

Think Quality - Think Future

Blount County Planning Department

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MEMORANDUM

TO: Members of the Blount County Planning Commission

FROM: Planning Department (Tel. 273-5750)

DATE: June 1st - 20th, 2007

SUBJECT: Staff reports on agenda items for the *Thursday June 28th, 2007* regular meeting. 5:30 Hearings and Site Plans

Hearings:

- A. Concept Plans: None
- B. Preliminary Plats – Major Subdivisions:
 - 1. **Amburn Estates off Nine Mile Road by Donnie Amburn: 30 lots off a proposed new county road and a 25' common driveway easement.**

Lot 1 indicated on the plat has been platted and recorded. The developer intends to develop lot 2 as well at this time. Both lots have county road frontage and will utilize a temporary easement at the location of the proposed new road. Both lots shall have driveway access only off the new county road and not along Nine Mile 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. The preliminary plat for Amburn Estates illustrates 30 small lots. A new paved county road section with cul-de-sac is planned to serve all of the lots shown; 4 of the lots are to be served by a common driveway easement at the end of the cul-de-sac. All of the proposed lots are to be served by individual septic systems and public water. All electric shall be underground.

The parcel is sloping terrain and all of the drainage will be directed towards the existing drainage swale that crosses the parcel, and the existing pond and a new drainage basin to be located on lots 22 and 23. All drainage features including underground pipes outside the right-of-way shall become the responsibility of a property owner's association to maintain. The bulk of the parcel is open pasture and is void of any farming activity.

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 Nine Mile Road is 19 - 20 feet wide with adequate shoulders. According to the highway department the proposed Amburn Estates is appropriate for the existing road serving the development.

Septic, Sanitary Sewer: The developer has supplied a preliminary soil analysis with the preliminary plat. The soil scientist has indicated 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 plat appears satisfactory for preliminary approval. Some possible lot line modifications on the final plat may be required particularly with the small lots sizes and the large drainage basin to be constructed in the lower section of the parcel.

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 and secure 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 for grading and clearing prior to commencing construction for the roads and drainage facilities for Amburn Estates. 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 with the preliminary plat for the overall development. All of the on-site drainage

facilities shall be constructed for the entire development for any phased final plats.

Staff notes the natural swale and the existing pond on this parcel; special care should be given to drainage areas in such cases. The existing pond appears to collect drainage from the adjoining property and drains across the center of this parcel in a well defined swale. There is a hole of some nature in the swale that appears to be taking the drainage below ground at that location. The swale completely crosses the property and appears to move additional drainage past the hole in the ground.

The owner/developer shall contact the state of Tennessee for a "Stream Determination" and the possibility that an ARAP (Aquatic Resources Alteration Permit) may be necessary if this low swale is determined to be a stream. The proposed roadway crosses this swale and the proposed drainage basin encompasses the bulk of the swale on the southwestern portion of the property. This stream determination and ARAP is separate from all other permits and may be necessary and shall be supplied to staff prior to any on-site construction.

The road plan also indicated a closed depression near the crest of the hill on lot 26. This depression appears to be an old dug-out pond next to a barn. The intent is to remove the structures and fill the pond area. The State of Tennessee should make a determination on this depression as well and the developer shall supply compaction data for this section during construction to insure proper subgrade compaction.

As of this time, staff is not overly concerned with the filling of this smaller dry pond and road construction going through it provided compaction data is supplied to the highway department prior to any stone surface application. Should the State determine this is something other than an old pond (such as a sink hole), the road location will have to be altered to avoid disturbance in this area. Either way the application for preliminary plat is satisfactory and not premature; this is a typical administrative operation that can be coordinated with the developer while the project moves forward.

The remainder of the road drainage and detention plan appears satisfactory. Any changes in the field shall require as-built information be supplied. A final certification letter from the project engineer shall be required after project completion and prior to any future final plats beyond lots 1 and 2. However, these two lots shall be included in the maintenance of the detention facilities.

Typically all drainage facilities contained outside of the proposed right-of-way(s) shall be the maintenance responsibility of a property owner's

association for the subdivision. Adequate building sites for each lot must avoid drainage areas. All drainage facilities must be shown in easements on future final plats.

Proposed Road Plan: A road plan with profiles, cross section and proposed road layouts and road drainage facilities have been submitted. The road plan indicates road grades are less than 13%.

The regulations require the developer to install the new drive-over curbs and new road cross-section. A copy of the road details is available in the subdivision regulations and on-line. The intent of the new curbs is to eliminate the need to cut the curbs for home construction. All conduit must be in place prior to binder surface application in order to reduce the short and long term damages to the county roads. All road work is to be coordinated between the developer and the highway department and only after a preconstruction meeting with staff.

The field topo map indicates that two sections of the common driveway are 15% grade which is acceptable as per the common driveway grade standard.

The common driveway must be fully installed with a T-turn around to be constructed within the easement shown. The common drive shall be built on a compacted earth surface void of substandard soil condition in the sub-grade. Prior to stone application the owner shall contact the subdivision inspector. The graded surface shall be a prepared crowned surface a minimum of 16 feet wide between ditches on both sides of the driveway. The gravel surface application shall be spread a minimum of 4 inches thick of rolled pug-mix the entire length of the common driveway and on the turn-around and be a minimum of 10 feet wide (five feet on either side of crown in sub-grade). The three foot shoulders on both sides of the 10 foot wide gravel surface shall also be compacted and seeded and covered in straw as soon as the stone surface is applied. The entrance shall be paved for the first 20 feet from the edge of the cul-de-sac pavement to keep gravel from migrating onto the county road.

The road plan and profile appears satisfactory with the exception of the comments listed above with regard to filling the dry pond.

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 shall be provided that a surety has been posted or the extension of services has been accommodated from the individual utilities 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:

The owner shall supply a Property Owner's Association inclusive of maintenance responsibilities for the common driveway and drainage facilities for staff review prior to final plat. Any future use of the common driveway easement, or temporary situation for potential future road construction should be included in the private covenants. Covenants and Restrictions establishing the POA have already been registered for Lot 1 and may be extended for future phases of the development.

Construction of Improvements: As of this time there has been no construction of any improvements on site for Amburn Estates with the exception of two homes under construction on lots 1 and 2.

The proposed new road shall be built according to the project engineering plans and according to county road standards including the new county curb and pavement requirements. 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 Amburn Estates. County Engineering Department staff has reviewed the profiles, and road plan submitted for the proposed preliminary 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 and at the time of the preconstruction meeting.

Developer Notice:

- Any construction prior to a pre-construction meeting with staff or required permits is at the risk of the owner.
- The owner shall contact the Planning Office at 273-5750 to schedule a pre-construction meeting.

- The owner shall apply for a county grading permit from the Blount County Storm Water Coordinator at 681-9301 and supply a copy of the permit at the time of the pre-construction meeting. All erosion controls must be fully installed and inspected by the Storm Water Coordinator prior to any on-site construction activities.
- The owner shall supply a copy of the Storm Water Pollution Prevention Plan permit (SWPPP) from TDEC prior to the preconstruction meeting.
- Prior to any on-site construction the developer shall contact the Utility Inspector of the Blount Highway Department at 982-4652 regarding any utility construction to be done within the county right-of-way along Nine Mile Road.
- The developer shall coordinate with the Subdivision Inspector at 984-3421 to schedule inspections during construction.
- It is the responsibility of the developer and contractors to contact Tennessee One-Call to verify the location of all utilities at least 72 hours prior to any construction at 1-800-351-1111.
- The developer shall contact TDEC for a Stream Determination and possible ARAP permit.

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

The proposed Amburn Estates 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, calculations and preliminary soil information.

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

Outstanding items to be completed:

1. All instructions in this staff analysis, including pre-construction meeting, permits and construction of all improvements including road, drainage and utilities. The new road sections shall be built to the new county curb and pavement requirements.
2. Stream determination and sink hole determination from the State of Tennessee, including any necessary permits.

3. A Property Owner's Association shall be required for the storm drainage facilities and common driveway prior to final plat.
4. Approval of Lot 2 with a temporary easement, to be certified by Staff as a one-lot subdivision (inclusive of POA information).

In accordance with past actions of the Planning Commission in similar situations, the Planning Commission has options to 1) deny preliminary plat due to identified deficiencies, 2) defer preliminary plat approval until deficiencies are addressed, or 3) grant preliminary plat approval subject to meeting all requirements, applying identified conditions, and addressing deficiencies.

2. Richard and Nancy Guerin Property off Millsaps Drive: 3 proposed lots; 1 with county road frontage and 2 to be served exclusively off a 25' common driveway easement.

Background:

The preliminary plat for the Richard and Nancy Guerin Property is a proposed 3 lot subdivision containing 2.5 acres with a 25' common driveway easement off of Millsaps Drive. All three lots indicated are to be served off the common driveway easement. It is the owner's responsibility to determine if the private covenants allow for re-subdivision.

Analysis:

Design of plat, plat description:

The parcel is in the R-1 zone. Since this three-lot plat contains a proposed common driveway it is considered a major plat for the purposes of having a preliminary plat, preconstruction meeting, construction of improvements and final plat process.

The proposed common driveway is satisfactory with the information supplied and subject to staff analysis. The parcel is gently rolling on a relatively mild grade. The parcel contains one existing home and the remainder is currently vacant of any other use.

This proposed common driveway division can be accommodated off of Millsaps Road provided the special instructions in the staff analysis are completed prior to final plat for any of the lots. All of the physical common driveway construction and installation of utilities shall be the responsibility of the owner.

According to the plat all these lots are to be served by public water and individual septic systems. This plat does not require electric to be installed underground. None of the parcel is located in a floodplain. The proposed development has been reviewed inclusive of subdivision regulations for small lots served by a common driveway easement with water, electric and individual septic systems.

Septic, Sanitary Sewer:

A preliminary soil map was supplied along with the preliminary plat as required. The Environmental Health Department is reviewing the soils map and will report at the meeting.

Existing County Roads:

The road list for the county shows Millsaps Drive as being 27 feet wide. The Highway Department has stated that adequate ditches and shoulders are present along Millsaps Drive for this development. The location of the proposed common driveway appears satisfactory with no other sight distance constraints. The owner shall contact the highway department prior to any common driveway improvements being made on site.

Utilities:

Public water and electric are proposed to serve all lots for the proposed Re-subdivision of the Sheets Property. 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. All water lines shall be installed to each lot prior to releasing the final plat. All of the lots shown shall be served by electric.

Construction of Improvements:

Although an existing drive is on part of the common driveway easement, the improvements to standards have been completed as of this time. Prior to construction of the common driveway the owner shall meet with planning staff for a pre-construction meeting. The common driveway must be fully installed with a T-turn around to be constructed within the easement shown. The common drive shall be built on a compacted earth surface void of substandard soil condition in the sub-grade. Prior to stone application the owner shall contact the subdivision inspector for inspection of the subgrade, tiles, and ditches. The graded surface shall be a prepared crowned surface a minimum of 16 feet wide between ditches on both sides of the driveway. The gravel surface application shall be spread a minimum of 4 inches thick of rolled pug-mix the entire length of the common driveway and on the turn-around and be a minimum of 10 feet

wide (five feet on either side of crown in sub-grade). The three foot shoulders on both sides of the 10 foot wide gravel surface shall also be compacted and seeded and covered in straw as soon as the stone surface is applied. Any tiles for the necessary for the common driveway are to be sized by the project engineer hired by the owner. The gravel surface entrance shall contain 50' turning radiuses.

In addition, the owner has the option to pave the entrance of the common driveway as described in Section 6.02.5 (a)(1) of the subdivision regulations in order to improve turning movements in and out of the site, reduce wheel spin, keep gravel from migrating onto the county road, and to minimize damage to the existing paved edge of the county road. The paved surface shall contain 50' turning radiuses and be built to county road standards and the paving shall extend from the edge of the existing pavement along Millsaps Drive to the edge of the right-of-way at a minimum.

Drainage and Erosion Controls:

Drainage information and calculations were not required for this three lot plat.

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.

An erosion control plan and SWPPP permit shall be supplied if required by the State of Tennessee prior to any on-site construction; it is the owner's responsibility to determine if a SWPPP is required. A copy of the permit and plan shall be submitted to planning staff prior to or at the time of the preconstruction meeting. The owner shall apply for a grading permit from the Blount County Storm Water Coordinator.

Developer Notice:

- Any construction prior to a pre-construction meeting with staff or required permits is at the risk of the owner. The owner shall contact the Planning Office at 273-5750 to schedule a pre-construction meeting.
- The owner shall apply for a county grading permit from the Blount County Storm Water Coordinator at 681-9301 and supply a copy of the permit at the time of the pre-construction meeting. All erosion controls must be fully installed and inspected by the Storm Water Coordinator prior to any on-site construction activities.

- The owner must confirm in writing to staff that a Storm Water Pollution Prevention Plan permit (SWPPP) from TDEC is or is not required for this project and supply a copy prior to the preconstruction meeting.
- Prior to any on-site construction the developer shall contact the Utility Inspector of the Blount Highway Department at 982-4652 regarding any utility construction to be done within the county right-of-way along Millsaps Drive.
- It is the responsibility of the developer and contractors to contact Tennessee One-Call to verify the location of all utilities at least 72 hours prior to any construction at 1-800-351-1111.

Property Owner's Association:

The owner shall supply a Maintenance Agreement inclusive of maintenance responsibilities for the common driveway for staff review prior to final plat.

Administrative Considerations:

The proposed Subdivision of the Guerin Property 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 topographic information and preliminary soil information.

The comments from the engineering department, storm water coordinator and environmental health department are included in this staff analysis.

Outstanding items to be completed:

1. All instructions in this staff analysis, including pre-construction meeting, permits and construction of all improvements.
2. Copy of Maintenance Agreement documentation to be supplied to staff for review prior to final plat submission.

In accordance with past actions of the Planning Commission in similar situations, the Planning Commission has options to 1) deny preliminary plat due to identified deficiencies, 2) defer preliminary plat approval until deficiencies are addressed, or 3) grant preliminary plat approval subject to meeting all requirements, applying identified conditions, and addressing deficiencies.

3. **Meadow View Estates off Centenary Road by Ronnie Davis: 4 proposed lots; 3 with county road frontage with all 4 of the lots to be served exclusively off a 25' common driveway easement and a remainder greater than five acres.**

Background:

The preliminary plat for Meadow View Estates is a proposed 4 lot subdivision containing 2.8 acres with a 25' common driveway easement off of Clendenen Road. All four lots indicated are to be served off the common driveway easement for safety purposes; Lots 1, 2 and 4 shall not have any additional driveways along the county road. Lots 1 and 4 shall be enlarged to accommodate the minimum lot size of 30,000 square feet outside of area of development hindrance for the common driveway easement. Both lots shall be approximately 32,500 square feet.

Staff notes that Lot 1 is a corner lot and that the corner lot requirements in the regulations would require an additional 6,540 square feet be added to this lot to meet the minimum lot size. However, corner lot standards have not been universally applied. The configuration of this lot and the 30 foot setbacks leave adequate room to construct a home on site without obstructing any site distance.

The corner lot requirements states that 2/3 of the building setback is to be added to the overall lot size. Thus with a 30 foot setback along two lot lines, 20 additional feet is to be added to the lot along both streets. This rule was applied when minimum lot sizes were 20,000 square feet and setbacks were 20 feet to insure adequate building area outside of setbacks.

Since that time lots sizes have increased from 20,000 to 30,000 square feet, and setbacks from 20 feet to 30 feet, both which are 1.5 times greater than when this rule was established. The increases in the lot sizes provide for larger building area, making the corner lot requirement unnecessary in this application. The Planning Commission may wish to make formal change in the Subdivision Regulations to confirm this.

Analysis:

Design of plat, plat description:

The parcel is in the R-1 zone. Since this four-lot plat contains a proposed common driveway it is considered a major plat for the purposes of having a preliminary plat, preconstruction meeting, construction of improvements and final plat process.

The proposed common driveway proposal is satisfactory with the information supplied and subject to staff analysis. The parcel is gently rolling on a mild grade. The parcel is currently vacant of any other use.

This proposed common driveway division can be accommodated off of Centenary Road provided the special instructions in the staff analysis are completed prior to final plat for any of the lots. All of the physical common driveway construction and installation of utilities shall be the responsibility of the owner.

According to the plat all these lots are to be served by public water and individual septic systems. This plat does not require electric to be installed underground. None of the parcel is located in a floodplain. The proposed development has been reviewed inclusive of subdivision regulations for small lots served by a common driveway easement with water, electric and individual septic systems.

Septic, Sanitary Sewer:

Lots 1 and 4 shall be greater to accommodate the driveway easement as a development hindrance. A preliminary soil map was supplied along with the preliminary plat as required. The Environmental Health Department has reviewed the preliminary soil map and has indicated the preliminary plat is satisfactory and that changes and lot restrictions may be necessary pending the high intensity soil analysis and individual lot evaluation.

Existing County Roads:

The road list for the county shows Centenary Road as being 17 feet wide. Subdivisions of four lots or less are allowable on roads less than 18' wide. The location of the proposed common driveway appears satisfactory with no other sight distance constraints. The owner shall contact the highway department prior to any common driveway improvements being made on site.

Utilities:

Public water and electric are proposed to serve all lots for the proposed Meadow View. 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. All water lines shall be installed to each lot prior to releasing the final plat. All of the lots shown shall be served by electric.

Construction of Improvements:

None of the improvements have been completed as of this time. Prior to construction of the common driveway the owner shall meet with planning staff for a pre-construction meeting. The common driveway must be fully installed with a T-turn around to be constructed within the easement shown. The common drive shall be built on a compacted earth surface void of substandard soil condition in the sub-grade. Prior to stone application the owner shall contact the subdivision inspector for inspection of the subgrade, tiles, and ditches. The graded surface shall be a prepared crowned surface a minimum of 16 feet wide between ditches on both sides of the driveway. The gravel surface application shall be spread a minimum of 4 inches thick of rolled pug-mix the entire length of the common driveway and on the turn-around and be a minimum of 10 feet wide (five feet on either side of crown in sub-grade). The three foot shoulders on both sides of the 10 foot wide gravel surface shall also be compacted and seeded and covered in straw as soon as the stone surface is applied. Any tiles for the common driveway have been sized by the project engineer hired by the owner. The gravel surface entrance shall contain 50' turning radiuses.

In addition, the owner has the option to pave the entrance of the common driveway as described in Section 6.02.5 (a)(1) of the subdivision regulations in order to improve turning movements in and out of the site, reduce wheel spin, keep gravel from migrating onto the county road, and to minimize damage to the existing paved edge of the county road. The paved surface shall contain 50' turning radiuses and be built to county road standards and the paving shall extend from the edge of the existing pavement along Centenary Road to the edge of the right-of-way at a minimum.

A note shall be added to the final plat that lots, 1, 2, and 4 shall not have any other driveway access along Centenary Road or Indian Warpath Road.

Drainage and Erosion Controls:

Drainage information and calculations were not required for this four lot plat.

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.

