



SUBDIVISION REPORT - CONCEPT/USE ON REVIEW

▶ **FILE #:** 2-SB-22-C
2-D-22-UR

AGENDA ITEM #: 18
AGENDA DATE: 2/10/2022

▶ **SUBDIVISION:** TAZEWELL PIKE DEVELOPMENT

▶ **APPLICANT/DEVELOPER:** PRIMOS LAND COMPANY, LLC JOSH SANDERSON

OWNER(S): Primos Land Company

TAX IDENTIFICATION: 13 127 & 11501 [View map on KGIS](#)

JURISDICTION: County Commission District 8

STREET ADDRESS: 8107 & 0 Tazewell Pk

▶ **LOCATION:** West side of Tazewell Pike, south of Campbell's Point Rd.

SECTOR PLAN: Northeast County

GROWTH POLICY PLAN: Rural Area

WATERSHED: Flat Creek

▶ **APPROXIMATE ACREAGE:** 71.58 acres

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

▶ **EXISTING LAND USE:** Vacant land

▶ **PROPOSED USE:** Detached residential subdivision

SURROUNDING LAND USE AND ZONING: North: Rural residential, single family residential, and vacant land -- A (Agricultural), RA (Low Density Residential), and PR (Planned Residential)
South: Rural residential, single family residential, and vacant land -- A (Agricultural) and RA (Low Density Residential)
East: Rural residential, single family residential, and vacant land -- A (Agricultural)
West: Vacant land -- A (Agricultural)

▶ **NUMBER OF LOTS:** 143

SURVEYOR/ENGINEER: Wanis Rghebi Southland Engineering

ACCESSIBILITY: Access is via Tazewell Pike, is a minor arterial with 20 ft of pavement width within 40 ft of right-of-way.
right-of-way.

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

- 1) Reduce the horizontal curve radius from 250 ft to 200 ft on Road 'B' from STA 3+58 to 6+17.8
- 2) Reduce the horizontal curve radius from 250 ft to 200 ft on Road 'B' from STA 8+54.8 to 11+38.3
- 3) Increasing the maximum grade of a private right-of-way from 12 to 15 percent on Road 'D'

ALTERNATIVE DESIGN STANDARDS REQUIRING KNOX COUNTY ENGINEERING AND PUBLIC WORKS APPROVAL

- 1) Increase the maximum intersection grade from 1 to 3 percent on Road 'A' at the Road 'B' intersection approach.**
- 2) Increase the maximum intersection grade from 1 to 2 percent on Road 'A' at the Tazewell Pike intersection approach.**
- 3) Increase the maximum intersection grade from 1 to 2 percent on Road 'C' at the Road 'A' intersection approach.**
- 4) Increase the maximum intersection grade from 1 to 2 percent on Road 'C' at the Road 'B' intersection approach.**

STAFF RECOMMENDATION:

- **Approve alternative design standards 1-3 based on the justifications provided by the applicant and 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 16 conditions.

1. Connection to sanitary sewer and meeting any other relevant requirements of the utility provider.
 2. Provision of street names consistent with the Uniform Street Naming and Addressing System within Knox County (County Ord. 91-1-102).
 3. Prior to certification of the first phase of this subdivision, verifying the acreage of the PR (Planned Residential) zoning for the entire subdivision. The maximum number of residential lots must not exceed the maximum allowed by the PR up to 2 du/ac zoning.
 4. Implementation of the street and intersection improvements and recommendations outlined in the Transportation Impact Study prepared by Cannon and Cannon (December 22, 2021), and approved by the Knox County Department of Engineering and Public Works, Tennessee Department of Transportation (TDOT), and Planning staff (see Exhibit A). The design details and timing of the installation of the improvements shall be worked out with the Knox County Department of Engineering and Public Works and TDOT during the design plan stage for the subdivision.
 5. [Corrected] Providing a minimum 200-ft sight distance easement on Lots 29, 121, & 122. The driveways on these lots must have a depth of 20-ft past the sight distance easement.
 6. Restricting access for Lot 28 to Road "A" and Lots 45 & 46 to Road "B".
 7. Providing a road stub-out to the property to the north as an extension of Road "A", per Section 3.04.C.2.b. of the Subdivision Regulations.
 8. Providing a note on the final plat that the private right-of-way (Road "D" and Road "E") are not public streets and will not be maintained by Knox County.
 9. Providing a note on the final plat that the private right-of-way shall function as a utility easement.
 10. Meeting the roadway construction standards of the Knox County Engineering and Public Works for the Road 'D' and Road 'E'.
 11. Meeting all applicable requirements of the Tennessee Department of Transportation.
 12. Meeting all applicable requirements of the Knox County Zoning Ordinance.
 13. Meeting all applicable requirements of the Knox County Department of Engineering and Public Works.
 14. [Corrected] Providing a note on the final plat that all lots will have access to internal streets except lots 134 & 143.
 15. 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.
 16. 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 areas, amenities, private roads, and drainage system.
- **Approve the development plan for up to 143 detached dwelling units on individual lots and the peripheral setback reduction from 35-ft to 25-ft for the eastern boundaries of Lots 1 and 113, subject to 2 conditions.**
- 1) Meeting all applicable requirements of the Knox County Zoning Ordinance.
 - 2) Verifying the proposed number of residential dwellings conforms with the PR up to 2 du/ac density for the property per Concept Plan condition #3 (2-SB-22-C).

