



SUBDIVISION REPORT - CONCEPT

▶ **FILE #:** 12-SB-23-C

AGENDA ITEM #: 16

AGENDA DATE: 12/14/2023

▶ **SUBDIVISION:** NATHAN'S COVE

▶ **APPLICANT/DEVELOPER:** NORTSHORE CONSTRUCTION, INC.

OWNER(S): Rainier Services, LLC

TAX IDENTIFICATION: 107 C B 035, 034 01

[View map on KGIS](#)

JURISDICTION: City Council District 6

STREET ADDRESS: 4425 LONAS DR (4501 LONAS DR)

▶ **LOCATION:** North of side Lonas Dr, south side of Kim Watt Dr

SECTOR PLAN: Northwest City

GROWTH POLICY PLAN: N/A (Within City Limits)

WATERSHED: Third Creek

▶ **APPROXIMATE ACREAGE:** 3.37 acres

▶ **ZONING:** RN-2 (Single-Family Residential Neighborhood) (pending on parcel 107CB035, Case 11-D-23-RZ)

▶ **EXISTING LAND USE:** Single Family Residential, Rural Residential

▶ **PROPOSED USE:** 14-lot subdivision of detached single-family dwellings

SURROUNDING LAND USE AND ZONING:
North: Single family residential, agriculture/forestry/vacant Land - RN-1 (Single-Family Residential Neighborhood), HP (Hillside Protection Overlay)
South: Rural residential, single family residential - RN-1 (Single-Family Residential Neighborhood)
East: Single family residential - RN-1 (Single-Family Residential Neighborhood)
West: Single family residential - RN-1 (Single-Family Residential Neighborhood), HP (Hillside Protection Overlay)

▶ **NUMBER OF LOTS:** 14

SURVEYOR/ENGINEER: Garrett M. Tucker, PE, RLS, Robert Campbell and Associates

ACCESSIBILITY: Access is via Lonas Drive, a major collector with a pavement width of approximately 19 ft within a right-of-way that varies from 40 ft to 56 ft. Kim Watt Drive, a local street with a 20-ft pavement width within 38-ft of right-of-way, is located on the north side of the property.

▶ **SUBDIVISION VARIANCES REQUIRED:** **VARIANCES:**
1) Reduce the minimum intersection separation between Nathan's Cove Way and Shirley Way from 300 ft to 125 ft.

ALTERNATIVE DESIGN STANDARDS REQUIRING KNOXVILLE-KNOX COUNTY PLANNING COMMISSION APPROVAL

- 1) Reduce the minimum private right-of-way width on Nathan's Cove Way and Nathan's Spring Way from 50 ft to 40 ft.
- 2) Reduce the minimum pavement width on Nathan's Cove Way and

STAFF RECOMMENDATION:

- ▶ **Approve the requested variance to reduce the minimum intersection separation between Nathan's Cove Way and Shirley Way from 300 ft to 125 ft based on the following evidence of hardship.**
 - a. **The reduction in the intersection separation is warranted due to the topography and location of the property. Providing access via Kim Watt Drive is challenging because of grade changes along the northern side of the property and a potential sight distance issue due to the horizontal curve of the local road.**
 - b. **The topography and location of the property with respect to the adjacent streets create a situation that is unique to the property. The farthest point of the property along Lonas Drive is less than 300' from Shirley Way, so it is impossible to meet the requirement.**
 - c. **Based on information submitted as part of the application, the purpose of this variance does not appear to be based exclusively upon a desire for financial gain but is the result of physical attributes of the property.**
 - d. **The proposed road layout will not be detrimental to public safety or welfare, or injurious to other property or improvements in the neighborhood because left turn conflicts are not anticipated due to the low traffic volumes of Shirley way and the anticipated low traffic volumes of this 14-lot subdivision.**

Approve the requested alternative design standards based on the recommendations of the City of Knoxville Engineering Department.

Approve the concept plan subject to 7 conditions.

1. Approval of the RN-2 rezoning request by the City Council for the western parcel (11-D-23-RZ).
2. Connection to sanitary sewer and meeting any other relevant utility provider requirements.
3. Certifying that the required sight distance is available along Lonas Drive in both directions, with documentation provided to the City of Knoxville Department of Engineering for review and approval during the design plan phase. The sight distance shall be certified using design grades at the driveway entrances before grading permits are issued for the site.
4. Meeting all applicable requirements of the City of Knoxville Zoning Ordinance.
5. Meeting all applicable requirements of the City of Knoxville Department of Engineering, including, but not limited to, providing a revised drainage plan during the design plan phase.
6. Providing the mail kiosk in a location and configuration that meets all applicable requirements of the United States Postal Service and City of Knoxville Department of Engineering requirements.
7. Before certification of the final plat for the subdivision, establishing a property owners association or other legal entity responsible for maintaining common facilities, such as common areas, amenities, and/or stormwater drainage system.

COMMENTS:

This proposal is for a 14-lot subdivision for single-family houses. It consists of two existing parcels - 107CB03401 and 107CB035. The eastern parcel was rezoned from RN-1 to RN-2 earlier this year (7-V-23-RZ). The western parcel received approval from the Planning Commission for a similar rezoning request in November 2023 (11-D-23-RZ), but City Council approval is still pending. Final approval of this rezoning request is anticipated on 1/9/2024. Since the lots are designed with the dimensional standards of the RN-2 district (setbacks, minimum lot size of 5000 sf, minimum lot width of 50 ft), the concept plan will be valid only if the rezoning is approved.

The sight distance along Lonas Drive has been noted on the concept plans, but the City of Knoxville Engineering Department has determined this needs to be reevaluated based on certain AASHTO standards. The sight distance shall be revised and certified during the design phase, and this is a condition of the concept plan approval.

The parking area for the mail kiosk is shown to be located within the private right-of-way, which per Engineering comments, is not permitted. The parking area for the mail kiosk should have a 26-ft wide drive aisle and support a functional turnaround space on its own lot. However, this can be reconfigured during the design plan phase.

A preliminary grading and drainage plan was submitted as part of the initial submission. However, a revised

plan was not submitted after modifications to the lot layout and roadway. This can also be handled during the final plan phase.

VARIANCE

The applicant is requesting a reduction of the minimum intersection separation from 300 ft to 125 ft from the development entry to Shirley Way. The entire property is less than 300' from Shirley Way, so it is impossible to meet the requirement. Shirley Way is a local street with low traffic volumes. Similarly, this 14-lot subdivision is anticipated to have low traffic volumes. Given the low traffic volumes expected, left turn conflicts are not anticipated. As stated previously, sight distance will be approved by City Engineering during the design plan process and a note verifying the certified distance shall be added to the plans.

ALTERNATIVE DESIGN STANDARDS TO REDUCE THE MINIMUM PAVEMENT WIDTH

The applicant is requesting a reduction of the minimum pavement width on the proposed private right-of-way from 26 ft to 20 ft. Adequate guest parking is provided within driveways (each lot has two parking spaces in the driveway and two parking spaces in the garage).

ESTIMATED TRAFFIC IMPACT: 165 (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: 4 (public school children, grades K-12)

Schools affected by this proposal: Pond Gap Elementary, Northwest 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 request is final, unless the action is appealed to Knox County Chancery Court. The date of the Knox County Chancery Court appeal hearing will depend on when the appeal application is filed.