



PLAN AMENDMENT/ REZONING REPORT

▶ **FILE #:** 5-J-20-RZ
5-A-20-SP

AGENDA ITEM #: 15
AGENDA DATE: 5/14/2020

▶ **APPLICANT:** BENJAMIN MULLINS OBO ANN ROWLAND
OWNER(S): Elizabeth Ann Rowland

TAX ID NUMBER: 103 073 [View map on KGIS](#)

JURISDICTION: Commission District 6

STREET ADDRESS: 3324 Swafford Rd.

▶ **LOCATION:** Northwest of Sam Lee Road, southwest of Solway Road, east of Swafford Road

▶ **TRACT INFORMATION:** 248.99 acres.

SECTOR PLAN: Northwest County

GROWTH POLICY PLAN: Rural Area; Planned Growth Area

ACCESSIBILITY: Access is via Sam Lee Road, a major collector, with a pavement width of 18.8 ft and a right-of-way width of 60 feet. Access is also via Swafford Road, a local street with a pavement width of 18.1 feet within a right-of-way width of 50 feet.

UTILITIES: Water Source: West Knox Utility District

Sewer Source: West Knox Utility District

WATERSHED: Beaver Creek

▶ **PRESENT PLAN DESIGNATION/ZONING:** A (Agriculture), HP (Hillside Protection), SP (Stream Protection), MU-SD NWCO-6 (Mixed Use Special District) / A (Agricultural), F (Floodway), A/TO (Agricultural/Technology Overlay)

▶ **PROPOSED PLAN DESIGNATION/ZONING:** RR (Rural Residential), HP (Hillside Protection), SP (Stream Protection), MU-SD NWCO-6 (Mixed Use Special District) / PR (Planned Residential)

▶ **EXISTING LAND USE:** Agriculture/forestry/vacant

▶ **DENSITY PROPOSED:** 3 du/ac

EXTENSION OF PLAN DESIGNATION/ZONING: Yes, PR zoning up to 3 du/ac is adjacent to the south.

HISTORY OF ZONING REQUESTS: None noted.

SURROUNDING LAND USE, PLAN DESIGNATION, North: Single family residential, rural residential - A (Agriculture), HP (Hillside and Slope Protection)

ZONING South: Agriculture - A (Agriculture), HP (Hillside and Slope Protection), SP (Stream Protection)

East: Agriculture - AG (Agriculture), HP (Hillside and Slope Protection), MU-SD (Mixed Use Special District), SP (Stream Protection)

West: Single family residential, rural residential, agriculture - A (Agriculture), HP (Hillside and Slope Protection), SP (Stream Protection)

NEIGHBORHOOD CONTEXT: The area is mostly rural large lot agricultural land with single family residential homes. The areas adjacent to the south side of the property are zoned as PR (Planned Residential) up to 3 du/ac.

STAFF RECOMMENDATION:

- ▶ **Adopt resolution #5-A-20-SP amending the Northwest County Sector Plan to RR (Rural Residential) because it is adjacent to the Planned Growth Area of the Growth Policy Plan.**

- ▶ **Approve PR (Planned Residential) up to 2.5 du/ac because it is consistent with the slope analyses. (Applicant requested PR up to 3 du/ac).**

COMMENTS:

SECTOR PLAN AMENDMENT REQUIREMENTS FROM GENERAL PLAN (May meet any one of these):

CHANGES OF CONDITIONS WARRANTING AMENDMENT OF THE LAND USE PLAN:

1. The population of the Northwest County sector continues to grow and additional opportunities for residential development are needed.

INTRODUCTION OF SIGNIFICANT NEW ROADS OR UTILITIES THAT WERE NOT ANTICIPATED IN THE PLAN AND MAKE DEVELOPMENT MORE FEASIBLE:

1. No new roads or additional utilities have been introduced in this area.

AN OBVIOUS OR SIGNIFICANT ERROR OR OMISSION IN THE PLAN:

1. There is no obvious or significant error or omission in the plan for this area.

TRENDS IN DEVELOPMENT, POPULATION OR TRAFFIC THAT WARRANT RECONSIDERATION OF THE ORIGINAL PLAN PROPOSAL:

1. The population of the Northwest County sector continues to be one of the fastest growing parts of Knox County. Demand for additional residential development opportunities, especially those in the Planned Growth Area, and adjacent to the Planned Growth Area of the Knoxville-Knox County-Farragut Growth Policy Plan, warrant reconsideration of the original plan proposal.

State law regarding amendments of the general plan (which includes Sector Plan amendments) was changed with passage of Public Chapter 1150 by the Tennessee Legislature in 2008. The law now provides for two methods to amend the plan at TCA 13-3-304:

- The Planning Commission may initiate an amendment by adopting a resolution and certifying the amendment to the Legislative Body. Once approved by majority vote of the Legislative Body, the amendment is operative.
- The Legislative Body may also initiate an amendment and transmit the amendment to the Planning Commission. Once the Planning Commission has considered the proposed amendment and approved, not approved, or taken no action, the Legislative Body may approve the amendment by majority vote and the amendment is operative.

REZONING REQUIREMENTS FROM ZONING ORDINANCES (must meet all of these):

THE PROPOSED AMENDMENT SHALL BE NECESSARY BECAUSE OF SUBSTANTIALLY CHANGED OR CHANGING CONDITIONS IN THE AREA AND DISTRICTS AFFECTED, OR IN THE CITY/COUNTY GENERALLY:

1. The population of the Northwest County Sector continues to be one of the most rapidly growing areas of Knox County.

THE PROPOSED AMENDMENT SHALL BE CONSISTENT WITH THE INTENT AND PURPOSE OF THE APPLICABLE ZONING ORDINANCE:

1. PR zoning is intended to provide optional methods of land development which encourage more imaginative solutions to environmental design problems. Residential areas thus established would be characterized by a unified building and site development program, open space for recreation and provision for commercial,

religious, educational, and cultural facilities which are integrated with the total project by unified architectural and open space treatment.

2. Each planned unit development shall be compatible with the surrounding or adjacent zones. Such compatibility shall be determined by the planning commission by review of the development plans.

THE PROPOSED AMENDMENT SHALL NOT ADVERSELY AFFECT ANY OTHER PART OF THE COUNTY, NOR SHALL ANY DIRECT OR INDIRECT ADVERSE EFFECTS RESULT FROM SUCH AMENDMENT.

1. A preliminary transportation impact letter included with this application, due to the Growth Policy Plan requirements, notes that there are three possible access points for this future residential subdivision (see Exhibit B).

2. A complete transportation impact study, either a Level II or Level III, will be required as part of the forthcoming use on review application. However, the transportation impact letter notes that the development (if fully built out at 3 du/ac) there could be an increase in the Average Daily Traffic (ADT) between 1.8 to 7 times the estimated 2020 ADT counts (see Exhibit B).

3. Addressing the transportation impacts created by this increase in residential density will be addressed during the Use on Review process for the development of this property.

4. The applicant's requested PR (Planned Residential) at 3.0 du/ac could result in approximately 746 dwelling units..

THE PROPOSED AMENDMENT SHALL BE CONSISTENT WITH AND NOT IN CONFLICT WITH THE GENERAL PLAN OF KNOXVILLE AND KNOX COUNTY, INCLUDING ANY OF ITS ELEMENTS, MAJOR ROAD PLAN, LAND USE PLAN, COMMUNITY FACILITIES PLAN, AND OTHERS:

1. The proposed amendment is consistent with and not in conflict with any adopted plans.

ESTIMATED TRAFFIC IMPACT: 6613 (average daily vehicle trips)

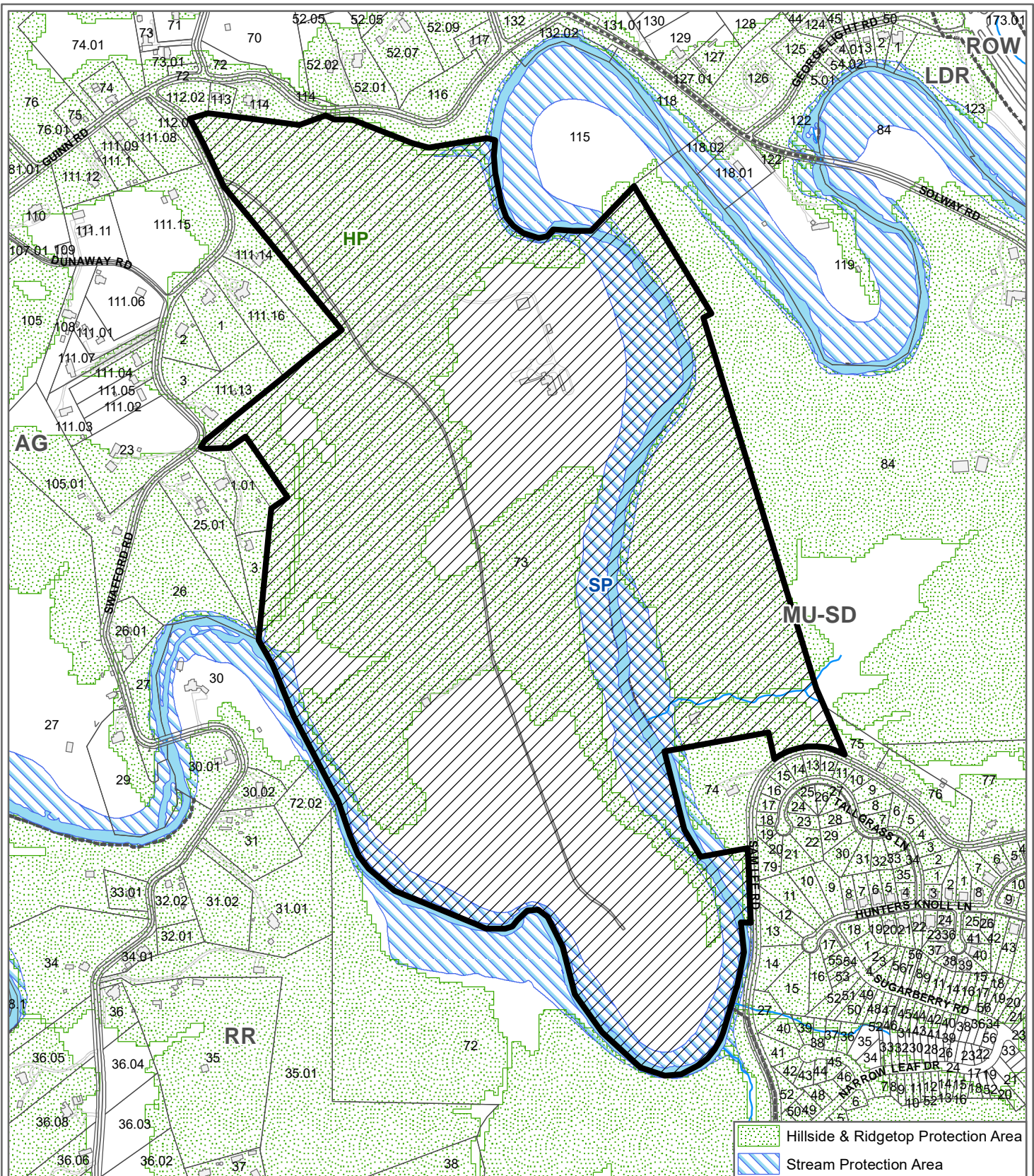
Average Daily Vehicle Trips are computed using national average trip rates reported in the latest edition of "Trip Generation," published by the Institute of Transportation Engineers. Average Daily Vehicle Trips represent the total number of trips that a particular land use can be expected to generate 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: 309 (public school children, grades K-12)

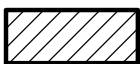
Schools affected by this proposal: Hardin Valley Elementary, Hardin Valley Middle, and Hardin Valley Academy.

- Potential new school population is estimated using locally-derived data on public school student yield generated by new housing.
- Students are assigned to schools based on current attendance zones as determined by Knox County Schools. Students may request transfers to different zones, and 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.

If approved, this item will be forwarded to Knox County Commission for action on 6/22/2020. If denied, Knoxville-Knox County Planning Commission's action is final, unless the action to deny is appealed to Knox County Commission. The date of the appeal hearing will depend on when the appeal application is filed. Appellants have 30 days to appeal a Planning Commission decision in the County.



**5-A-20-SP
PLAN AMENDMENT**

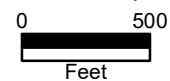


From: A (Agriculture), HP (Hillside Protection), SP (Stream Protection),
 MU-SD NWCO-6 (Mixed Use Special District)
 To: RR (Rural Residential), HP (Hillside Protection),
 SP (Stream Protection), MU-SD NWCO-6 (Mixed Use Special District)

Petitioner: Benjamin Mullins obo Ann Rowland

Map No: 103

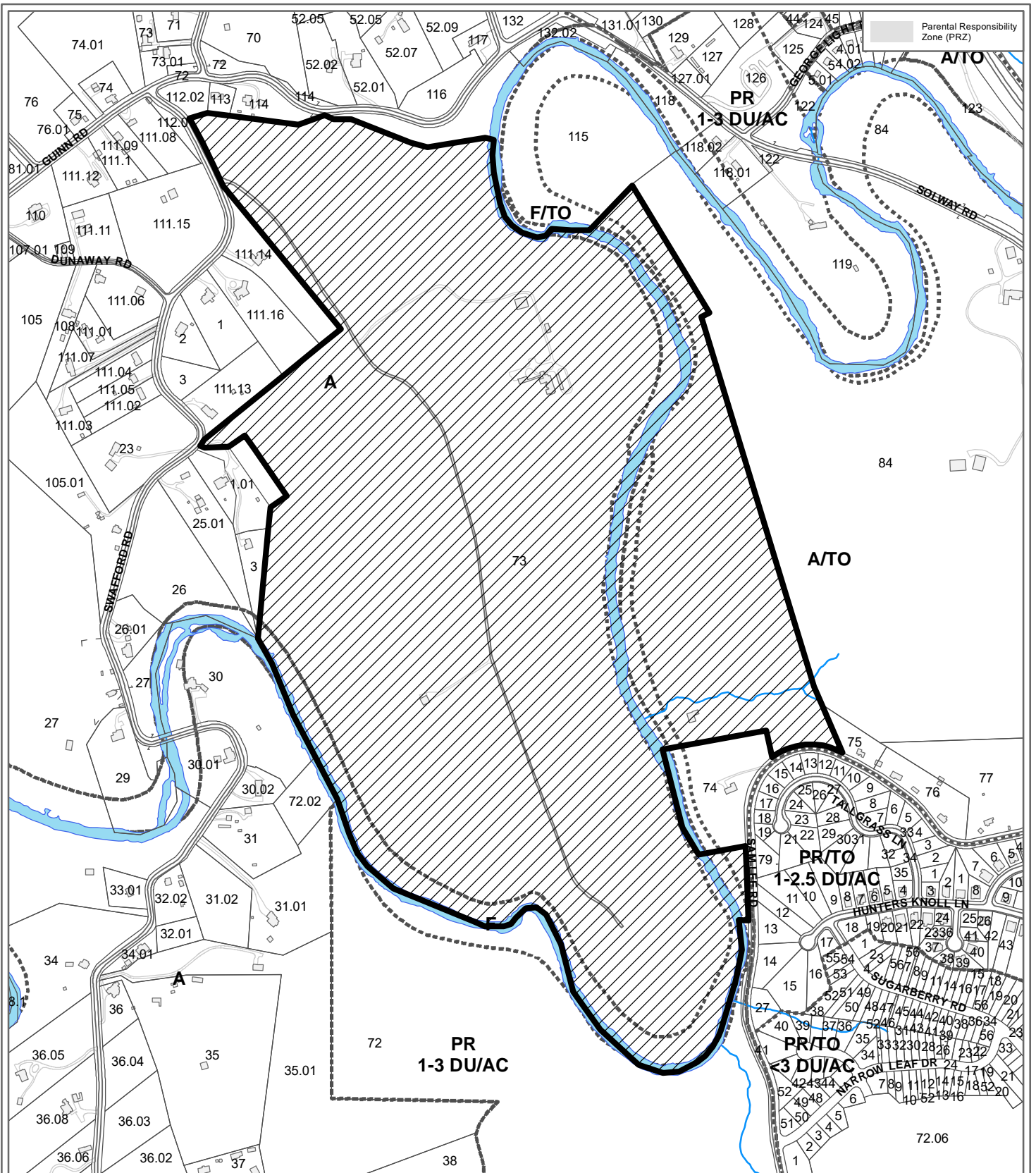
Jurisdiction: City



Original Print Date: 4/6/2020

Revised:

Metropolitan Planning Commission * City / County Building * Knoxville, TN 37902



**5-J-20-RZ
REZONING**

From: A (Agricultural) & A (Agricultural) / TO (Technology Overlay)
To: PR (Planned Residential)

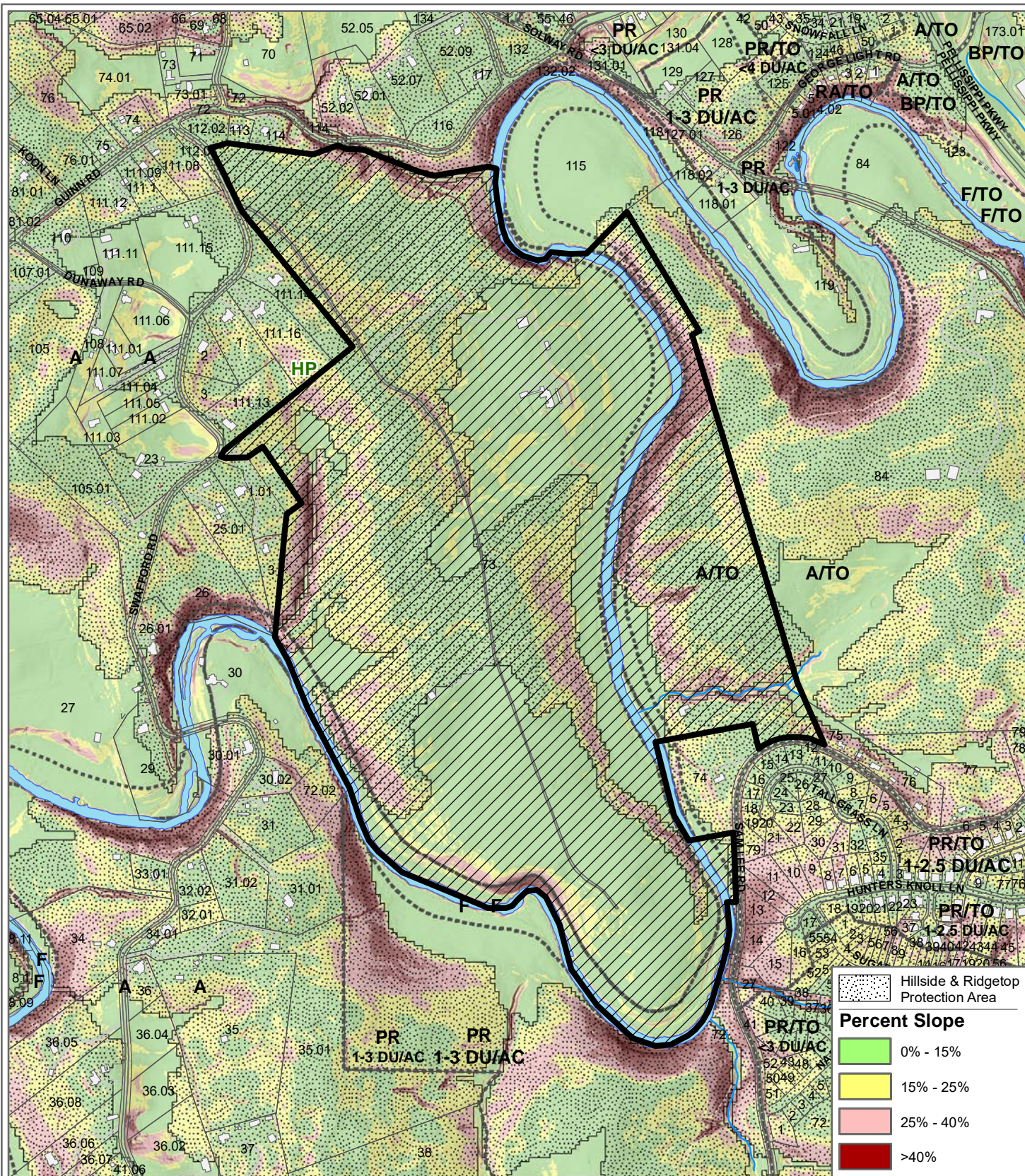


Petitioner: Benjamin Mullins obo Ann Rowland

Map No: 103
Jurisdiction: County
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Feet



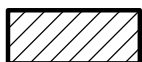
Original Print Date: 4/6/2020 Revised:
Knoxville - Knox County Planning Commission * City / County Building * Knoxville, TN 37902



**5-J-20-RZ
REZONING - SLOPE ANALYSIS**

From: A (Agricultural) & A (Agricultural) / TO (Technology Overlay)

To: PR (Planned Residential)



Original Print Date: 4/20/2020
Metropolitan Planning Commission * City / County Building * Knoxville, TN 37902

Revised:
Metropolitan Planning Commission * City / County Building * Knoxville, TN 37902

Petitioner: Benjamin Mullins obo Ann Rowland

Map No: 103
Jurisdiction: County

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5-J-20-RZ Slope Analysis

Non-Hillside Portions			Acres
			112.17
Hillside and Ridgetop Protection Area			
Value	Percent Slope	Count	Acres
1	0%-15%	112068	64.32
2	15%-25%	77705	44.60
3	25%-40%	35454	20.35
4	>40%	16615	9.54
			138.80
Ridgetop Area			0
Site Total			250.97

CATEGORY	ACRES	RECOMMENDED DENSITY (Dwelling Units / Acre)	NUMBER OF UNITS
Non-Hillside	112.17	3.00	336.5
0-15% Slope	64.32	3.00	193.0
15-25% Slope	44.6	2.00	89.2
25-40% Slope	20.35	0.50	10.2
Greater than 40% Slope	9.54	0.20	1.9
Ridgetops	0	3.00	0.0
Subtotal: Sloped Land	138.81		294.2
Maximum Density Guideline (Hillside & Ridgetop Protection Plan)	251	2.51	630.8
Proposed Density (Applicant)	250.98	3.00	752.9

From Hillside & Ridgetop Protection Plan, page 33

LOW DENSITY AND RURAL RESIDENTIAL USES

Density and Land Disturbance Guidelines

As proposals for changes to the zoning map and development plans/concept plans are considered, the following factors are recommended to determine the overall allowable density for residential rezonings and the overall land disturbance allowable in new development or subdivisions for those portions of parcels that are within the Hillside and Ridgetop Protection Area. These factors should be codified as regulations in the future. The areas of the Growth Policy Plan referenced below are presented on page 18.

Table 3: Residential Density and Land Disturbance Guidelines for Recommendations on Changes to the Zoning Map and Development Plan/Concept Plan Review within the Hillside and Ridgetop Protection Area that is within the Urban Growth and the Planned Growth Area

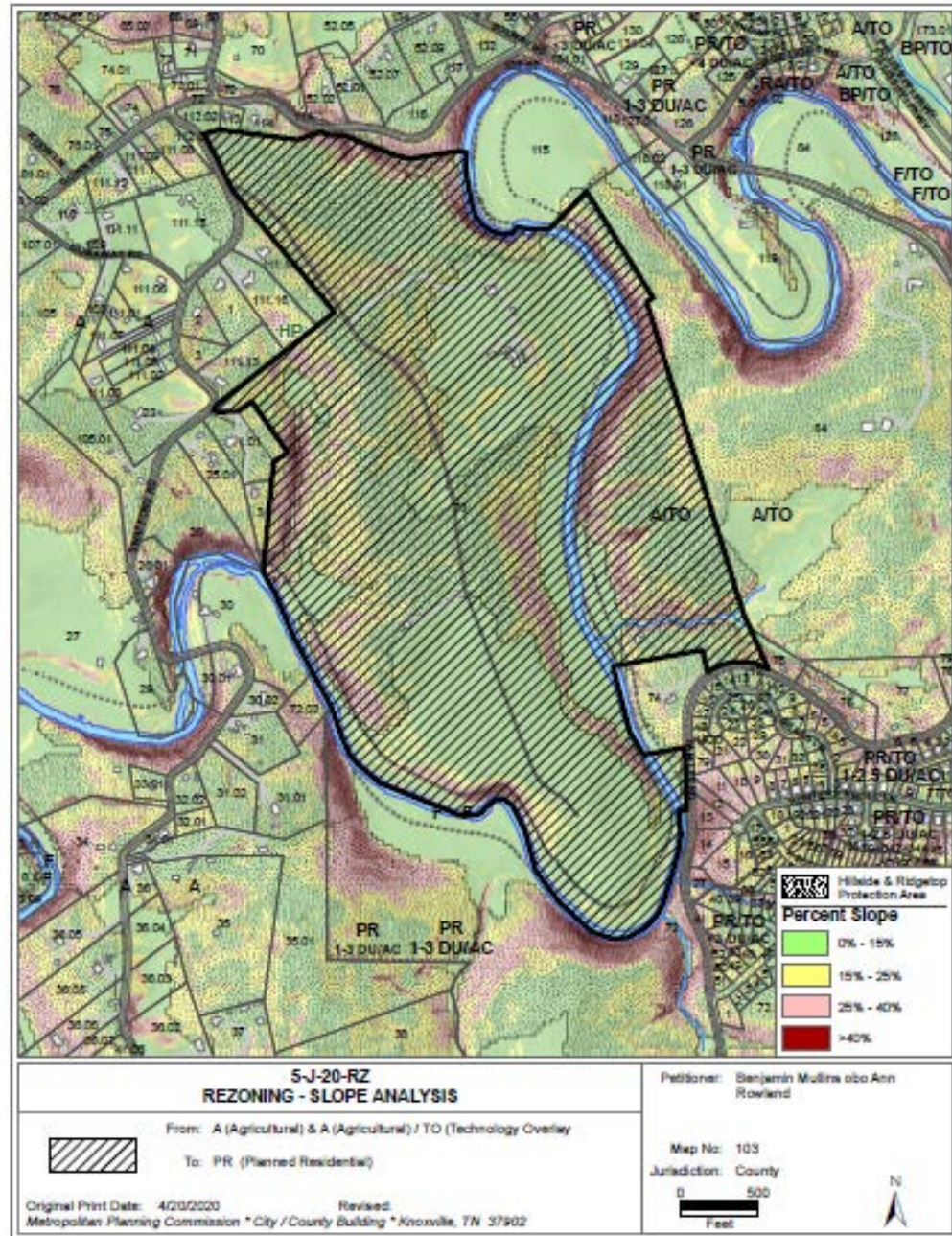
Percent of Slope	Recommended Maximum Density Factor*	Recommended Maximum Land Disturbance Factor**
0 - 15	Knox County: 5 dua City of Knoxville: 6 dua	100%
15 - 25	2 dua	50%
25 - 40	0.5 dua	20%
40 or more	0.2 dua	10%
Ridgetops***	***	***

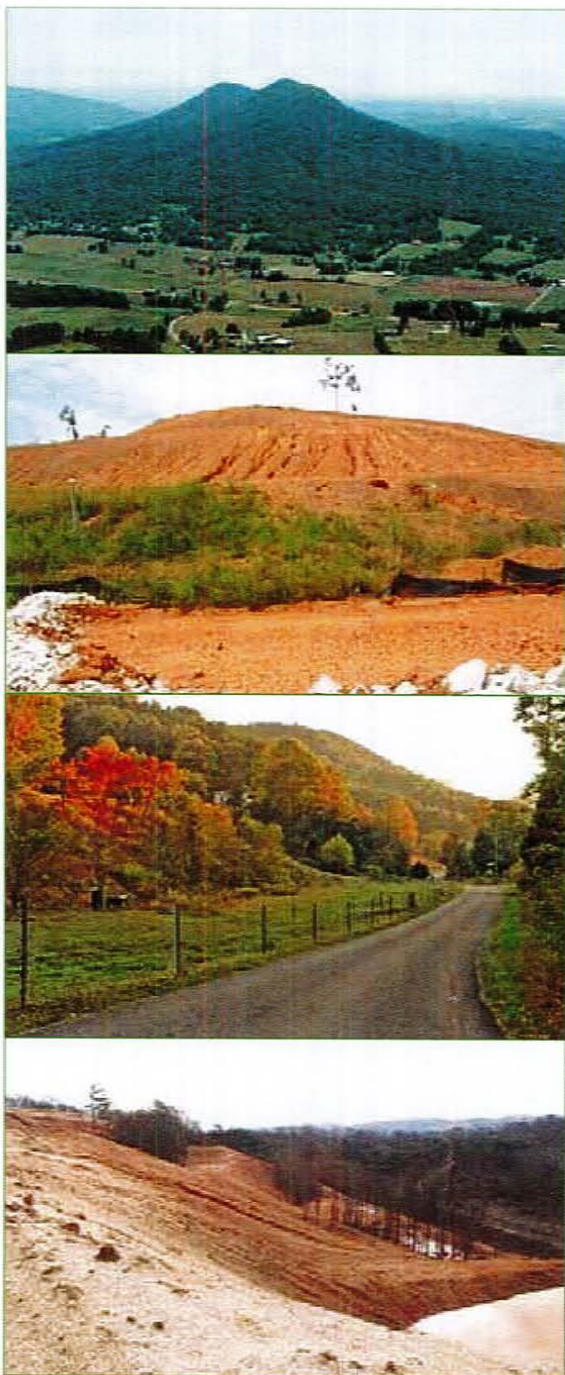
dua: dwelling units per acre

* These factors should be considered guidelines to determine an overall recommended residential density for requests for changes to the zoning map to planned residential (RP-1 in the city and PR in the county) zone districts that are considered by the Metropolitan Planning Commission prior to being considered by the appropriate legislative body. The resulting zone district development right would be considered a budget for dwelling units to be applied over the entire proposed development.

** Until such time as regulations are codified by the appropriate legislative body, these factors should be considered guidelines to determine an overall recommended land disturbance area for development plans and concept plans that are considered for approval by the Metropolitan Planning Commission. The overall land disturbance area would be considered a budget for land disturbance to be applied over the entire proposed development.

*** Ridgetops are generally the more level areas on the highest elevations of a ridge. Because the shapes of Knox County ridges are so varied (see pages 8 - 9), the ridgetop area should be determined on a case-by-case basis with each rezoning and related development proposal.





Knoxville • Knox County Hillside and Ridgeline Protection Plan

**Prepared by the Knoxville Knox County Metropolitan Planning Commission
for the City-County Task Force on Ridge, Slope and Hillside Development & Protection**

This plan was adopted by:
Knoxville City Council on December 13, 2011
Knox County Commission on January 23, 2012

NOTE TO THE READER:

The following paragraph was added at the time of adoption by Knox County Commission.
This paragraph was not adopted by Knoxville City Council.

KNOX COUNTY AMENDMENT

NATURE OF PLAN AND LEGAL EFFECT

This plan and the principles, objectives, policies and guidelines included herein are advisory in nature and constitute non-binding recommendations for consideration in connection with development of steeply sloped areas. While this plan is being adopted as an amendment to the Knoxville-Knox County General Plan 2033, it is intended to provide background and supplemental information of an advisory nature and to serve as a guide to future MPC staff recommendations, but it is not intended to form an official part of the General Plan which would be binding on future land use decisions by County Commission, MPC, the County Board of Zoning Appeals pursuant to T.C.A. § 13-3-304. Any comparable provisions of the Knoxville-Knox County General Plan 2033 or any Sector Plan which relate to hillside and ridgetop protection shall also be considered advisory consistent with this plan.

Approaching Intersection of Swafford and Guinn from Swafford



Line of Sight Turning Left from Swafford onto Guinn



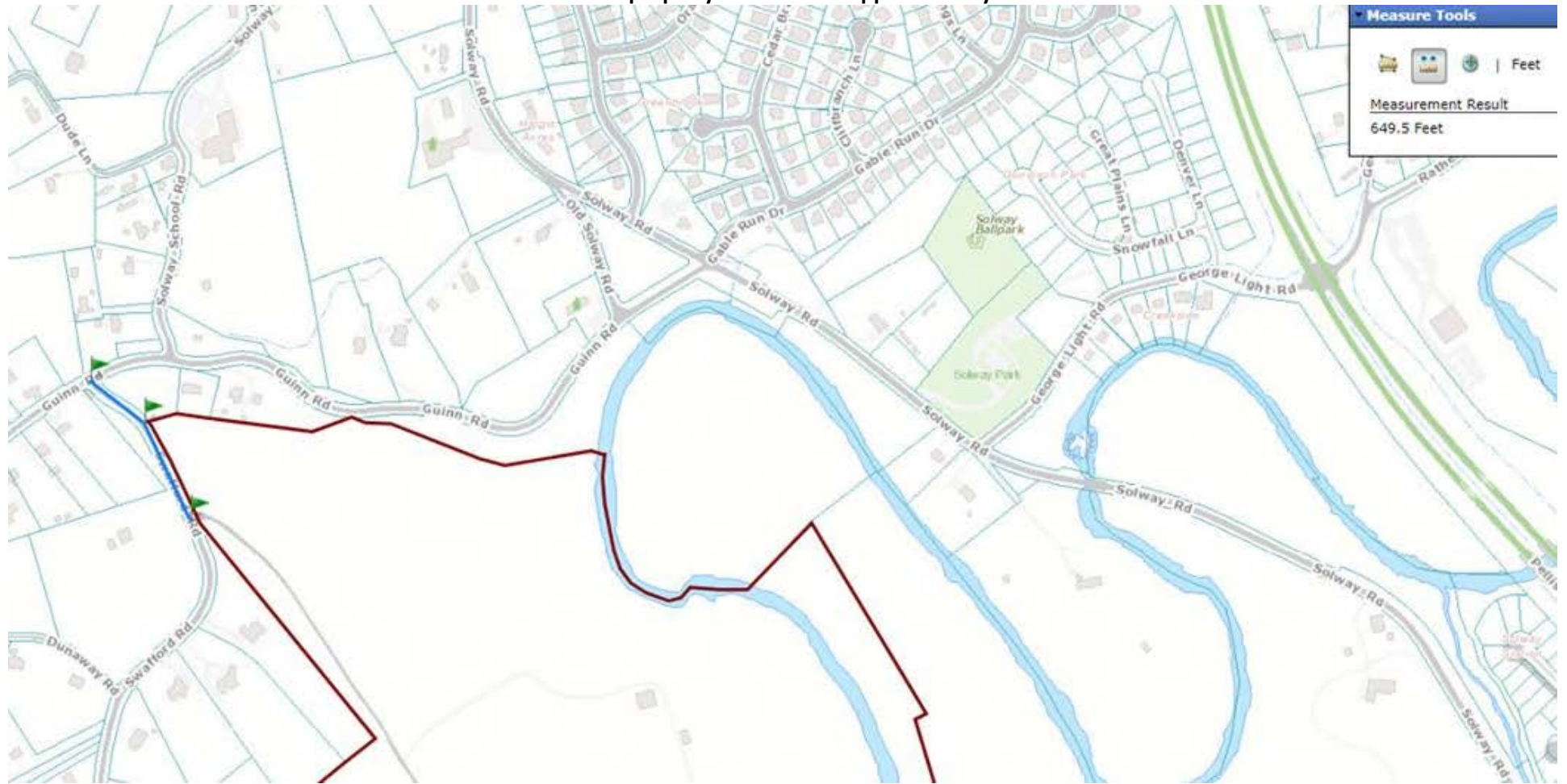
Line of Sight Turning Right from Swafford to Guinn



Line of Sight turning left from Guinn to Swafford



From the intersection of Guinn and Swafford to Ms. Rowland's property's entrance is approximately 650 feet.



Current Zoning Map



Current Sector Plan



Current Growth Plan



Comparison Property

1. Successfully rezoned to PR 1-3 Unit/AC
2. The parcel is subject to Hillslope Protection
3. Not within "Planned Growth" boundary

Subject Property

1. Applicant asking for 3 Units/AC
2. The parcel is subject to Hillslope Protection
3. Not within "Planned Growth" boundary

In summary, the "subject property" shares the same characteristics as the "comparison property" of which was rezoned to PR 1-3 U/Ac. The subject property should receive the same zoning. Reducing the zoning to follow "staff recommendation" of 2.5 U/A will decrease the potential units by 125, which in itself is a good size neighborhood. It is PROBABLE that the land will only yield a maximum 2.5 U/Ac build out, but the land and future developer should not be "handcuffed" by the density and forced to follow "narrow-minded" planning approach for a community that will take 8 years to build out. The 125 units reserved with an appropriate zoning of 3 U/AC could become a bargaining-ship between future developer and County. Additional green-space, county park, road improvements, utility improvements, etc., are all possibilities that can be explored with the zoning of 3 U/A.



SUBDIVISION REPORT - CONCEPT/USE ON REVIEW

▶ FILE #: 4-SB-20-C AGENDA ITEM #: 23
4-D-20-UR AGENDA DATE: 4/9/2020

▶ SUBDIVISION: HAYDEN HILL, PHASE 4
▶ APPLICANT/DEVELOPER: SAFE HARBOR DEVELOPMENT
OWNER(S): Campbell Properties LLC#2

TAX IDENTIFICATION: 103 PART OF 072 [View map on KGIS](#)
JURISDICTION: County Commission District 6
STREET ADDRESS: 11181 Sam Lee Rd.

▶ LOCATION: West side of Sam Lee Rd., northeast of Dearing Way

SECTOR PLAN: Northwest County
GROWTH POLICY PLAN: Rural Area
WATERSHED: Beaver Creek

▶ APPROXIMATE ACREAGE: 99.45 acres

▶ ZONING: PR (Planned Residential)

▶ EXISTING LAND USE: Farm and vacant land

▶ PROPOSED USE: Detached Residential Subdivision

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

▶ NUMBER OF LOTS: 154

SURVEYOR/ENGINEER: David Harbin

ACCESSIBILITY: Access is via Sam Lee Road, a major collector street with an 18' to 20' pavement width within a 50' right-of-way (60' required by the Major Road Plan).

▶ SUBDIVISION VARIANCES REQUIRED: VARIANCES REQUIRING PLANNING COMMISSION APPROVAL:
None

ALTERNATIVE DESIGN STANDARDS REQUIRING PLANNING COMMISSION APPROVAL;

None

ALTERNATIVE DESIGN STANDARDS APPROVED BY THE KNOX COUNTY DEPARTMENT OF ENGINEERING AND PUBLIC WORKS:

1. The maximum grade at intersections was approved at up to three (3) percent as shown on the street profiles except that the maximum grade shall not exceed the cross-slope requirements of the Public Rights-of-Way Accessibility Guidelines (PROWAG) or 2010 ADA Standards as appropriate when a pedestrian crossing is proposed.

STAFF RECOMMENDATION:

► **APPROVE the Concept Plan subject to 11 conditions.**

1. Connection to sanitary sewer and meeting any other relevant requirements of the utility provider.
2. Provision of street names which are consistent with the Uniform Street Naming and Addressing System within Knox County (Ord 91-1-102).
3. Installation of sidewalks as identified on the concept plan. Sidewalks shall meet all applicable requirements of the Americans with Disabilities Act (ADA) and the Knox County Department of Engineering and Public Works. A bond shall be provided to the Knox County Department of Engineering and Public Works by the developer in an amount sufficient to guarantee the installation of the sidewalks.
4. The Knox County Department of Engineering and Public Works is requiring the applicant to widen Sam Lee Road to a width of 20' with a binder coat along the street frontage for this phase of the subdivision. The details and timing of the road improvements shall be worked out with Knox County during the Design Plan stage of the subdivision.
5. Implementation of any recommended improvements identified in the Transportation Impact Study prepared by Ajax Engineering, dated March 16, 2020 and as revised and approved by the Knox County Department of Engineering and Public Works and Planning staff. The improvements shall be installed to the standards approved by the Knox County Department of Engineering and Public Works.
6. All closed contours/sinkholes and the 50' setback around the feature shall be shown on the final plat. Building construction within the 50' setback may be permitted if a geotechnical study prepared by a registered engineer states that building within the 50' sinkhole buffer is acceptable and the study is approved by the Knox County Department of Engineering and Public Works. The geotechnical study must be completed and submitted to Knox County Department of Engineering and Public Works prior to submission of the final plat for any lots that do not have a building area outside of the 50' setback area. A 5' drainage easement extending outside of the uppermost closed contour is required. Building construction is not permitted within the hatched contour area of the sinkhole or the drainage easement. Engineered footings may be required for any structures within the 50' sinkhole buffer..
7. Meeting all applicable requirements of the Knox County Department of Engineering and Public Works.
8. Prior to certification of the final plat for the first phase of the subdivision, establishing a property owners association that will be responsible for the maintenance of the common areas, amenities and drainage system.
9. If applicable, identify the blueline stream that parallels Sam Lee Road and all required buffers on the final plat.
10. Placing a note on the final plat that all lots will have access only to the internal street system.
11. Submitting to Planning staff prior to final plat review by the Planning Commission or Planning staff, the certification of design plan approval form as required by the Knoxville-Knox County Subdivision Regulations.

► **APPROVE the Development Plan for up to 154 detached dwelling units on individual lots and the reduction of the peripheral setback from 35' to 25' for Lots 38-42, 93 and 94, subject to 1 condition.**

1. Meeting all applicable requirements of the Knox County Zoning Ordinance.

With the conditions noted, this plan meets the requirements for approval in the PR zone and the other criteria for approval of a Use on Review.

COMMENTS:

The applicant is proposing to subdivide this 99.45 acre tract into 154 detached residential lots and common area (containing approximately 61.09 acres) at a density of 1.55 du/ac. This property which is zoned PR (Planned Residential) is located on the west side of Sam Lee Road, northeast of Dearing Way. The proposed subdivision will be served by public streets with access out to Sam Lee Road at the northern and southern ends of the subdivision's frontage on Sam Lee Road.

The proposed subdivision layout includes a significant amount of common area which includes 61.09 acres (61.4% of the site). The majority of the common area includes the steeper portions of the site. The preliminary grading plan is limiting the disturbance into these common areas. The largest common area is at the northern half of the property and includes approximately 47.94 acres. This site is identified as common area / future

development. Due to site constraints, any future development would be limited to just a few residences.

While this site is not within the parent responsibility zone, sidewalks will be provided on one side of all streets. This will provide pedestrian access throughout the subdivision. An amenity area is being provided near the center of the subdivision adjacent to an existing pond.

A Transportation Impact Study was prepared by Ajax Engineering, dated March 16, 2020. The recommended improvements shall be installed to the standards approved by the Knox County Department of Engineering and Public Works. The Knox County Department of Engineering and Public Works is requiring the applicant to widen Sam Lee Road to a width of 20' with a binder coat along the street frontage for this phase of the subdivision. The details and timing of the road improvements shall be worked out with Knox County during the Design Plan stage of the subdivision.

The applicant has requested a reduction of the peripheral setback from 35' to 25' for Lots 38-42, 93 and 94. The majority of the subdivision will have a 35' peripheral setback.

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

1. The proposed detached residential subdivision will have minimal impact on local services since utilities are available or will be extended to serve this site.
2. The proposed low density residential development at a density of 1.55 du/ac is compatible with the scale and intensity of recent development that has occurred in this area.

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

1. With the recommended conditions, the proposed residential subdivision meets the standards for development within a PR Zone and all other requirements of the Zoning Ordinance.
2. The proposed subdivision is consistent with the general standards for uses permitted on review: The proposed development is consistent with the adopted plans and policies of the General Plan and Sector Plan. The use is in harmony with the general purpose and intent of the Zoning Ordinance. The use is compatible with the character of the neighborhood where it is proposed. The use will not significantly injure the value of adjacent property. The use will not draw additional traffic through residential areas since the development will have access to a major collector street.

CONFORMITY OF THE PROPOSAL TO ADOPTED PLANS

1. The proposed development is consistent with the Northwest County Sector Plan which proposes rural residential uses. The approved PR zoning for this site will allow an overall density up to 3.0 du/ac. The proposed residential development at a density of 1.55 du/ac is consistent with the Sector Plan and the approved zoning density.
2. The site is located within the Rural Area on the Knoxville-Knox County-Farragut Growth Policy Plan.

ESTIMATED TRAFFIC IMPACT: A traffic impact study was prepared by the applicant. The findings of that study were used in formulating the recommendations of this staff report.

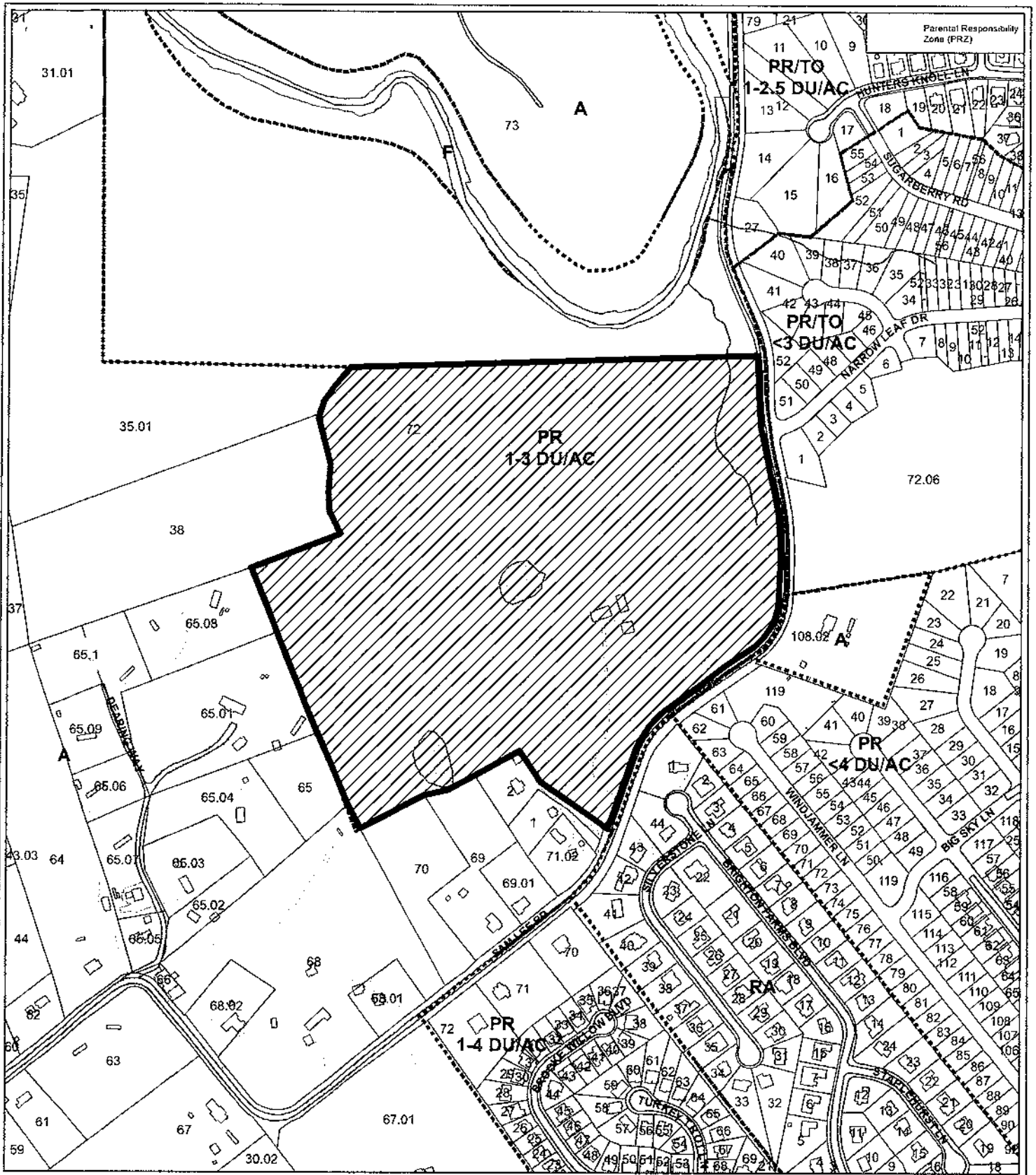
ESTIMATED STUDENT YIELD: 63 (public school children, grades K-12)

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

- Potential new school population is estimated using locally-derived data on public school student yield generated by new housing.
- Students are assigned to schools based on current attendance zones as determined by Knox County Schools. Students may request transfers to different zones, and 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.

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

Knoxville-Knox County Planning Commission's approval or denial of this use on review 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.



**4-D-20-UR / 4-SB-20-C
CONCEPT PLAN/USE ON REVIEW**

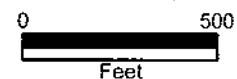


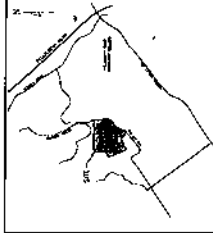
Detached Residential Subdivision in PR (Planned Residential)

Original Print Date: 3/16/2020
 Revised:
 Knoxville - Knox County Planning Commission * City / County Building * Knoxville, TN 37902

Petitioner: Safe Harbor Development
 Undefined

Map No: 103
 Jurisdiction: County





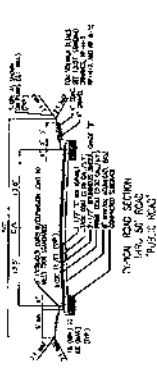
- LOCATION MAP**
- NOTE: THE PROJECT SITE IS SHOWN IN BOLD IN THE LOCATION MAP.
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 17. THE PROJECT SITE IS SHOWN IN BOLD IN THE LOCATION MAP.

NOTE: THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES AND AGENCIES.

NOT:
CONTRACTOR TO VERIFY EXISTING UTILITIES AND SERVICES PRIOR TO CONSTRUCTION.

NOT:
CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES AND AGENCIES.

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17. THE PROJECT SITE IS SHOWN IN BOLD IN THE LOCATION MAP.



STATE OF NEW YORK
OFFICE OF THE ENGINEER
100 WATER STREET
ALBANY, NEW YORK 12242-1100
PHONE: (518) 487-2300
FAX: (518) 487-2301
WWW.STATE.NY.US/ENGINEER

DESIGNER/ENGINEER:
SAFE HARBOR DEVELOPMENT
200 LEXINGTON AVENUE
NEW YORK, NY 10017

Revised: 3/27/2020
4-SB-20-C/4-D-20-UR

CONCEPT & DEVELOPMENT SITE PLAN FOR
HAYDEN HILL, PHASE 4
100 WEST 103RD STREET, PHASE 4
DISTRICT 8, ANCHOR COUNTY, IN

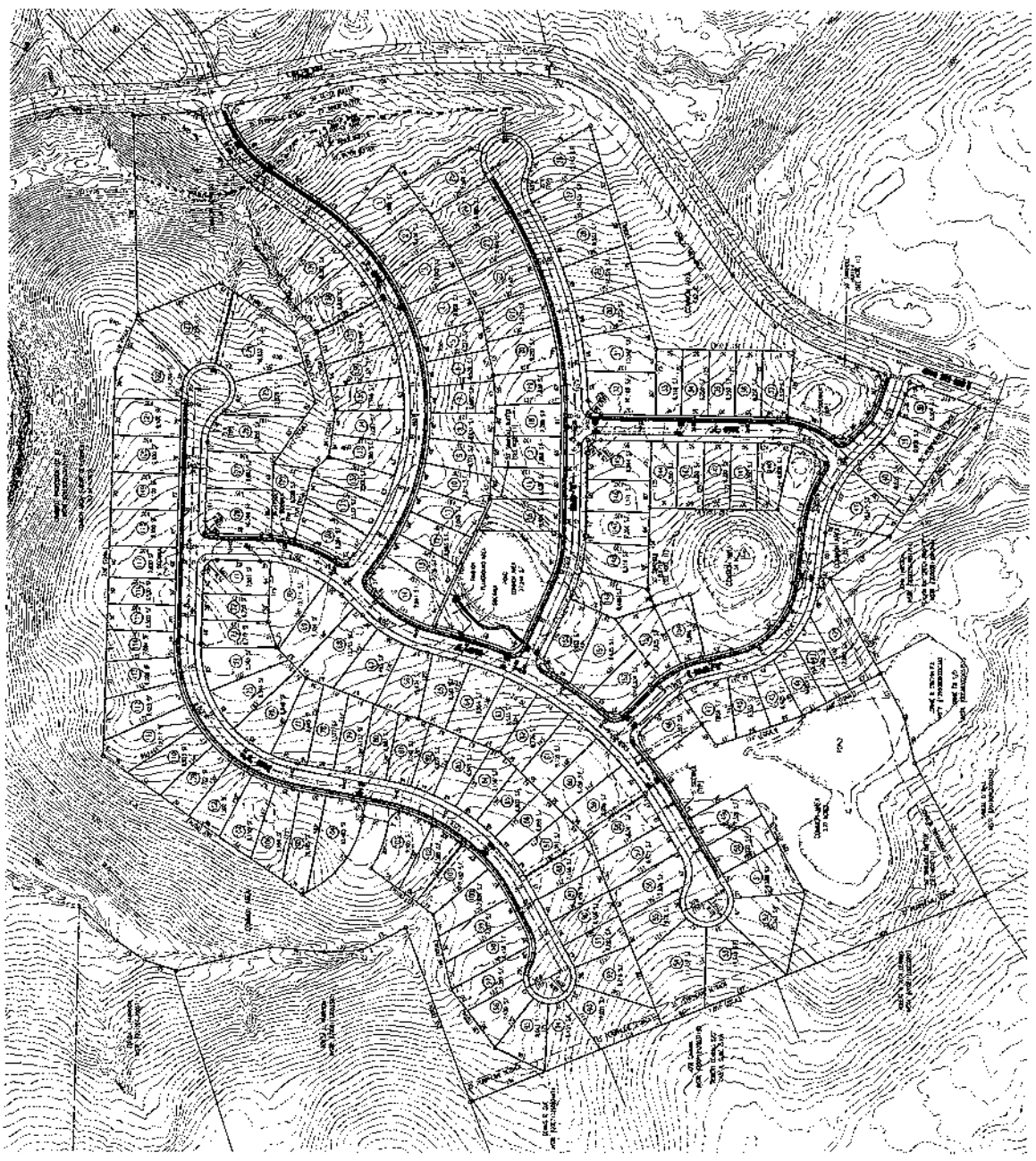
23973-4-SJ
SHEET 1 OF 5 SHEETS
DATE: 2/1/70

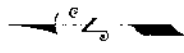
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DATE: 2/1/70

DATE	2/1/70
SCALE	1" = 100'
PROJECT	CONCEPT & DEVELOPMENT SITE PLAN FOR HAYDEN HILL, PHASE 4
DESIGNER	SAFE HARBOR DEVELOPMENT
ENGINEER	[Signature]

DATE	2/1/70
SCALE	1" = 100'
PROJECT	CONCEPT & DEVELOPMENT SITE PLAN FOR HAYDEN HILL, PHASE 4
DESIGNER	SAFE HARBOR DEVELOPMENT
ENGINEER	[Signature]

DESIGNER/ENGINEER:
SAFE HARBOR DEVELOPMENT
200 LEXINGTON AVENUE
NEW YORK, NY 10017





4-SB-20-C/4-D-20-UR
Revised: 3/27/2020



CONCEPTUAL SITE
PLAN FOR
SAKE HARBOUR DEVELOPMENT
100 EAST CENTER
INDIANAPOLIS, IN 46204

23970-4 CP
SHEET 3 OF 3
DATE 7/17/20
DRAWING NO. 44302.1 (S.M.)

GRADING PLAN FOR
HAYDEN HILL, PHASE 4
IN MAP 123, PART OF PARCELS 72
COUNTY & TOWNSHIP, IN

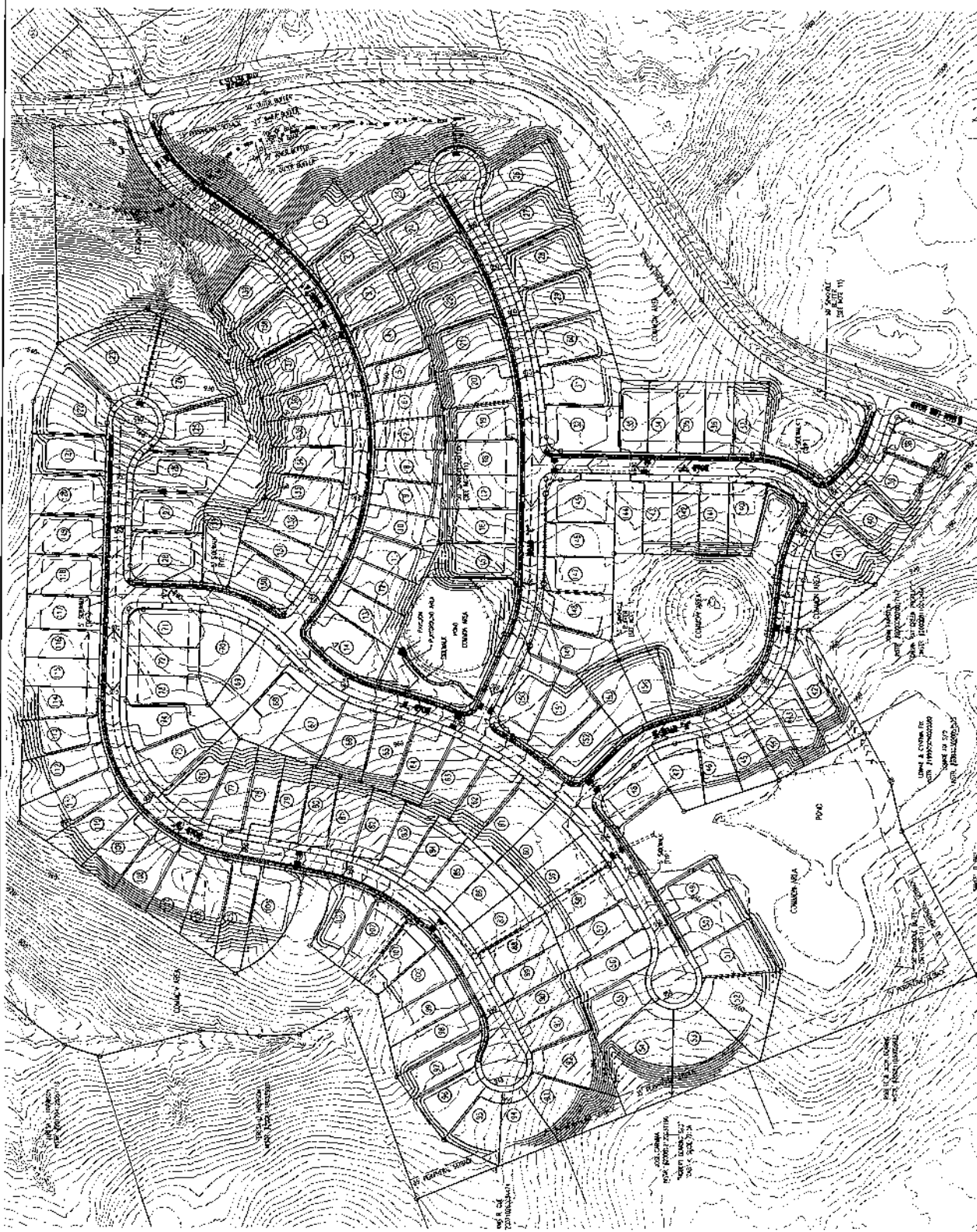
SEE REFERENCES: CED BOOK 2272, PAGE 295
CED BOOK 2272, PAGE 296
SCALE
DATE 7/17/20
1" = 100'

NO.	DESCRIPTION	DATE	BY
1	DESIGN	7/17/20	JWB
2	REVISION		
3			
4			

DESIGNED BY: JWB
CHECKED BY: JWB
SCALE: AS SHOWN
DATE: 7/17/20

NO.	REVISION	DATE	BY
1	INITIAL DESIGN	7/17/20	JWB
2			
3			
4			

DESIGNED BY: JWB
CHECKED BY: JWB
SCALE: AS SHOWN
DATE: 7/17/20





23973-4-RP1
SHEET 7 OF 9 SHEETS
STATE OF TENNESSEE

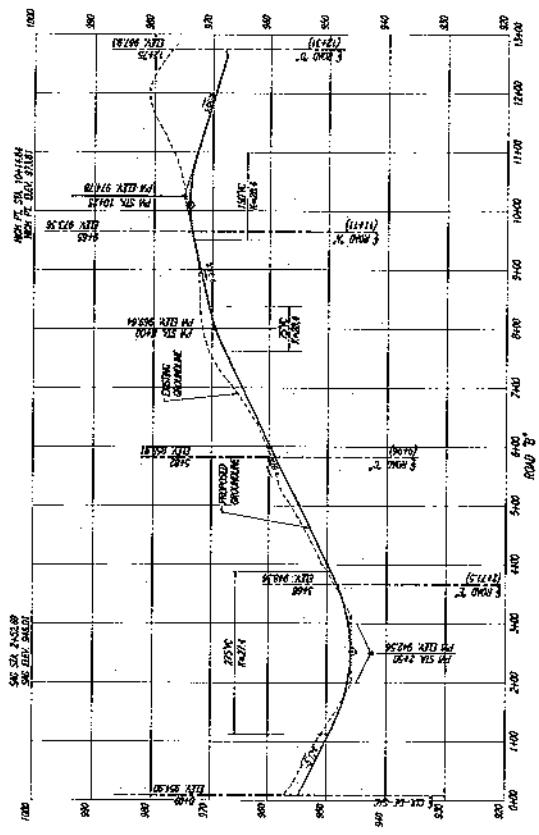
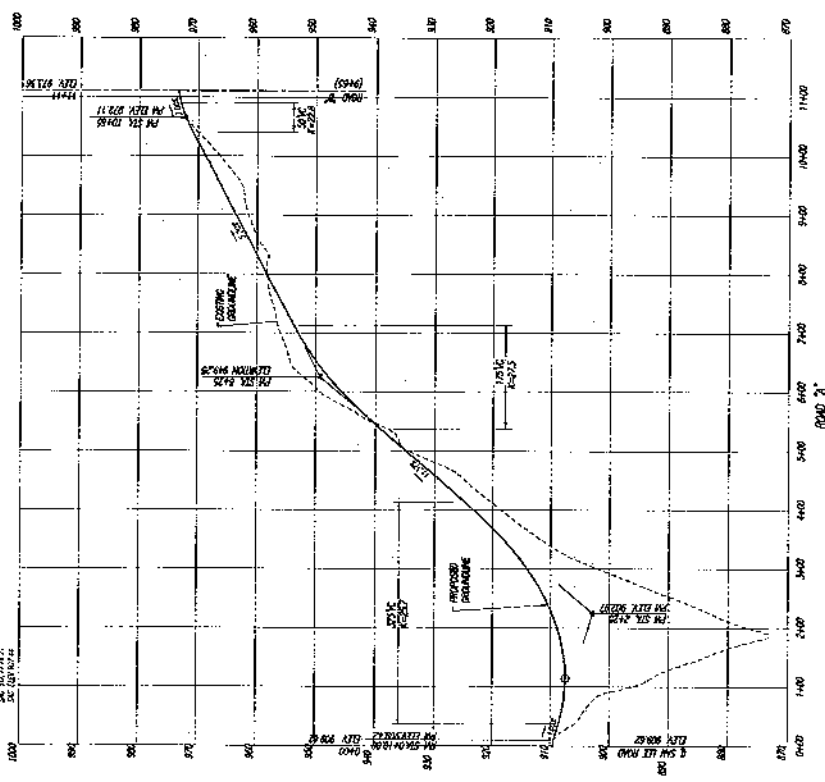
ROAD PROFILES FOR
HAYDEN HILL, PHASE 4
TAX MAP 22, PART OF PARCEL 22
DISTRICT 6, AND COUNTY, TN

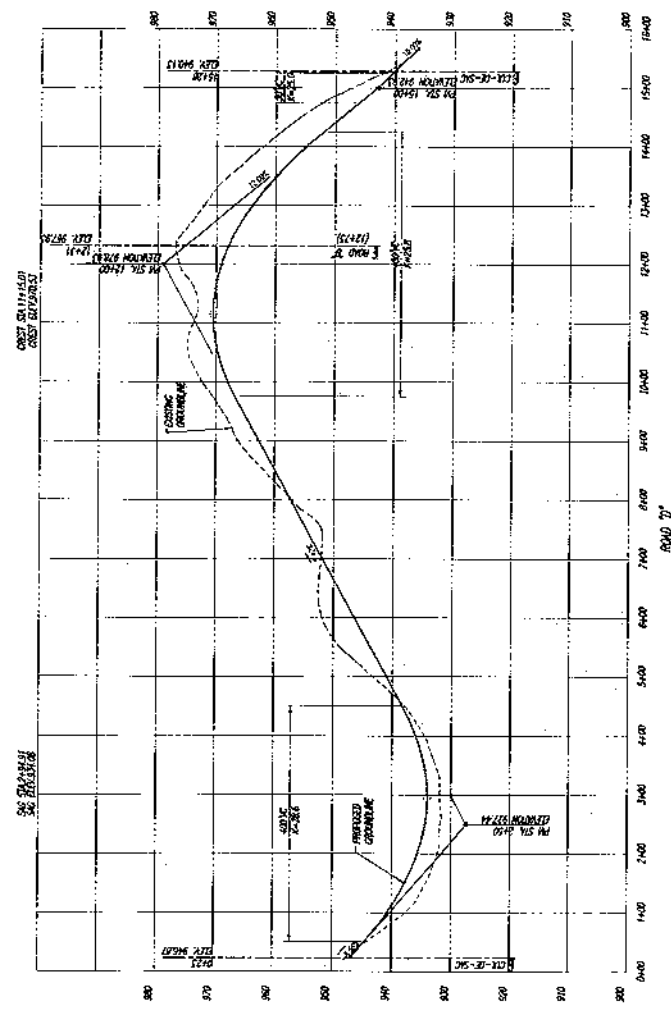
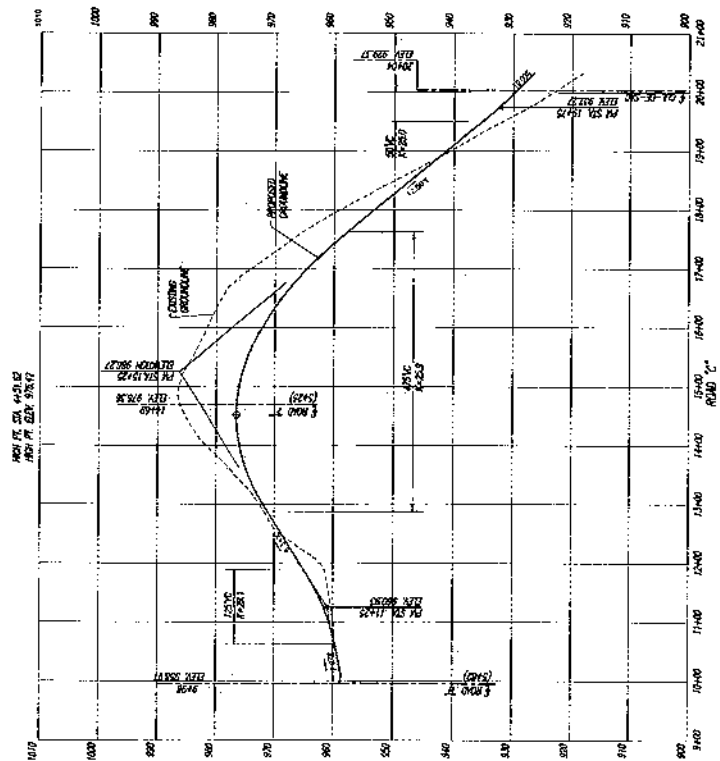
4-SB-20-C/4-D-20-JR
Revised: 3/27/2020

SCALE:
Horizontal: 1"=100'
Vertical: 1"=10'
DATE:
2/17/20

NO.	DATE	DESCRIPTION	BY	CHECKED	APP.
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DESIGNED BY: SS
CHECKED BY: SS
DATE: 11/22/20
PROJECT: HAYDEN HILL, PHASE 4
DRAWN BY: SS
DATE: 11/22/20
PROJECT: HAYDEN HILL, PHASE 4
SCALE: 1"=100'
DATE: 11/22/20
PROJECT: HAYDEN HILL, PHASE 4





BATSON, HINES, NORVELL & POE
 REGISTERED PROFESSIONAL ENGINEERS
 1000 W. BROADWAY
 MEMPHIS, TN 38102
 (901) 253-4477
 www.bhn.com

DESIGNED BY: JBN
 DRAWN BY: LLD
 CHECKED BY: CHC/LLD
 DATE: 2/17/20

SCALE: HORIZONTAL: 1"=100'
 VERTICAL: 1"=10'
 DATE: 2/17/20

4-SB-20-C/4-D-20-UR
 Revised: 3/27/2020

ROAD PROFILES FOR
HAYDEN HILL, PHASE 4
 SEE MAP FOR WEST OF PHASE 4
 DISTRICT 8, KNOX COUNTY, TN

23973-4-RP2
 SHEET 3 OF 3 SHEETS
 01/20/2020 10:01:13 AM



23973-4 RP3
SHEET 1 OF 5 SHEETS
DATE: 7/17/20

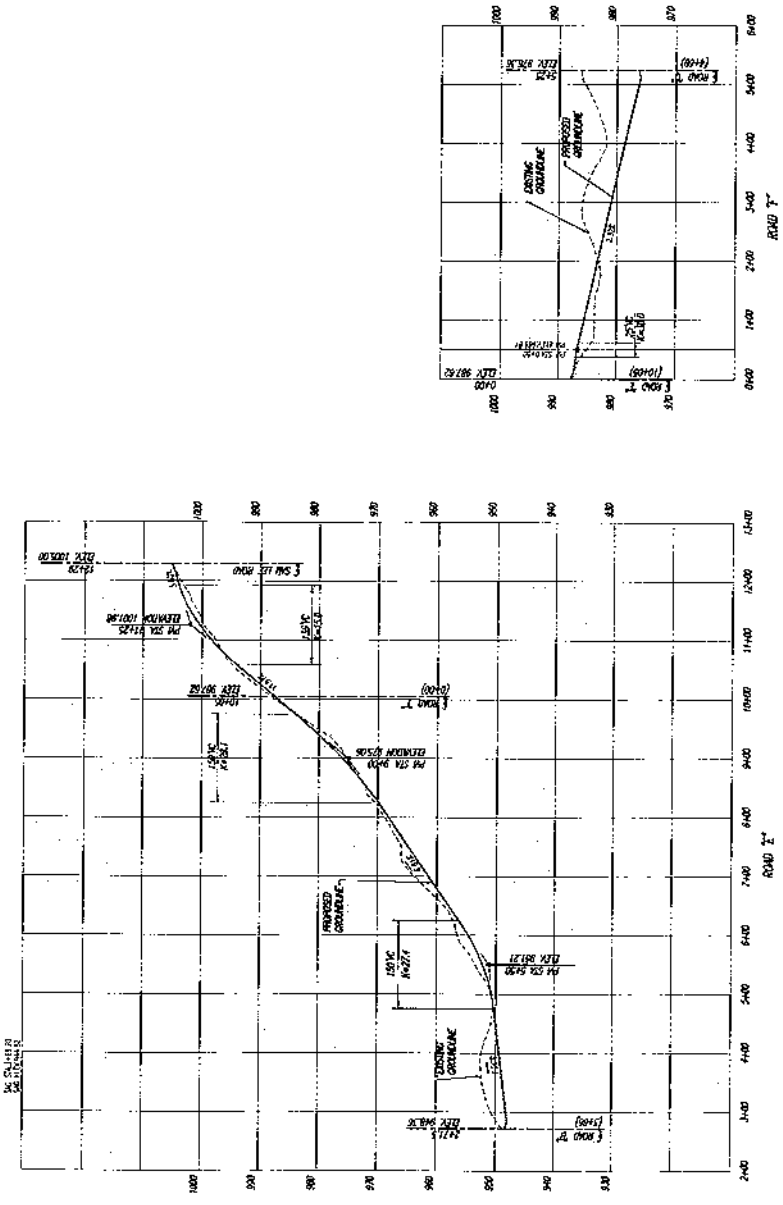
ROAD PROFILES FOR
HAYDEN HILL, PHASE 1
THE MAP IS PART OF PARCEL #2
DUNNELL & KNOX COUNTY, TN

4-SB-20-C14-D-20-JR
Revised: 3/27/2020

SCALE
HORIZONTAL: 1"=100'
VERTICAL: 1"=10'
DATE: 7/17/20

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DESIGNED BY: JK
DRAWN BY: EGO
CHECKED BY: JK
DATE: 11/27/20
SCALE: 1"=100'
PROJECT: 4-SB-20-C14-D-20-JR



11/27/20 11:27:20 AM JK



DEVELOPMENT REQUEST

DEVELOPMENT

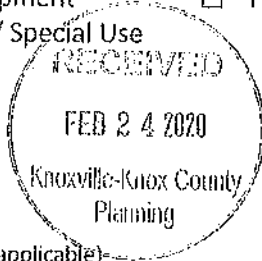
- Development Plan
- Planned Development
- Use on Review / Special Use

SUBDIVISION

- Concept Plan
- Final Plat

ZONING

- Plan Amendment
- Rezoning



SAFE HARBOR DEVELOPMENT
Applicant Name

2/24/20
Date Filed

4/9/20
Meeting Date (if applicable)

Affiliation
4-SB-20-C
4-D-20-UR
File Numbers(s)

CORRESPONDENCE

All correspondence related to this application should be directed to the approved contact listed below.

- Applicant
- Owner
- Option Holder
- Project Surveyor
- Engineer
- Architect/Landscape Architect

DAVID HARBIN
Name

BATSON, HIMES, NORVELL, & POE
Company

4334 PAPERMILL DRIVE
Address

KNOXVILLE
City

TN
State

37909
Zip

865-588-6472
Phone

harbin@bhn-p.com
Email

CURRENT PROPERTY INFO

Campbell Properties, LLC
Owner Name (if different) #2

308 LETTERMAN DRIVE
Owner Address KNOXVILLE 37919

Owner Phone

1181 SAM LEE RD
Property Address

CLT MAP 103 PARCEL 72
Parcel ID

W. SIDE OF SAM LEE RD, NE OF DEARING WAY
General Location

55.05 ac
Tract Size

6
Jurisdiction (specify district above) City County

PR/F
Zoning District

1-3du/ac

NORTHWEST COUNTY
Planning Sector

RR + HP
Sector Plan Land Use Classification

rural area
Growth Policy Plan Designation

Vacant
Existing Land Use

N'
Septic (Y/N)

WKUD
Sewer Provider

WKUD
Water Provider

REQUEST

DEVELOPMENT
SUBDIVISION
ZONING

- Development Plan Use on Review / Special Use
 - Residential Non-Residential
- Home Occupation (specify):
- Other (specify):

HAYDEN HILL
Proposed Subdivision Name

PHASE 4
Unit / Phase Number

- Parcel Change
 - Combine Parcels Divide Parcel
- Total Number of Lots Created: **152 lots**

- Other (specify):
- Attachments / Additional Requirements

- Zoning Change:
Proposed Zoning
- Plan Amendment Change:
Proposed Plan Designation(s)

- Property Use (specify) Proposed Density (units/acre) Previous Rezoning Requests
- Other (specify):

STATE USE ONLY

- PLAT TYPE**
- Staff Review Planning Commission

FEE 1: \$ **5060.00** TOTAL: \$ **5060.00**

- ATTACHMENTS**
- Property Owners / Option Holders Variance Request

FEE 2:

- ADDITIONAL REQUIREMENTS**
- Design Plan Certification (Final Plat only)
 - Use on Review / Special Use (Concept Plan only)
 - Traffic Impact Study

FEE 3:

AUTHORIZATION By signing below, I certify I am the property owner, applicant or the owners authorized representative.

David Harbin
Applicant Signature

DAVID HARBIN
Please Print

2/24/20
Date

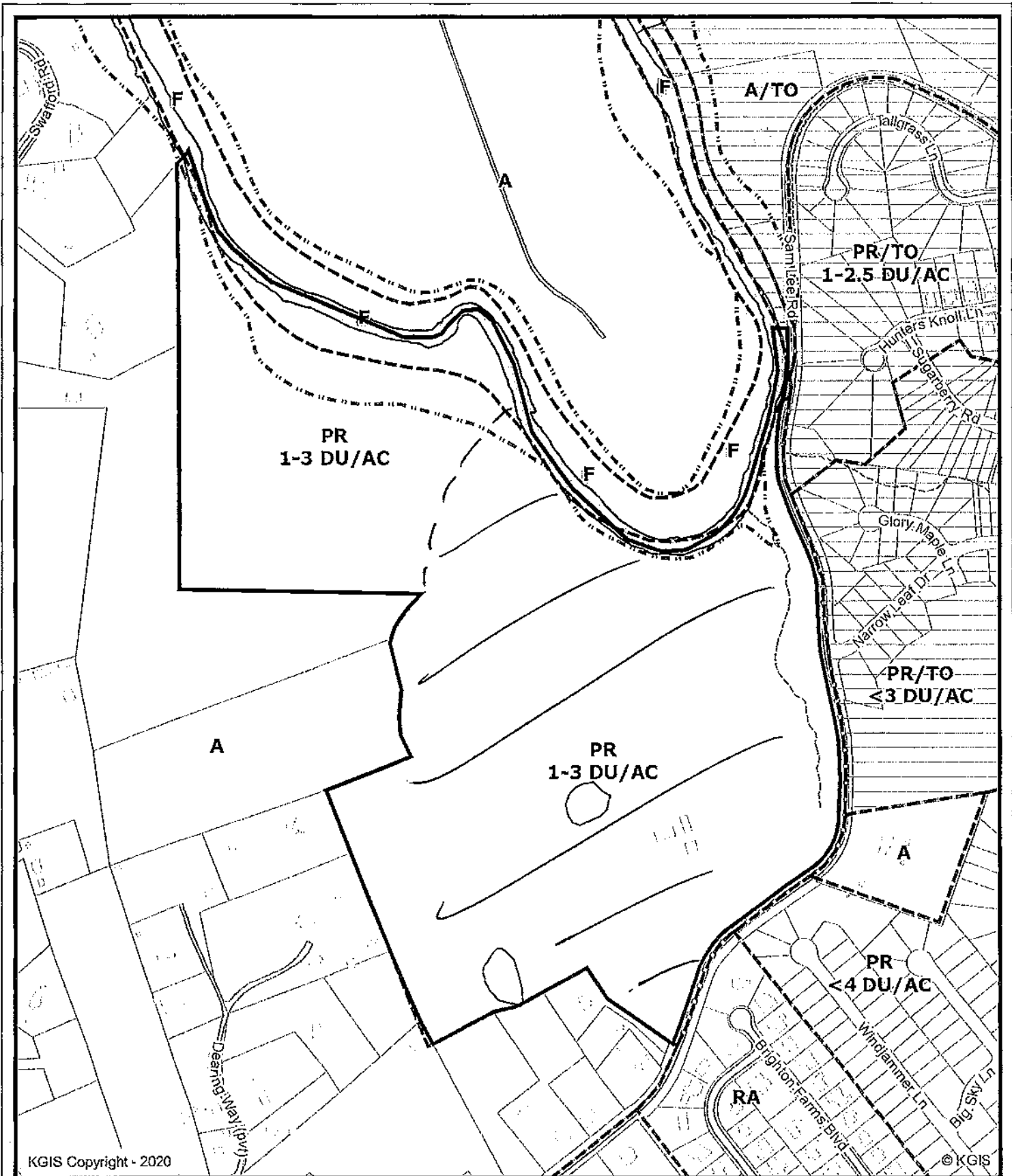
865-688-6472
Phone Number

harbin@bhn-p.com
Email

Thomas Brechko
Staff Signature

Thomas Brechko
Please Print

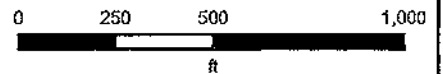
2-24-2020
Date



KGIS Copyright - 2020

Letter Portrait

Printed: 2/24/2020 at 2:08:38 PM



Knoxville - Knox County - KUB Geographic Information System

KGIS makes no representation or warranty as to the accuracy of his map and its information nor to its fitness for use. Any user of this map product accepts the same AS IS, WITH ALL FAULTS, and assumes all responsibility for the use thereof, and further covenants and agrees to hold KGIS harmless from any and all damage, loss, or liability arising from any use of this map product.

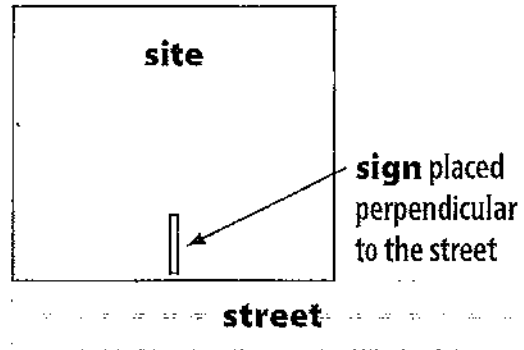
REQUIRED SIGN POSTING AGREEMENT

For all rezoning, plan amendment, concept plan, use on review, right-of-way closure, and street name change applications, a sign must be posted on the subject property, consistent with the adopted Administrative Rules and Procedures.

At the time of application, staff will provide a sign(s) to post on the property as part of the application process. If the sign(s) go missing for any reason and need to be replaced, then the applicant will be responsible for picking up a new sign(s) from the Planning offices. The applicant will be charged a fee of \$10 for each replacement sign.

LOCATION AND VISIBILITY

The sign must be posted in a location that is clearly visible from vehicles traveling in either direction on the nearest adjacent/frontage street. If the property has more than one street frontage, then the sign should be placed along the street that carries more traffic. Planning staff may recommend a preferred location for the sign to be posted at the time of application.



TIMING

The sign(s) must be posted 15 days before the scheduled Planning Commission public hearing and must remain in place until the day after the meeting. In the case of a postponement, the sign can either remain in place or be removed and reposted 15 days before the next Planning Commission meeting.

I hereby agree to post and remove the sign(s) provided on the subject property consistent with the above guidelines and between the dates of:

March 25, 2020 and April 10, 2020
(15 days before the Planning Commission meeting) (the day after the Planning Commission meeting)

