

# SUBDIVISION REPORT - CONCEPT/USE ON REVIEW

► FILE #:	1-SA-21-C	AGENDA ITEM #:	15
	1-A-21-UR	AGENDA DATE:	2/11/2021
POSTPONEMENT(S):	1/14/2021		
► SUBDIVISION:	LOBETTI LANDING		
► APPLICANT/DEVELOPER:	W. SCOTT WILLIAMS & ASSOCIATES		
OWNER(S):	Worley Builders Inc.		
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TAX IDENTIFICATION:	91 20402 & PART OF 202	<a href="#">View map on KGIS</a>	
JURISDICTION:	County Commission District 6		
STREET ADDRESS:	3208 & 0 Lobetti Rd.		
► LOCATION:	Northeast side of Ball Camp Pk, west side of Loetti Rd.		
SECTOR PLAN:	Northwest County		
GROWTH POLICY PLAN:	Planned Growth Area & Uran Growth		
WATERSHED:	Beaver Creek and Grassy Creek		
► APPROXIMATE ACREAGE:	33.116 acres		
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► ZONING:	PR (Planned Residential)		
► EXISTING LAND USE:	Vacant land		
► PROPOSED USE:	Detached residential subdivision		
SURROUNDING LAND USE AND ZONING:	North: Residences -- A (Agricultural) and CA (General Business) South: Railroad, residences and vacant land -- PR (Planned Residential) and A (Agricultural) East: Residences and vacant land -- A (Agricultural) West: Vacant land -- PC (Planned Commercial) and PR (Planned Residential)		
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► NUMBER OF LOTS:	120		
SURVEYOR/ENGINEER:	W. Scott Williams		
ACCESSIBILITY:	Access is via Lobetti Rd., a local street with a 15' to 20' pavement width within a 50' right-of-way.		
► SUBDIVISION VARIANCES REQUIRED:	VARIANCES REQUIRING PLANNING COMMISSION APPROVAL:  1. Reduce the minimum lot depth for double frontage lots (lots 1-15, 70, 76 & 77) from 150' to depths shown on plan. 2. Reduce the minimum vertical curve length from 125' to 75' on Road 'A' at PCI 0+44.74 3. Reduce the minimum tangent length between reverse curves from 50' to 14' on Road 'E' at STA 3+29.51		

## ALTERNATIVE DESIGN STANDARDS REQUIRING PLANNING

#### **COMMISSION APPROVAL:**

1. Reduce the minimum horizontal curve radius from 250' to 150' on Road 'B' at STA 5+49.60

#### **ALTERNATIVE DESIGN STANDARDS REQUIRING KNOX COUNTY DEPARTMENT OF ENGINEERING AND PUBLIC WORKS APPROVAL:**

1. Reduce the minimum right-of-way dedication from the centerline of Schaad Rd. from 56' to 51'.
2. Increase the intersection approach grade from 1% to 1.2% on Road 'B' at Road 'E'.

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#### **STAFF RECOMMENDATION:**

- **APPROVE variance 1-3 and the alternative design standard 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 the proposed variances and alternative design standards will not create a traffic hazard.**

#### **APPROVE the Concept Plan subject to 13 conditions.**

1. Connection to sanitary sewer and meeting any other relevant requirements of the utility provider.
2. Provision of a street name which is consistent with the Uniform Street Naming and Addressing System within Knox County (Ord 91-1-102).
3. The proposed street connection to the Schaad Road Extension on the south side of the road shall be designed as a right in/right out only connection meeting all Knox County Department of Engineering and Public Works requirements for barriers and signage. Following the final design by Knox County Department of Engineering and Public Works of the proposed median opening in Schaad Rd. at this location, this proposed street connection may require approval of a variance from the Knox County Access Control and Driveway Design Policy for median offset requirements for new streets.
4. [Corrected 2/10/2021] Implementation of any recommended improvements identified in the Transportation Impact Study prepared by Ajax Engineering, dated November 1, 2017 and as revised and approved by the Knox County Department of Engineering and Public Works and Planning Commission staff. The improvements shall be installed to the standards approved by the Knox County Department of Engineering and Public Works. All proposed lots may be platted based on this Concept Plan approval, however, no more than 30 building permits may be issued until the adjacent Schaad Road and Lobetti Road improvements are completed. If the applicant widens Lobetti Road to Ball Road to the north, there will be no restrictions on the number of building permits that can be issued.
5. Installing the curbing and asphalt road surface through the intersection radii in the road stub-out on the west end of road Road 'E', on the west side of Road 'A' intersection.
6. Installing notification of future street connection at the west end of Road 'E' as required by Section 3.04.C.2.d. of the Knoxville-Knox County Subdivision Regulations.
7. Providing shared driveways and turn arounds for Lots 107 & 108 and 109 & 110.
8. Widening Lobetti Road to a minimum width of 20 feet from the end of the Knox County improvements of Lobetti Road to the Lot 119 with the final design to be approved by Knox County Engineering and Public Works during the design plan phase.
9. [Modified 2/10/2021] Installation of all utilities underground per the requirements of Section 3.10.D (Electric, Gas, Telephone, and Other Utilities) of the Knoxville-Knox County Subdivision Regulations, unless documentation is provided to and approved by the Utility Agency and Planning staff.
10. Meeting all applicable requirements of the Knox County Department of Engineering and Public Works.
11. Prior to certification of the final plat for the subdivision, establishing a property owners association that will be responsible for the maintenance of the common area, amenities and drainage system.
12. Placing a note on the final plat that all lots will have access only to the internal street system except Lots 107-119.
13. 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 119 detached dwelling units on individual lots and the reduction of the peripheral setback from 35' to 25', excluding the western boundary line for lots 41-47 and 102-106, 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 criteria for approval of a concept plan and use-on-review.

## COMMENTS:

The applicant is proposing to subdivide this 33.116-acre tract into a total of 119 detached residential lots at a density of 3.59 du/ac. This is the fifth concept plan that has come before the Planning Commission on this property. The previous applications included approximately 9.5 acres on the northwest side of the future Schaad Road. The applicant for this proposal is also developing the 9.5-acre tract and platted 34 lots that are larger than the 48 lots approved in the 2020 concept plan (4-SC-20-C). This application includes 5.04 acres on the east side of Lobetti Road that was not part of previous proposals. The 5.04 acres was recently rezoned to PR up to 3 du/ac and there are 13 lots proposed at a density of 2.58 du/ac. The remaining 28.076 acres on the west side of Lobetti Road is zoned PR up to 5 du/ac and there are 106 lots proposed at a density of 3.78 du/ac.

The development is proposed with right-in/right out access to the future Schaad Road and full access to Lobetti Road. The extension of Schaad Road is designed as a four lane - median divided arterial street with access control and is currently under construction. The subdivision has access to Lobetti Road that will connect to Schaad Road at a designed intersection.

The subdivision as proposed and as identified in the traffic impact study includes two phases. The first phase of this development is located on the north side of the Schaad Road extension and has already been platted and is not part of this review. The current request is the second phase of the subdivision and is located on the south side of the Schaad Road extension. In the previous approvals, the applicant was required to widen Lobetti Rd. to a width of 20' from the northern (phase 1) subdivision entrance to Ball Rd, which has been completed.

The access to the current (second) second phase of this development is compromised and warrants protections against too many homes being constructed before the improved access is completed. To the north, the ongoing construction of Schaad Road blocks access to Ball Road, and to the south, Lobetti Road is only 14-15' wide, there's an at-grade railroad crossing just before the Ball Camp Pike intersection, and there is poor visibility for vehicles turning onto Ball Camp Pike. The County has agreed to allow the entire subdivision to be platted before the Schaad Road access is complete but will limit the number of building permits to 30 unless the applicant widens Lobetti Road to Ball Road to the north to a minimum of 20 feet. With Schaad Road already under construction in this area, if there is a delay in the road being completed in this area then it should be only a short period of time for which the development has to rely on the Ball Road access.

Sidewalks are shown on the major roads within the development but they are optional to install with the exception of the first road segments from Lobetti Road and Schaad Road, which are being required by the County. These required sidewalks are adjacent to Lot 1 on Road 'C' and the Common Area on Road 'A'. Knox County will be installing sidewalks as part of the Schaad Road project on both the Schaad Road frontage and Lobetti Road to the entrance of the subdivision.

A road stub-out is being provided to the PR (Planned Residential) zoned property to the west that has frontage on Bakertown Road. If the two properties connect their road systems as anticipated, there should be little cut through traffic because Schaad Road is less than a block away.

## 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 LDR (low density residential) uses up to a maximum of 5 du/ac. The proposed subdivision has a density of 3.59 du/ac.

### 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 PR (Planned Residential) zoning for this site allows up to 5 du/ac on 28.076 acres of the site and up to 3 du/ac on the remaining 5.04 acres. The respective zoned areas remain under the maximum density permitted.

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 proposed single-family detached subdivision has a similar character as other residential subdivisions in the general area.

B. The proposed subdivision is at a lower density than previous approvals for this site.

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

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

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

A. This development will have direct access to Schaad Road and the Lobetti Road.

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 is an active railroad track on the south side of the property. Other than the associated noise, the railroad use will not pose a hazard to the proposed use once the road system around the property is completed.

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

Schools affected by this proposal: Amherst Elementary, Karns Middle, and Karns 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 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.