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

COMMENTS:

This proposal is a 143-lot subdivision on approximately 71.58 acres at a density of 1.99 du/ac. The property was rezoned from A (Agricultural) to PR (Planned Residential) up to 2 du/ac in May 2021 (4-H-21-RZ). There are two access points to the site from Tazewell Pike. The northern access is a private right-of-way for 4 large lots. The southern access is the primary entrance to the subdivision and requires the installation of a left turn lane on Tazewell Pike. Lots 134 & 143 will have direct access to Tazewell Pike, and all other lots will have access to the internal public and private streets.

Sidewalks are proposed along the Tazewell Pike frontage and on Road "A," between Tazewell Pike and Road "C," per the Knox County sidewalk ordinance (Chapter 54, Article IV). The design details for the sidewalks will be determined during the design plan phase.

Staff is recommending that the Road "A" right-of-way be extended on the north side of Road "B" to provide a stub-out to the property to the north (condition # 7). The Subdivision Regulations state that "an interconnected street system is an important component of sound neighborhood development" and "the proposed street system of a subdivision may be required to include street stub-outs for the logical extension of the street system into the surrounding area (Section 3.04.C -- Street Connectivity). This section also lists several benefits of an interconnected system, such as providing adequate access for emergency and service vehicles, promoting walking and biking, and improving livability in communities by providing parallel routes and alternative route choices.

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 Northeast County Sector Plan recommends RR (Rural Residential) uses for this site with a maximum density of 1 du/ac, however, the zoning for the property was approved at 3 du/ac in May 2021. The proposed subdivision has a density of 1.99 du/ac.

B. In some other sectors, the RR land use allows consideration of up to 3 du/ac if the request is in conformance with the requirements of the Growth Policy Plan.

C. The Northeast County Sector Plan recommends maintaining the rural character of Tazewell Pike by adopting a scenic corridor overlay district (see Exhibit B). This has not been implemented.

D. The Northeast County Sector Plan general land use recommendations include various zoning and subdivision regulation amendments, and programs, to help protect the rural character of the area (see Exhibit B). These have not been fully implemented, however, the PR (Planned Residential) zoning would allow similar types of development, such as clustering smaller lots to conserve assets such as hillsides and farms. This proposal provides a mix of small lots and large lots. The larger lots represent approximately half of the total acreage and help protect the rural character of the area. The smaller lots will have minimal visibility from Tazewell Pike, with only two lots being directly adjacent to the frontage. Smaller residential lots are common along Tazewell Pike in this area.

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 proposed subdivision is surrounded by residential properties of various sizes and forested land, except for the agricultural property to the northwest. In this area, smaller residential lots cluster along Tazewell Pike.

C. The property was rezoned to PR up to 2 du/ac and the proposed subdivision has a density of 1.98 du/ac.

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 houses will have a similar character as other residential uses in this area. However, there are not many residential subdivisions on Tazewell Pike north of the Gibbs schools.

B. The two houses with frontage along Tazewell Pike at Road 'A' will be setback a minimum of 69 ft from the centerline of Tazewell Pike because the required right-of-way dedication is 44 ft and the requested peripheral setback along this frontage is 25 ft. The adjacent houses to the north and south have an established setback of

55 ft and 28 ft from the centerline.

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

A. The proposed use of the property for single-family residential should not significantly injure the value of the adjacent properties.

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

A. The development will have direct access to Tazewell Pike, a minor arterial street.

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 residential 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: 61 (public school children, grades K-12)

Schools affected by this proposal: Gibbs Elementary, Gibbs Middle, and Gibbs 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.