

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: October 1st - 18th, 2007

SUBJECT: Staff reports on agenda items for the *Thursday October 25th, 2007* regular meeting. 5:30 Hearings and Site Plans

Hearings:

- A. Concept Plans: None
- B. Preliminary Plats – Major Subdivisions:
 - 1. **Baker Ridge Subdivision off Mint Road by Curtis Myers: 7 proposed lots; 4 served exclusively off a common driveway easement and three with road frontage.**

Background:

The preliminary plat for the Baker Ridge Subdivision is a proposed 7 lot subdivision containing 11 acres with a 25' common driveway easement off of Mint Road. Lots 1, 2, and 7 all have county road frontage but shall be served off the common driveway easement for safety purposes as well as the remainder of the lots.

Analysis:

Design of plat, plat description:

The parcel is in the R-1 zone. The parcel is gently rolling pasture and woodland on rolling terrain. The parcel is currently vacant of any farming or other use.

This proposed common driveway division can be accommodated off of Mint 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 major plat shall require that all electric is 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, underground 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 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.

Lot 1 may have to be modified to accommodate the revised location of the common driveway entrance (see comments below).

Existing County Roads:

Mint Road is a collector status road requiring a 30' right-of-way dedication from center line of road as shown on the preliminary plat. The road list for the county shows Mint Road as being 19-20 feet wide with adequate ditches and shoulders for this development.

The location of the proposed common driveway shall be modified on a revised preliminary plat in order to intersect with Mint Road at the top of the vertical curve which is located in the center of lot 1 to improve sight distance. The current location provides marginal sight distance and awkward turning movements in and out of the property. Additional sight distance improvements shall be made at the entrance as well including the relocation of a road sign. Staff instructions, per the subdivision regulations regarding the required improvements are listed below.

The owner shall contact the highway department prior to any additional common driveway improvements being made on site.

Utilities:

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

Construction of Improvements:

Some of the driveway improvements have been completed as of this time. This previous work was done at the sole risk of the developer with no approvals from the planning commission or review by county staff. The location of the entrance shall be modified as the existing location is not appropriate for this common driveway. In addition the road grades appear excessive and shall require modification. The gravel surface applied is not adequate and several of the ditches will need to be re-worked due to deterioration. The developer has not indicated whether a SWPPP was applied for or secured.

Prior to any additional construction or work along the common driveway the owner shall meet with planning staff for a pre-construction meeting.

The common driveway shall not exceed 15% grade. The proposed profile supplied by the project engineer indicates the drive is to be 14%. Staff has determined the steeper section is greater than 15% for a few hundred feet. This section shall be reworked and a revised as-built profile shall be shot at 25 foot intervals to insure the road meets the 14% grade as planned by the project engineer.

The common driveway must be fully installed with a T-turn around to be constructed within a revised easement to cross lot 1. The common drive shall be built on a compacted earth surface void of substandard soil condition in the sub-grade. Prior to completion 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.

The common driveway indicated shall be straightened and intersect Mint Road at the crest of the vertical curve alignment along Mint Road to

improve sight distance and not as it is shown on the plat supplied. The highway department shall determine if a tile is necessary at this location. Additional bank cutting and slopes back into the county ditch line along Mint Road shall be smooth and be built in accordance with the instructions of the Highway Department to improve sight safety along this collector status county road.

In addition, the driveway entrance shall be paved 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 Mint Road to the edge of the right-of-way at a minimum.

Staff notes precedent to allowing all seven of the lots to utilize the common driveway for their exclusive vehicular access. This has been allowed before and is typical when additional lots adjoin either side of the common driveway and access restriction to a main road is desired.

A note shall be added to the final plat than none of the lots shall have any other driveway access along Mint Road. Per the proposed lot design, only lots 3, 4, 5, and 6 are served exclusively off the common driveway which meets with the intent of the subdivision regulations to allow only four lots to be served exclusively off of a common driveway easement, the other three lots shall access the easement for convenience and safety purposes.

Drainage and Erosion Controls:

Drainage information and calculations were required for this major plat. A drainage plan was not required for any detention facilities according to the project engineer citing the size of the parcel and the minimal amount of storm drainage upon completion.

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 developer's responsibility to determine if this permit is required for this project and supply staff with a copy of the SWPPP plan and permit as soon as possible.

The owner shall also apply for and secure a grading permit from the Blount County Storm Water Coordinator.

Developer Notice:

- Any additional 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 additional 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 Mint 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 owner 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. Any future use of the common driveway easement, or temporary situation for potential future road construction should be included in the private covenants.

Administrative Considerations:

A note shall be added to the final plat that all lots shown (1-7) shall have driveway access only off of the common driveway. The proposed Baker

Ridge Subdivision was reviewed inclusive of subdivision regulations for small lots served by a common driveway easement with public water, underground electric and individual septic systems. As required, the preliminary plat was supplied with topographic information, preliminary soil information and a drainage plan.

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 all lots shall have driveway access only off of the common driveway.
2. A preconstruction meeting prior to any additional on-site work. All required permits to staff. All instructions in this staff analysis for the reconstruction of the common driveway, improving common driveway grade and relocation and paving of entrance, and construction of all utility improvements.
3. 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.

2. Fairway Vista Subdivision preliminary plat by Susan King with extension of Hunter Run Road off of Laurel Road in Laurel Valley development.

This item was deferred at the September 2006 regular meeting.

On behalf of Susan King, Sterling Engineering has submitted a letter requesting this item be removed from the agenda and placed on the November 2007 regular meeting agenda. See attached letter. Appropriate action would be to vote accept the letter and vote the item off the agenda.

3. Laurel Valley Resort off Christy Lane Road by Tater Sparks: 16 lots and a remainder greater than 5 acres off a 50' private road easement and 2 common driveways.

This is the revised preliminary plat for the previously approved Sparks Mountain View Hideaway with 17 lots that was approved by the Planning Commission at the July 2007 regular meeting. This plat has been revised to eliminate 1 lot; shorten the paved road section, add one additional common driveway and to eliminate two drainage basins. These changes constitute design issues that warrant the plat be revised, reviewed by staff and reconsidered for approval by the Planning Commission as a new plat design.

Background:

The preliminary plat for the Sparks Mountain View Hideaway is a proposed 16 lot subdivision containing 16.5 acres along 50' private road easements off of Laurel Road, with a remainder greater than 5 acres. The proposed development has been reviewed inclusive of subdivision and hillside development standards for small lots served by a private road easement with water, electric and public on-site sanitary sewer.

Analysis:

Design of plat, plat description:

The parcel is in the R-1 zone. This parcel is mountainous land that is densely vegetated and the entire parcel is currently vacant of any farming or other use. The proposed road is an old platted roadway for Laurel Valley that has never been completed. This plat re-arranges the lot configuration and includes a public sewer system to accommodate the small lot sizes. Once constructed the new private road is to become a part of the Laurel Valley Home Owner's Association for the long term maintenance. The status of the two common driveways shall be determined prior to final plat as to which entity shall maintenance them long term. Any drainage facilities and open space will become the responsibility of the owners in the proposed Sparks Mountain View Hideaway. Both maintenance regimes shall be clearly defined in the Property Owner's Documentation. The maintenance of the shared driveway shall become the responsibility of those lots served and addressed in the POA documents as well.

The proposed 15 lot subdivision can be accommodated off of the existing paved surface of Laurel Road at this location with the understanding that all improvements shall be the responsibility of the owner.

Septic, Sanitary Sewer:

All of the lots shown are to be served by an on-site sewer system. The developer has supplied a letter from Tennessee Wastewater Systems Incorporated (TWSI) stating their intent to operate the sewer system with all required approvals from the Tennessee Regulatory Authority; TWSI is a public utility. The developers have supplied a soil letter from a soil scientist indicating that the sanitary septic area has adequate soils for the new sewer system.

