



SUBDIVISION REPORT - CONCEPT/DEVELOPMENT PLAN

▶ **FILE #:** 6-SB-24-C **AGENDA ITEM #:** 20
6-E-24-DP **AGENDA DATE:** 9/12/2024

POSTPONEMENT(S): 6/13/2024, 7/11/2024, 8/8/2024

▶ **SUBDIVISION:** HOROBET ON BOB GRAY ROAD

▶ **APPLICANT/DEVELOPER:** ARCIP HOROBET

OWNER(S): Arcip Horobet

TAX IDENTIFICATION: 118 071 [View map on KGIS](#)

JURISDICTION: County Commission District 3

STREET ADDRESS: 0 PELLISSIPPI PKWY

▶ **LOCATION:** South side of Bob Gray Rd, west side of Pellissippi Pkwy, northern terminus of Blinken St

GROWTH POLICY PLAN: Planned Growth Area

FIRE DISTRICT: Rural Metro Fire

WATERSHED: Turkey Creek

▶ **APPROXIMATE ACREAGE:** 9.87 acres

▶ **ZONING:** PR(k) (Planned Residential) up to 10 du/ac, TO (Technology Overlay)

▶ **EXISTING LAND USE:** Agriculture/Forestry/Vacant Land

▶ **PROPOSED USE:** Attached residential subdivision

SURROUNDING LAND USE AND ZONING: North: Rural residential - RA (Low Density Residential), TO (Technology Overlay)
South: Multifamily residential - PR (Planned Residential) up to 12 du/ac, TO (Technology Overlay)
East: Pellissippi Parkway right-of-way
West: Single family residential - RA (Low Density Residential), TO (Technology Overlay)

▶ **NUMBER OF LOTS:** 94

SURVEYOR/ENGINEER: David Harbin Batson, Himes, Norvell and Poe

ACCESSIBILITY: Access is via Bob Gray Rd, a major collector street with 20 ft of pavement width within 48 ft of right-of-way.

▶ **SUBDIVISION VARIANCES REQUIRED:** **VARIANCES**
1. Providing a turnaround other than a cul-de-sac turnaround at the end of Road "A".
2. Vertical curve length reduction from 300 ft to 240 ft, STA 1+0 Road "F" (K Value reduction from 25 to 20).

ALTERNATIVE DESIGN STANDARD REQUIRING KNOX COUNTY ENGINEERING AND PUBLIC WORKS APPROVAL (PLANNING COMMISSION APPROVAL NOT REQUIRED)

1. Increase the intersection grade from 1 to 3% at STA 0+13 to STA 0+55 ROAD "B".
2. Increase the intersection grade from 1 to 2.75% at STA 6+00 to STA 7+89 ROAD "F".
3. Increase the intersection grade from 1 to 2.38% at STA 0+13 to STA 2+66 ROAD "D".
4. Increase the intersection grade from 1 to 2% at STA 0+13 to STA 1+00 ROAD "E".
5. Increase the intersection grade from 1 to 3% at STA 0+10 to STA 1+30 ROAD "F".
6. Decrease the right-of-way width from 50 ft to 40 ft.

ALTERNATIVE DESIGN STANDARD REQUIRING PLANNING COMMISSION APPROVAL

1. Reduce street frontage from 25 ft to 22 ft.
2. Increase the roadway grade from 12% to 15% at STA 1+30 to STA 6+00 ROAD "F".

STAFF RECOMMENDATION:

- **Approve the requested variance to provide a turnaround other than a cul-de-sac at the end of Road A.**
- A. The particular surroundings of this site include a townhouse development to the south with a singular access point that is off of Pellissippi Parkway. The proposed development will be connected to Parkway Heights upon its completion to enable the Pellissippi Parkway access point to be closed. The turnaround would not be required after that fact and is only temporary.**
- B. The rezoning condition from case 12-F-23-RZ requires a right-of-way stub-out to Parkway Heights. The rezoning condition is unique to this site as a connection point would not normally be required. Since it is, the turnaround space is temporary and would not be required after the connection point is made.**
- C. The granting of the variance will not be detrimental to public safety, health, or welfare because a turnaround which meets AASHTO standards for roads less than 150 ft has been provided. The road connection to the adjacent subdivision will result in safer access to the Parkway Heights community.**

Approve the requested variance to reduce the vertical curve length from 300 ft to 240 ft, STA 1+0 Road "F" (K values from 25 to 20).

- A. The steep topography along Bob Gray Road causes a deviation with the vertical curve.**
- B. The required access from Bob Gray Road causes the roadway to wind through steep topography.**
- C. The granting of the variance will not be detrimental to public safety, health, or welfare because the shortened vertical curve meets AASHTO standards and still allows adequate sight distance.**

Approve the alternative design standards based on the justifications provided by the applicant and the recommendations of the Knox County Department of Engineering and Public Works.

Approve the Concept Plan subject to 8 conditions.

1. Connection to sanitary sewer and meeting other relevant utility provider requirements.
2. Provision of street names consistent with the Uniform Street Naming and Addressing System within Knox County (County Ord. 91-1-102).
3. Before certification of the final plat for the subdivision, establish a property owners association or other legal entity responsible for maintaining common facilities, such as common areas, amenities, private roads, and/or stormwater drainage systems.
4. Meeting all applicable requirements of the Knox County Department of Engineering and Public Works.
5. Providing the right-of-way stub-out at the southern terminus of Road A to the end of the property line, which aligns with the right-of-way of the adjoining subdivision Parkway Heights.
6. Implementing the recommendations of the Transportation Impact Study for The Bob Gray Road Subdivision by Ajax Engineering, April 2024. A Memorandum of Understanding (MOU) with Knox County Engineering and Public Works for completing off-site road improvements may be required per Chapter 54, Article V of the Knox County Code (Ord. O-23-4-102).
7. If during design plan approval or construction of the development, it is discovered that unforeseen off-site improvements within the right-of-way are necessary, the developer will either enter an MOU with the County for these improvements or reimburse the County for their direct expenses (if competed by County crews) to make

corrections deemed necessary.

8. Certifying that the required sight distance is available along Bob Gray Rd in both directions at the Road F intersection during the design plan phase.

► **Approve the development plan for up to 85 attached houses on individual lots and a peripheral setback reduction to 25 ft along the eastern property line as shown on the development plan, subject to 3 conditions.**

1. Meeting all applicable requirements of the Knox County Zoning Ordinance, including the conditions of the rezoning case 12-F-23-RZ.
2. The maximum height will be 35 ft for attached houses.
3. Obtaining TTCDA approval of the development plans (Case 6-C-24-TOB).

With the conditions noted, this plan meets the requirements for approval in the PR zone and the criteria for approval of a development plan.

COMMENTS:

This is a request for an 85-lot subdivision that will be accessed off of Bob Gray Rd, Pellissippi Parkway borders to the east. The proposed subdivision would have public and private streets. The main spine, which is comprised of Road F and part of Road A (as shown on the plan) will be public roads. Road A will end at the shared property line with Parkway Heights, the townhouse subdivision abutting the proposed development to the south. Parkway Heights shows the Blinken Street right-of-way terminating at the shared property line, but the street is not built out the full length of the right-of-way. A temporary turnaround is being proposed until such time as the development is completed, at which point the connection between Road A and Blinken Street will be created. The Subdivision Regulations require all dead-end streets to end with a cul-de-sac, so a variance is being requested for a Road A to terminate with a different design. Since the turnaround is temporary until this road is connected to Blinken Street in the future, a cul-de-sac turnaround would not be required in the long-term.

The right-of-way stub out is a condition of the rezoning (12-F-23-RZ) in recognition of the fact that the Parkway Heights community's only access point is off of Pellissippi Parkway. The Tennessee Department of Transportation (TDOT) has stated they would be in favor of closing the street connection to Pellissippi Parkway upon development of the subject property once a stub-out connection to the adjacent subdivision to the south has been provided as it will improve safety for the residents of Parkway Heights and allow them to access Pellissippi Parkway via the Lovell Road or Dutchtown Road interchanges.

