not get installed that will restrict visibility.

c) Road 'B' and the northeast terminus of Road 'C' are short segments of roads that create a loop and happen to be part of a continuous road that is longer than 1000 ft which is why the minimum horizontal radius is required to be 250 ft. For roads less than 1000 ft, the minimum horizontal radius is 100 ft. Since these two loop road segments that loop are less than 1000 ft, the 100 ft radii with the required sight distance easements through the turns will not create a traffic hazard.

d) The proposed 100 ft horizontal curve radius on Road 'C' that is not associated with a loop road is in the southeastern corner of the subdivision. The only vehicles that will travel this section of road daily are the few houses on this corner because it is the furthest point from the entrance of the subdivision. The 100 ft radii with the required sight distance easements through the turns will not create a traffic hazard.

e) Long road sections will be broken up by intersections with stop signs.

ALTERNATIVE DESIGN STANDARDS REQUIRING KNOX COUNTY ENGINEERING AND PUBLIC WORKS APPROVAL

1. Increase the maximum intersection grade from 1% to 2% for all intersections except for those with a crosswalk that must meet ADA standards.

a) The Subdivision Regulations allow Knox County Engineering and Public Works to approve an intersection grade up to 3% when a pedestrian crossing is not proposed. The Knox County sidewalk ordinance requires a sidewalk on the entrance road from Marietta Church Road to Road 'D' because it exceeds 1000 vehicle trips per day and may require sidewalks on additional road segments but this will be determined during the design plan review. Intersections with a crosswalk must meet ADA standards.

This proposal is to create 188 residential lots on 94.14 acres at a density of 1.99 du/ac with a single access to Marietta Church Road. The property was rezoned from A (Agricultural) to PR (Planned Residential) up to 2 du/ac in July 2021 (6-E-21-RZ).

The proposed access to Marietta Church Road is from a median divided boulevard with 18-foot lanes to provide an alternative to a secondary access as recommended by the Briggs Station Subdivision Transportation Impact Study (CDM Smith, revised 11/22/2021). The subdivision regulations do not require more than one access point to subdivisions, however, staff typically request a second access point if the subdivision has more than 150 lots. If a second access is not feasible, then a median divided boulevard that extends to at least the first internal intersection has been accepted as an alternative. The TIS did not make any other recommendations directly related to this development (see Exhibit A for the recommendations and conclusion). However, it did recommend that the County consider a single-lane roundabout for the Hardin Valley Road intersection with Marietta Church Road to mitigate both the poor level of service and the warrant of a westbound left-turn lane. The TIS concluded that the intersection improvements are warranted with or without the proposed Briggs Station subdivision based on the existing traffic volume and a 7.5% annual compounded growth rate in 2025.

The property has 79.65 acres of 94.14 acres (84.6%) within the HP (Hillside Protection) area. The slope analysis recommends a maximum of 44.6 acres of disturbance within the HP area and this proposal includes approximately 44 acres of disturbance within the HP area. The house lots have been concentrated in the center of the property which is the flattest portion of the site.

The Knox County Zoning Ordinance (Section 3.30) allows corner lots that are not adjacent to a key lot to have a minimum width of the side yard next to the side road to be one-half (½) the minimum width of the front yard. This is most applicable in subdivisions with a grid-style road layout where two corner lots back up to each other and the primary frontage for each are the parallel streets, not the side street.

DEVELOPMENT STANDARDS FOR USES PERMITTED ON REVIEW (ARTICLE 4.10 – SECTION 2)

The planning commission, in the exercise of its administrative judgment, shall be guided by adopted plans and policies, including the general plan and the following general standards:

1) THE PROPOSED USE IS CONSISTENT WITH THE ADOPTED PLANS AND POLICIES, INCLUDING THE GENERAL PLAN AND SECTOR PLAN.

A. The Northwest County Sector Plan recommends RR (Rural Residential) and HP (Hillside Protection) for the site. The RR land use classification allows up to 3 du/ac when consistent with the recommendations of the Growth Policy Plan.

B. The property is in the Rural area on the Knoxville-Knox County-Farragut Growth Policy Plan map which allows consideration of up to 3 du/ac.

C. The recommended maximum land disturbance within the HP area is 44.6 acres.

C. The proposed density of the subdivision is 1.99 du/ac and the disturbance within the HP area is approximately 44 acres which meet the recommendations of these plans.

2) THE USE IS IN HARMONY WITH THE GENERAL PURPOSE AND INTENT OF THE ZONING ORDINANCE.

A. The PR (Planned Residential) zone is intended to provide optional methods of land development which encourage more imaginative solutions to environmental design problems. Residential areas thus established would be characterized by a unified building and site development program, open space for recreation and provision for commercial, religious, educational, and cultural facilities which are integrated with the total project by unified architectural and open space treatment. Each planned unit development shall be compatible with the surrounding or adjacent zones. Such compatibility shall be determined by the planning commission by review of the development plans.

B. The property is zoned PR up to 2 du/ac and the proposed density is 1.99 du/ac.

C. Approximately 44 acres of the 94.14 acres (47%) of the site is within a common area. The development is concentrated in the center of the property which is the flattest portion of the site.

3) THE USE IS COMPATIBLE WITH THE CHARACTER OF THE NEIGHBORHOOD WHERE IT IS PROPOSED, AND WITH THE SIZE AND LOCATION OF BUILDINGS IN THE VICINITY.

A. The area surrounding the Marietta Church Road and Hardin Valley Road intersection has seen several developments approved recently that are in various stages of development. The proposed detached residential lots are consistent with the type of development that has recently been approved in this area.

4) THE USE WILL NOT SIGNIFICANTLY INJURE THE VALUE OF ADJACENT PROPERTY.

A. The proposed detached residential subdivision is compatible with the surrounding detached residential uses and will not significantly impact the value of the adjacent property.

5) THE USE WILL NOT DRAW ADDITIONAL TRAFFIC THROUGH RESIDENTIAL AREAS.

A. The subdivision will have access to Marietta Church Road which is a minor collector street so it will not draw additional traffic through residential areas.

6) THE NATURE OF DEVELOPMENT IN THE SURROUNDING AREA IS NOT SUCH AS TO POSE A POTENTIAL HAZARD TO THE PROPOSED USE OR TO CREATE AN UNDESIRABLE ENVIRONMENT FOR THE PROPOSED USE.

A. There are no known uses in the area that could be a potential hazard or create an undesirable environment for the proposed use.

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: 78 (public school children, grades K-12)

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

- 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 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.