



SUBDIVISION REPORT - CONCEPT

▶ **FILE #:** 9-SC-24-C **AGENDA ITEM #:** 41
 POSTPONEMENT(S): 9/12/2024 **AGENDA DATE:** 10/3/2024

▶ **SUBDIVISION:** FOX & FOGERTY ON YOSEMITE DR

▶ **APPLICANT/DEVELOPER:** DAVID CHEBAN

OWNER(S): David Cheban

TAX IDENTIFICATION: 107 B A 018 [View map on KGIS](#)
 JURISDICTION: City Council District 2
 STREET ADDRESS: 0 YOSEMITE TRL

▶ **LOCATION:** Eastern terminus of Yosemite Trl and northern terminus of Farland Dr

SECTOR PLAN: Northwest City
 GROWTH POLICY PLAN: N/A (Within City Limits)
 FIRE DISTRICT: Knoxville Fire Department
 WATERSHED: Third Creek, Fourth Creek

▶ **APPROXIMATE ACREAGE:** 13.05 acres

▶ **ZONING:** RN-1 (Single-Family Residential Neighborhood), HP (Hillside Protection Overlay)

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

▶ **PROPOSED USE:** single family lots

SURROUNDING LAND USE AND ZONING: North: Single family residential, office - OP (Office Park), I-G (General Industrial), HP (Hillside Protection Overlay)
 South: Multi family residential - RN-5 (General Residential Neighborhood), HP (Hillside Protection Overlay)
 East: Single family residential, rural residential - RN-1 (Single-Family Residential Neighborhood), RN-3 (General Residential Neighborhood), HP (Hillside Protection Overlay)
 West: Single family residential, agriculture/forestry/vacant land, private recreation (swimming pool) - RN-1 (Single-Family Residential Neighborhood), HP (Hillside Protection Overlay)

▶ **NUMBER OF LOTS:** 21

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

ACCESSIBILITY: Access is via Yosemite Trl and Farland Dr, local streets with a pavement width of 25 ft within a right-of-way of 50 ft.

▶ **SUBDIVISION VARIANCES REQUIRED:** **ALTERNATIVE DESIGN STANDARD REQUIRING ENGINEERING APPROVAL (PLANNING COMMISSION APPROVAL NOT REQUIRED)**
 1. Increase the intersection grade from 1 to 2%, STA 0+13 to STA 1+15 Rd "A"

STAFF RECOMMENDATION:

▶ Approve the concept plan subject to 10 conditions.

1. Connection to sanitary sewer and meeting any other relevant utility provider requirements.
2. Provision of a street name consistent with the Uniform Street Naming and Addressing System within the City of Knoxville (City Ord. 0-280-90).
3. Confirm that the road design complies with American Association of State Highway and Transportation Officials (AASHTO) standards during the design plan phase, with review and approval by the Knoxville Department of Engineering.
4. Meeting the land disturbance limitations of the HP (Hillside Protection Overlay) zone district and adding the disturbance limitation line on the final plat(s) for the subdivision. Planning staff can review and approve adjustments to the disturbance limitation line provided the overall development does not exceed the maximum allowed land disturbance.
5. Providing a pedestrian connection from Yosemite Trl to Farland Dr or Yosemite Trl to Road A during the design plan phase.
6. Maintain a 25-ft non-disturbance buffer next to the detention pond on the north side of the property, as shown on the concept plan.
7. Meet all applicable requirements of the City of Knoxville Zoning Ordinance.
8. Meeting all applicable requirements of the City of Knoxville Department of Engineering.
9. 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, and/or stormwater drainage systems.
10. Meeting all applicable requirements of the Knoxville Utility Board regarding the placement of stormwater infrastructure or other site improvements, such as fences, within the existing natural gas line easement.

COMMENTS:

This proposal is for a 21-lot residential subdivision on this 13.05-acre property. The property is zoned RN-1 (Single-Family Residential Neighborhood) and is in the HP (Hillside Protection Overlay). The RN-1 zone requires a minimum lot size of 10,000 sq ft. The proposed lot sizes range from 10,491 sq ft to 35,309 sq ft and are generally equivalent to lots in the adjacent neighborhoods.

The public roads Yosemite Trail and Farland Drive will be extended to dead end with cul-de-sacs, and a new public road, Road A, will be created off Farland Drive, ending with a cul-de-sac turnaround. The front setback of the single family homes on Yosemite Trail must be within 10 ft of the average of the blockface. The north side of Yosemite will have a front setback range of 25.5-45.5 ft, and the south side will range from 81.5-101.5 ft. The first houses developed on Road A and the Farland Drive cul-de-sac will create the setback range for the other houses developed along that street. The plan shows the minimum 25 ft setback, allowing homes to be built within the 25-35 ft range.

Planning is conditioning a pedestrian connection between Yosemite Trail and Farland Drive or Yosemite Trail and Road A, to be worked out during the design plan phase. Since the neighborhoods do not have sidewalks, the connection could be like a greenway, such as paved asphalt or crushed stone pathways.

Our adopted plans and regulations include connectivity in residential developments. Per Subdivision Regulation 3.04.C, an interconnected street system is important for sound neighborhood development. A pedestrian connection will connect neighborhoods, promote walking and biking, reduce miles of travel that result in lower air emissions and wear on the roadway, reduce the volume of traffic and traffic delays on major streets (collectors and arterials), and ultimately improve livability in communities by providing parallel routes and alternative route choices.

A Tennessee Natural Gas easement runs through Lots 21 and 10-13 of the property. Tennessee Natural Gas may restrict improvements within the easement, such as stormwater infrastructure and fences.

The entirety of the property is within the HP (Hillside Protection Overlay) zone, and there are some steep slopes on the property. Grading is kept to concentrated area closer to the streets, preserving slopes around most of the perimeter of the property. The projected disturbance of the site is 7.43 acres, which is below the permitted disturbance of 9.18 acres according to the slope analysis conducted to enforce the Hillside Protection overlay. There is a condition for the final plat to include the maximum disturbance limitation line. Each lot must be allocated a certain amount of land disturbance to ensure the development complies with the HP overlay standards over time.

ESTIMATED TRAFFIC IMPACT: 240 (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: 6 (public school children, grades K-12)

Schools affected by this proposal: Bearden Elementary, Bearden 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 Knoxville-Knox County Planning Commission. The date of the Knoxville-Knox County Planning Commission appeal hearing will depend on when the appeal application is filed.