The entrance to the proposed development is on Bob Gray Road, a major collector street. A second variance is being requested to reduce the length of the vertical curve near the entry to the development on Road F (station 1+00) where the topography is steep. Engineering supports this variance request as the reduction will not cause a safety issue. The reduction still allows adequate sight distance and is in line with AASHTO standards.

The front of the property on Bob Gray includes 2.56 acres within the Hillside Protection (HP) Area. The plan proposes to disturb 1.67 acres, which is over the recommended disturbance budget of 1.2 acres as determined by the slope analysis. The steeper slopes on the northern edge of the site are from old driveway cuts, which are considered previously disturbed areas and are therefore exempt from HP standards, and this occurs where the road access traverses the site after entering from Bob Gray Road.

A detailed landscape plan has been provided that meets the rezoning conditions requiring landscape buffers between adjacent properties and the TTCDA Guidelines for required yard trees, landscaping at entrances, and in parking lots.

DEVELOPMENT PLAN ANALYSIS PER ARTICLE 6, SECTION 6.50.06 (APPROVAL OR DENIAL)

In the exercise of its administrative judgment, the Planning Commission shall determine if the proposed plan is in harmony with the general purpose and intent of the zoning ordinance and adopted plans.

1) ZONING ORDINANCE

A. The property is zoned PR (k) (Planned Residential) with a density of up to 10 du/ac, subject to 4 conditions.

1) Providing a Type C landscape buffer, 2) providing a 35 ft peripheral boundary along the western and southern property lines, 3) completing a traffic study, and 4) providing a right-of-way stub-out to the Parkway Heights subdivision for a future connection to Blinken Street. This property is within the TO (Technology Overlay) zone and must meet the (Tennessee Technology Corridor Development Authority) TTCDA Guidelines for a development plan approval. Case 6-C-24-TOB is scheduled to be heard September 9, 2024.

B. The applicant is proposing to subdivide this 9.87-acre tract into 85 lots with attached houses. The development will yield a density of 8.6 du/ac. The PR zone allows attached houses as a permitted use. The administrative procedures for the PR zone require the Planning Commission to approve the development plan before permits can be issued (Knox County Zoning Ordinance Article 5, Section 5.13.15).

C. The Planning Commission has the authority to reduce the 35-ft peripheral setback to 15 ft. The applicant is requesting a 25 ft peripheral boundary along the eastern boundary line along Pellissippi Parkway.

D. The height of attached houses shall be determined by the Planning Commission. The elevations provided show the units are 2 stories. The maximum height of all buildings will be 35 ft, which is consistent with the zoning requirements for residences in the area.

2) KNOX COUNTY COMPREHENSIVE PLAN - FUTURE LAND USE MAP

A. The property's land use classification is SMR (Suburban Mixed Residential) on the Future Land Use Map. Attached houses are considered primary uses in the SMR place type. Attached residential such as duplexes, multiplexes, and townhomes should have the scale of a single family home. The attached houses are 2-stories 1,765 sq ft floor area, which meets this criteria.

3) KNOX COMPREHENSIVE PLAN - IMPLEMENTATION POLICIES

A. The proposed right-of-way stub-out to Parkway Heights meets Implementation Policies 11.1 and 12.4 evaluate new residential subdivisions to provide vehicle connections to adjacent subdivisions and better access management.

B. Landscape screening has been added adjacent to subdivisions. This is consistent with Implementation Policy 2.1 to create buffer or transition standards between higher density developments.

4) KNOXVILLE - FARRAGUT - KNOX COUNTY GROWTH POLICY PLAN

A. The property is within the Planned Growth Boundary. The purposes of the Planned Growth Boundary designation are to encourage a reasonably compact pattern of development, promote the expansion of the Knox County economy, offer a wide range of housing choices, and coordinate the actions of the public and private sectors, particularly with regard to the provision of adequate roads, utilities, schools, drainage and other public facilities and services. This development is in alignment with these goals.

ESTIMATED TRAFFIC IMPACT: 825 (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: 5 (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.

The Planning Commission's approval or denial of this development plan request is final, unless the action is appealed either to the Board of Zoning Appeals or to a court of competent jurisdiction within thirty (30) days of the decision being appealed (Knox County, Tennessee Code of Ordinances, Appendix A, Zoning, 6.50.08).