

CASE SUMMARY

APPLICATION TYPE: SUBDIVISION
CONCEPT PLAN



File Number: 10-SB-24-C Related File Number: 10-C-24-DP
Application Filed: 8/19/2024 Date of Revision:
Applicant: D.R. HORTON

PROPERTY INFORMATION

General Location: South side of Tipton Station Rd, east of Lowland Ln
Other Parcel Info.:
Tax ID Number: 148 049 Jurisdiction: County
Size of Tract: 85.81 acres
Accessibility: Access is via Tipton Station Road, a major collector with a pavement width of 19 ft within a right-of-way that varies in width from 40 ft to 60 ft.

GENERAL LAND USE INFORMATION

Existing Land Use: Agriculture/Forestry/Vacant Land
Surrounding Land Use: North: Agriculture/forestry/vacant land, single family residential, rural residential - A (Agricultural), RA (Low Density Residential)
South: Agriculture/forestry/vacant land, rural residential - A (Agricultural)
East: Agriculture/forestry/vacant land, rural residential - A (Agricultural), F (Floodway)
West: Agriculture/forestry/vacant land, rural residential - A (Agricultural), F (Floodway)
Proposed Use: Detached residential subdivision Density: 3.99 du/ac
Planning Sector: South County Plan Designation: RL (Rural Living), RC (Rural Conservation), SP (Stream Pro
Growth Policy Plan: Planned Growth Area, Rural Area
Neighborhood Context:

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

Street: 2814 TIPTON STATION RD
Location:
Proposed Street Name:
Department-Utility Report:
Reason:

ZONING INFORMATION (where applicable)

Current Zoning: PR(k) (Planned Residential) up to 4 du/ac with conditions, F (Floodway), A (Agricultural)
Former Zoning:
Requested Zoning:
Previous Requests:
Extension of Zone:
History of Zoning:

PLAN INFORMATION (where applicable)

Current Plan Category: N/A

Requested Plan Category:

SUBDIVISION INFORMATION (where applicable)

Subdivision Name: Tipton Station Subdivision

No. of Lots Proposed: 342 No. of Lots Approved: 0

Variances Requested: VARIANCES
None.

ALTERNATIVE DESIGN STANDARD REQUIRING PLANNING COMMISSION APPROVAL
1) Reduce the minimum horizontal curve on Road 'B' from 250 ft to 200 ft at C5.

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

- 1) Increase the maximum intersection grade of Road 'B' from 1 percent to 3 percent at the intersections of Road 'A' (STA 9+10.32 and STA 33+39.54) – [See condition # 6]
- 2) Increase the maximum intersection grade of Road 'C' from 1 percent to 1.5 percent at the intersection of Road 'B'
- 3) Increase the maximum intersection grade of Road 'D' from 1 percent to 2.5 percent at the intersections of Road 'A' and Road 'B' – [See condition # 6]
- 4) Increase the maximum intersection grade of Road 'E' from 1 percent to 2.5 percent at the intersections of Road 'A' and Road 'G' – [See condition # 6]
- 5) Increase the maximum intersection grade of Road 'G' from 1 percent to 3 percent at the intersections of Road 'A' and Road 'B'
- 6) Increase the maximum intersection grade of Road 'H' from 1 percent to 1.5 percent at the intersection of Road 'F' and Road 'A'
- 7) Increase the maximum intersection grade of Road 'I' from 1 percent to 3 percent at the intersection of Road 'F' and Road 'A'
- 8) Increase the maximum intersection grade of Road 'J' from 1 percent to 2.5 percent at the intersection of Road 'F' and Road 'A'

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 alternative design standard 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 17 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. The maximum number of lots and/or residential dwelling units permissible is based on the acreage zoned PR(k) (Planned Residential) up to 4 du/ac that is not encumbered by a Tennessee Valley Authority flowage easement as referenced in the 1979 deed for the property (Book 1671, Page 770). The flowage easement must be shown on the final plat unless documentation is presented that the flowage easement is not on the subject property as indicated in the deed referenced above before the first phase of this subdivision is certified for recording.
4. Before the first phase of this subdivision is certified for recording, provide documentation to Planning and Knox County Engineering and Public Works staff that the portion of the property south of Stock Creek has a conservation easement recorded with the Register of Deeds per the zoning condition.
5. Provide a sidewalk on the west side of the boulevard section of Road 'A', between the intersections of Tipton Station Road and Road 'F' per the requirements of Knox County Engineering and Public Works during the design plan phase.
6. Provide an intersection grade of 2 percent or less on Road 'A' at Tipton Station Road, and for all internal streets with a crosswalk, with review and approval by Knox County Engineering and Public Works during the design plan phase.
7. During the design plan phase and before grading permits are issued, a Phase II environmental study must be completed by the applicant per the recommendations of the Tennessee Department of Environment and Conservation (TDEC) (see Exhibit C). The study must be submitted to TDEC for

review, and the applicant must complete any remediation recommendations by TDEC before any permits are issued for the site other than those required to complete the remediation.

8. Implementing the recommendations of the Tipton Station Subdivision Transportation Impact Analysis (TIA) (Ardurra, 10/14/2024) as required by Knox County Engineering and Public Works and the Tennessee Department of Transportation (TDOT) during the design plan phase (see Exhibit D). If the TIA is further revised, it must be submitted to the Planning staff for review and approval by all applicable agencies.

9. No increase in the number of residential dwelling units using the Tipton Station Subdivision streets shall be permitted without a new concept plan approval by the Planning Commission that includes a second access point adequate to handle the proposed development.

10. Provide a 15-ft non-disturbance buffer around the external boundary of the property, with the allowance for grading within the 15-ft non-disturbance buffer if a Type B landscape screen (see Exhibit B) is installed in these locations per the zoning condition.

11. Entering into an MOU with Knox County Engineering and Public Works 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.

12. 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.

13. Providing the acreage zoned PR (Planned Residential), F (Floodway), and, if applicable, A (Agricultural) separately on the final plat. The PR-zoned acreage outside the TVA flowage easement must also be provided to verify the maximum number of residential lots (units) permissible in the subdivision.

14. Providing a sight distance easement on the inside of any horizontal curve with a radius less than 250 ft, 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.

15. Meeting all applicable requirements of the Knox County Department of Engineering and Public Works.

16. Meeting all applicable requirements of the Knox County Zoning Ordinance.

17. 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.

Comments:

This proposal is for 342 detached residential house lots on 85.63 acres of this 155-acre site. The 85+ acres north of Stock Creek were rezoned from A (Agricultural) to PR(k) (Planned Residential) up to 4 du/ac in July 2024 (5-K-24-RZ), with the area south of Stock Creek retaining the A zoning. The PR zoning was approved subject to two conditions: 1) a 35 ft peripheral setback with a 15 ft non-disturbance area. Any disturbed area shall have a type B landscape screen, and 2) the 70 acres south of the creek shall be a conservation zone.

The subdivision has a single access point from Tipton Station Road. A wide boulevard will extend approximately half the depth of the subdivision, with 20-ft travel lanes on each side of a 10-ft median. The width of the travel lanes and median will allow vehicles to make a U-turn at a median opening while vehicles are parked on the street.

TRANSPORTATION IMPACT ANALYSIS (TIA)

The applicant submitted a level 3 TIA, which studied the proposed access point with Tipton Station Road and the intersections of W. Martin Mill Pike to the east and Maryville Pike to the west (see Exhibit D). The applicant is responsible for the recommended improvements, including turn lanes or a roundabout at the W. Martin Mill Pike intersection, with the preference of Knox County Engineering and Public Works being a roundabout because of the proximity of Goddard Road to this intersection.

ENVIRONMENTAL STUDY

The applicant has completed a Phase 1 Environmental Site Assessment for this site because it was formerly owned by Atlas Powder Company and used for TNT storage within several small buildings centrally located on the site. TDEC reviewed the Phase 1 study and determined there is a data gap that could not rule out the potential that Atlas manufactured TNT on the site, constituting a recognized environmental condition (REC) that would warrant conducting a Phase II Environmental Site Assessment (see Exhibit C). Condition #7, if approved, requires the applicant to complete the Phase II study during the design plan phase and before grading permits are issued and the applicant is responsible for remediating any contaminants found on the site.

Action: Approved with Conditions **Meeting Date:** 12/12/2024

Details of Action:

Summary of Action: Approve the alternative design standard 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 17 conditions.

Date of Approval:

12/12/2024

Date of Denial:

Postponements:

10/3/2024,
11/14/2024

Date of Withdrawal:

Withdrawn prior to publication?: **Action Appealed?:**

LEGISLATIVE ACTION AND DISPOSITION

Legislative Body:

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: