

**KNOXVILLE/KNOX COUNTY METROPOLITAN PLANNING COMMISSION
 USE ON REVIEW REPORT**

▶ **FILE #:** 3-M-06-UR **AGENDA ITEM #:** 87
 POSTPONEMENT(S): 3/9/2006 **AGENDA DATE:** 4/13/2006

▶ **APPLICANT:** DANIEL J. WOODS
 OWNER(S): DANIEL J. WOODS

TAX ID NUMBER: 169 029.01

JURISDICTION: County Commission District 5

▶ **LOCATION:** Southeast side of Early Rd, southwest of Choto Rd

▶ **APPX. SIZE OF TRACT:** 17.65 acres

SECTOR PLAN: Southwest County

GROWTH POLICY PLAN: Rural Area

ACCESSIBILITY: Access is via Early Rd., a local street with a pavement width of 13' to 14' within a 40' wide right-of-way.

UTILITIES: Water Source: First Knox Utility District
 Sewer Source: NA

▶ **ZONING:** A (Agricultural)

▶ **EXISTING LAND USE:** One single family dwelling and vacant land

▶ **PROPOSED USE:** Private Heliport/Aircraft Landing Field

HISTORY OF ZONING: None noted

SURROUNDING LAND USE AND ZONING:
 North: Single family residences / A agricultural
 South: Proposed subdivision / PR residential
 East: Stone Henge Subdivision / A agricultural
 West: Single family residences / A agricultural

NEIGHBORHOOD CONTEXT: This are of Early Rd. is developed with single family dwellings on lots that are typically one acre in size or larger. The proposed site is located between the existing Stone Henge Subdivision and the recently approved Early Road Subdivision proposed by S & E Properties.

STAFF RECOMMENDATION:

▶ **WITHDRAW** as requested by the applicant

COMMENTS:

Staff is recommending denial of this request because we believe that it will not be compatible with the surrounding residential character. The nearest residences to this site will be less than 300' from the proposed landing area. The operation of a helicopter creates a lot of noise. While a helicopter has the capability of vertical take off and landing, most helicopter approaches are made at a descending angle similar to an airplane. With this in mind, a helicopter operating from this location will be flying at a low altitude in close proximity to the residences in the area.

EFFECT OF THE PROPOSAL ON THE SUBJECT PROPERTY, SURROUNDING PROPERTY AND THE COMMUNITY AS A WHOLE

1. The heliport will have minimal impact on local services.
2. The proposed heliport is not consistent in use with the residential subdivision development in the area. The predominant use in the area is detached single family dwellings. The proposed landing area is less than 400' from the nearest existing dwelling. There are other lots in Stone Henge Subdivision that have not been built on as yet that will result in houses approximately 250' to 300' from the landing area.
3. Noise associated with the operation of a helicopter in close proximity to residences would not be compatible with the rural residential setting.