The sewer system shall to be constructed and the State of Tennessee shall approve the wastewater collection system. TWSI shall certify the installation, operation, maintenance and ownership of the sewer system to serve these lots on the Final Plat. The area identified on the plat for use by the public sewer utility shall identify the ownership of the area to contain the sand filtration sewer system and drip fields. A 25' access easement has been included on the plat to allow for construction and maintenance of the sewer facilities. This will become a public utility lot once approved on the final plat, inclusive of any variances to lot requirements for a public utility.

While all of these lots are to be served by public sewer, the R-1 zone requires minimum lot sizes to be 30,000 square feet. All lots shall meet this minimum lot size requirement.

Existing County Roads:

The road list for the county shows that Laurel Valley Road that leads to Laurel Valley is 18 to 19 feet wide. The internal roads inside Laurel Valley are the responsibility of the Home Owner's Association. According to the highway department the proposed Sparks Mountain View Hideaway Subdivision is appropriate for the existing county road serving the development.

Utilities:

Public water and electric are proposed to serve all 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. The 16 lots shown shall all be served by underground electric.

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.*

The owner 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 the proposed Sparks Mountain View Hideaway Subdivision. *All state and county erosion control permits shall be supplied to staff at the time of the pre-construction meeting.*

The project engineer supplied a drainage plan and calculations with the preliminary plat. All of the on-site drainage facilities shall be constructed for the entire development for any phased final plats. Staff notes steep mountain terrain and natural swales on this parcel. Special care should be given to drainage areas in such cases including sedimentation controls during construction.

The revised drainage plan indicates the construction of ditches, pipes and the elimination of the two planned detention facilities. The project engineer has stated that these two basins were not allowed by the State of Tennessee upon their evaluation. Further review by the engineering company illustrated that with some redesign both basins can be eliminated from the design plan. While staff has reservations about the removal of two drainage basins altogether, the engineering figures seem to support removing both from the design. Staff is requesting that a certified stamped letter from the engineer be supplied in addition to the explanatory letter already submitted. In addition, staff shall request a letter attached from the State of Tennessee that requested the detention ponds be removed in the first place to satisfy and fully document the process the project engineer has followed with the removal of both drainage basins from the design.

The revised drainage plans, and revised calculations and new road layout with a shortened road and new common driveway appear satisfactory for preliminary approval.

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. All of the lots shown shall be included in the maintenance of the drainage facilities such as improved swales, ditches and pipes. All drainage facilities shall become the maintenance responsibility of a property owner's association for this proposed subdivision. Adequate building sites for each lot must avoid drainage areas. All drainage facilities must be shown in easements on future final plats.

Construction of Improvements: All erosion controls to be in place prior to any on-site work. No new on-site construction until after a preconstruction meeting is held.

A portion of the road improvements have been completed years ago. A gravel surfaced driveway serves a few existing homes along this road easement. In order to build a new paved private road to meet the standards of the subdivision regulations major road construction including widening, grading, cutting, filling and drainage improvements will be required.

The private road for these 16 tracts shall be fully constructed with a full cul-de sac turn-around and two common driveways prior to final plat approval. According to the road profile none of the road is greater than 13% slope, any sections that go beyond 13% shall require a variance. The project engineer has indicated that road grades less than 13% should be feasible for the entire length of the project.

The entire private road shall be built on a compacted earth surface void of substandard soil conditions in the sub-grade. Prior to stone application the owner shall contact the subdivision inspector for sub-grade inspection.

The graded surface shall be a prepared crowned surface and be a minimum of 24 feet wide between ditches on both sides of the road. The downhill slope shall not require a ditch in most cases provided the 3 foot or greater shoulder is maintained and sloped away from the roadway to drain properly. In areas where greater length of shoulder is constructed, a ditch may be required with frequent breaks to direct water off of the roadway and down the slope.

The gravel surface application shall be spread a minimum of 6 inches thick of pug-mix and rolled with a steel drum roller. A consistent depth of stone shall be achieved the entire length of the private road and on the cul-de-sac and be a minimum of 18 feet wide (nine feet on either side of crown in sub-grade). The binder course shall be 2" thick and the top course of asphalt shall be 1" thick. The three foot shoulders on both sides shall also be compacted sub-grade and seeded and covered in straw as soon as the stone surface is applied.

Planning staff will evaluate the proposed paved private roadway for necessary guardrails once the stone surface application is in place after all grading and earth moving has been completed. All of the drainage tiles have been sized by the project engineer and shall be completely installed prior to stone surface application. All utility conduit shall be in installed and inspected before the stone surface application as well.

Both common driveways must be fully installed with a T-turn around to be constructed within the easements. The common drives shall be built on a compacted earth surface void of substandard soil condition in the sub-grade. Prior to completion 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.

The new intersection improvements at Laurel Road have been modified as requested by staff to achieve a more standard road design. The project engineer has verbally confirmed the new intersection design at Laurel Road does meet AASHTO standards for a mountain roadway and has included 50' paved turning radiuses to allow for improved turning movements. The final plat shall also include a sight distance easement and removal of vegetation at this corner to improve sight distance permanently.

Property Owner's Association:

The developer shall supply documentation for a Property Owner's Association for Sparks Mountain View Hideaway inclusive of

- 1) private road maintenance (with Laurel Valley HOA)
- 2) common drive maintenance
- 3) drainage facility maintenance
- 4) open space considerations
- 5) maintenance of the sight distance easement.

Administrative Considerations:

As required the preliminary plat was supplied with topographic information, drainage plan, drainage calculations, road plan, profile and a letter from the public sewer company stating intent to own and operate the sewer system. The comments from the engineering department and the storm water coordinator are included in this staff analysis. Staff is also acknowledging that this plat contains steep terrain and gullies. These drainage areas shall be identified with easements.

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

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

Developer Notice:

- Any construction prior to a pre-construction meeting with staff or required permits is at the risk of the owner.
- The developer shall contact the Director of Engineering at the Blount County Highway Department at 982-4652 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.
- A Storm Water Pollution Prevention Plan permit (SWPPP) and an Aquatic Resources Alteration Permit (ARAP) from the Tennessee Department of Environment and Conservation (TDEC), division of Water Pollution Control may be required. These permits shall be supplied to planning staff at the time of the pre-construction meeting. Contact TDEC at 594-6035.
- 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 (if applicable).
- 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.

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.
2. POA documentation to be supplied to staff for review prior to final plat
3. Sight distance along Laurel Road shall be achieved at the entrance by a combination of removing the vegetation and creating a platted sight distance easement, this shall occur when construction commences on-site.

4. Staff is requesting that a certified stamped letter from the engineer be supplied in addition to the explanatory letter already submitted. In addition, staff shall request a letter attached from the State of Tennessee that requested the detention ponds be removed in the first place to satisfy and fully document the process the project engineer has followed with the removal of both drainage basins from the design.

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.

4. Lequire Property Subdivision off Bethel Church Road by Randy Jenkins: 11 proposed lots to be served off a new county 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 the Lequire Property illustrates 11 small lots. A new paved 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 heavily wooded sloping terrain and the bulk of the drainage will be directed towards a drainage facility near the front of the parcel and into a tile to be placed under Bethel Church Road. A second drainage facility is planned to serve the rear of the parcel. All drainage features including underground pipes outside of the right-of-way shall become the responsibility of a property owner's association to maintain. The parcel is currently vacant 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 Bethel Church Road is 17 feet wide. Upon recommendation by the Highway Department the project engineer has supplied data regarding the road and shoulders along Bethel Church Road. The engineering report states that the road width is 18' wide with adequate shoulders to the proposed location of this project. According to the highway department the proposed

Lequire Property Subdivision 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 marginal soil conditions. The environmental health department has reviewed the proposed subdivision and has stated that the plat appears satisfactory for preliminary approval. Lot line modifications on the final plat may be required particularly with the small lots sizes and the two drainage basins to be constructed in the lower sections of the parcel.

Drainage and Erosion Controls: The drainage plan indicates one of the drainage basins is to be constructed on lot 1. The plan indicates that a pipe is to be installed under Bethel Church Road with the intent to direct and drain a portion of the storm water runoff from this development across Bethel Church and onto an adjacent parcel. There is currently no tile under the county road at this location and no formal ditch or drainage easement that crosses the neighboring parcel. The drainage plan does not indicate any type of energy dissipaters on the outlet end of the tile to be located across the road on the neighbor.

Staff is of the opinion that some type of agreement shall be required between the developer and the neighbor in order to insure that the storm water runoff does not negatively impact the neighboring parcel. Without a formal agreement and easement in place for review with the drainage plan the preliminary plat is premature

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 any future 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.

All of the on-site drainage facilities shall be constructed for the entire development for any phased final plats. 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. 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 shall be 13% or less. As-built profile shall be required for this roadway prior to final plat.

The road cross section supplied illustrates a 20' wide roadway with 3 foot shoulders with no ditches indicated. The Subdivision Regulations require either an 18' wide road with shoulders and ditches, or a curbed roadway 22 foot wide between the curbs.

A copy of the road details is available in the subdivision regulations and on-line. 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.

Additionally, the sight distance at the proposed location does not meet the minimum requirements for safe stopping distance. Sight distance is restricted around the curve by vegetation across the street. Staff does not have adequate information at this time to determine if adequate sight distance can be achieved.

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..

Property Owner's Association: The owner shall supply Property Owner's Association documentation inclusive of maintenance responsibilities for the drainage facilities for staff review prior to final plat.

Construction of Improvements: As of this time there has been no construction of any improvements on site.

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. The comments of the Highway Department and Storm Water Coordinator 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: The proposed Lequire Property 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. A formal agreement shall be required between the developer and the neighbor across the street in order to insure that the storm water runoff does not negatively impact the neighboring parcel. Without a formal agreement and easement in place for review with the drainage plan the preliminary plat is premature.
2. Staff does not have sufficient information from the developer as to whether or not adequate sight distance can be achieved for the proposed new road intersection.

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.

5. Genesis IV Property off Driftwood Lane by Genesis VI LLC: 4 proposed lots to be served off of a private road and common driveway easement and a remainder greater than 5 acres.

Background:

The preliminary plat for the Genesis IV Property is a proposed 4 lot subdivision containing 4 acres with a 50' private road easement (Driftwood Lane) off of Gravelly Hills Road. All four lots indicated are to be served off of the private road. Lot 4 shall have frontage along Driftwood Lane. Lot 3 is to be served by a 25 foot easement. Lots 1 and 2 shall share the existing driveway in a common driveway easement.

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. However the driveway located in the common

driveway easement is constructed and needs no additional improvements. The subdivision regulations do not require the driveway be constructed for lot 3 since it serves only the one parcel. This proposed preliminary and final plat is satisfactory with the information supplied. The parcel is rolling pasture and woodland and is currently vacant of any other use other than the house located on lot 2.

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.

Septic, Sanitary Sewer: 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.

Existing County Roads: The road list for the county shows Gravelly Hills Road as being 18 feet wide. Driftwood is a 20' wide paved private roadway in good repair. Access to the parcel is satisfactory for this proposed division.

Utilities: Public water is not available. These shall be well lots. All lots shall be self contained and the well easement shall be removed and not shared with the existing home. All electric improvements shall be fully installed to each lot prior to final plat being released or a surety posted to the appropriate utility prior to final plat.