An erosion control plan and SWPPP permit shall be supplied if required by the State of Tennessee prior to any on-site construction; it is the owner's responsibility to determine if a SWPPP is required. A copy of the permit and plan shall be submitted to planning staff prior to or at the time of the preconstruction meeting. The owner shall apply for a grading permit from the Blount County Storm Water Coordinator.

Developer Notice:

- Any construction prior to a pre-construction meeting with staff or required permits is at the risk of the owner. The owner shall contact the Planning Office at 273-5750 to schedule a pre-construction meeting.
- The owner shall apply for a county grading permit from the Blount County Storm Water Coordinator at 681-9301 and supply a copy of the permit at the time of the pre-construction meeting. All erosion controls must be fully installed and inspected by the Storm Water Coordinator prior to any on-site construction activities.
- The owner must confirm in writing to staff that a Storm Water Pollution Prevention Plan permit (SWPPP) from TDEC is or is not required for this project and supply a copy prior to the preconstruction meeting.
- Prior to any on-site construction the developer shall contact the Utility Inspector of the Blount Highway Department at 982-4652 regarding any utility construction to be done within the county right-of-way along Centenary Road.
- It is the responsibility of the developer and contractors to contact Tennessee One-Call to verify the location of all utilities at least 72 hours prior to any construction at 1-800-351-1111.

Property Owner's Association:

The developer shall supply a Maintenance Agreement or Property Owner's Association inclusive of maintenance responsibilities for the common driveway for staff review prior to final plat.

Administrative Considerations:

The proposed subdivision of Meadow View 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 topographic information and preliminary soil information.

The comments from the engineering department, storm water coordinator and environmental health department are included in this staff analysis.

Outstanding items to be completed:

1. A note shall be added to the final plat that lots, 1, 2, and 4 shall not have any other driveway access along Centenary Road or Indian Warpath Road.
2. Lots 1 and 4 shall be enlarged to accommodate the minimum lot size of 30,000 square feet outside of area of development hindrance for the common driveway easement. Both lots shall be approximately 32,500 square feet.
3. All instructions in this staff analysis, including pre-construction meeting, permits and construction of all improvements.
4. Copy of POA/Maintenance Agreement documentation to be supplied to staff for review prior to final plat submission.

In accordance with past actions of the Planning Commission in similar situations, the Planning Commission has options to 1) deny preliminary plat due to identified deficiencies, 2) defer preliminary plat approval until deficiencies are addressed, or 3) grant preliminary plat approval subject to meeting all requirements, applying identified conditions, and addressing deficiencies.

C. Final Plats – Major Subdivisions:

1. **Whitehead and Davis Property off Payne Hollow Road by Whitehead and Davis: 4 lots to be served by a 25' common driveway easement, one with county road frontage.**

The Blount County Planning Commission approved the preliminary plat at the February 23rd, 2006 meeting and the plat was granted an extension at the February 2007 regular meeting.

Background:

The preliminary plat for the Whitehead and Davis Property is a proposed 4 lot subdivision containing 3.2 acres served by a 25' common driveway easement off Payne Hollow Road. Lots 1 and 3 have county road frontage and lots 2 and 4 are served exclusively off of the common driveway easement. All four lots shall utilize the common driveway easement.

Analysis:

Design of plat, plat description: The parcel is in the R-1 zone. Since this is considered a major plat the proposed common driveway proposal is satisfactory with the information supplied and subject to staff analysis and field inspections. The parcel is relatively hilly, partially wooded land and is currently vacant of any farming or other use.

This proposed common driveway division can be accommodated off of Payne Hollow Road and all of the special instructions in the staff analysis have been completed. All future maintenance of the common driveway shall become the responsibility of the future lot owners entirely. A maintenance agreement has been supplied to staff for review.

According to the plat all these lots are to be served by public water and individual septic systems. None of the parcel is located in a 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.

Septic, Sanitary Sewer: A soil map was supplied along with the preliminary plat as required. The Environmental Health Department has reviewed the preliminary soil map and the high intensity soil information. After final field evaluation the environmental health department has certified the final plats.

Existing County Roads: Subdivisions of four lots or less per 12 month period are acceptable as per the Subdivision Regulations with respect to road criteria. The road list for the county shows the county section of Payne Hollow Road as being 15 -17.5 feet wide.

Utilities: Public water and electric are proposed to serve all lots for the proposed subdivision. Both utilities have certified the final plats.

Construction of Improvements: All of the improvements have been largely completed as of this time including the construction of the common driveway, ditches, and utilities. All disturbed areas have been seeded and covered in straw. Minor road work needs to be addressed in the field to the satisfaction of staff including some ditch work.

A note shall be added to the final plat than none of the lots shall have any other driveway access along Payne Hollow Road

Drainage and Erosion Controls: Drainage information and calculations were not required for this plat. An erosion control plan and SWPPP permit

was not required by the State of Tennessee. An erosion control plan and a county grading permit were supplied.

