

CASE SUMMARY

APPLICATION TYPE: SUBDIVISION
CONCEPT PLAN



File Number: 11-SA-24-C Related File Number: 11-A-24-DP
Application Filed: 9/17/2024 Date of Revision:
Applicant: JOSH SANDERSON

PROPERTY INFORMATION

General Location: West side of Roberts Rd, north of Washington Pk
Other Parcel Info.:
Tax ID Number: 22 00514 Jurisdiction: County
Size of Tract: 74.73 acres
Accessibility: Access is via Roberts Road, a major collector street with a pavement width of 20 ft within a 50-ft right-of-way.

GENERAL LAND USE INFORMATION

Existing Land Use: Agriculture/Forestry/Vacant Land
Surrounding Land Use: North: Agriculture/forestry/vacant land - A (Agricultural)
South: Single family residential, agriculture/forestry/vacant land - PR (Planned Residential) 1-3 du/ac, A (Agricultural)
East: Agriculture/forestry/vacant land - A (Agricultural)
West: Public/quasi public land (TVA power station) - A (Agricultural)
Proposed Use: Detached residential subdivision Density: 1.88 du/ac
Planning Sector: Northeast County Plan Designation: RL (Rural Living)
Growth Policy Plan: Rural Area
Neighborhood Context:

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

Street: 6701 ROBERTS RD
Location:
Proposed Street Name:
Department-Utility Report:
Reason:

ZONING INFORMATION (where applicable)

Current Zoning: PR (Planned Residential) < 2 du/ac
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: Simmons' Farm, Phase 1

No. of Lots Proposed: 141 No. of Lots Approved: 141

Variances Requested: VARIANCES
None

ALTERNATIVE DESIGN STANDARDS REQUIRING KNOXVILLE-KNOX COUNTY PLANNING COMMISSION APPROVAL
None

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

1. Increase the maximum intersection grade from 1% to 1.33% on Road 'A' at Road 'D'.
2. Increase the maximum intersection grade from 1% to 1.5% on Road 'D' at Roberts Road.

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 Concept Plan subject to 13 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) 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 a memorandum of understanding (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.
- 4) Implementing the recommendations of the Simmons' Farm Traffic Impact Study (Cannon & Cannon, 10/28/2024) as required by Knox County Engineering and Public Works and the Tennessee Department of Transportation during the design plan phase (see Exhibit B).
- 5) Entering into a Memorandum of Understanding 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 County will engage the developer's TIA preparer to create an estimate to complete the left turn lane required at Roberts Roads and Washington Pike, and once the developer has submitted the corresponding funds equal to the estimate, the County will design and implement a larger project to align the northern and southern Roberts Road intersections. The cost of the improvements to E. Emory Road at the Roberts Road intersection is the developer's responsibility.
- 6) Providing a cul-de-sac at the end of Road 'A' during phase 1 of this subdivision. Knox County Engineering and Public Works may require the length of Road 'A' beyond the last (westernmost) lot. This is to be determined during the design plan phase.
- 7) Submitting a geotechnical report for review and approval by Knox County Engineering and Public Works during the design plan phase to determine if any areas shown as closed contour sinkholes on the concept plan are required to be shown on the final plat as a closed contour sinkhole with a 50 ft buffer as required by Section 3.06.B. If any building construction is proposed within the 50 ft buffer area around the designated sinkholes/depressions (including the depressions), a geotechnical report must be prepared by a registered engineer to determine soil stability, and that report must be submitted to the Knox County Department of Engineering and Public Works for consideration. Any construction in these areas is subject to approval by the County following a review of the report. Engineered footings must be designed for these areas. For those lots that do not have a building site outside of the 50 ft buffer, approval by Knox County will be required prior to final plat approval. The sinkholes/depressions and 50 ft buffer shall be designated on the final plat even if they are approved to be filled.
- 8) If the approved geotechnical report determines that a closed contour identified by Knox County Engineering and Public Works is not a sinkhole, the certification to be provided by Knox County Engineering and Public Works must be placed on the final plat and sealed by the applicant's engineer.

- 9) Certifying that the required sight distance is available along Roberts Road in both directions at the Road 'D' intersection, with documentation provided to the Knox County Department of Engineering and Public Works for review and approval during the design plan phase.
- 10) All double frontage lots must meet the requirements of Section 3.02.A.4. of the Subdivision Regulations.
- 11) Meet all applicable requirements of the Knox County Zoning Ordinance.
- 12) Meet all applicable requirements of the Knox County Department of Engineering and Public Works.
- 13) 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 a 141-lot detached residential subdivision on the 74.73-acre property at a density of 1.88 du/ac. The lots are clustered on 26.48 acres near the Roberts Road frontage. The property was rezoned from A (Agricultural) to PR (Planned Residential) < 2 du/ac in March 2024 (2-J-24-RZ).

TRANSPORTATION IMPACT STUDY (TIS)

The TIS studied the impact of the additional traffic at the proposed Roberts Road access points and the intersections of Washington Pike to the south and E. Emory Road to the north. The conclusions of the study are:

- 1) Install a left turn lane (50 feet storage) on E. Emory Road (SR 331) at Roberts Road intersection.
- 2) At the intersections of Roberts Road at Washington Pike, a left turn lane is warranted during the PM peak hour at the eastern intersection and during the AM peak hour at the western intersection. Due to the proximity of the eastern and western intersections of Roberts Road at Washington Pike (around 200 feet), installing left turn lanes for opposing movements would not be easily accommodated. It is recommended to realign Roberts Road to create a more traditional four-way intersection to accommodate the additional traffic associated with this development.
- 3. Maintain intersection corner sight distances on the site driveways by ensuring that new site signage and landscaping is appropriately located.

The County will engage the developer's TIS preparer to create an estimate to complete the left turn lane required at Roberts Roads and Washington Pike, and once the developer has submitted the corresponding funds equal to the estimate, the County will design and implement a larger project to align the northern and southern Roberts Road intersections. The cost of the improvements to E. Emory Road at the Roberts Road intersection is the developer's responsibility.

ALTERNATIVE DESIGN STANDARDS

The applicant requests to increase the maximum intersection grade from 1% to 1.33% on Road 'B' at Road 'D', and to 1.5% on Road 'D' at Roberts Road. Knox County Engineering and Public Works can approve an intersection grade of up to 2% when there is a crosswalk and 3% when there is no crosswalk.

Action: Approved with Conditions **Meeting Date:** 11/14/2024

Details of Action:

Summary of Action: Approve the Concept Plan subject to 13 conditions.

Date of Approval: 11/14/2024 **Date of Denial:** **Postponements:**

Date of Withdrawal: **Withdrawn prior to publication?:** **Action Appealed?:**

LEGISLATIVE ACTION AND DISPOSITION

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| 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: |