Construction of Improvements: The status of the electric service is the responsibility of the owner as mentioned above prior to releasing the final plat. The common driveway is adequate. No other improvements are necessary for this plat.

Drainage and Erosion Controls: Drainage information and calculations were not required for this four-lot plat.

- Individual lot owners shall be required to secure the proper permits for erosion controls prior to commencing any on-site 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.

Property Owner's Association: The owner shall supply a Maintenance Agreement or Property Owner's Association inclusive of maintenance responsibilities for the common driveway and to tie these lots into the maintenance responsibility for Driftwood Lane.

Administrative Considerations: The proposed Genesis IV was reviewed inclusive of subdivision regulations for small lots served by a common driveway easement, private road with public water, underground 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. The floodplain needs to be clearly delineated on the final plat and not just in the notes.

Outstanding items to be completed:

1. Completion of electric to all lots shown.
2. Final soil and well evaluation by the Environmental health department.
3. POA documentation prior to final plat submission inclusive of including these lots into maintenance for Driftwood Lane.
4. Flood plain on final plat.

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 of the requirements, applying identified conditions, and addressing deficiencies.

C. Final Plats – Major Subdivisions: None

1. Homestead West Phase 3 Road Plat off Long Rifle Road

The attached Homestead Phase 3 plat is for the short section of Long Hunter Lane that connects Long Rifle Road to a new section of lots platted in Sevier County. This Phase 3 plat is only for the small paved road section of Long Hunter Lane that is to be dedicated to the county. This plat comes to the Planning Commission with no additional lots or drainage facilities.

Staff reserves any recommendation as of this time noting the items to be completed listed below. Staff supplied this list to the project manager and has met with him in the field to explain each item. The project manager

intends to address and complete as many of the items as possible before the commission meeting pending weather and manpower availability to complete the listed items.

Road Items to be addressed:

New Road Section (Long Hunter Road)

1. Remove and Replace 5 sections of concrete curb on North Side of Road (from intersection with Long Rifle back).
2. Fix asphalt damage from curb replacement.
3. Backfill, seed and straw behind all curbed area as required.
4. Add road reflectors in asphalt.
5. Re-align Stop Sign for oncoming traffic to see.

Re-worked section of Long Rifle Road, North West of Intersection

1. Fix uphill transition from old to new pavement (make a smooth transition pavement to remove bump along seem in road).
2. Fix downhill transition from old to new pavement (make a smooth transition pavement to remove bump along seem in road).
3. Saw off extra asphalt along outside paved road surface on the upper end of newly re-paved section. Remove extra asphalt to not invite traffic so close to the edge of the roadway in the curve.
4. Add shoulder the length of replaced asphalt on downhill side of road. (Add pug-mix to asphalt surface height and roll smooth with steel roller).
5. Redress the inside shoulder and make smooth. Remove all washouts and informal ditches being cut into shoulder. Make sure lower asphalt surface is not exposed at any point.
6. Add reflectors along outside shoulder surface for safety purposes.
7. Add road reflectors in center of asphalt.

An update from staff regarding the status of listed items shall be presented at the meeting.

D. Preliminary and Final Plats - Major Subdivisions: None

E. Preliminary and Final Plats - Minor Subdivisions:

1. **Nellie Ballew Property off Old Cades Cove Road by Major Hubbard: 3 lots; 2 with road frontage and 1 to be served off a 25' easement.**

This plat is pending a zoning change from R-2 to R-1, under consideration by the County Commission October 18..

The Nellie Ballew Property is a three lot preliminary and final plat, the proposed subdivision contains a total 7 acres along Old Cades Cove Road. Lots 1 and 2 have direct road frontage along the county road. Lot 3 is to be served by a 25' easement for driveway access.

