

CASE SUMMARY

APPLICATION TYPE: SUBDIVISION
CONCEPT PLAN



File Number: 6-SB-24-C Related File Number: 6-E-24-DP
Application Filed: 4/29/2024 Date of Revision:
Applicant: ARCIP HOROBET

PROPERTY INFORMATION

General Location: South side of Bob Gray Rd, west side of Pellissippi Pkwy, northern terminus of Blinken St
Other Parcel Info.:
Tax ID Number: 118 071 Jurisdiction: County
Size of Tract: 9.87 acres
Accessibility: Access is via Bob Gray Rd, a major collector street with 20 ft of pavement width within 48 ft of right-of-way.

GENERAL LAND USE INFORMATION

Existing Land Use: Agriculture/Forestry/Vacant Land
Surrounding Land Use: North: Rural residential - RA (Low Density Residential), TO (Technology Overlay)
South: Multifamily residential - PR (Planned Residential) up to 12 du/ac, TO (Technology Overlay)
East: Pellissippi Parkway right-of-way
West: Single family residential - RA (Low Density Residential), TO (Technology Overlay)
Proposed Use: Attached residential subdivision Density: 8.6 du/ac
Planning Sector: Northwest County Plan Designation:
Growth Policy Plan: Planned Growth Area
Neighborhood Context:

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

Street: 0 PELLISSIPPI PKWY
Location:
Proposed Street Name:
Department-Utility Report:
Reason:

ZONING INFORMATION (where applicable)

Current Zoning: PR(k) (Planned Residential) up to 10 du/ac, TO (Technology Overlay)
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: Horobet on Bob Gray Road

No. of Lots Proposed: 94 No. of Lots Approved: 85

Variances Requested: VARIANCES

1. Providing a turnaround other than a cul-de-sac turnaround at the end of Road "A".
2. Vertical curve length reduction from 300 ft to 240 ft, STA 1+0 Road "F" (K Value reduction from 25 to 20).

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

1. Increase the intersection grade from 1 to 3% at STA 0+13 to STA 0+55 ROAD "B".
2. Increase the intersection grade from 1 to 2.75% at STA 6+00 to STA 7+89 ROAD "F".
3. Increase the intersection grade from 1 to 2.38% at STA 0+13 to STA 2+66 ROAD "D".
4. Increase the intersection grade from 1 to 2% at STA 0+13 to STA 1+00 ROAD "E".
5. Increase the intersection grade from 1 to 3% at STA 0+10 to STA 1+30 ROAD "F".
6. Decrease the right-of-way width from 50 ft to 40 ft.

ALTERNATIVE DESIGN STANDARD REQUIRING PLANNING COMMISSION APPROVAL

1. Reduce street frontage from 25 ft to 22 ft.
2. Increase the roadway grade from 12% to 15% at STA 1+30 to STA 6+00 ROAD "F".

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 requested variance to provide a turnaround other than a cul-de-sac at the end of Road A.

A. The particular surroundings of this site include a townhouse development to the south with a singular access point that is off of Pellissippi Parkway. The proposed development will be connected to Parkway Heights upon its completion to enable the Pellissippi Parkway access point to be closed. The turnaround would not be required after that fact and is only temporary.

B. The rezoning condition from case 12-F-23-RZ requires a right-of-way stub-out to Parkway Heights. The rezoning condition is unique to this site as a connection point would not normally be required. Since it is, the turnaround space is temporary and would not be required after the connection point is made.

C. The granting of the variance will not be detrimental to public safety, health, or welfare because a turnaround which meets AASHTO standards for roads less than 150 ft has been provided. The road connection to the adjacent subdivision will result in safer access to the Parkway Heights community.

Approve the requested variance to reduce the vertical curve length from 300 ft to 240 ft, STA 1+0 Road "F" (K values from 25 to 20).

- A. The steep topography along Bob Gray Road causes a deviation with the vertical curve.
- B. The required access from Bob Gray Road causes the roadway to wind 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 AASHTO standards and still allows adequate sight distance.

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 8 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, 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.
4. Meeting all applicable requirements of the Knox County Department of Engineering and Public Works.

5. Providing the right-of-way stub-out at the southern terminus of Road A to the end of the property line, which aligns with the right-of-way of the adjoining subdivision Parkway Heights.
6. Implementing the recommendations of the Transportation Impact Study for The Bob Gray Road Subdivision by Ajax Engineering, April 2024. A Memorandum of Understanding (MOU) with Knox County Engineering and Public Works for completing off-site road improvements may be required per Chapter 54, Article V of the Knox County Code (Ord. O-23-4-102).
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 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. Certifying that the required sight distance is available along Bob Gray Rd in both directions at the Road F intersection during the design plan phase.

Comments:

This is a request for an 85-lot subdivision that will be accessed off of Bob Gray Rd, Pellissippi Parkway borders to the east. The proposed subdivision would have public and private streets. The main spine, which is comprised of Road F and part of Road A (as shown on the plan) will be public roads. Road A will end at the shared property line with Parkway Heights, the townhouse subdivision abutting the proposed development to the south. Parkway Heights shows the Blinken Street right-of-way terminating at the shared property line, but the street is not built out the full length of the right-of-way. A temporary turnaround is being proposed until such time as the development is completed, at which point the connection between Road A and Blinken Street will be created. The Subdivision Regulations require all dead-end streets to end with a cul-de-sac, so a variance is being requested for a Road A to terminate with a different design. Since the turnaround is temporary until this road is connected to Blinken Street in the future, a cul-de-sac turnaround would not be required in the long-term.

The right-of-way stub out is a condition of the rezoning (12-F-23-RZ) in recognition of the fact that the Parkway Heights community's only access point is off of Pellissippi Parkway. The Tennessee Department of Transportation (TDOT) has stated they would be in favor of closing the street connection to Pellissippi Parkway upon development of the subject property once a stub-out connection to the adjacent subdivision to the south has been provided as it will improve safety for the residents of Parkway Heights and allow them to access Pellissippi Parkway via the Lovell Road or Dutchtown Road interchanges.

The entrance to the proposed development is on Bob Gray Road, a major collector street. A second variance is being requested to reduce the length of the vertical curve near the entry to the development on Road F (station 1+00) where the topography is steep. Engineering supports this variance request as the reduction will not cause a safety issue. The reduction still allows adequate sight distance and is in line with AASHTO standards.

The front of the property on Bob Gray includes 2.56 acres within the Hillside Protection (HP) Area. The plan proposes to disturb 1.67 acres, which is over the recommended disturbance budget of 1.2 acres as determined by the slope analysis. The steeper slopes on the northern edge of the site are from old driveway cuts, which are considered previously disturbed areas and are therefore exempt from HP standards, and this occurs where the road access traverses the site after entering from Bob Gray Road.

A detailed landscape plan has been provided that meets the rezoning conditions requiring landscape buffers between adjacent properties and the TTCDA Guidelines for required yard trees, landscaping at entrances, and in parking lots.

Action: Approved with Conditions **Meeting Date:** 9/12/2024

Details of Action:

Summary of Action:

- Approve the requested variance to provide a turnaround other than a cul-de-sac at the end of Road A.
- A. The particular surroundings of this site include a townhouse development to the south with a singular access point that is off of Pellissippi Parkway. The proposed development will be connected to Parkway Heights upon its completion to enable the Pellissippi Parkway access point to be closed. The turnaround would not be required after that fact and is only temporary.
 - B. The rezoning condition from case 12-F-23-RZ requires a right-of-way stub-out to Parkway Heights. The rezoning condition is unique to this site as a connection point would not normally be required. Since it is, the turnaround space is temporary and would not be required after the connection point is made.
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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 8 conditions.

Date of Approval:

9/12/2024

Date of Denial:

Postponements:

6/13/2024,

7/11/2024, 8/8/2024

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: