



**KNOXVILLE/KNOX COUNTY METROPOLITAN PLANNING COMMISSION
SUBDIVISION REPORT - CONCEPT**

▶ **FILE #:** 8-SD-10-C

AGENDA ITEM # 15

AGENDA DATE: 8/12/2010

▶ **SUBDIVISION:** CAMPBELL CREEK, PHASE 2

▶ **APPLICANT/DEVELOPER:** S&E PROPERTIES

OWNER(S): S & E Properties

TAX IDENTIFICATION: 130 016 & 01701

JURISDICTION: County Commission District 6

▶ **LOCATION:** East side of N Campbell Station Rd., south of Yarnell Rd.

SECTOR PLAN: Northwest County

GROWTH POLICY PLAN: Rural Area

WATERSHED: Hickory Creek

▶ **APPROXIMATE ACREAGE:** 18.5 acres

▶ **ZONING:** PR (Planned Residential)

▶ **EXISTING LAND USE:** Vacant land

▶ **PROPOSED USE:** Detached Residential Subdivision

SURROUNDING LAND USE AND ZONING:
 North: Residences / RA (Low Density Residential) & A (Agricultural)
 South: Residences and vacant land / PR (Planned Residential) & A (Agricultural)
 East: Vacant land / A (Agricultural)
 West: Residences / PR (Planned Residential) & RA (Low Density Residential)

▶ **NUMBER OF LOTS:** 57

SURVEYOR/ENGINEER: Cannon & Cannon, Inc.

ACCESSIBILITY: Access is via N. Campbell Station Rd., a minor arterial street with a 20' pavement width within a 50' right-of-way.

▶ **SUBDIVISION VARIANCES REQUIRED:**

1. Horizontal curve variance on Edison Dr. at STA 15+94.08, from 250' to 200'.
2. Horizontal curve variance on Dempsey Rd at STA 8+92.86, from 250' to 175'.
3. Horizontal curve variance on Dempsey Rd. at STA 19+07.36, from 250' to 150'.
4. Broken back curve tangent variance on Edison Dr. at STA 19+19, from 150' to 130.35'.

STAFF RECOMMENDATION:

▶ **APPROVE** variances 1 - 4 because the existing site conditions and site's topography restricts compliance with the Subdivision Regulations, and the proposed variances will not create a traffic hazard.

APPROVE the Concept Plan subject to 5 conditions:

1. Connection to sanitary sewer and meeting any other relevant requirements of the Knox County Health

Department.

2. Meeting all applicable requirements of the Knox County Department of Engineering and Public Works.
3. Placing a note on the final plat that all lots will have access only to the internal street system.
4. Including a line of sight easement across Lot 40 in order to provide the needed sight distance for the curve in Dempsey Rd.
5. Including a line of sight easement across Lots 51 and 52 in order to provide the needed sight distance for the curve in Dempsey Rd.

With the conditions noted, this plan meets the requirements for approval of a concept plan in the PR zoning district.

COMMENTS:

A concept plan/use on review (11-SE-05-C/4-L-06-UR) approval was originally granted for this subdivision on May 11, 2006. The subdivision was approved for 132 lots on 46.4 acres at a density of 2.84 du/ac. A final plat for 75 lots has been approved and recorded for phase one of the subdivision. Since it has been over two years since the final plat was approved by the Planning Commission and an extension was not requested for the concept plan approval, the original concept plan has expired.

The applicant has submitted a new concept plan application for the undeveloped portion of the site. The second phase of the subdivision includes 57 lots on 18.5 acres. The street and lot layout remains unchanged from the previous approval. Access for phase two of the subdivision is through the existing access drive out to N. Campbell Station Rd. While the second phase of the subdivision has two strips of land out to Yarnell Rd., these strips will not be used for access.

ESTIMATED TRAFFIC IMPACT 1338 (average daily vehicle trips)

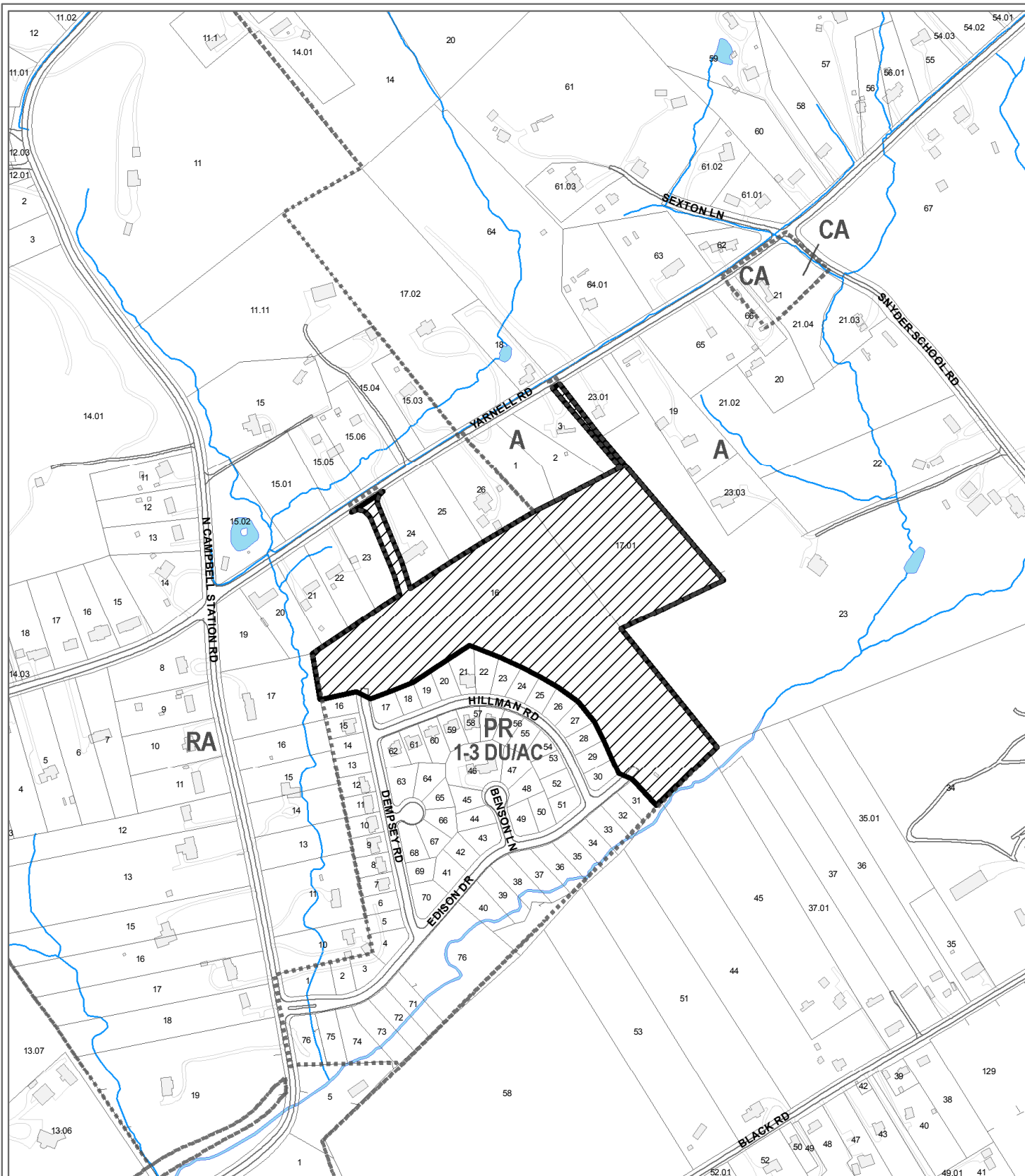
Average Daily Vehicle Trips are computed using national average trip rates reported in the latest edition of "Trip Generation," published by the Institute of Transportation Engineers. Average Daily Vehicle Trips represent the total number of trips that a particular land use can be expected to generate during a 24-hour day (Monday through Friday), with a "trip" counted each time a vehicle enters or exits a proposed development.

ESTIMATED STUDENT YIELD: 30 (public and private school children, ages 5-18 years)

Schools affected by this proposal: Hardin Valley Elementary, Karns Middle, and Hardin Valley Academy.

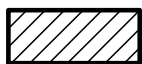
- School-age population (ages 5–18) is estimated by MPC using data from a variety of sources.
- While most children will attend public schools, the estimate includes population that may be home-schooled, attend private schools at various stages of enrollment, or drop out of the public system.
- Students are assigned to schools based on current attendance zones as determined by Knox County Schools. Zone boundaries are subject to change.
- Estimates presume full build-out of the proposed development. Build-out is subject to market forces, and timing varies widely from proposal to proposal.
- Student yields from new development do not reflect a net addition of children in schools. Additions occur incrementally over the build-out period. New students may replace current population that ages through the system or moves from the attendance zone.
- School capacities are subject to change by Knox County Schools through building additions, curriculum or scheduling changes, or amendments to attendance zone boundaries.

MPC's approval or denial of this request is final, unless the action is appealed to Knox County Chancery Court. The date of the Knox County Chancery Court appeal hearing will depend on when the appeal application is filed.



**8-SD-10-C
CONCEPT PLAN**

Subdivision: Campbell Creek, Phase 2

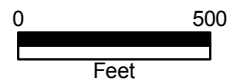


Approval of Concept Plan

Original Print Date: 7/22/2010
 Metropolitan Planning Commission * City / County Building * Knoxville, TN 37902

Revised:

Map No: 130
 Jurisdiction: County





VICINITY MAP
(DATE: 10/20/09)

GENERAL NOTES:

1. THIS COUNTY CDT MAP A.1.1.1.1. PARCELS 16 AND 17.0.
2. ZONING: RR
3. AREA OF PROPOSED DRAINAGE = 64.4 ACRES.
4. MIN. LOT AREA = 2000 S.F. (SEE PROFILES)
5. MIN. LOT AREA = 3000 S.F. (SEE PROFILES)
6. SIDEWALKS: FRONT YARD - 5 FT. WIDE
SIDE - 5 FT. WIDE
7. PERMITS: LANDSCAPING AND USE NOT TO EXCEED 21' (R-1) UNLESS PROPER STABILIZATION IS MAINTAINED.
8. ALL LOT ACCESS TO BE FROM INTERNAL DRIVEWAY.
9. EXISTING CONTROLS: BARRIERS AND OTHER TYPICAL INFORMATION BY K&E.
10. BEHAVIOR TO BE EVALUATED AS PART OF FINAL DRAINAGE DESIGN.
11. USE OF REVIEW 1-1-08-11 HAS APPROVED FOR 132 LOTS ON 8-11-08.
12. PHASE 1 TOTAL AVERAGE: 1:27.9 COVERING 79 LOTS ON 8-11-08.
13. PHASE 2 TOTAL AVERAGE: 1:60.3 COVERING 57 LOTS ON 8-11-08.

LANDSCAPING:

SECTION 62-7-3. LANDSCAPING SHALL BE ACCORDANCE WITH SECTION 62-7-3. LANDSCAPING OF THE PROJECT SHALL BE MAINTAINED AT SUBDIVISION ENTRANCE. ALL TREES SHALL BE MAINTAINED TO A SIZE SURVIVAL THROUGH 18 MONTHS AFTER COMPLETION OF CONSTRUCTION.

EROSION CONTROL:

EROSION CONTROL SHALL BE RETAINED AND MAINTAINED IN ACCORDANCE WITH LOCAL AND FEDERAL COUNTY REQUIREMENTS. AS A MINIMUM, 24" OF EROSION CONTROL SHALL BE MAINTAINED AT THE PERIMETER OF THE PROJECT. WHITE PAVING & LANDSCAPING OPERATIONS ARE COMPLETE.

CONCEPT PLAN

CAMPBELL CREEK SUBDIVISION PHASE 2
DISTRICT 6, KNOX COUNTY, TENNESSEE

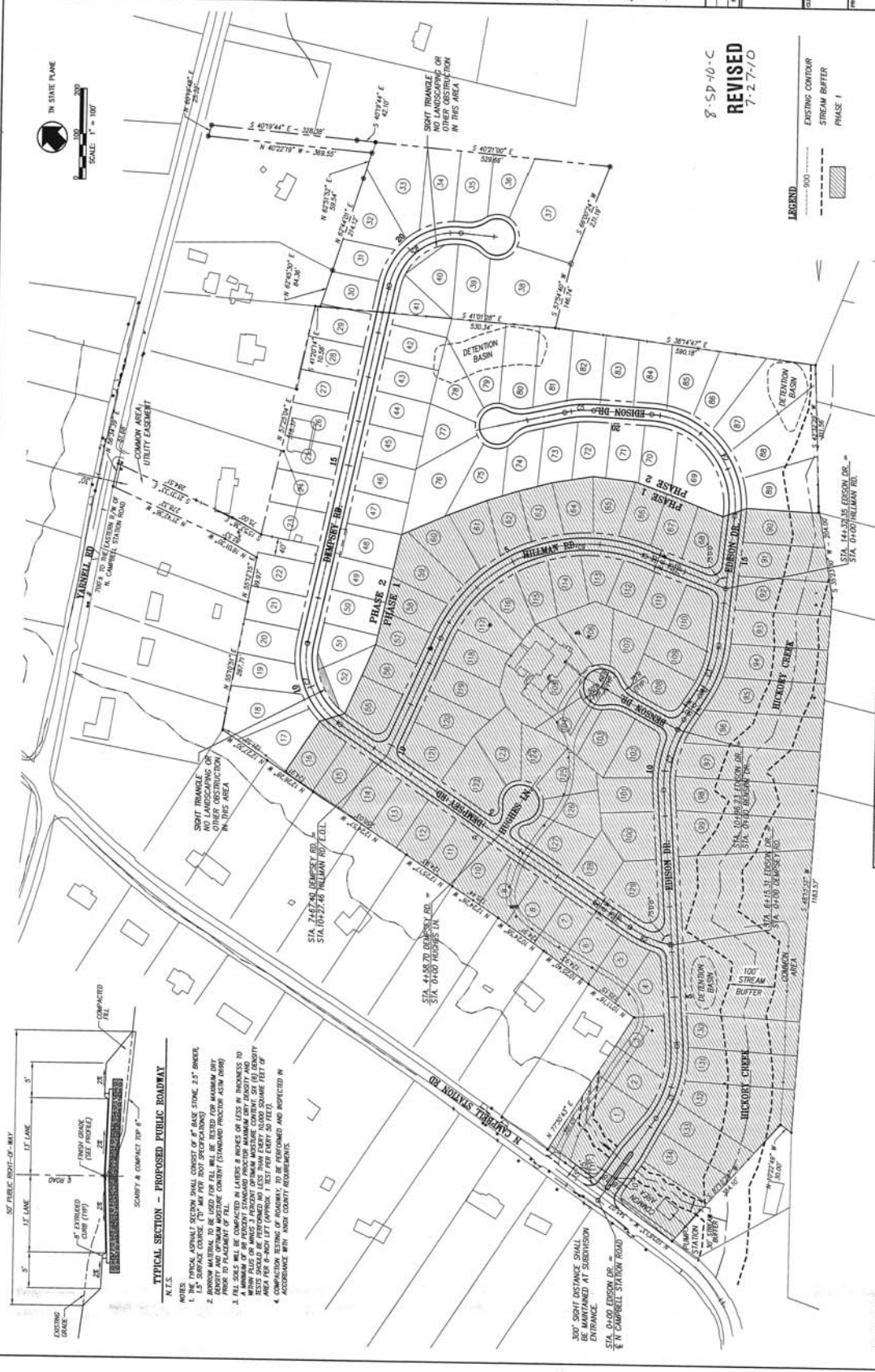
PRELIMINARY NOT FOR CONSTRUCTION

DATE: 10/20/09
SCALE: 1" = 100'

CONCEPT PLAN

PROJECT NO: 08-01-001
DATE: 10/20/09

C1.01



UTILITY SERVICES:

UTILITY SERVICES ARE TO BE PROVIDED BY THE FOLLOWING:

- WATER - WEST KNOX UTILITY DISTRICT
- SEWER - WEST KNOX UTILITY DISTRICT
- GAS - KNOXVILLE GAS COMPANY
- TELEPHONE - BELLSOUTH
- CABLE - COMCAST

LEGEND

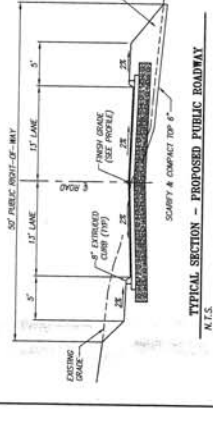
- EXISTING CONTOUR
- STREAM BUFFER PHASE 1

REVISIONS

8-SP-70-C
REVISED
7-27-10

HORIZONTAL CURVE DATA TABLE

CURVE	PC (STATION)	PT (STATION)
C-1	2507	2527.68
C-2	2507	2517.53
C-3	2507	2516.05
C-4	2507	2514.08
C-5	2507	2514.35
C-6	2507	2514.35
C-7	1757	1802.86
C-8	1507	1947.36
C-9	3007	1183.62



TYPICAL SECTION - PROPOSED PUBLIC ROADWAY

NOTES:

1. THE PHYSICAL SECTION SHALL CONSIST OF 8' BASE STONE, 2.5' FINISH, AND 1.5' FINISH GRANULAR MATERIAL TO BE USED FOR THE HANDBANK ANY EXISTING AND OPTIMAL PROTECTIVE CURB (STANDARD PROTECTIVE ASYM 08V)
2. ALL SOILS SHALL BE COMPACTED BY LAYERS & WORKS OR LOTS IN ACCORDANCE WITH A MINIMUM OF 90 PERCENT STANDARD PROCTOR MAXIMUM DRY DENSITY AND BEST PRACTICES TO BE PERFORMED NO LESS THAN EVERY 4" TO 6" DENSITY AND FOR 8" HOURS (SEE PROFILES)
3. ALL SOILS SHALL BE TESTED BY EVERY 50 FEET.
4. ACCORDANCE WITH LOCAL COUNTY REQUIREMENTS.

VARIANCES:

1. SECTION 62-7-3.1 A HORIZONTAL RADIUS OF 250 FT. IS MORE THAN THE MINIMUM RADIUS OF 250 FT. FOR A LOCAL ROAD GREATER THAN 1000 FT. ROAD RADIUS OF 150 FT. IS MORE THAN THE MINIMUM RADIUS OF 150 FT. FOR A LOCAL ROAD GREATER THAN 1000 FT. ROAD RADIUS OF 100 FT. IS MORE THAN THE MINIMUM RADIUS OF 100 FT. FOR A LOCAL ROAD GREATER THAN 1000 FT. ROAD RADIUS OF 75 FT. IS MORE THAN THE MINIMUM RADIUS OF 75 FT. FOR A LOCAL ROAD GREATER THAN 1000 FT. ROAD RADIUS OF 50 FT. IS MORE THAN THE MINIMUM RADIUS OF 50 FT. FOR A LOCAL ROAD GREATER THAN 1000 FT. ROAD RADIUS OF 25 FT. IS MORE THAN THE MINIMUM RADIUS OF 25 FT. FOR A LOCAL ROAD GREATER THAN 1000 FT. ROAD RADIUS OF 10 FT. IS MORE THAN THE MINIMUM RADIUS OF 10 FT. FOR A LOCAL ROAD GREATER THAN 1000 FT. ROAD RADIUS OF 5 FT. IS MORE THAN THE MINIMUM RADIUS OF 5 FT. FOR A LOCAL ROAD GREATER THAN 1000 FT. ROAD RADIUS OF 2 FT. IS MORE THAN THE MINIMUM RADIUS OF 2 FT. FOR A LOCAL ROAD GREATER THAN 1000 FT. ROAD RADIUS OF 1 FT. IS MORE THAN THE MINIMUM RADIUS OF 1 FT. FOR A LOCAL ROAD GREATER THAN 1000 FT.

SECTION 62-7-3.1 A HORIZONTAL RADIUS OF 150 FT. IS MORE THAN THE MINIMUM RADIUS OF 150 FT. FOR A LOCAL ROAD GREATER THAN 1000 FT. ROAD RADIUS OF 100 FT. IS MORE THAN THE MINIMUM RADIUS OF 100 FT. FOR A LOCAL ROAD GREATER THAN 1000 FT. ROAD RADIUS OF 75 FT. IS MORE THAN THE MINIMUM RADIUS OF 75 FT. FOR A LOCAL ROAD GREATER THAN 1000 FT. ROAD RADIUS OF 50 FT. IS MORE THAN THE MINIMUM RADIUS OF 50 FT. FOR A LOCAL ROAD GREATER THAN 1000 FT. ROAD RADIUS OF 25 FT. IS MORE THAN THE MINIMUM RADIUS OF 25 FT. FOR A LOCAL ROAD GREATER THAN 1000 FT. ROAD RADIUS OF 10 FT. IS MORE THAN THE MINIMUM RADIUS OF 10 FT. FOR A LOCAL ROAD GREATER THAN 1000 FT. ROAD RADIUS OF 5 FT. IS MORE THAN THE MINIMUM RADIUS OF 5 FT. FOR A LOCAL ROAD GREATER THAN 1000 FT. ROAD RADIUS OF 2 FT. IS MORE THAN THE MINIMUM RADIUS OF 2 FT. FOR A LOCAL ROAD GREATER THAN 1000 FT. ROAD RADIUS OF 1 FT. IS MORE THAN THE MINIMUM RADIUS OF 1 FT. FOR A LOCAL ROAD GREATER THAN 1000 FT.

SECTION 62-7-3.1 A HORIZONTAL RADIUS OF 250 FT. IS MORE THAN THE MINIMUM RADIUS OF 250 FT. FOR A LOCAL ROAD GREATER THAN 1000 FT. ROAD RADIUS OF 150 FT. IS MORE THAN THE MINIMUM RADIUS OF 150 FT. FOR A LOCAL ROAD GREATER THAN 1000 FT. ROAD RADIUS OF 100 FT. IS MORE THAN THE MINIMUM RADIUS OF 100 FT. FOR A LOCAL ROAD GREATER THAN 1000 FT. ROAD RADIUS OF 75 FT. IS MORE THAN THE MINIMUM RADIUS OF 75 FT. FOR A LOCAL ROAD GREATER THAN 1000 FT. ROAD RADIUS OF 50 FT. IS MORE THAN THE MINIMUM RADIUS OF 50 FT. FOR A LOCAL ROAD GREATER THAN 1000 FT. ROAD RADIUS OF 25 FT. IS MORE THAN THE MINIMUM RADIUS OF 25 FT. FOR A LOCAL ROAD GREATER THAN 1000 FT. ROAD RADIUS OF 10 FT. IS MORE THAN THE MINIMUM RADIUS OF 10 FT. FOR A LOCAL ROAD GREATER THAN 1000 FT. ROAD RADIUS OF 5 FT. IS MORE THAN THE MINIMUM RADIUS OF 5 FT. FOR A LOCAL ROAD GREATER THAN 1000 FT. ROAD RADIUS OF 2 FT. IS MORE THAN THE MINIMUM RADIUS OF 2 FT. FOR A LOCAL ROAD GREATER THAN 1000 FT. ROAD RADIUS OF 1 FT. IS MORE THAN THE MINIMUM RADIUS OF 1 FT. FOR A LOCAL ROAD GREATER THAN 1000 FT.



 Cannon! Cannon, Inc. 4000 Highway 100 Knoxville, TN 37919 (615) 539-1112	DATE: _____ REVISIONS: _____
CLIENT: S&B PROPERTIES 400 N. HICKORY LANE KNOXVILLE, TN 37919 (615) 539-1112	PROJECT: CAMPBELL CREEK SUBDIVISION PHASE 2 DISTRICT 6, KNOX COUNTY, TENNESSEE
ROUGH GRADING PLAN	
PRELIMINARY NOT FOR CONSTRUCTION	
C1.03	