Lot 1 shall have a driveway restriction noted on the plat for sight distance safety and lot 2 shall utilize the 25' driveway easement for safety purposes but is not to be counted as a lot served by the common driveway easement since this lot has road frontage.

Analysis:

Design of plat, plat description: The proposed subdivision is satisfactory with the information supplied and subject to this staff analysis. The parcel is rolling terrain that slopes mainly away from the county road is currently vacant land. The bulk of the drainage is directed towards several swales that cross the property. According to the preliminary plat these lots are to be served by public water, electric and individual septic systems. According the surveyor, none of the parcel is located in a floodplain.

Septic, Sanitary Sewer: The soil scientist has identified marginal soil characteristics. The environmental health department has signed the final plats with no lot restrictions.

Existing County Roads: The road list for the county shows Old Cades Cove Road with an average 14' - 22' paved surface with adequate shoulders and ditches and is acceptable for this preliminary and final plat request.

Utilities: Public water and electric are proposed to serve all. Both the water and electric are prepared to sign the final plat stating that utility service to each lot is currently available.

Drainage and Erosion Controls: The engineering department has reviewed the preliminary and final plat and has not required any additional drainage information be supplied by the owner due to the topography of the site, size of the lots and the existing natural drainage.

Construction of Improvements: No construction is required for final plat nor are any storm water or erosion control measures required.

- It is the responsibility of the lot owners 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.

Staff has evaluated the lots for driveway locations and sight distance and has not placed any driveway restrictions on these lots.

Administrative Considerations: The proposed Nellie Ballew subdivision preliminary and final plat was reviewed inclusive of subdivision regulations for small lots along the existing county road with public water, existing electric and individual septic systems.

Outstanding items to be completed:

1. All certifications on the final plats.
2. \$20.00 per lot platting fee

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

2. Re-plat of Smoky Hills Lots 1, 2, 3 and 52 off Burnett Station Road

This plat comes as a re-plat of four lots in Smoky Hills Subdivision. See plat attached. All of the lots are along existing paved county roads. Lots 1, 2 and 3 are being enlarged while a portion of lot 52 is being reduced in size. This four lot re-plat requires no variances. All of the lots are greater than the required 30,000 square foot minimum lot size.

In the past, the Planning Commission has approved such re-plats subject to Health Department approval and certification and with the surveyors, owners and planning commission's certifications on the final plat.

II. Misc. Items:

1. Variance Request for common driveway easement width by Dennis Stapleton off Panorama Drive.

Mr. Stapleton is requesting a Variance to the Flag-stem with for a common driveway in order to divide his tract into two. He currently has two homes on the parcel and wishes to separate them and sell one. Both homes now access the 20' flag-stem from Panorama Drive. The extension of the easement to create the second lot will be the required 25' easement width for regulatory consistency. The existing 20' corridor is all that is available and has served this lot for years Staff has no reservations with the

variance being granted and allowing Mr. Stapleton to bring a two-lot plat in for staff approval.

2. Request to secure sewer improvements for Farmington Subdivision off Miser Station Road.

Mr. McCall has supplied a letter requesting the Planning Commission consider the Phase 1 Final Plat for Farmington Subdivision at the November 2007 regular meeting without the on-site sanitary sewer system being completed. All other plat items are nearing completion however the on-site sewer is pending final approvals from the State of Tennessee. Mr. McCall and A representative from South Blount Utility District are planning to address the Planning Commission at the meeting.

Staff is concerned with the precedent that approving this request will set. The Planning Commission has previously held that public or private on-site sanitary sewer shall be completely installed, inspected and certified on the final plat prior to any final plat being released by the Planning Commission and the at this is not a situation appropriate for a surety situation since the state approval has not been secured possibly leaving no way to service new lots with sewer capability.

3. Request to change subdivision name for River Ford Estates III off River Ford Road.

Jim White is requesting to change the name of River Ford Estates Phase 3 to Settlers Pointe at River Ford. Staff has no reservations about the name change.

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