

CASE SUMMARY

APPLICATION TYPE: SUBDIVISION
CONCEPT PLAN



File Number: 11-SJ-24-C Related File Number: 11-M-24-DP
Application Filed: 10/2/2024 Date of Revision:
Applicant: MESANA INVESTMENTS, LLC

PROPERTY INFORMATION

General Location: South side of Sevierville Pk, east of Basilfield Dr
Other Parcel Info.:
Tax ID Number: 125 04001, 041, 04301 Jurisdiction: County
Size of Tract: 11.17 acres
Accessibility: Access is via Sevierville Pike, a minor collector street with 17 ft of pavement width within a right-of-way range of 46-54 ft.

GENERAL LAND USE INFORMATION

Existing Land Use: Agriculture/Forestry/Vacant Land, Multifamily Residential
Surrounding Land Use: North: Single family residential - A (Agricultural)
South: Agriculture/forestry/vacant land - A (Agricultural)
East: Rural residential, single family residential - A (Agricultural)
West: Single family residential - RA (Low Density Residential)
Proposed Use: 33-lot subdivision for single family houses Density: 2.89 du/ac
Planning Sector: South County Plan Designation: SR (Suburban Residential), HP (Hillside Ridgetop Protectio
Growth Policy Plan: Planned Growth Area
Neighborhood Context:

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

Street: 7803 SEVIERVILLE PIKE
Location:
Proposed Street Name:
Department-Utility Report:
Reason:

ZONING INFORMATION (where applicable)

Current Zoning: PR (Planned Residential) up to 3.5 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: 7803 Sevierville Pike

No. of Lots Proposed: 34 No. of Lots Approved: 0

Variances Requested: VARIANCES

1. Reduce the distance between broken back curves from 150' to 50' (6+30.69 - 7+26.46 Road A).
2. Reduce the K value from 25 to 20 between stations 5+95.37 and 8+08.10.
3. Reduce the k value from 25 to 20 at the intersection of Road A and Sevierville Pike.

ALTERNATIVE DESIGN STANDARDS - PLANNING COMMISSION APPROVAL

1. Increase the maximum street grade from 12% to 12.28%.

ALTERNATIVE DESIGN STANDARDS - ENGINEERING APPROVAL

1. Reduce the right of way width from 50' to 40' (Public Roads A and B).
2. Increase the intersection grade from 1% to 2% at the intersection of Roads A & B.
3. Increase the intersection grade from 1% to 2% at the intersection of Road A Sevierville Pike.

S/D Name Change:

OTHER INFORMATION (where applicable)

Other Bus./Ord. Amend.:

PLANNING COMMISSION ACTION AND DISPOSITION

Planner In Charge: Whitney Warner

Staff Recomm. (Abbr.): Approve the variance to reduce the K value from 25 to 20 between stations 5+95.37 and 8+08.10.
A. The steep topography through the middle of the property causes a deviation with the vertical curve.
B. The required access from Sevierville Pike and narrowness of the lot causes the roadway to go 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 American Association of State Highway and Transportation Officials (AASHTO) standards.

Decrease the distance between broken back curves from 150' to 95' between stations 6+30.69 and 7+26.46.

- A. The property's shape is irregular as it narrows from north to south causing the roadway to go through steep topography.
- B. The unique condition to be considered includes the proposed road following the shape of the property.
- C. This is a dead-end road with low volumes of traffic, and the variation is not great enough to cause detriment to public safety, health, or welfare of the public, nor would it be injurious to other properties in the neighborhood.

Reduce the K value from 25 to 20 at the intersection of Road A and Sevierville Pike.

- A. The entrance to the subdivision has steep terrain.
- B. The required access from Sevierville Pike and narrowness of the lot causes the roadway to go through steep topography.
- C. The granting of the variance will not be detrimental to public safety, health, or welfare because the variation is at an intersection. The stop condition causes low speeds.

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 5 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. Before certification of the final plat for the subdivision, establishment of 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. 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.

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

Comments:

The applicant is proposing to subdivide this 11.17-acre tract into 34 single family houses on residential lots at a density of 3.04 du/ac. The property is zoned PR (Planned Residential) up to 3.5 du/ac.

The requested variances are all related to steep topography on the property. It's the opinion of Knox County Engineering and Public Works that the granting of the variances will not be detrimental to public safety, health, or welfare, or injurious to other property or improvements in the neighborhood in which the property is located.

Action:

Approved with Conditions

Meeting Date: 11/14/2024

Details of Action:

Summary of Action:

Approve the variance to reduce the K value from 25 to 20 between stations 5+95.37 and 8+08.10.

A. The steep topography through the middle of the property causes a deviation with the vertical curve.

B. The required access from Sevierville Pike and narrowness of the lot causes the roadway to go 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 American Association of State Highway and Transportation Officials (AASHTO) standards.

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B. The unique condition to be considered includes the proposed road following the shape of the property.

C. This is a dead-end road with low volumes of traffic, and the variation is not great enough to cause detriment to public safety, health, or welfare of the public, nor would it be injurious to other properties in the neighborhood.

Reduce the K value from 25 to 20 at the intersection of Road A and Sevierville Pike.

A. The entrance to the subdivision has steep terrain.

B. The required access from Sevierville Pike and narrowness of the lot causes the roadway to go through steep topography.

C. The granting of the variance will not be detrimental to public safety, health, or welfare because the variation is at an intersection. The stop condition causes low speeds.

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 5 conditions.

Date of Approval:

11/14/2024

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: