

Think Quality - Think Future

Blount County Planning Department

Blount County Courthouse - 327 Court Street

Maryville, TN 37804-5906

Tel (865) 273-5750 - FAX (865) 273-5759

e-mail - planning@blounttn.org

MEMORANDUM

TO: Members of the Blount County Planning Commission

FROM: Planning Department (Tel. 273.5750)

DATE: July 3rd – July 18th, 2006

SUBJECT: Staff reports on agenda items for the Thursday July 27th, 2006 regular meeting. 5:30 Hearings and Site Plans

Hearings:

A. Concept Plans: None

1. Discussion with School Department of school construction and capacity situation in relation to Section 6.1(2) of Subdivision Regulations.

The School Board is building a new elementary school at the Carpenter Site and has secured funding and land for a new middle school in the western portion of the county. The new elementary school will address capacity problems in several existing elementary schools, and the middle school is intended to address capacity problems in William Blount High School with conversion of the old William Blount Middle School to a freshman facility. Director of Schools Alvin Hord has been invited to update the Planning Commission on new school construction and how this may address capacity problems in various schools. This is in regards to provisions of the Subdivision Regulations Section 6.1(2) that limit approvals of major subdivisions where schools are classified as intolerable based on three measures of capacity. As background to this discussion, the following is the text of Section 6.1(2)(c), and the summary of capacity measures for the various schools in the County as supplied in the last November 2005 report from the School Board.

Excerpt of Section 6.1(2)(c)

Standard of School Capacity as Criteria Precedent to Platting. Except in accordance with provisions below, no major plat of five (5) lots or greater shall be approved for subdivision if the school capacity of the elementary school, middle school or high school serving a proposed subdivision is classified “intolerable”. Such classification “intolerable” shall be based on yearly November study and report from the Blount County Board of Education, initial report for the purposes of this Section being dated November 5, 2004 and received at the November 23, 2004 regular meeting of the Blount County Planning Commission, in files of the Blount County Planning Department. In determining the status of a proposed subdivision as a major plat, this section shall apply also to any combined division of the same property within one year of consideration of any plat involving that property, and to overall platting of any land in phases.

The Planning Commission may consider a plat of five or more lots under this Section under the following conditions:

- i. The Blount County Board of Education certifies that classification of “intolerable” for affected schools will be reasonably changed in the future based upon redistricting of school district areas; or
- ii. The Blount County Board of Education certifies that classification of “intolerable” for affected schools will be reasonably changed in the future based upon assured funding, design, siting and contract approval of new or expanded school facilities affecting subject schools; or
- iii. The Blount County Board of Education submits an amendment to its yearly report changing the classification of an “intolerable” school to a lesser classification; or
- iv. The subdivider or developer agrees to limit final platting of lots to no more than four (4) lots per twelve (12) month period; or
- v. The subdivider or developer submits compelling evidence accepted by the Planning Commission, that the proposed subdivision will not generate substantial school aged children that would impact capacity of schools affected by the proposal.

The provisions of this Section shall not apply if the plat under consideration is in part or in whole a final plat of a current preliminary plat approved prior to adoption of this Section.

Excerpt from November 2005 report from School Board

Chart 4 - Blount County Schools Capacity Classification

School	80% Standard	Square Footage Standard	Academic Capacity Standard	Classification
Eagleton Elementary	No	No	No	Low
Fairview	Yes	No	No	Watch
Friendsville	Yes	Yes	Yes	INTOLERABLE
Lanier	Yes	Yes	Yes	INTOLERABLE
Mary Blount	No	No	No	Low
Middlesettlements	Yes	No	No	Watch
Montvale	Yes	Yes	Yes	INTOLERABLE
Porter	Yes	No	Yes	High
Rockford	No	No	No	Low
Townsend	No	No	No	Low
Walland	Yes	No	No	Watch
Carpenters Middle	Yes	Yes	No	High
Eagleton Middle	No	No	No	Low
Heritage Middle	Yes	Yes	Yes	INTOLERABLE
William Blount Middle	Yes	Yes	Yes	INTOLERABLE
Heritage High School	Yes	Yes	No	High
William Blount High	Yes	Yes	Yes	INTOLERABLE

B. Preliminary Plats: Major Subdivisions

1. **Smoky Hills Subdivision - Unit 2 (Revised) off Burnett Station Road by F & G Development: 15 proposed lots off a proposed new county road section with future development.**

Background:

A concept plan for Smoky Hills Unit 2 was presented at the June 2005 regular meeting. The preliminary plat was previously approved in August of 2005 for a different Unit 2 with 28 lots for preliminary approval with up to four lots maximum per year final plat due to the school criteria under section 6.1(2). This plat comes to the Planning Commission as a revised Unit 2 Preliminary Plat with less lots and a shorter road design.

The original plat for Smoky Hills Subdivision was presented to the Planning Commission as the Gentry Subdivision in February of 1998. At that time the concept plan from Cannon and Cannon indicated a total of 73 proposed lots (50 in Phase 1, and 23 for future development). At that time Mr. Lamb explained that internal looping was included but not imperative as the entrance road would be a 36' wide boulevard to accommodate the total number of lots with the future development. Thus the boulevard could then have an additional road coming off it with up to 40 lots. The concept plan was voted on and approved unanimously.

In March of 1998 the Planning Commission approved the preliminary plat for Phase 1 for the first 50 lots (with future development). The minutes indicate that the Planning Commission approved the preliminary plat for Smoky Hills for the potential of 80 lots. Engineering for road and drainage was also reviewed and recommended for the first 50 lots by Tony Abbott. Once the roads were constructed and the final plat presented, the final plat, as approved for Phase 1 of Smoky Hills contained 51 lots (1 extra lot). The entrance road was approved and constructed 36 feet wide, and tapered down to 26 feet for Phase 1 past the first intersection (past the location of the proposed phase 2 road).

Analysis:

Design of plat, plat description:

The parcel is located within the R-1 zone and the proposed density is appropriate as all of the lots are greater than 30,000 square feet according to the surveyor. The preliminary for phase 2 illustrates 15 small lots with future development. A new paved county road section (internal county road section with cul-de-sac) is planned to serve all of the lots shown. All

of the proposed lots are to be served by individual septic systems and public water. All electric shall be underground.

The parcel is gently sloping to moderately sloping terrain and all of the drainage will be directed towards the existing drainage basins that have been previously constructed. The bulk of Unit 2 is open pasture and is void of any farming activity. A drainage plan with drainage easement on the property has been supplied. These drainage features/common areas shall become the responsibility of the property owners association to maintain. The proposed development has been reviewed inclusive of subdivision regulations for small lots along county roads with public water and individual septic systems.

Existing County Road(s): The county road list indicates that Burnett Station is 18.5 to 19 feet wide with adequate shoulders and according to the highway department this development is appropriate for the existing road serving the development.

County Schools: According to the current School Department Capacity Classification list, the proposed subdivision is located within the Porter Elementary zone which is classified by the School Department as “high”; Heritage Middle that is classified as “intolerable” and Heritage High School which is classified as “high”.

NOTICE: Staff cannot recommend for more than four lots per 12 month period for any future proposed preliminary or final plats based on the school criteria under section 6.1(2) of the Subdivision Regulations as of this time. The proponent has the option to provide “compelling evidence” as provided under the same section of the regulations.

Septic, Sanitary Sewer:

The developer has supplied a preliminary soil analysis with the preliminary plat. The Soil Scientist has indicated some wide natural drainage swales and some marginal soil conditions. The environmental health department has reviewed all the proposed lots for septic tanks, field lines, and duplication areas and has stated that the proposed preliminary plat appears satisfactory for approval with some possible lot line modifications on the final plat.

Drainage and Erosion Controls:

Any construction activity, earth moving, or grading that occurs prior to a pre-construction meeting with staff is solely at the risk of the developer. All state and county erosion control permits shall be supplied to staff prior to the pre-construction meeting.

The developer shall apply for a county grading permit from the Storm Water Coordinator as required and all erosion control measures shall be in place and inspected by the Storm Water Coordinator prior to any on-site construction.

In it is the developer's responsibility to secure a Storm Water Pollution Prevention Plan (SWPPP) permit from the State of Tennessee or any other applicable state permits for grading and clearing prior to commencing construction for the roads, drainage facilities and other improvements. A copy of all applicable state and county grading permits shall be supplied prior to the pre-construction meeting with planning and engineering staff.

The project engineer supplied a drainage plan and calculations for the Phase 1 preliminary plat for the overall development. All of the on-site drainage facilities were constructed during Phase 1 for storm drainage. The project engineer has certified the proposed lots for Unit 2 can be accommodated by the existing (as-built) drainage facilities as required by staff.

All drainage facilities contained outside of the proposed right-of-way(s) are the maintenance responsibility of a property owner's association and these Unit 2 lots shall be incorporated into the POA for Smoky Hills Subdivision.

Proposed Road Plan:

A road plan with profiles, cross section and proposed road layouts and road drainage facilities have been submitted for Unit 2 of Smoky Hills. The revised road plan indicates a shorter road section with improved grades and a cul-de-sac terminus at the location of the future development. The number of lots is appropriate for the cul-de-sac road section off of the internal 36' wide road.

The proposed road section does not exceed 13% grade and the road design does not require any variances to the regulations. The road plan indicates proposed new county road to be constructed 26-foot wide between the curbs to accommodate all of the Unit 2 internal lots to be built to country road and drainage standards.

Public Water and Electric Utilities:

Public water and underground electric are proposed to serve all of the lots. All water and electric improvements shall be fully installed to each lot prior to final plat or a surety posted to the appropriate utility prior to final plat.

Written verification that a surety has been posted or the extension of services has been accommodated from the individual utilities shall be provided prior to any phased final plats. All conduit must be in place prior to posting a surety for any utility completion to insure that the new road sections are not cut or bored later.

Property Owner's Association:

Along with final plat submission, the developer shall supply a copy of an addendum to the Property Owner's Association to include all of the lots in for Smoky Hills Subdivision Unit 2 to include the maintenance responsibility for the drainage facilities and other common elements.

Construction of Improvements:

As of this time there has been no construction of any improvements on site for Unit 2. The proposed new road shall be built according to the project engineering plans and according to county road standards. Both water and electric shall be completely installed to serve these lots prior to final plat for any lots and to avoid unnecessary disturbance to the roadway after completed. Should a surety be posted for the electric and water utility prior to final plat, certification of said surety shall be required in addition to insuring that conduit has been installed for all road crossings prior to binder surface paving.

The developer shall contact the Highway Department to schedule a pre-construction meeting prior to any on-site construction for Smoky Hills Unit 2. County Engineering Department staff has reviewed the profiles, and road plan submitted for the proposed Unit 2 as shown. The comments of the Highway Department are included in this staff analysis. Any and all modifications to roads, drainage and lot design shall be supplied to staff with an updated preliminary plat submission. In addition, the developer shall supply all required permits and/or road plan changes in writing.

Administrative Considerations: *All road construction and utility construction shall be completed prior to releasing any phased final plat.*

The proposed Smoky Hills Unit 2 preliminary plat was reviewed inclusive of subdivision regulations for small lots along county roads with public water, underground electric and individual septic systems. As required, the preliminary plat was supplied with topographic information, road plan, drainage plan certification letter and preliminary soil information. The comments from the Highway Engineering Department and Environmental Health Department are included in this staff analysis. The developer shall supply a certification letter from a qualified engineer of adequate compaction of the new road sections for Smoky Hills Unit 2 prior to any

base stone application. No lot shall be advertised or offered for sale prior to recording of any final plat.

Recommendation: Planning, engineering and environmental health department staff concurs and recommend for revised preliminary plat approval for Smoky Hills Subdivision Unit 2 subject to the following:

NOTE 1: Only up to 4 lots per year for any final plats or “compelling evidence” provided under section 6.1(2) regarding school criteria.

NOTE 2: All necessary permits shall be supplied to staff prior to a pre-construction meeting.

NOTE 3: The instructions in the above staff analysis including erosion control, road construction; common driveway construction, installation of utilities, drainage construction and POA documentation

2. William Blount Drive at County Farm Road Subdivision by L.B. Lee Developers: Proposed residential lots, a commercial tract and two future church locations off of a proposed new county road.

Background:

The William Blount Drive at County Farm Road Subdivision is located across from William Blount High School. The first 1000 feet of the parcel from William Blount right-of-way is located within the Maryville Urban Growth Boundary and Planning Region. The remainder of the parcel to the rear is within the Blount County Planning Region.

The Blount County Planning commission reviewed the first Concept Plan at the April 2006 regular meeting. The Planning Commission noted issues with lot size in the portion of the property outside the Maryville Urban Growth Boundary, and in the County Rural Area. The second concept plan was submitted for discussions on whether the Blount County Planning Commission would be willing to accept lots 3, 4, 9, and 37 on the original concept as effectively part of the Urban Growth Boundary since parts of the lots are within the UGB. This request was approved by the planning commission at the April 2006 meeting in order that these lots can meet the smaller lot size in the S - Suburbanizing zone of the county to be served by public sewer.

Any future lots that are outside of the Urban Growth Boundary must indicate a minimum lot size of 30,000 square feet to comply with low to medium density requirements of the 1101 Growth plan for the rural area in the county.

The portion labeled “future church site” at intersection of County Farm Road and containing part of the pond was re-zoned commercial for 600 feet off of William Blount Drive. The developer had requested a second extension of the commercial zone, however that request was withdrawn prior to action by the County Commission. This staff analysis is inclusive of the entire parcel, including the future development that was shown on the previous concept plan. The portion of the parcel within the Maryville Planning Region has been reviewed by county planning staff due to part of the road extending into the county planning region. The portion of the plat within the Urban Growth Boundary (Maryville Planning Region) will require independent review by the Maryville Planning Commission.

Analysis:

Design of plat, plat description:

The developer reports that the adjacent tract (labeled “future church site and bounded to the west by the railroad) under different ownership is to contain a church and church school. The other “future church site” at corner of County Farm Road under developer ownership at present is to contain another church and several acres for future development. The preliminary plat shows one proposed commercial tract along the internal road at intersection with William Blount Drive. Lots 41, 42, and 43 indicate duplex development and will require a minimum lot size of 14,052 square feet. Lots 41 and 42 will thus need to be revised to meet zoning requirements for minimum lot size. Toward the rear of the parcel, the developer previously proposed in concept a potential 40 lot subdivision on 15 acres of the parcel to be served by public sewer, but such is not shown on present plat. Only those lots in or immediately adjacent to the Maryville Urban Growth Boundary are shown on the present preliminary plat. A boulevard type of road is planned at intersection with William Blount Drive, providing the only access to the proposed subdivision.

The parcel is relatively flat terrain and appears to have been pasture land. All of the proposed new lots are to have driveway access off of a proposed new county road including the future development tracts on the front of the property. None of the new lots are to have any additional driveway access off of William Blount Drive. The eastern “future church site” would also have access off of County Farm Road.

Any future development of the commercial tract and church sites shall require a site plan and county zoning compliance permit. Planning staff recommends all sites be engineered to accommodate all parking and drainage facilities for any future intended uses to be self-contained on each tract respectively. All internal roads within these future sites shall be

private including the proposed Road B accessing the “future church site” to the west. Any proposed entrance and modifications of access along William Blount Drive will require review and approval from TDOT. The parcel is impacted to the west by an active rail road track. This area may require particular attention for safety purposes and should be buffered for any residential or private school uses.

Staff had requested an updated Traffic Impact Study after the first Concept Plan. The original traffic study indicated that two traffic lights would be warranted based on initial data supplied from the developer to the traffic engineer. After consultation with Highway Department and TDOT officials, It is now understood that one traffic light will be included in the overall design.

Staff has requested the developer supply all plans and engineering to the City of Maryville for a full preliminary review, and recommendation of the entire site, including the portion beyond the Maryville Urban Growth Boundary.

Deficiencies for Preliminary Plat Consideration:

Drainage Plan: A preliminary plat requires a full drainage plan with calculations that corresponds with the plat being submitted.

Staff notes the two church sites and proposed commercial parcel shall require independent drainage plans to be accommodated on each site respectively since these drainage considerations have not been made at this time.

Road Plan and other items: The proposed road plan is incomplete and does not include all required information including necessary intersection improvements and traffic light designs at intersection with William Blount Drive. Such designs will require approval of TDOT and no approvals have been submitted.

Staff has concerns about the fill section near the edge of the pond that was filled prior to any permits being acquired. Staff recommends that compaction rates and core samples be supplied to the Highway Department prior to preliminary plat consideration for this section as the overall road design now goes right through this filled section with the county having no information on what type of material was used in this area prior to the preliminary plat being submitted.

The design of the proposed subdivision indicates the new boulevard road will access the parcel from William Blount Drive and be aligned with County Farm Road. Staff advised the project engineer that the proposed

new boulevard roadway be aligned with County Farm Road opposite to form a four-way intersection. Commercial Road cross-section for the length of the commercial lot needs to be provided to meet commercial road standard (a cross section indicating thicker stone and pavement depth). These are design issues that need to be considered in relation to Maryville subdivision standards.

Erosion Controls: Staff has not been supplied any of the Storm Water Pollution Prevention Plan (SWPPP) and permit information prior to the onsite grading work that has been performed. All state and county erosion control permits are required and the responsibility of the owner.

Unresolved Design Issues: Except for the C-Commercial zone, all the other land shown on the proposed plat is presently zoned S-Suburbanizing. Under usual circumstances, the S-Suburbanizing zone would allow high density development on sewer, as shown on the land outside the Maryville Urban Growth Boundary. However, the 1101 Growth Plan designates the area beyond the Urban Growth Boundary as Rural Area, limited to low to moderate density development. Any future development should show lot sizes of 30,000 square feet or overall density of 1.2 units per acre, which meets the current lot size and density consistent with low to moderate density designation. The site could accommodate clustering of lots that maintains average density with appropriate designation of open space, and the area within the Urban Growth Boundary could be part of the clustering and averaging of density. The present plat leaves such design issues for future consideration.

All of the residential lots shown at this time are contained or considered contained within the Urban Growth Boundary to be reviewed by and meet the standards for development in the Maryville Planning Region.

Traffic Impact Study: The modified traffic study was supplied the week of May 8th to planning staff. Staff has requested the model and project description accurately reflect the proposed development and that the traffic study be as inclusive as possible of all site details prior to the engineering firm designing roads and intersections. The traffic study should be accurately updated as part of submission for preliminary plat for consideration by the Blount County Planning Commission.

The first traffic study indicated that both County Farm Road intersections will require signalization and turn lane improvements along and contained within the William Blount Drive right-of-way. The present plat has been submitted with agreement that only the proposed new intersection be improved and provided with traffic light. The design of the intersection is supposed to be based on the traffic study and the projected traffic. A detailed intersection design and signal design shall be required with

Preliminary Plat submission to the Blount County Regional Planning Commission.

Staff notes that the *Traffic Impact Study* supplied by the traffic engineer for Wilbur Smith Associates, as contracted to Batson, Himes, Norvell and Poe has several inconsistencies in the "Trip Generation" table(s) used for this project. The study engineer has supplied 3 separate trip generation tables in three separate reports with varying assumptions of land use. The first Trip Generation table was supplied in April of 2006; the second was supplied in May of 2006. The third addendum to the trip generation table was dated June 21st, 2006.

Planning staff has requested the changes be made upon each review since the proposed uses on-site have not been shown to be consistent with what was reported in the trip generation table. The trip generation tables supplied have consistently shown lower total daily trips based on less residential units and smaller square footage estimates. Staff is of the opinion this information is ambiguous may not accurately reflect the future uses as stated by the developer.

Planning staff has not received a full design plan for the intersection of the proposed development, the traffic light and lane designs, as submitted to TDOT or any approval information from TDOT as of this time. All road and traffic lane designs and signal design should be submitted with preliminary plat submission as the entrance location is critical to proper review of the development.

The internal road design of the boulevard and taper may need reconsideration regarding turning movements into the future church site.. It may be more appropriate that the internal road not taper prior to the first internal intersection. The internal medians may also need reconsideration from the standpoint of turning movements in and out of the future church sites and commercial parcel, as well as for pass-through traffic.

Utilities: All utility plans shall be submitted with the preliminary plat. Review of the utility plans will be the responsibility of the Maryville Planning Commission.

Existing schools and roads:

The proposed subdivision is located within the Mary Blount Elementary School, William Blount Middle School, and William Blount High School zones. The school department lists Mary Blount as "low"; William Blount Middle as "intolerable"; and William Blount High as "intolerable".

Staff notes that since the lots shown are within the Maryville planning region, the Maryville Planning Commission subdivision regulations will apply.

Property Owner's Association:

A property owners association (POA) shall be established for the maintenance of all common features including all drainage facilities. POA documentation inclusive of maintenance responsibilities shall be supplied to planning staff as required for final plat consideration. Staff recommends that drainage easements for access around the pond be established on the associated "future church site" parcel, as well as the proposed residential lots and around all dam and other related structures. Staff recommends that the residential POA be responsible for the maintenance of the pond and surrounding facilities as the area that drains to the pond is primarily the proposed residential areas.

Administrative Considerations:

The proposed William Blount Drive and County Farm Road Subdivision concept plan has been reviewed inclusive of subdivision regulations for small lots served by a public road with public water, sewer and electric.

The preliminary plat was deferred by the Maryville Planning Commission at their July 17th, 2006 regular meeting citing the need to address deficiencies noted above.

Recommendation:

Planning staff recommends the preliminary plat be denied or deferred at this time due to deficiencies noted above in staff analysis. Staff recommends that the developer contact the Highway Department to resolve issues of road design and traffic light.

In addition all preliminary plat design information shall be supplied by the plat deadline for any future preliminary plat inclusion on the agenda. Preliminary plat submission deadline is the first working day of the month.

Staff further recommends the proposed subdivision be named by the developer.

C. Final Plats – Major Subdivisions:

1. **Kyker Highlands off Big Gulley Road by Ed Johnson: 4 large tracts with remainder to be served off of a 50' Private Road Easement.**

Background: The preliminary plat for Kyker Highlands Subdivision was approved by the planning commission at the May 2005 regular meeting. The preliminary plat has expired. The proponents are requesting renewal of preliminary plat, and requesting final plat approval.

Analysis:

Design of plat, plat description: The parcel is in the R-1 zone and the proposed density is appropriate. Kyker Highlands subdivision is a proposed 4 large lot subdivision containing 84 acres with remaining land located off of Big Gulley Road to be served by a 50 private road easement. This parcel has been recently logged and is being reclaimed and contains rolling terrain. The proposed subdivision contains 4 large lots to be served by a section of a new private road contained within a 50 private road easement. All of the lots are to be served by public water and individual septic systems. The private road section was constructed on a prepared crown with a 2" gravel surface to private road standards (18' wide surface with 3 foot shoulders and ditches). The Private Roadway and drainage tiles and ditches shall become the maintenance responsibility of the Property Owner's Association.

County Roads and Schools: Minor Subdivisions of four lots or less are acceptable as per the Subdivision Regulations with respect to school and road criteria.

Septic, Sanitary Sewer: A soil letter from a soil scientist was supplied as required since all of the lots are over 5 acres each. The soil letter indicated that each of the lots has adequate room for septic systems for three-bedroom dwellings. Staff has no objections to the letter since all of the proposed lots are over five acres each. The environmental health department has stated that soil letter as supplied is adequate for preliminary and final plat. The environmental health department does not conduct a review the soils for large tracts over five acres and shall note these lots were not evaluated on the final plat.

Construction of Improvements: The private road driveway has been constructed as per subdivision regulation requirements and the special instructions from the preliminary analysis. Particular attention to the private road at the entrance of the subdivision off of Big Gulley Road was required by staff. The entrance was improved two lanes wide with adequate turning radiuses and was paved 30 feet deep from the edge of

Big Gulley Road. The bulk of the road ditches, tiles and drainage improvements, and ground cover have been completed. Final staff inspection shall be required prior to releasing final plat.

Drainage and Erosion Controls: The project engineer supplied an erosion control plan during preliminary plat as requested by staff since the bulk of the site has been clear cut some time before plat submission. Due to the size of the parcel and the large lots no detention was required. The developer supplied a copy of the Storm Water Pollution Prevention Plan (SWPPP) permit from the State of Tennessee as requested. The Storm Water Coordinator has confirmed that substantial erosion control measures were employed and requested additional erosion control measures which were accommodated by the owner on disturbed areas.

Utilities: As of this time public water has been installed to serve the lots as well as electric. Both utilities are prepared to sign the final plat.

Property Owner's Association: A Property Owner's Association shall be created to maintain the Private road and drainage facilities contained within the private road easement. The POA shall be recorded with the final plat inclusive of maintenance responsibilities for the four tracts shown.

Administrative Considerations: The development of this proposed subdivision has been reviewed inclusive of the subdivision regulations for small lots and private road standards with public utilities and individual septic systems on tracts over five acres. As required, the previous preliminary plat was supplied with topographic information, road plan, with a soil letter for all lots was supplied. The comments from the engineering department are included in this staff analysis.

Recommendation: Subject to the comments and instructions in this staff analysis and the notes below planning, engineering, and environmental health department staff recommend for final plat approval.

1. Final field inspection of required improvements of private road and erosion control measures prior to releasing final plat.
2. Final POA documentation to be recorded with final plat.
3. Signature Plats and a \$20.00 per lot platting fee.

D. Preliminary and Final Plats - Major Subdivisions: None

E. Preliminary and Final Plats - Minor Subdivisions:

1. **Vivian Dickey Property off Burnett Station Road by Vivian Dickey: 3 lots, 2 off the county road and 1 served by a 40' easement**

Background: The preliminary and final plat for the Vivian Dickey Property is a proposed 3 lot subdivision containing 11.5 acres located along Burnett Station Road.

Analysis: The parcel is in the R-1 zone and the proposed density and lots sizes are appropriate. The parcel is gently sloping, contains a creek and is partially vegetated. The parcel currently contains two homes. Lots 1 and 2 have road frontage along the county road while lot 3 is to be served by a 40' access easement. A granting of a access easement agreement from Sam McMurray to Vivian Dickey is to be registered prior staff releasing the proposed plat shown. A common driveway note shall be added to the plat for any potential future division off of the 40' easement.

According to the plat all these lots are to be served by public water, electric and individual septic systems. A portion of the parcel is located in a floodplain according to the project surveyor. Adequate building sites are provided outside of the floodplain. The proposed development has been reviewed inclusive of subdivision regulations for small lots served by a common driveway easement with water and individual septic systems.

Minor Subdivisions of four lots or less are acceptable as per the Subdivision Regulations with respect to road and school criteria.

Construction of Improvements: No improvements are necessary other than seeding and covering in straw all exposed areas along the 40' easement shown on plat prior to staff releasing the final plat. Electric and water are in place.

Administrative Considerations:

The proposed Dickey plat was reviewed inclusive of subdivision regulations for small lots along the county road, and one lot served by an easement with electric, public water and individual septic systems. Road frontage is adequate. Only lot 3 was evaluated for sight distance as this lot is accessed by the easement and does not have road frontage; the other two lots have existing driveways.

The environmental health department has previously stated that the soils were marginal at best and the owner was notified that percolation tests would be required for further health department evaluation. As of July 14th the environmental health department has received no other information.

Recommendation:

Staff recommends the preliminary plat be denied to clear the item from the agenda based on the lack of adequate soil information.

2. Gossett Ridge off Whites Mill Road by Lisa Jamison and Melissa Stuart: 4 lots to be served by a common driveway easement.

Background:

Gossett Ridge is a proposed 4-lot subdivision containing 7 acres off of Whites Mill Road. A 30' flag-stem off lot 1 with a 25' common driveway easement is planned to serve the 4 lots with a Y-turnaround at the end. All four of the lots are less than 5 acres each.

Analysis:

Design of plat, plat description:

The parcel is in the R-1 zone. Since this is considered a minor plat the proposed common driveway proposal is satisfactory with the information supplied and subject to this staff analysis. The parcel is rolling terrain on a mild to slightly steeper grade and is flatter on top. The parcel is heavily vegetated forest land and is vacant of any farming or other use.

According to the preliminary and final plat all these lots are to be served by public water and individual septic systems. According the surveyor none of the parcel is located in a floodplain. The proposed development has been reviewed inclusive of subdivision regulations for a minor plat with small lots to be served by a common driveway, public water, electric and individual septic systems.

Septic, Sanitary Sewer:

A preliminary soil map from a soil scientist was supplied by the developers along with the preliminary plat for Gossett Ridge subdivision. The Environmental Health Department has stated that the preliminary soil information indicates marginal soil characteristics. The environmental health department has stated that two of the lots may require combination or lot line modifications on the final plat. A high intensity final soil evaluation is underway for final plat approval. The environmental health department will make additional comments at the time of the meeting unless the final lot lines are determined prior to the meeting.

Existing County Roads:

Minor Subdivisions of four lots or less are acceptable as per the Subdivision Regulations with respect to road criteria. The road list for the county shows Whites Mill Road has an average 16'-21' paved surface. The Highway Department has indicated that Whites Mill Road is acceptable for this four-lot preliminary plat request.

County Schools:

Minor Subdivisions of four lots or less are acceptable as per the Subdivision Regulations with respect to school criteria.

Utilities:

Public water and electric are proposed to serve all lots for the proposed Gossett Ridge subdivision. All water and electric improvements shall be fully installed to each lot prior to final plat or a surety posted to the appropriate utility prior to final plat.

The developer shall set water meters for the four lots on Whites Mill Road and serve each lot with one inch lines to be bundled and installed prior to final plat certification in accordance with the Water Utility's installation guidelines. The utility work is in progress.

Drainage and Erosion Controls:

Minor plat divisions do not require drainage information be supplied. The developer(s) opted to supply a drainage plan for the site from a drainage engineer. The drainage plan indicates that detention is not required for this subdivision.

Any drainage swales that do not follow lot lines are to be contained in drainage easements on the future final plat. The proposed common driveway has been constructed on a crowned surface with adequate ditching and tiles. The tile installation along Whites Mill Road was coordinated by the subdivision inspector of the Highway Department.

The developer has supplied a letter from an engineer stating that a Storm Water Pollution Prevention Plan (SWPPP) permit from the State of Tennessee is not required since less than one acre is being disturbed. The owner has applied for a county grading permit from the Blount County Storm Water Coordinator as required. All erosion controls were installed and inspected by the Storm Water Coordinator.

Construction of Improvements:

As of the time of this staff analysis; the bulk of the common driveway has been completed including grading, stone application, paving, ditches, tiles, and seeding. Some minor on-site work is still underway. The entire common driveway was graveled 18-20 feet wide and was paved with 3" of baby binder, 16 feet wide with ditches outside of the driveway surface and shoulders.

The common driveway has been installed with a Y - turnaround constructed within the easement shown. The entire common driveway was constructed on a prepared crown base. The slopes and transitions back to the natural grade have also been completed. The grade at the intersection of Whites Mill Road is appropriate and the driveway grades appear satisfactory.

Maintenance Agreement:

The owner shall supply documentation for a Maintenance Agreement inclusive of maintenance responsibilities for the common driveway and drainage tiles and ditches for the driveway.

Administrative Considerations:

The proposed Gossett Ridge preliminary and final plat was reviewed inclusive of subdivision regulations for small lots served by a common driveway easement with public water, electric and individual septic systems. As required, the preliminary plat was supplied with preliminary soil information, topographic information and an optional drainage plan. The comments from the county engineering department and environmental health department are included in this staff analysis.

Recommendation: Subject to following planning, engineering, and environmental health department staff recommend for preliminary and final plat approval.

NOTE 1: All common driveway and utility improvements to be built to planning commission standards or greater and according to instructions in this staff analysis. A final field inspection of required improvements of the common driveway and erosion control measures prior to releasing final plat.

NOTE 2: Completion of water and electric improvements prior to the final plat being released or a surety posted to the appropriate utility prior to final plat.

NOTE 3: Maintenance Agreement documentation to be recorded with final plat for the maintenance of the common driveway easement.

NOTE 4: Final determination of lot lines and signature by the Environmental Health Department.

NOTE 5: Final signature plats and a \$20.00 per lot platting fee.

3. Lots 16R - 19R Little Round Top off Wears Valley Road by Richard Moe. (Revised plat for lots 16-19).

Background: The preliminary and final re-plat for lots 16R- 19R of Little Round Top is a proposed 4 lot subdivision containing 5.5 acres located off of a 50 private road easement off Wears Valley Road.

Analysis: The parcel is in the R-2 zone. The original lots 16 – 19 were all small lots previously platted prior to zoning. All of the proposed new lots are being enlarged substantially, but all are still less than the required five acre minimum lot size in the R-2 zone. However all of the lot additions are in Sevier County and the size of the each lot in Blount County is the same amount of land as previously platted and approved. Essentially, all of the lots are being made larger and the additional land is not in Blount County or subject to Blount County zoning regulations.

The parcel is mountainous terrain and heavily forested. All four of the proposed lots are to have road frontage along the existing 50' private road. According to the plat all these lots are to be served by public water, electric and individual septic systems. None of the parcel is located in a floodplain according to the project surveyor.

Minor Subdivisions of four lots or less per 12 month period are acceptable as per the Subdivision Regulations with respect to school criteria.

The environmental health department has reviewed the preliminary and final soil information as supplied and has stated the proposed preliminary and final re-plat is acceptable and is prepared to sign the final plats.

Administrative Considerations:

The preliminary and final plat had been supplied with all required information. The Sevier County Planning Commission is prepared to sign the final plat along with the Blount County Planning Commission.

Recommendation: Planning, engineering and environmental health department concur and recommends for preliminary and final plat approval subject to signature plats and a \$20.00 per lot platting fee.

Staff further recommends that the plat be recorded in the Blount County Register of Deeds Office and the Sevier County Register of Deeds Office.

4. Vaden Property off Thompson Bridge Road by Norman Vaden; 4 lots and a remainder greater than 5 acres.

Background: The preliminary and final plat for the Vaden Property is a proposed 4 lot subdivision containing 5 acres located along Thompson Bridge Road with a remainder greater than 5 acres. Three of the lots and the remainder are served off of Thompson Bridge Road and lot 4 is served by a 50' common driveway easement.

Analysis: The parcel is in the R-1 zone and the proposed density is appropriate. The parcel is gently sloping terrain. According to the plat all these lots are to be served by public water, electric and individual septic systems. None of the parcel is located in a floodplain according to the project surveyor. The proposed subdivision has been reviewed inclusive of subdivision regulations for small lots along a county road with water and individual septic systems.

The road list for the county shows Thompson Bridge Road as being 18' – 20' feet average in pavement width. Minor Subdivisions of four lots or less are acceptable as per the Subdivision Regulations with respect to road criteria.

Minor Subdivisions of four lots or less per 12 month period are acceptable as per the Subdivision Regulations with respect to school criteria.

The environmental health department has reviewed the preliminary and final soil information as supplied and has signed the final plats.

Administrative Considerations:

The proposed Vaden Property was reviewed inclusive of subdivision regulations for small lots along an existing county road with public water, electric and individual septic systems. Road frontage is adequate as is sight distance. The preliminary and final plat had been supplied with all required information. The comments from the engineering department are included in this staff analysis. A Maintenance Agreement is recommended for lot 4.

Recommendation: Planning, engineering and environmental health department concur and recommends for preliminary and final plat approval subject to signature plats and a \$20.00 per lot platting fee.

5. Lots 3 and 4 Seymour Air Park off Ellejoy Road.

Background: The preliminary and final plat for Lots 3 and 4 of the Seymour Air Park is a proposed 2 lot subdivision with a remained greater than 5 acres located along Ellejoy Road. Lots 3 and 4 are to be served off of the 50' common driveway easement shown.

Analysis: The parcel is in the R-1 zone and the proposed density is appropriate. The parcel is relatively flat terrain. According to the plat all these lots are to be served by public water, electric and individual septic systems. None of the parcel is located in a floodplain according to the project surveyor. The proposed subdivision has been reviewed inclusive of subdivision regulations for small lots along a county road with water and individual septic systems.

Lots 3 and 4 are to have reserved septic area, as shown on the plats that are not contiguous with the actual lot, however are connected via sanitary sewer easements across the airpark runway area.

Lot 1 is shown on the plat for reference purposes and was approved by the planning commission in the same manner with environmental health department approval.

The environmental health department has reviewed the preliminary and final soil information as supplied and has signed the final plats.

Minor Subdivisions of four lots or less per 12 month period are acceptable as per the Subdivision Regulations with respect to school and road criteria.

Administrative Considerations:

The proposed subdivision was reviewed inclusive of subdivision regulations for small lots with public water, electric and individual septic systems. The preliminary and final plat had been supplied with all required information.

A Maintenance Agreement is required for lots 3 and 4.

Recommendation: Planning, engineering and environmental health department concur and recommends for preliminary and final plat

approval subject to signature plats and a \$20.00 per lot platting fee and a maintenance agreement for the common driveway.

II. Misc. Items/Site Plans:

Miscellaneous Items:

1. Determination of subdivision capability at end of Charles Young Road for Barbara Law property.

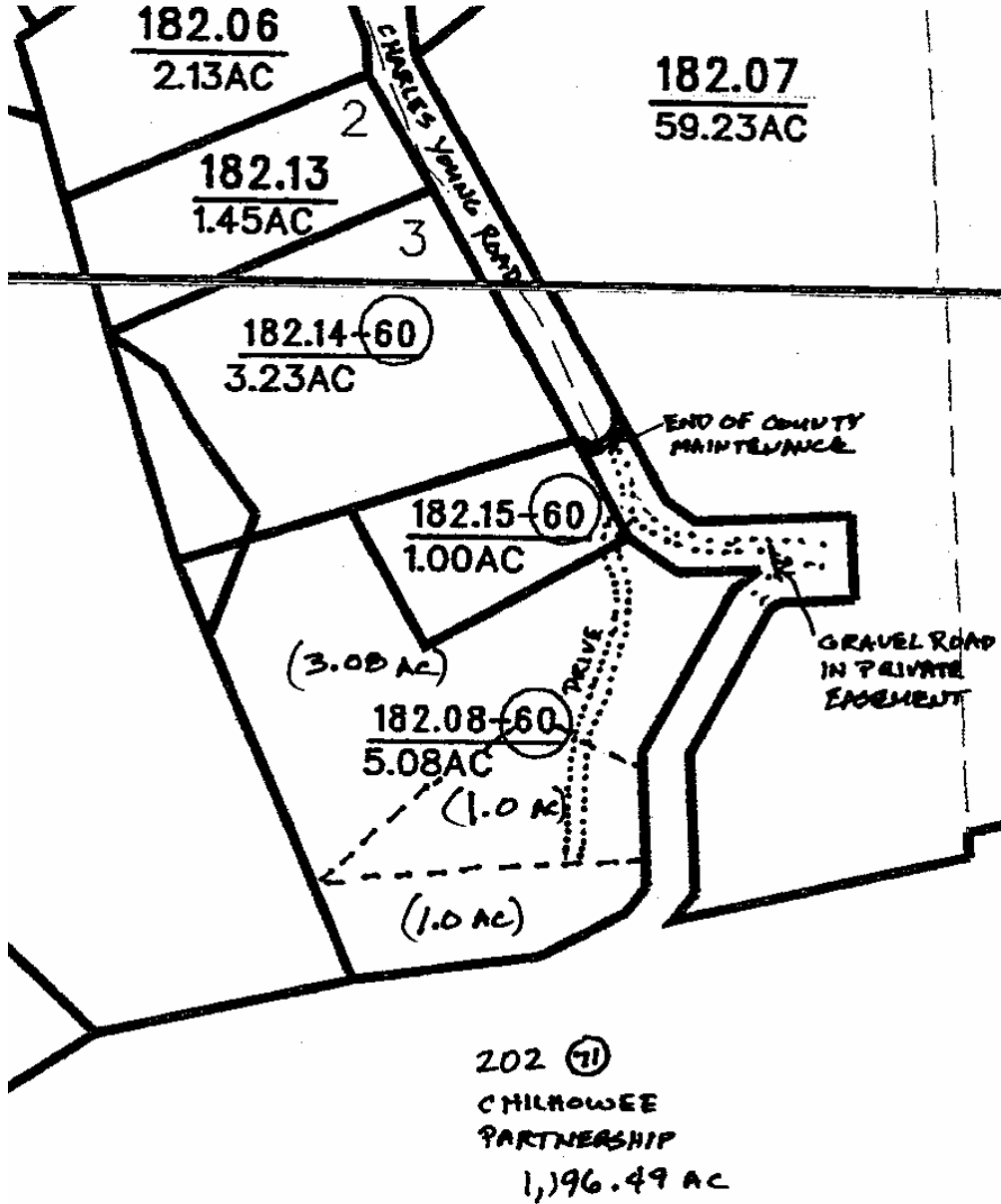
See tax map on next page for reference. Barbara Law owns a one acre tract at the cul-de-sac end of pavement and County maintenance of Charles Young Road (parcel 182.15 - one lot subdivision approved November 2002). Ms Law also owns a 5.08 acre tract with frontage on a private easement that continues on beyond the end of public right-of-way of Charles Young Road (parcel 182.08). The easement is part of a large 1,196 acre tract (parcel 202 in R-2 zone) owned by Chilhowee Partnership. Staff has not determined the rights of Ms Law on the easement. Adjoining parcel 182.07 also utilizes the easement, but also has frontage on the County maintained public road.

Ms Law wishes to divide two additional one acre tracts with existing houses as shown by dotted lines on the tax map (parcel 182.08 is appropriately zoned R-1), resulting also in a third parcel with remaining land of 3.08 acres that would also need to be platted.. There is an existing gravel drive across parcel 182.08 to the two houses, and Ms Law intends to use the drive as common driveway access to the three proposed lots. Ms Law contends that the common drive will come directly off of the County maintained public road - Charles Young Road.

Staff inspection of the site and the previous one lot plat indicates that the drive will actually go off of Ms Law's property and access Charles Young Road via the private easement across parcel 202. The distance is not great, maybe 150 feet between the exit of the drive from Ms Law's property and intersection with the public road. Staff is assuming that the private easement on parcel 202 is a private gravel road with capability of five acre tract development at this time, and would thus not be appropriate for smaller lot development.

Staff suggests that one solution to the issue would be dedication of right-of-way to public use (extension of Charles Young Road) across parcel 202 for the length of parcel 182.15. This would require agreement by Chilhowee Partnership and signature on any plat. The issue of improvement to the dedicated right-of-way should be addressed with the

Highway Department since the surface is gravel at present. Staff suggests that Ms Law address these issues directly with Chilhowee Partnership and the Highway Department.



Staff requests determination of subdivision capability for the two proposed one acre tracts given the finding that the access will be partially on an existing easement to a larger tract and an adjoining tract with their own subdivision capability.

Note that staff has not evaluated any other design criteria and requirements for platting of proposed lots, including the improvements of

the proposed common driveway, and any other development constraints on the land. This item is only for determination of subdivision capability in relation to the private easement on parcel 202.

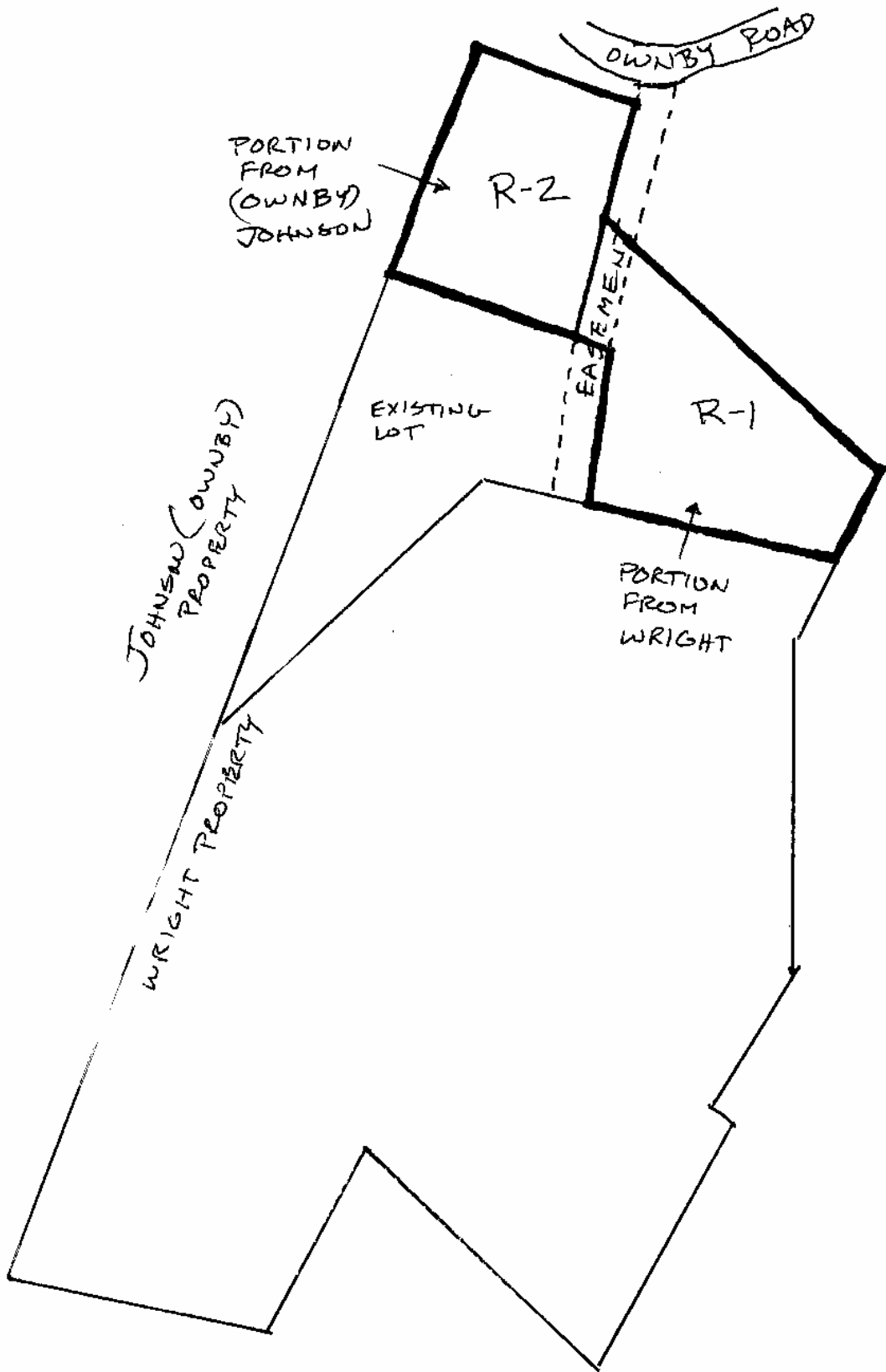
2. Determination of subdivision capability off of Ownby Road straddling R-2 and R-1 zones for Wright and Johnson (Ownby) properties.

See concept for division on next page for reference. Gary and Janna Lamb wish to purchase approximately one acre in two parts from two neighboring properties, about one-half acre from Johnson (Ownby) and one-half acre from Wright. Johnson (Ownby) and Wright have agreed in writing to sell the separate parts of the proposed lot to the Lambs to create a single lot. The property will be accessed via an existing easement off of Ownby Road. The two portions of the lot straddle the easement of access, and contain substantial level ground for both building and septic. The proposed lot will be on septic and well water.

The portion of the proposed lot coming from Johnson (Ownby) is in the R-2 zone. The portion of the proposed lot coming from Wright is in the R-1 zone. Neither portion standing alone would meet the lot area requirements for the separate zones. The minimum lot size in the R-1 zone would be 36,000 square feet (approximately .83 acre), and the minimum lot size in the R-2 zone would be five acres. The proposed lot in two parts would satisfy approximately 60 percent of the lot area requirement for the R-1 zone, and only a minimal part of the lot requirement for the R-2 zone. Combined, the proposed lot has potential to satisfy the minimum 36,000 square feet outside of development hindrances for the R-1 zone.

Staff requests determination of subdivision capability for the proposed lot given the finding that the lot size requirement will not technically be met in the separate zones. The main question is: Does the combined lot area suffice for division as intended, granted that the majority of lot requirement will be met in the R-1 zone.

Note that staff has not evaluated any other design criteria and requirements for platting of proposed lot, including the improvements of the common driveway, and any other development constraints on the land. This item is only for determination of subdivision capability in relation to the split zone of the proposed lot. Staff also notes that any plat would need to be signed by both Johnson (Ownby) and Wright, and separate deeds of transfer would need to be crafted to conform to the platted lot.



Site Plans: (See Memos from Roger Fields)

1. Carl Walker has a site plan revision at 2124 Jericho Road.
2. Black Berry Farms site plan for expansion of the resort at 1471 West Millers Cove Road.
3. Black Berry Farms site plan for expansion of the service center at 1471 West Millers Cove Road