Property Owner's Association: The owner has supplied a Maintenance Agreement inclusive of maintenance responsibilities for the common driveway which is satisfactory and shall be recorded with the final plat.

Administrative Considerations: The proposed Whitehead and Davis Final Plat was reviewed and inspected inclusive of subdivision regulations for small lots served by a common driveway easement with public water, electric and individual septic systems. As required, the previous preliminary plat was supplied with topographic information and preliminary soil information. The comments from the engineering department are included in this staff analysis

Outstanding items to be completed:

1. A note shall be added to the final plat that Lot 1 shall have driveway access only off of the common driveway and not off the county road.
2. Maintenance Agreement documentation to be recorded with the final plat.
3. \$ 20.00 per lot platting fee.
4. Final road work needed to be addressed in the field to the satisfaction of staff including some ditch work.

In accordance with past actions of the Planning Commission in similar situations, the Planning Commission has options to 1) deny preliminary plat due to identified deficiencies, 2) defer preliminary plat approval until deficiencies are addressed, or 3) grant preliminary plat approval subject to meeting all requirements, applying identified conditions, and addressing deficiencies.

2. Brittingham at William Blount Drive and County Farm Road HP Properties: 4 detached home lots and 52 attached small lots located along new county roadways.

This plat was approved as the Phase 1 of the Apostolic Place Subdivision off William Blount Drive by the Maryville Planning Commission and the Blount County Planning Commission in August of 2006 (Previously William Blount Drive at County Farm Road Subdivision) .

The entire proposed development is now owned by HP Properties and has been renamed Brittingham at William Blount Drive subdivision.

The Maryville Planning Commission had approved the preliminary plat within their jurisdiction after the resolution of issues of road intersection design and traffic signalization at William Blount Drive. The director of planning for the City of Maryville has confirmed staff is preparing to make a favorable recommendation for phase 1 final plat approval at their June meeting.

Background:

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

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 boundary. This request was approved by the planning commission 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. The portion containing part of the pond was re-zoned commercial for 600 feet off of William Blount Drive.

The portion of the development within the Blount County region is zoned S-Suburbanizing, and opinion from the attorney for the County Mayor established that the present zoning controls even though the zone extends into the Rural Area of the 1101 Growth Plan.

The final plat for Phase 1 shows proposed new lots within the county's planning region and a remainder for future development. All road sections that are to be dedicated to the county; and the signal will become the. All new lots shall have frontage on the new county road sections and no driveway access shall be granted along County Farm Road.

A full road plan was supplied. According to the road profile all of the roads are acceptable as per the subdivision regulations. The proposed new roadway is nearing completion and has been paved to county road standards 26 - 22' wide between the curbs including a boulevard entrance. The proposed new road configuration appears satisfactory and internal looping was not required at this time (future phase shall require looping).

The Brittingham Subdivision parcel is located on relatively flat terrain and contains open pasture. All of the drainage is to be directed towards existing drainage areas, natural and constructed swales and a constructed drainage basin on the property.

According to the project surveyor none of the parcel is located in the floodplain. A full preliminary plat was submitted for Phase 1 inclusive of topographic information. Due to the number of lots proposed (50 total) an impact assessment was supplied. In addition, a road plan with profiles, cross section and proposed road layouts was submitted. Drainage information including the location of the drainage facilities and drainage calculations was supplied as required. Certification from the project engineer regarding all drainage facilities designed by the project engineer is pending completion.

All these lots are to be served by public water, underground electric and public sewer. This staff analysis is inclusive of the entire parcel, including the future development. The portion of the parcel within the Maryville Planning Region has been reviewed by county planning staff and due to the road extending into the county planning region required independent review and processing by the Maryville Planning Commission.

Analysis:

Design of plat, plat description: The developer reports that the adjacent tract (labeled Proposed Church Site #1) under different ownership is to contain a church and church school. The other adjoining parcel along William Blount drive s zoned C-Commercial and a church is being constructed on this parcel. Only those lots in or immediately adjacent to the Maryville Urban Growth Boundary were shown on the Phase 1 preliminary plat. Phase 2 for Brittingham contains the smaller sewer lots in the county and the loop road.

A boulevard type of road was planned to form a four-way intersection with William Blount Drive and County Farm Road, which will provide the only access to the proposed subdivision. This access will also provide and easement to the Apostolic Church site (currently vacant) for the purpose as designed to eliminate any other intersections along this stretch of William Blount Drive.

All of the proposed new lots are to have driveway access off of the new county roads including the future development tracts. None of the new lots are to have any additional driveway access off of William Blount Drive. The Proposed Church Site #2 also has 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 recommended 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 Proposed Church Site #1.

The entrance along William Blount Drive was reviewed and approved by TDOT as was the intersection design and traffic signalization. TDOT also expressed the desire to close the existing drive on the church tract in favor of the access road to be routed to the new boulevard and traffic signal. The parcel is impacted to the East by an active rail road track. This area may require particular attention for safety purposes and should be buffered for any residential uses for future phases.

The final approved design with TDOT includes one signal which is under construction.

Existing County Road(s): William Blount Drive is State Highway 335 and is maintained by the State of Tennessee. All road improvements along William Blount Drive are to be approved by TDOT. The traffic signal is under construction as of this time.

William Blount Drive is a minor arterial road and all setbacks and dedications shall meet the standards for arterial roads. According to the Highway Department, County Farm Road is greater than 18 feet wide with adequate pavement width and shoulders for the proposed location of the driveway access into the Church Site.

Utilities: All of the proposed lots are to be served by public water and public sewer and underground electric. According to the project engineer, none of the project is located in a floodplain. Utility plans have been submitted with the preliminary plat. All water, sewer and electric improvements shall be fully installed to each lot or a surety posted to the appropriate utility prior to any final plat. Staff understands that all utilities are prepared to sign the final plats that electric, water and sewer to all lots is complete,

Drainage Plan/Erosion Controls: A full drainage plan with calculations was supplied for the proposed subdivision. Staff notes the two church sites and additional commercial property shall require independent drainage plans to be accommodated on each site respectively since these drainage considerations have not been made at this time. In addition the drainage considerations should be incorporated in the site plans submitted to the Building Commissioner for zoning compliance.

The developer secured and supplied a Storm Water Pollution Prevention Plan (SWPPP) permit from the State of Tennessee as required as well as a county grading permit. Erosion control measures are in place and have been inspected by the Storm Water Coordinator and appear satisfactory for final plat approval.

All drainage facilities contained outside of the proposed right-of-way(s) shall be the maintenance responsibility of a property owner's association for Brittingham Subdivision.

All road drainage and drainage facilities shall be certified as being built according to plans by the project engineer prior to releasing the Phase 1 final plat.

Traffic Impact Study and Intersection Design: The modified traffic study was supplied May 8th to planning staff. The revised traffic study indicates that one traffic signal was to be incorporated into the overall design of the subdivision.

The County Farm Road intersection at William Blount required signalization and turn lane improvements along and contained within the William Blount Drive right-of-way. The development creates a four-way intersection at this location. A traffic signal is not proposed for the other intersection (in front of William Blount Middle School).

A detailed intersection design for the intersection and signal designs was supplied to TDOT for review and approval. As mentioned the traffic signal is under construction. The Maintenance of the light will be the responsibility of the Highway Department. The signal ownership will be that of the Highway Department along the State Highway by agreement.

The Highway Department is prepared to sign the final plats pending completion of the traffic signal and final approval by TDOT.

Proposed Road Plan: All of the internal roads, curbing, and the bulk of the backfilling have been completed as of this time.

The boulevard design for the new road includes a 16' one-lane entrance road and a 24' two-lane exit road contained in an enlarged right-of-way. The remainder of the internal road is a 26' wide roadway contained in a 50' right-of-way. Then tapers down to 22' wide sections at the two stub out locations for the future subdivision in the rear of the parcel.

The design of the boulevard section with median, intersection, and signal are being coordinated by the developer, TDOT and the highway

department. Deceleration lanes on William Blount Drive and turn lanes have been incorporated into the design as well and have been completed.

The boulevard section has been built to meet the City of Maryville's Commercial Road Standard for stone, asphalt base and topping thicknesses as specified by the Maryville Planning Commission.

The Highway Department is prepared to sign the final plats pending final inspection of backfilling, seed and straw and the completion of the traffic signal and final approval by TDOT.

Property Owner's Association: The developer has supplied a copy of a final Property Owner's Association to include all of the lots in Brittingham Subdivision including the residential lots and any other sites owned by the developer. An agreement with the church site with the pond had been recorded and shall be referenced in the POA documentation since a use easement was established for maintenance of the pond, however no dimensions were listed, and there is no way to retroactively add a dimensional easement on the church site's lot of record. This document appears to be adequate to allow the developer and future lots owners to get into the pond as needed to maintain the drainage basin which was the intent of the original staff comments to accomplish this function since it is the residential area that drains to the pond.

Construction of Improvements: All of the road work has been completed including paving and curbing. Some minor backfill is pending as is some additional seeding and straw. A gravel turn around at the first stub out road is being constructed at this time. The owner supplied compaction rate tests to the Highway Department for the low section of road built through the edge of the pond. That data was sufficient for the highway department that compaction rates were met.

All drainage basins appear to be installed and functioning. A certification letter from the project engineer is required for all road drainage facilities and drainage basins prior to staff releasing the final plat.

Staff understands that all utilities are prepared to sign the final plats that electric, water and sewer to all lots is complete.

Final approval of the installation of the traffic signal is pending from TDOT.

Administrative Considerations: The proposed Brittingham Phase 1 final plat was reviewed inclusive of subdivision regulations for small lots along county roads with public water, underground electric and public sewer.

