

SUBDIVISION REPORT - CONCEPT/USE ON REVIEW

► FILE #:	12-SB-20-C	AGENDA ITEM #:	14
	12-C-20-UR	AGENDA DATE:	2/11/2021
POSTPONEMENT(S):	12/10/2020 - 1/14/2021		
► SUBDIVISION:	HATMAKER LN. SUBDIVISION		
► APPLICANT/DEVELOPER:	S & E PROPERTIES		
OWNER(S):	S & E Properties		
<hr/>			
TAX IDENTIFICATION:	141 082, 08203 & 129 16413	View map on KGIS	
JURISDICTION:	County Commission District 6		
STREET ADDRESS:	0 Everett Rd., 0 Pine Creek Rd., & 0 Hatmaker Ln.		
► LOCATION:	East side of Everett Rd., West terminus of Hatmaker Ln., southwest of N. Campbell Station Rd., north of I-40 / I-75		
SECTOR PLAN:	Northwest County		
GROWTH POLICY PLAN:	Rural Area		
WATERSHED:	Hickory Creek		
► APPROXIMATE ACREAGE:	69.74 acres		
<hr/>			
► ZONING:	PR (Planned Residential)		
► EXISTING LAND USE:	Residential & Vacant land		
► PROPOSED USE:	Detached residential subdivision		
SURROUNDING LAND USE AND ZONING:	North: Residences - A (Agricultural) South: Interstate & Residences - Town of Farragut East: Residences and vacant land - A (Agricultural) & RA (Low-Density Residential) West: Residences and vacant land - A (Agricultural)		
<hr/>			
► NUMBER OF LOTS:	155		
SURVEYOR/ENGINEER:	Wanis Rghebi Southland Engineering		
ACCESSIBILITY:	Access is via Hatmaker Ln., a local street with approximately 18 ft pavement width within a required right-of-way of 50 ft, and Fretz Rd., a local street with approximately 15 ft pavement width within a required right-of-way of 50 ft. Hatmaker Ln right-of-way abuts the I-40 / I-75 interstate right-of-way.		
► SUBDIVISION VARIANCES REQUIRED:	VARIANCES REQUIRING PLANNING COMMISSION APPROVAL: 1) REDUCE THE MINIMUM VERTICAL CURVE RADIUS ON HATMAKER LANE FROM K=25 to 17.31 AT STA 27+66.86 TO 28+65.03 2) REDUCE THE 25' COMMON AREA BUFFER STRIP FOR DOUBLE FRONTAGE LOTS TO ALLOW A 25' LANDSCAPE BUFFER EASEMENT FOR LOTS 1-10 AND 16-33.		

ALTERNATIVE DESIGN STANDARDS REQUIRING PLANNING

COMMISSION APPROVAL:

- 1) REDUCE THE MINIMUM HORIZONTAL CURVE RADIUS ON HATMAKER LANE FROM 250-FT TO 200-FT AT STA 1+16 TO 2+38**
- 2) REDUCE THE MINIMUM HORIZONTAL CURVE RADIUS ON HATMAKER LANE FROM 250-FT TO 200-FT AT STA 24+12 TO 26+56**
- 3) REDUCE THE MINIMUM HORIZONTAL CURVE RADIUS ON ROAD 'A' FROM 250-FT TO 200-FT AT STA 3+22 TO 6+24**

ALTERNATIVE DESIGN STANDARDS REQUIRING KNOX COUNTY ENGINEERING AND PUBLIC WORKS APPROVAL:

- 1) INCREASING THE MAXIMUM ROAD GRADE AT INTERSECTIONS ON HATMAKER LANE AND ROAD 'A' TO A MAXIMUM OF 3%**

STAFF RECOMMENDATION:

- **APPROVE** variances 1-2, and alternative design standards 1-3 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 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 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. Installation of a minimum of 4 large maturing trees per 100 feet within the 25' landscape easement on the I-40/I-75 frontage per variance #2. A landscaping plan must be provided to Planning staff for review and approval before design plan approval. Trees should be selected from the City of Knoxville's Tree List and no single tree species shall be more than 50% of those to be installed. A final plat application will not be accepted for review by Planning staff until this landscaping is installed or a bond is posted with the Knox County Department of Engineering and Public Works to guarantee such installation.
4. Providing documentation during design plan review that the right-of-way radius for Hatmaker Lane as it enters the subject site does not encroach into parcel 142-00101 (12205 Hatmaker Lane) unless the property owner agrees to this modification of their property. Knox County Engineering and Public Works has the authority to reduce the right-of-way dedication requirement during design plan review if it is deemed appropriate for this location.
5. Implementation of the recommended improvements identified in the Traffic Impact Study for the Hatmaker Lane Subdivision prepared by Ajax Engineering, dated April 2020, and as revised and approved by the Knox County Department of Engineering and Public Works and Planning Commission staff. Any required improvements shall be installed to the standards approved by the Knox County Department of Engineering and Public Works.
6. Meeting all applicable requirements of the Knox County Department of Engineering and Public Works.
7. 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.
8. Placing a note on the final plat that all lots will have access only to the internal street system.
9. 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 155 detached dwelling units on individual lots and the reduction of the peripheral setback from 35' to 20' for Lot 155, 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 69.74-acre tract into 155 detached residential lots and common area at a density of 2.22 du/ac. The previous concept plan was withdrawn during the May 14, 2020 Planning Commission meeting. The property was rezoned to PR (Planned Residential) up to 3 du/ac under two separate

rezoning applications, September 2006 (8-E-06-RZ) and April 2016 (3-G-16-RZ).

This property is located on the north side of the I-40 / I-75 interstate. The proposed subdivision is at the west end of Hatmaker Lane, a local street, and east of Everett Road, a major collector up to the Town of Farragut boundary line. The proposed subdivision would be served by a public street that continues Hatmaker Lane with access out to N Campbell Station Road by Fretz Road.

TDOT has a project in the 2034 horizon year listed in the Knoxville Regional Transportation Planning Organization Mobility Plan that may impact the rear lots along Hatmaker Lane (Road "A") of the subdivision. This project is an expansion of I-40 / I-75 from 6 to 8 lanes. The current extents of the project only reach out to N Campbell Station Road, but with a new Mobility Plan now in the works the extents and horizon year 2034 could change. The impact to lots 1-38 is possible high noise and a possible sound barrier wall with any modifications to I-40/I-75 within this area.

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 Southwest County Sector Plan map on KGIS shows that this property is classified as AG (Agricultural), however, staff has determined that this is a mapping error and should be shown as LDR (Low Density Residential) as approved by Knox County Commission in 2016 (3-F-16-SP). The LDR sector plan classification allows consideration of residential uses up to a maximum of 5 du/ac. The proposed subdivision has a density of 2.22 du/ac.

B. The Knoxville-Farragut-Knox County Growth Policy Plan classifies this property as Rural which allows consideration of up to 3 du/ac if the property is zoned PR (Planned Residential), sanitary sewer and public water is available, connecting collector and arterials roads from the proposed development to the Urban Growth Boundary or Planned Growth Area which meet the standards of Knox County Engineering and Public Works, and a traffic impact analysis demonstrating to the satisfaction of the planning commission that the effect of this proposed and similar developments in the traffic analysis zone will not unreasonably impair traffic flow along the arterial roads through to the Planned Growth Area.

C. The subject property and proposed development meet the requirements to allow consideration of 3 du/ac in the Rural area of the Growth Policy Plan.

D. This entire site is within the Hillside Protection area on the sector plan. According to the slope analysis performed for the 2016 rezoning on this site, the maximum recommended disturbance is approximately 40 acres. This proposal will disturb approximately 40 acres according to the grading plan and will leave the steepest slopes undisturbed on the northern portion of the property.

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 3 du/ac. The proposed subdivision has a density of 2.22 du/ac.

C. Along Hatmaker Lane and Fretz Road there are attached and detached residential subdivisions that in various stages of completion or have been approved but not started construction yet. This proposal is compatible with the other approved developments along these roads.

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 but will have smaller lot sizes than the A (Agricultural) and RA (Low Density Residential) zoned properties to the east.

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.

B. With the implementation of the road improvements recommended in the Traffic Impact Study, the road system will be able to accommodate the additional traffic from this development.

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

A. This development construct an extension of Hatmaker Lane and will use Hatmaker Lane for access out to N Campbell Station Road by Fretz 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. The development is adjacent to the I-40/I-75 corridor which will impact the residents of the neighborhood because of noise and potentially lower air quality due to vehicle emissions. These impacts will be partially negated by existing vegetation in the interstate right-of-way and proposed vegetation in the 25' landscape easement to the rear of the double frontage lots that back up the interstate, and by existing hills between the interstate and the development. These issues are not unique to this site and apply to any property that is adjacent to or near an interstate corridor.

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

Schools affected by this proposal: Farragut Primary/Intermediate, 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.