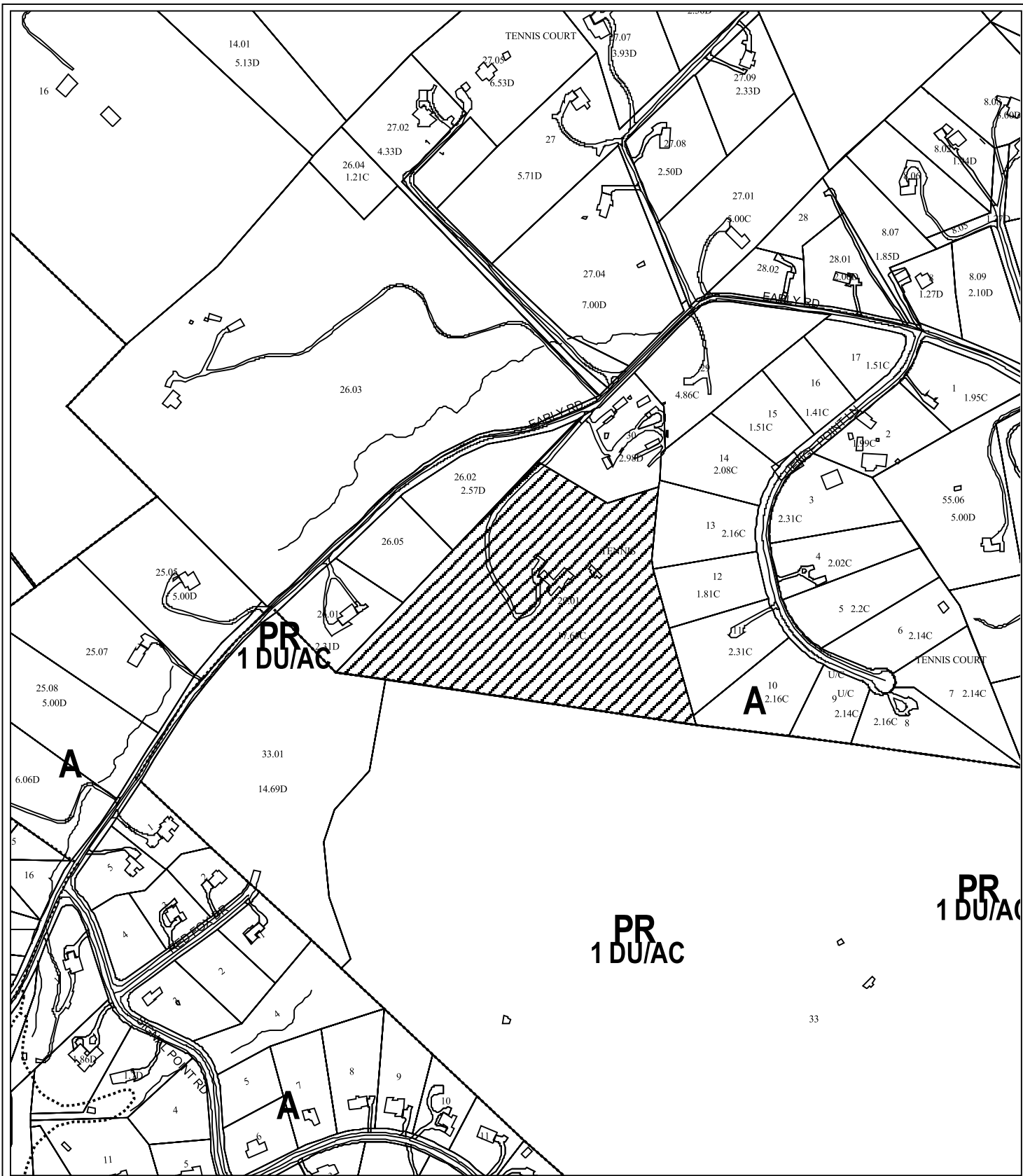
CONFORMITY OF THE PROPOSAL TO CRITERIA ESTABLISHED BY THE KNOX ZONING ORDINANCE

1. The proposed heliport is not believed to be consistent with the general standards for uses permitted on review:
 - A. The use is not in harmony with the general purpose and intent of the Zoning Ordinance. The proposed use would be an intrusion into a residential area
 - B. The use is not compatible with the character of the neighborhood where it is proposed. As previously noted, the proposed heliport is not compatible in use with the surrounding area.
 - C. Due to noise and potential safety issues, the use may injure the value of adjacent property.

CONFORMITY OF THE PROPOSAL TO ADOPTED PLANS

1. The Southwest County Sector Plan identifies this property for rural density residential use with a maximum density of 1 du/ac.

MPC's approval or denial of this request is final, unless the action is appealed to the Knox County Board of Zoning Appeals. The date of the Knox County Board of Zoning Appeals hearing will depend on when the appeal application is filed. Appellants have 30 days to appeal an MPC decision in the County.



3-M-06-UR
USE ON REVIEW

 Private Heliport/Airport Landing Field in A (Agricultural)

Original Print Date: 02/23/06 Revised:
Metropolitan Planning Commission * City / County Building * Knoxville, TN 37902

Petitioner: Daniel J. Woods

Map No: 169

Jurisdiction: County



3-M-06-UP
#81

Feb. 6th 2006

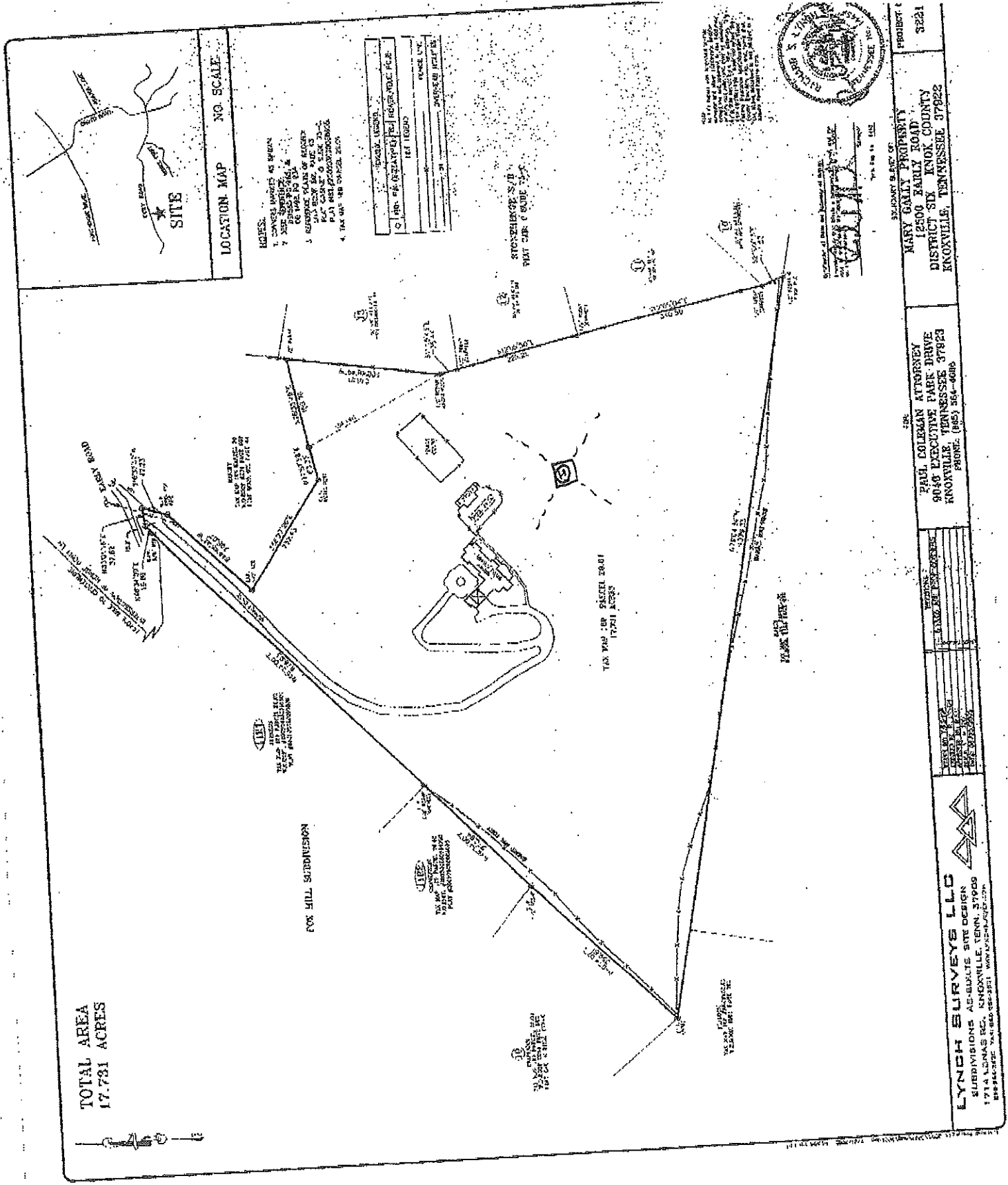
Dear People:

I have a Bell 47 helicopter that I would like to keep at my house. The house is on 17+ Acers at the top of a hill off of Early Road in the Choto area. My hope is to fly the helicopter 4 or 5 times a month. The nice thing about the 17 Acers is that a safe approach the landing area can be from almost any direction because it is the top of a hill. This landing area will be private for my use only. I will only use it during the daylight hours. The noise level of the Bell 47 is about the same as a garbage truck and the approach will take around 3 minutes.

Thank you reviewing this request and I look forward to your approval.



Daniel Woods
865-671-2828



LYNCH SURVEYS LLC
 SUBDIVISIONS, AS-BUILT SITE DESIGN
 1714 LINDA LEE, KNOXVILLE, TENN. 37909
 606-595-2521 WWW.LYNCHSURVEYS.COM

PAUL COLEMAN ATTORNEY
 9048 EXECUTIVE PARK DRIVE
 KNOXVILLE, TENNESSEE 37923
 PHONE: (865) 564-6088

MARY GALLY PROPERTY
 12806 EARLY ROAD
 DISTRICT 5TH KNOX COUNTY
 KNOXVILLE, TENNESSEE 37922



NOTICE OF THE CITY OF KNOXVILLE
 THE CITY OF KNOXVILLE, TENNESSEE
 HAS REVIEWED THE PLAT AND APPROVES IT FOR RECORDATION
 DATE: 12/05/05

U.S. Department of Transportation
Federal Aviation Administration

NOTICE OF LANDING AREA PROPOSAL

Name of Proponent, Individual, or Organization DANIEL J. WOODS	Address of Proponent, Individual, or Organization (No., Street, City, State, Zip Code) 12500 EARLY ROAD KNOXVILLE TN 37922
<input type="checkbox"/> Check if the property owner's name and address are different than above, and list property owner's name and address on the reverse.	

<input checked="" type="checkbox"/> Establishment or Activation <input type="checkbox"/> Alteration	<input type="checkbox"/> Deactivation or abandonment <input type="checkbox"/> Change of Status	} OF <input type="checkbox"/> Airport <input checked="" type="checkbox"/> Heliport <input type="checkbox"/> Ultraflight Flightpark <input type="checkbox"/> Seaplane Base <input type="checkbox"/> Vertiport <input type="checkbox"/> Other (Specify)
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A. Location of Landing Area		
1. Associated City/State KNOXVILLE TN	2. County/State (Physical Location of Airport) KNOX TN	3. Distance and Direction From Associated City or Town 5 MILES NE
4. Name of Landing Area CHOTO HELIPORT (PRIVATE)	5. Latitude 35° 14' 10.5" N	6. Longitude 84° 09' 41" W
	7. Elevation 1070	Miles 5
		Direction NE

B. Purpose		<input type="checkbox"/> Establishment or change to traffic pattern (Describe on reverse)	Construction Dates To Begin/Began: 05/01/06 Est. Completion: 05/15/06
Type Use <input type="checkbox"/> Public <input checked="" type="checkbox"/> Private <input type="checkbox"/> Private Use of Public Land/Waters	If Change of Status or Alteration, Describe Change		

C. Other Landing Areas		Ref. A5 above	D. Landing Area Data			Existing (if any)			Proposed				
	Direction From Landing Area	Distance From Landing Area		Rwy #1	Rwy #2	Rwy #3	Rwy	Rwy	Rwy	Rwy	Rwy		
TYS (IFR)	93°	9.4M	1. Airport, Seaplane Base, or Flightpark Magnetic Bearing of Runway (s) or Sealane										
			Length of Runway (s) or Sealane (s) in Feet										
			Width of Runway (s) or Sealane (s) in Feet										
			Type of Runway Surface (Concrete, Asphalt, Turf, Etc.)										
			2. Heliport										
			Dimensions of Final Approach and Take off Area (FATO) in Feet	1000'									
			Dimensions of Touchdown and Lift-Off Area (TLOF) in Feet	50' x 50'									
			Magnetic Direction of Ingress/Egress	240									
E. Obstructions		Direction From Landing Area	Distance From Landing Area	Routes			Type of Surface (Turf, concrete, rooftop, etc.)			Direction of Prevailing Wind			
	Type	Height Above Landing Area											
	TOWER CELL	200'	010	2660	NONE								
	TOWER MICROWAVE	753'	250	4985'									

F. Operational Data					
1. Estimated or Actual Number Based Aircraft					
	Airport, Flightpark, Seaplane base	Present (If est. indicate by letter "E")	Anticipated 5 Years Hence	Heliport	Present (If est. indicate by letter "E")
	Multi-engine	25000		Under 3500 lbs. MGW	1
	Single-engine			Over 3500 lbs. MGW	1
	Glider				

G. Other Considerations		Direction From Landing Area	Distance From Landing Area	2. Average Number Monthly Landings		
	Identification				Present (If est. indicate by letter "E")	Anticipated 5 Years Hence
	CHURCH # 1	050	2400	Jet	5	5
	CHURCH # 2	280	5170	Turboprop		
	RESIDENTIAL (SEE AERIAL)			Prop		

3. Are IFR Procedures For The Airport Anticipated	
<input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes Within _____ Years
Type Navaid:	
H. Application for Airport Licensing	
<input type="checkbox"/> Has Been Made	<input checked="" type="checkbox"/> Not Required
<input type="checkbox"/> Will Be Made	<input type="checkbox"/> State
	<input type="checkbox"/> County
	<input type="checkbox"/> Municipal Authority

I. CERTIFICATION: I hereby certify that all of the above statements made by me are true and complete to the best of my knowledge.

Name, title (and address if different than above) of person filing this notice -- type or print	Signature (in ink) <i>Daniel Woods</i>	Telephone No. (Precede with area code) (865) 671-2828
	Date of Signature FEB 6, 2006	





STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
AERONAUTICS DIVISION
P.O. BOX 17326
NASHVILLE, TENNESSEE 37217
(615) 741-3208
FAX (615) 741-4959

GERALD F. NICELY
COMMISSIONER

PHIL BREDESEN
GOVERNOR

February 3, 2006

Mr. Dan Woods
12128 Warrior Trail
Knoxville, Tennessee 37922

RE: PRIVATE HELIPORT

Dear Mr. Woods:

Thank you for contacting our office about licensing of private heliports in the State of Tennessee. Pursuant to your request, please be advised that current Department of Transportation, Aeronautics Division, airport/heliport-licensing regulations do not require that private heliports be licensed by the State. There are certain restrictions on activities that can be conducted on private heliports, which are spelled out in our airport licensing standards. A copy of those standards is enclosed with this letter.

Furthermore, the Federal Aviation Administration (FAA) requires that anyone establishing an heliport throughout the United States complete the form known as, "Notice of Landing Area Proposal" (FAA Form 7480-1). This form can be found on FAA's website: www.faa.gov. In addition, they request that you attach a county road map, highlighting the proposed site. Those items should be mailed to the following address:

Federal Aviation Administration
Airports District Office
2862 Business Park Drive, Building G
Memphis, TN 38118-1555

Be sure to indicate on the form that this will be a restricted use heliport. Finally, I would encourage you to check with your local county or city (if applicable) zoning commission for any regulations regarding this matter. Should you have any additional questions, please contact this office.

Sincerely,

Paul A. Perry
Transportation Planner III

Enclosures

3-M-OC-UR

