

CASE SUMMARY

APPLICATION TYPE: SUBDIVISION
CONCEPT PLAN



File Number: 1-SB-25-C **Related File Number:** 1-D-25-DP
Application Filed: 11/26/2024 **Date of Revision:**
Applicant: MESANA INVESTMENTS, LLC

PROPERTY INFORMATION

General Location: South side of W. Governor John Sevier Hwy, north side of Tipton Station Rd, and west side of Stout Ln
Other Parcel Info.:
Tax ID Number: 137 053 **Jurisdiction:** County
Size of Tract: 27.37 acres
Accessibility: Access is via W Governor John Sevier Highway, a TDOT-owned major arterial with a pavement width of 45 ft within a right-of-way of 156 ft. The property has frontage on but no access proposed to Tipton Station Road, a major collector street with 21 ft of pavement width within a right-of-way of 41 ft, and Stout Lane, a local street with 12 ft of pavement width within a right-of-way of 15 ft.

GENERAL LAND USE INFORMATION

Existing Land Use: Agriculture/Forestry/Vacant Land
Surrounding Land Use: North: Single-family residential, agriculture/forestry/vacant land - PR (Planned Residential) up to 8 du/ac
South: Rural residential, agriculture/forestry/vacant land - A (Agricultural)
East: Agriculture/forestry/vacant land, single-family residential - A (Agricultural)
West: Rural residential - A (Agricultural)
Proposed Use: Attached and detached residential subdivision **Density:** 4.94
Planning Sector: South County **Plan Designation** TN (Traditional Neighborhood)
Growth Policy Plan: Planned Growth Area
Neighborhood Context:

ADDRESS/RIGHT-OF-WAY INFORMATION (where applicable)

Street: 1413 TIPTON STATION RD
Location:
Proposed Street Name:
Department-Utility Report:
Reason:

ZONING INFORMATION (where applicable)

Current Zoning: PR(k) (Planned Residential with conditions) up to 5 du/ac
Former Zoning:
Requested Zoning:
Previous Requests:
Extension of Zone:
History of Zoning:

PLAN INFORMATION (where applicable)

Current Plan Category:

Requested Plan Category:

SUBDIVISION INFORMATION (where applicable)

Subdivision Name: 1413 Tipton Station Road

No. of Lots Proposed: 137 No. of Lots Approved: 0

Variations Requested: VARIANCE

1. Reduce the minimum K-value from 25 to 20 on Road 'A' at its intersection with Governor John Sevier Highway.

ALTERNATIVE DESIGN STANDARD REQUIRING PLANNING COMMISSION APPROVAL:

- 1. Reduce the minimum centerline radius on Road 'A' from 250 ft to 225 ft between STA 6+46.23 and 8+08.77.
- 2. Reduce the minimum centerline radius on Road 'A' from 250 ft to 225 ft between STA 10+22.10 and 11+67.25.
- 3. Reduce the minimum centerline radius on Road 'E' from 250 ft to 175 ft between STA 1+29.91 and 1+57.81.
- 4. Reduce the minimum centerline radius on Road 'E' from 250 ft to 175 ft between STA 4+54.73 and 5+57.48.
- 5. Reduce the minimum lot frontage width from 25 ft to 22 ft.

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

- 1. Increase the maximum intersection grade from 1 percent to 2 percent on Road 'A' at Governor John Sevier Highway, Road 'B' at Road 'A', Road 'C' at Road 'A', and Road 'D' at its intersections with Road 'A' and Road 'E'.

S/D Name Change:

OTHER INFORMATION (where applicable)

Other Bus./Ord. Amend.:

PLANNING COMMISSION ACTION AND DISPOSITION

Planner In Charge: Mike Reynolds

Staff Recomm. (Abbr.): Approve the variance to reduce the minimum vertical curve K-value on Road 'A' from 25 to 20 at its intersection with Governor John Sevier Highway based on the following evidence of hardships.

- A) There is a pronounced drop-off at the location of the request.
- B) The steep grades along the Governor John Sevier Highway frontage were created by highway construction.
- C) Approval of the variance is not anticipated to be detrimental to public safety, health, or welfare because the requested K-value meets AASHTO (American Association of State Highway and Transportation Officials) and the Tennessee Department of Transportation standards. The Knox County Department of Engineering and Public Works recommends approval of this variance based on the justification provided by the applicant.

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

Approve the Concept Plan subject to 19 conditions.

Staff Recomm. (Full):

- 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. Maintaining a tree buffer with 50 ft of depth along the Governor John Sevier Highway frontage, except for allowing approved access to Governor John Sevier Highway, and installing high-visibility tree protection fencing before clearing and grading activities begin, to be maintained until site and building construction are complete, per the zoning condition (9-L-24-RZ). The portions of this frontage that do not have trees must be replanted with a Type B landscape screen (Exhibit B).
- 4. Providing a Type B landscape screen along the Tipton Station Road frontage, per the zoning condition (9-L-24-RZ).
- 5. Submitting the landscape plan to Planning staff for review and approval during the design plan phase.

6. Implement the recommendations of the 1413 Tipton Station Road Subdivision Transportation Impact Study (TIS) (AJAX Engineering, 11/25/2024) as required by Knox County Engineering and Public Works and the Tennessee Department of Transportation (TDOT) during the design plan phase (see Exhibit C).
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 into an MOU with the County for these improvements or reimburse the County for their direct expenses (if completed by County crews) to make corrections deemed necessary.
8. Entering into an MOU with Knox County Engineering and Public Works, if required during the design plan phase, for completing off-site improvements per Chapter 54, Article V of the Knox County Code (Ord. O-23-4-102). The cost of these improvements is the responsibility of the property owner.
9. Provide a sidewalk on one side of Road 'A' between the intersections of Governor John Sevier Highway and Road 'D' per the requirements of Knox County Engineering and Public Works during the design plan phase.
10. Providing guest parking at the termini of the Road 'B' turnaround as shown and ensuring on-street parking opportunities are available on Road 'B' and Road 'C' similar to those shown on plan sheet C-2.
11. Providing a sight distance easement on the inside of the 175-ft horizontal curve in Road 'E', south of the Road 'D' intersection, per the requirements of Knox County Engineering and Public Works during the design plan phase. Any driveway that cannot be located outside the sight distance easement must have a 20-ft depth outside the sight distance easement.
12. Providing a 50-ft wide right-of-way stub-out from Road 'E' to the property to the east (parcel 137 04804). The stub-out shall be provided on the final plat and identified for future connection. The stub-out shall be in the approximate location shown on the concept plan.
13. Installing the curbing and asphalt road surface through the intersection radii for the stub-out referenced in condition #12 and installing notification of future street connection as required by Section 3.04.C.2.d. of the Knoxville-Knox County Subdivision Regulations.
14. Providing a Type B landscape screen along the Tipton Station Road frontage, per the zoning condition (9-L-24-RZ).
15. Providing a greenway easement with a minimum width of 20 ft along Tipton Station Road. The site grading shall not prohibit the future installation of the greenway, with review and approval by Knox County Engineering and Public Works during the design plan phase.
16. Providing pedestrian access from the subdivision to the greenway easement. The access must be in a common area with a minimum 10-ft width.
17. Meeting all applicable requirements of the Knox County Department of Engineering and Public Works.
18. Meeting all applicable requirements of the Knox County Zoning Ordinance.
19. 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, private roads, and/or stormwater drainage systems.

Comments:

This subdivision includes approximately 64 attached and 73 detached residential lots on 27.73 acres zoned PR(k) (Planned Residential) up to 5 du/ac, subject to 3 conditions (9-L-24-RZ). There is a single access to Governor John Sevier Highway and no vehicular access to Tipton Station Road.

ZONING CONDITIONS

- A) Maintain a tree buffer with 50 ft of depth along the Governor John Sevier Highway frontage, except for allowing approved access to Governor John Sevier Highway, as recommended by the Governor John Sevier Scenic Highway Corridor Study. High visibility tree protection fencing shall be installed before clearing and grading activities begin and maintained until site and building construction are complete.
- B) There shall be a Type B landscape screen along Tipton Station Road.
- C) There will be no access to Tipton Station Road.

VARIANCES

Variance #1 requests to reduce the vertical curve K-value from 25 to 20. This is located on Road 'A' at the intersection with Governor John Sevier Highway, resulting in a sharper crest in the road. A higher K-value results in a flatter vertical curve. The proposed K-value of 20 meets AASHTO (American Association of State Highway and Transportation Officials) standards for a road posted at 25 MPH. In addition, the road grade meets the 8 percent maximum grade within the TDOT right-of-way.

ALTERNATIVE DESIGN STANDARDS

Five requests require approval by the Planning Commission, and one requires approval by Knox County Engineering and Public Works.

Planning Commission approval: Four requests are to reduce the minimum 250 ft horizontal curve radius. Only the 175 ft curve on Road 'E' south of the Road 'D' intersection appears to require a sight distance easement through the inside of the curve.

The Planning Commission can approve a reduced lot frontage from 25 ft to 20 ft for attached (townhouse) lots if guest parking is provided throughout the development as required by the Planning Commission. The applicant proposes 4 off-street parking spaces at both ends of the elongated turnaround at the end of Road 'B' and identifies the potential for up to 5 on-street parking spaces along the curb of Road 'B' and up to 10 spaces on Road 'C' (see plan sheet C-2). However, on 26-ft wide roads, on-street parking should not be directly across from each other because the travel lane will be reduced below the minimum requirements for the fire code. If cars are to be parked on both sides of the road, they should be staggered.

Knox County Engineering and Public Works approval: The Subdivision Regulations require a maximum intersection grade of 1 percent and allow Knox County Engineering and Public Works to approve intersection grades up to 3 percent as an alternative design standard. An intersection with a crosswalk cannot exceed 2 percent.

TRANSPORTATION IMPACT STUDY (TIS)

The TIS studied the impact of the development at the Road 'A' intersection with Governor John Sevier Highway. The conclusions and recommendations of the study are to restripe the two-way left-turn lane on Governor John Sevier Highway to reflect an exclusive westbound left-turn lane at the intersection with Road 'A', and install an eastbound right-turn lane on Governor John Sevier Highway at the intersection with Road 'A'. A traffic signal is not warranted based on the traffic projections.

Action: Approved with Conditions **Meeting Date:** 1/9/2025

Details of Action:

Summary of Action: Approve the variance to reduce the minimum vertical curve K-value on Road 'A' from 25 to 20 at its intersection with Governor John Sevier Highway based on the following evidence of hardships.
A) There is a pronounced drop-off at the location of the request.
B) The steep grades along the Governor John Sevier Highway frontage were created by highway construction.
C) Approval of the variance is not anticipated to be detrimental to public safety, health, or welfare because the requested K-value meets AASHTO (American Association of State Highway and Transportation Officials) and the Tennessee Department of Transportation standards. The Knox County Department of Engineering and Public Works recommends approval of this variance based on the justification provided by the applicant.

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

Approve the Concept Plan subject to 19 conditions.

Date of Approval: 1/9/2025 **Date of Denial:** **Postponements:**
Date of Withdrawal: **Withdrawn prior to publication?:** **Action Appealed?:**

LEGISLATIVE ACTION AND DISPOSITION

Legislative Body: Knoxville-Knox County Planning Commission
Date of Legislative Action: **Date of Legislative Action, Second Reading:**
Ordinance Number: **Other Ordinance Number References:**
Disposition of Case: **Disposition of Case, Second Reading:**
If "Other": **If "Other":**
Amendments: **Amendments:**
Date of Legislative Appeal: **Effective Date of Ordinance:**