



# City of Crossville

392 N. Main  
Crossville, TN 38555

## Minutes

### Planning Commission

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Thursday, May 18, 2017

12:00 PM

City Hall

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#### Regular Meeting

#### Call to Order

*Chairman Moser called the meeting to order at 12:00 p.m.*

#### Rollcall

**Present** 6 - Kevin Poore, Gordon Atchley, Rob Harrison, Mayor James Mayberry, Chairman Mike Moser, and Council Member Pamala Harris

**Absent** 1 - Greg Tabor

*Others present: Ann Hooper, Greg Wood, Darrel Hall, Tim Wilson, Kevin Dean, and Valerie Hale*

#### Agenda Items

**1** Approval of minutes (04/20)

**A motion was made by Kevin Poore , seconded by Rob Harrison, that the minutes (04/20/17) be approved as recommended. The motion carried by an unanimous vote.**

**2** Approval of minutes (05/10)

**A motion was made by Rob Harrison, seconded by Kevin Poore, that the minutes be approved (05/10/17) . The motion carried by the following vote:**

**Aye:** 5 - Poore, Atchley, Harrison, Mayor Mayberry and Council Member Harris

**Absent:** 1 - Tabor

**Abstain:** 1 - Chairman Moser

**3** Panther Valley Subdivision - Preliminary

*The developer, Spencer Walton, is proposing a 50 lot subdivision on 14.59 acres located along County Garage Road. The proposed development includes approximately 1,495 feet of road (Panther Valley Road); 1,564 feet of 4 inch low*

pressure sewer; 1,550 feet of 6 inch water line; and 4 fire hydrants. The lots range in size from 0.20 acres to 0.43 acres. One point of concern for staff is the proposed intersection of Panther Valley Road on the southern side, which would create a "street jog" of less than the required 125 feet, as listed in the Crossville Regional Subdivision Regulations. The proposed "street jog" is approximately 40 feet. The developer is requesting a variance based on the existing road, Town Branch Street, is a dead end cul-de-sac and not a through street.

Staff recommended that proposed or estimated traffic flow should not play a part in the creation of a potentially dangerous intersection. Nearly every subdivision regulation in the region and state have this same requirement or greater distance required. None of them make reference to traffic flow, other than a few that reference the road type as classified by their major thoroughfare plan. In most cases a local road, which all three of these would be classified, the minimum is 125 feet. In cases of collector, arterial, or parkways, the distance is greater. Staff recommends denial of the variance and the plat.

There was a discussion about the actual impact of the "street jog" in relation to the other streets in the proposed development.

Kevin Poore stated he was against approving the variance and plat due to setting a precedent.

**A motion was made by Mayor James Mayberry, seconded by Rob Harrison, to approve the variance request and preliminary plat. The motion carried by the following vote:**

**Aye:** 4 - Atchley, Harrison, Mayor Mayberry and Council Member Harris

**Nay:** 2 - Poore and Chairman Moser

**Absent:** 1 - Tabor

## 5

### The Gardens Ph6 lot 39 - Variance Request

The owner of lot 39 in phase 6 is requesting a 2 1/2 foot variance on the front of their lot. The existing front setback in phase 6 is 30 feet. This would result in a front setback for lot 39 of 27 1/2 feet. The other half of the duplex has already been constructed and was built on the 30 foot setback. The architectural standards for this phase of The Gardens requires the second structure, the one to be constructed on lot 39, to be 30 inches in front of the existing structure. The builder constructed the "back" structure right on the 30 foot setback, not leaving any room for the "front" structure to be constructed with the 30 foot offset. The first 5 phases of The Gardens only have a 20 foot front setback. (Variances were granted for those first 5 phases). By granting the 2 1/2 foot variance, the homeowner will be able to construct their house by design and meet the architectural standards for the development. Staff has reviewed the variance request. The front setback is in place to create a buffer of safety for vehicles traveling along the roads. With a development like The Gardens, where the typical vehicle is a motorhome, more space is required for off street parking in the driveways. The average length of a Class A motorhome is 36-45 feet. After discussions with the developer, it appears that the distance from the house to the road, not the property line, would be about 40 feet. There are several other structures in The Gardens that have less than 40 feet "driveway" space between the home and the road. After having a discussion with the Crossville Police Department, no complaints of a blocked roadway, have been reported in The Gardens. Staff feels that the granting of the variance would not create a safety concern or impact the flow of

traffic in the development. Staff recommends approval of the variance.

**A motion was made by Rob Harrison , seconded by Kevin Poore, that the variance be granted. The motion carried by an unanimous vote.**

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#### The Gardens Phase 8 - Plat 1, Final

*The developer, Tim Wilson, is proposing the first plat of his phase 8 section of The Gardens. The preliminary plat was approved by the Crossville Regional Planning Commission at the February 16, 2017 meeting. This plat of phase 8 does match the approved preliminary plat. This plat consists of 14 lots on 7.60 acres. This section will include the construction of approximately 990 feet of roads/curb/gutter; 960 feet of 4 inch low pressure sewer; and 970 feet of 6 inch water line. The developer is providing financial guarantees, in the form of letters of credit, for the proposed infrastructure. These letters of credit are for 6 months, with the exception of a new letter of credit for the temporary cul-de-sac, which is for 12 months. The developer currently has a letter of credit on file for the temporary cul-de-sac, which he is requesting a release of and acceptance of a new one in the same amount. The letters of credit are as follows:*

*\$106,102.50 for the completion of roads, with a set agreement expiration date of November 18, 2017*

*\$28,743.75 for the completion of sewer, with a set agreement expiration date of November 18, 2017*

*\$48,510.00 for the completion of water lines, with a set agreement expiration date of November 18, 2017*

*\$5,500.00 for temporary cul-de-sac, with a set agreement expiration date of May 17, 2018.*

*Staff has reviewed the amounts and approves.*

*The developer is requesting two variances for this plat. The first one is to reduce the required 15 foot side setbacks for zero lot line developments to 10 feet. This variance has been granted in the other phases of The Gardens. The second variance request is to reduce the side setbacks for the lots adjoining the green space/common property to 6 feet instead of the required 10 or 15 feet. The developer is requesting this since the green space/common property are non-buildable lots, there would not be a need to ensure the proper 20 foot separation for fire protection.*

*Staff has reviewed the plat and variance requests. Staff recommends approval of the side setback reduction from the required 15 feet to 10 feet. It is the opinion of staff that the required 15 foot setback for zero lot line developments is intended to provide better separation for fire protection. Many of the zero lot line structures are multiple units in size and not the duplex (multi-family unit 2) design of The Gardens. The minimum setback for typical single family residences is 10 feet, so granting this variance would be reducing the side set back to the typical setback for single family dwellings and would still provide 20 foot separation between structures. Staff recommends approval of the side setback reduction from 10/15 feet to 6 feet for a property with a side adjoining a green space/common property. The basis for this recommendation is that the green space/common property "lots" are non-buildable lots and will not have a structure constructed on them; therefore, eliminating the need to have setbacks to ensure property fire safety standards. Reducing the setbacks to 6 feet would also keep the required utility/drainage easement intact, should it ever need to be used. Staff recommends approval of the plat.*

**A motion was made by Rob Harrison, seconded by Kevin Poore that the letter**

of credit in the amount of \$5,000 for temporary cul-de-sac be released and new letters of credit be accepted, also to approve the final plat with requested variances. The motion carried by an unanimous vote.

**6** Staff Reports - Kevin Dean, Local Planner

*Staff Reports – Kevin Dean, Local Planner*

- *In House Plats (In Progress)*
  - o *None*
  
- *In House Plats (Completed)*
  - o *Crossroads Villages Phase 2 Unit 3, a simple 1 lot subdivision along Premier Drive, a portion of a preliminary plat approved by the Crossville Regional Planning Commission in January 2017. The plat has been recorded at the Register of Deeds office as Deed Book 1501 page 49. A copy is on file in the Planning Office.*
  - o *Heuser Property Division, a simple 2 lot subdivision located between Lee Drive and Lantana Road. A lot line adjustment between two existing lots. The plat has been recorded at the Register of Deeds office as Plat Book 12 page 2. A copy is on file in the Planning Office.*
  
- *Regular Plats (In Progress)*
  - o *None*
  
- *Regular Plats (Completed)*
  - o *None*
  
- *Other*
  - o *.....*

*Monthly Planning Report: July 1, 2016 to May 12, 2017*

- *Planning Items reviewed: 41*
- *Number of Preliminary Lots: 370*
- *Number of Final Lots: 89*
- *Number of New Lots Created: 57*
- *Fees Collected: \$3,650.00*
- *Acres Subdivided: 349.408*
- *New Roads: 2990 feet*
- *New Water Lines: 2970 feet*
- *New Sewer Lines: 2960 feet*

**A motion was made by Mayor James Mayberry , seconded by Kevin Poore, that the staff report be approved. The motion carried by an unanimous vote.**

**Adjournment**

**A motion was made by Gordon Atchley, seconded by Kevin Poore, that the meeting be adjourned . The motion carried unanimously and adjourned at 12:30 p.m.**