As required, the preliminary plat was supplied with topographic information, road plan, drainage plan and calculations, erosion control plan, SWPPP permit and sewer plan information, traffic study, and signal design. No lot shall be advertised or offered for sale prior to recording of any final plat.

Outstanding items to be completed:

1. TDOT approval of the installation of the traffic signal and Highway Department approval of intersection design and maintenance of signal (to be supplied in writing to staff).
2. Completion of all road and road drainage improvements to the satisfaction of planning staff and the Highway Superintendent and his plat certification.
3. Completion of all final drainage facilities and certification by the project engineer of all road drainage and facilities contained in drainage easements.
4. Final review of the Property Owner's Association documentation for Phase 1, including referencing previous maintenance agreement for the pond.
5. Signature plats with water, sewer and electric certification
6. \$40.00 per lot platting fee.
7. Note on final plat that no lots shall have driveway access off of County Farm Road.

In accordance with past actions of the Planning Commission in similar situations, the Planning Commission has options to 1) deny preliminary plat due to identified deficiencies, 2) defer preliminary plat approval until deficiencies are addressed, or 3) grant preliminary plat approval subject to meeting all requirements, applying identified conditions, and addressing deficiencies.

D. Preliminary and Final Plats - Major Subdivisions: None

E. Preliminary and Final Plats - Minor Subdivisions: None

II. Misc. Items:

1. South Blount Utility Water Tower Site off Miser Station Road with Variances to standard lot and easement requirements.

This is a proposed utility lot for purposes of construction of a Water Tank.

South Blount has supplied documentation that there is a clearly identified access easement across Farmington Subdivision. Farmington is a very large parcel under first phase development on the front of the tract only. Access has been clearly identified from Miser Station Road across the Farmington parcel.

This plat would require a Variance from the lots standards for septic, electric, and water approval as well as certification from the Highway Department. The 20' easement would also require a variance.

NOTICE:

- A site plan shall be submitted to the Building Commissioner for Zoning Compliance. Contact Roger Fields at 681-9301.
- The owner (utility) shall apply for a county grading permit from the Blount County Storm Water Coordinator at 681-9301 and supply a copy of the permit at the time of the pre-construction meeting. All erosion controls must be fully installed and inspected by the Storm Water Coordinator prior to any on-site construction activities.
- The utility shall contact the Blount County Building Inspector at 681-9301 for building permits.
- Prior to any on-site construction the utility shall contact the Utility Inspector of the Blount Highway Department at 982-4652 regarding any utility construction to be done within the county right-of-way along any county roads.
- It is the responsibility of the owner and contractors to contact Tennessee One-Call to verify the location of all utilities at least 72 hours prior to any construction at 1-800-351-1111.

Mr. Durant of South Blount Utility District has supplied copies of the easement agreements including that Jenkins and with McCoy and across Farmington Subdivision.

The Planning Commission has approved utility lots for the purpose of water towers, electric substations, etc. with variances to lot design on a regular basis to allow utilities to extend their services.

2. Emert & Big Valley Campground

Fred Emert and Big Valley Campground own adjoining properties and wish to adjust the line between the properties. In the past, such a shift in property lines could be accommodated by order of standardization. The ability to execute orders of standardization was taken out of state statutes recently.

The proposal (see survey) shows Emert owning a large parcel that straddles Old Tuckaleechee Road. He wishes to transfer a small triangle (.28 acres) of his land north of Old Tuckaleechee Road to Big Valley Campground. Big Valley Campground owns common area north of Old Tuckaleechee Road, and wishes to combine the triangle with that common area.

The proposal (see survey) shows Big Valley Campground owning a sliver of land (.37 acres) across Old Tuckaleechee Road to the south, part of its larger common area across the road. Big Valley Campground wishes to transfer the sliver of land to Emert, and Emert wishes to combine the sliver with his land.

The above proposed transfers could be accommodated by replat of both properties. As a practical consideration, the Emert property is a large farm and it would be costly to survey the whole farm just for the purpose of small adjustment of lot lines as indicated. A similar argument could be made for surveying the common area for Big Valley Campground for such a small adjustment in lot lines.

Rick Younger, surveyor representing the two owners, requests consideration of a means to confirm the intended adjustments of lot lines without further survey.

Staff also wishes to find some reasonable accommodation to such situations that would somehow allow what could previously be executed by simple order of standardization.

Staff suggests the following:

That 25 feet off centerline for road right-of-way be indicated on any plat approved.

That full warranty deed book and page number and tax map information be supplied for both properties.

That a note be added to the plat to be signed by both parties that the respective small portions of land shall not be considered as separate lots but are combined

into the larger tracts indicated, and that a copy of the plat shall be attached to any deed of transfer between the parties of the plat

That in addition a separate plat be registered in the plat book.

That hook across arrows show the appropriate direction of transfer and combination.

That all other requirements of standard plat be waived.

pcmemos\2007-06-28 PC memo