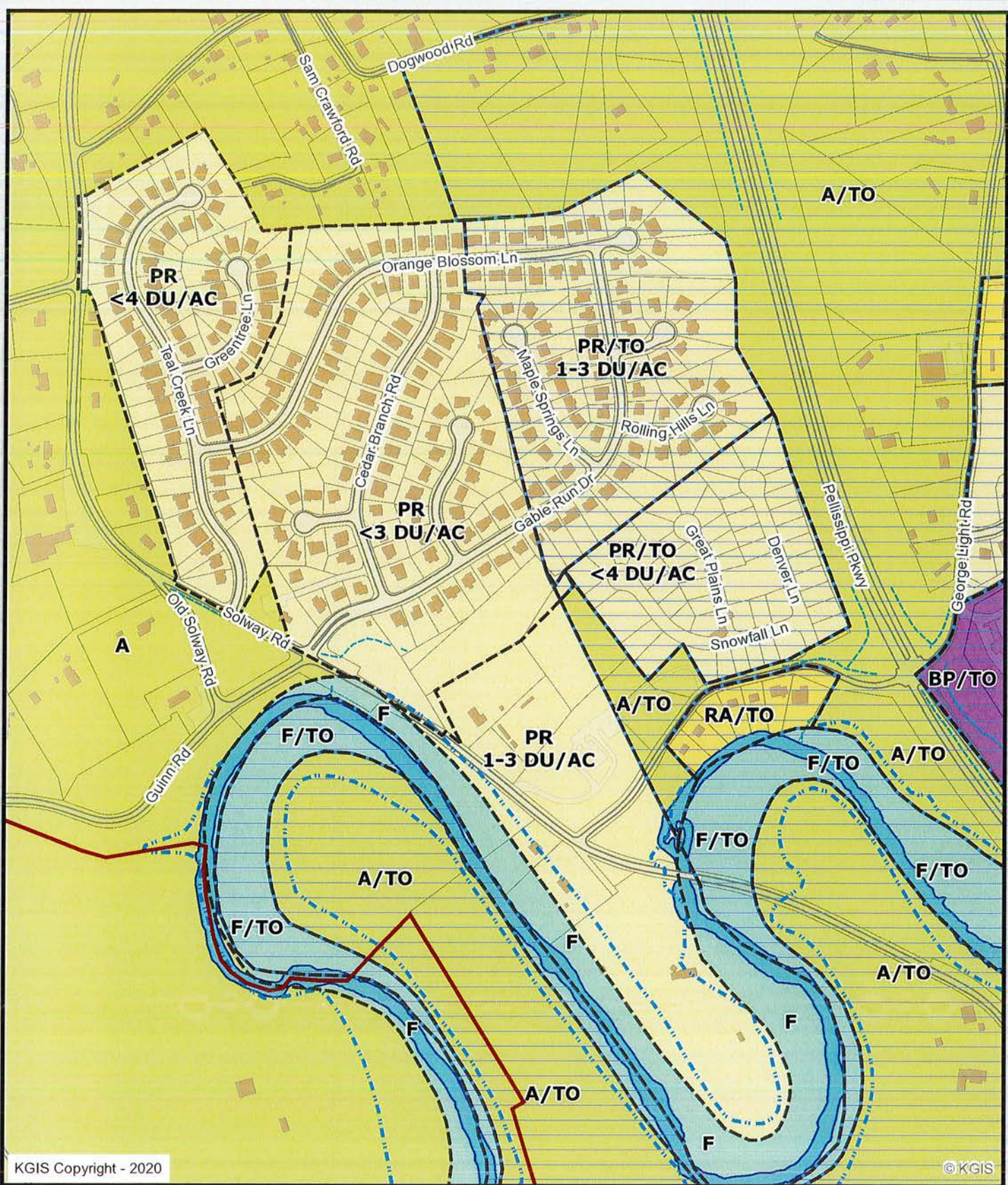
Signature: Kaitly Patterson

Printed Name: Kaitly Patterson

Phone: 865-588-6472 Email: kpatterson@bhn-p.com

Date: 2/24/20

File Number: 4-SB-20-C / 4-D-20-UR



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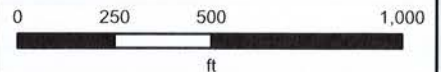
5-J-20-RZ

Zoning Densities to NE of Property

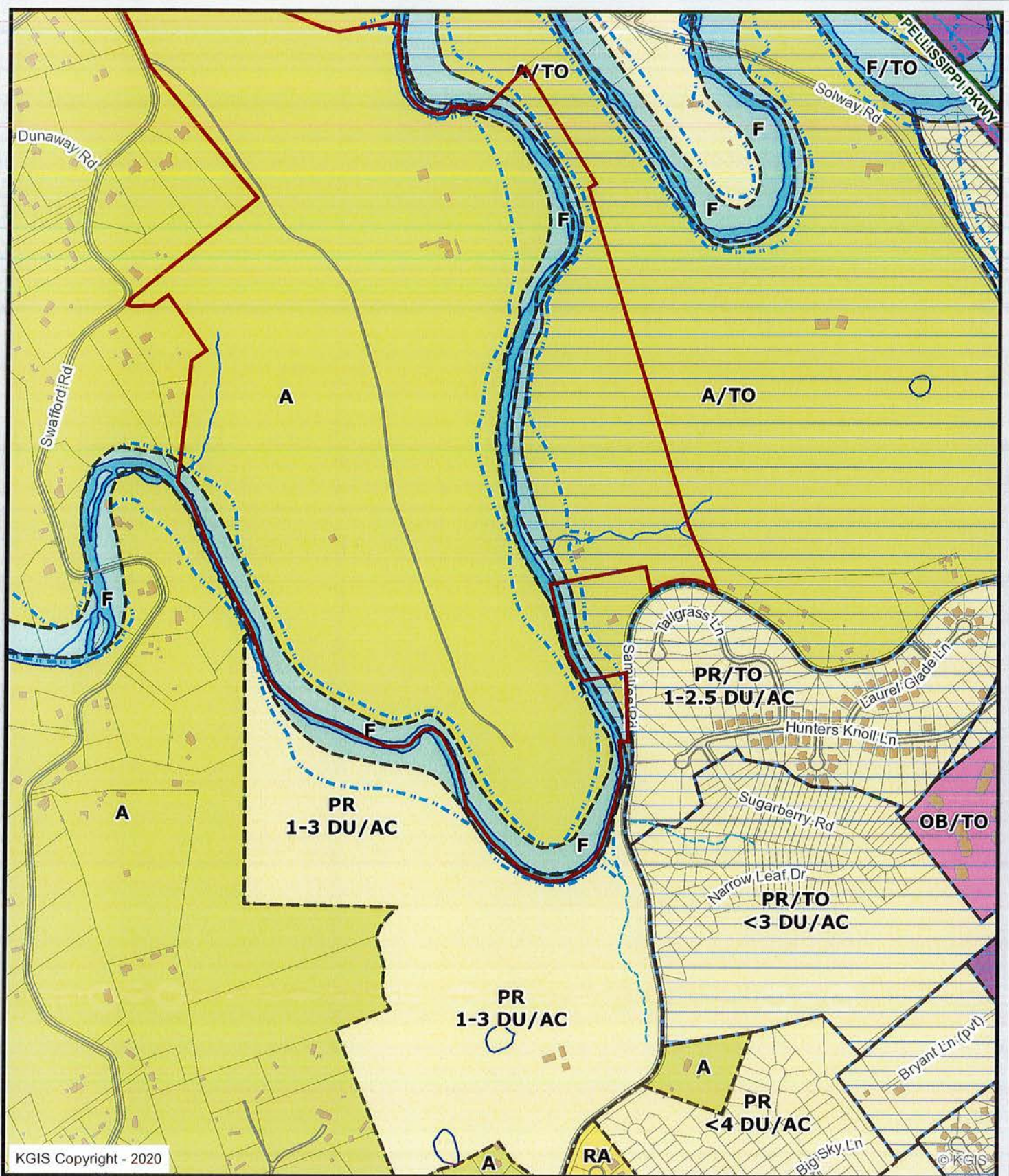
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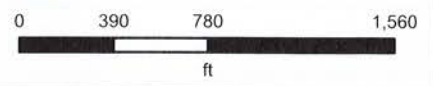
5-J-20-RZ

Zoning Densities to S and SE of Property

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**KNOXVILLE-KNOX COUNTY PLANNING COMMISSION
A RESOLUTION AMENDING THE NORTHWEST COUNTY SECTOR PLAN**

WHEREAS, the Knoxville-Knox County Planning Commission, a regional planning commission established pursuant to state statute, has the duty to make, adopt and amend plans for the physical development of Knoxville and Knox County; and

WHEREAS, the Planning Commission pursuant to state statute has prepared and adopted the Knoxville-Knox County General Plan 2033, as the official comprehensive plan for Knoxville and Knox County; and

WHEREAS, the Council of the City of Knoxville and the Commission of Knox County have adopted the Knoxville Knox County General Plan 2033, as the official comprehensive plan for Knoxville and Knox County; and

WHEREAS, the Planning Commission has prepared the Knox County Future Land Use Map, a portion of which is contained within the Northwest County Sector Plan, consistent with the requirements of the General Plan; and

WHEREAS, the Knoxville-Knox County General Plan 2033, provides criteria for periodic updates and amendments of the land use maps contained within plans initiated by the Planning Commission or in response to applications from property owners; and

WHEREAS, Benjamin Mullins on behalf of Ann Rowland has submitted an application to amend the Sector Plan from Agricultural to Rural Residential, for property described in the application; and

WHEREAS, the Planning Commission staff recommends approval of a revised amendment to the Northwest County Sector Plan, consistent with General Plan requirements that such amendment represents either a logical extension of a development pattern, or is warranted because of changing conditions in the sector as enumerated in the Plan; and

WHEREAS, the Planning Commission, at its regularly scheduled public hearing on May 14, 2020, after consideration of the staff recommendation and testimony from those persons in support and opposed to the plan amendment, approved the amendment for the subject property, as requested, and/or amended.

NOW, THEREFORE, BE IT RESOLVED BY THE KNOXVILLE-KNOX COUNTY PLANNING COMMISSION:

SECTION 1: The Planning Commission hereby adopts the revised amendment to the Northwest County Sector Plan, with its accompanying staff report and map, file #5-A-20-SP.

SECTION 2: This Resolution shall take effect upon its approval.

SECTION 3: The Planning Commission further recommends that Knoxville City Council likewise consider this revised amendment to the General Plan 2033.

Date

Chairman

Secretary

April 28, 2020

Mrs. Tarren Barrett, P.E.
Transportation Planner
Knoxville – Knox County Planning
400 Main Street, Suite 403
Knoxville, TN 37902

RE: Transportation Impact Letter (TIL) for Rezoning Request (5-J-20-RZ / 5-A-20-SP)
Rowland Property (3324 Swafford Road)
Knox County, Tennessee

Dear Tarren:

This correspondence provides a summary of a transportation impact evaluation that was conducted for a single family residential development that is proposed to be located on the referenced Rowland Property in the Solway community of Knox County. More specifically, this property is located northwest of Sam Lee Road, southwest of Solway Road and east of Swafford Road. The property consists of 248.99 acres that is being considered for rezoning, with the maximum number of units not to exceed 750.

Project Site Access Description:

The proposed development is large and will thus require multiple access points. These are generally to be placed as follows:

- 1) Sam Lee Road in the large curve north of Narrow Leaf Drive – This access will serve the southeast quadrant of the site which is separated from the remainder of the property by Beaver Creek.
- 2) Sam Lee Road between the above access and Narrow Leaf Drive – This access, which will require a bridge over Beaver Creek, will serve the southern portions of the site, exclusive of the quadrant discussed in Item 1.
- 3) Swafford Road south of Guinn Road – This access will serve the northern portions of the site.

Traffic Volume Conditions for Roadways Surrounding Project Site:

The table below summarizes existing and anticipated future traffic volumes for the roadways around the project site that will be most impacted by site generated traffic. The values shown are Average Daily Traffic (ADT) volumes, based on the most recent ADT counts collected by the Metropolitan Planning Commission (MPC). A two percent annual growth rate was assumed to expand the ADT values to later years, and site generated trips were added to estimate full buildout conditions. These trips were based on trip generation for the maximum number of units anticipated (750), utilizing Institute of Transportation Engineer's trip generation rates for single-family detached housing (Land Use Code 210). This estimation assumed that each access point would serve one-third of the total site generated traffic. An ADT location figure is enclosed, as well as a trip generation summary sheet, and an MPC provided ADT summary sheet.

AVERAGE DAILY TRAFFIC SUMMARY TABLE

Roadway (Location)	2018 ADT	2019 ADT	2020 ¹ Estimate	2029 ² Background	2029 ³ Buildout
Sam Lee Road (W. of Solway)	646	-	672	685	5,109 ^A
Swafford Road (S. of Guinn)	-	510	520	530	2,742 ^B
Guinn Road (W of Solway)	-	1,390	1,418	1,446	3,658 ^B
Solway Road (W. of Pellissippi)	-	1,642	1,675	1,709	5,028 ^C
Solway Road (S. of Sam Lee)	4,000	-	4,162	4,245	7,564 ^C

¹ Growth Rate = 2% per year used to expand ADT counts to current year (2020)

² Growth Rate = 2% per year used to expand 2020 ADT Estimate to Background Year (2029)

³ Site Generated Trips added as follows for Full Buildout (2029):

^A 2/3 of total trips added from 2 of 3 access points

^B 1/3 of total trips added from 1 of 3 access points

^C 1/2 of total trips added – Assume 1/2 go north on Solway Road and 1/2 go south on Solway Road

As shown in the table and on the attached Average Daily Traffic Locations Figure, Solway Road will likely have some of the higher ADT values after buildout of the project site. These values are estimated to be over 5000, north of the project area approaching Pellissippi Parkway, and over 7500, south of the project area. Sam Lee Road is also anticipated to have a value over 5000, on the west side of Solway Road. These values do constitute significant increases, but are well within the accepted capacity levels of two-lane roadways.

Potential Transportation Issues:

Solway Road possesses the widest pavement widths and best horizontal and vertical alignment conditions of all the project area roadways. The other roadways shown in the above table are somewhat more narrow, possess more extreme horizontal and vertical alignments, and some lack edge-line striping. Primary issues for project design will be locating access points where sight distances will be acceptable and ensuring that physical conditions are conducive to safe and efficient traffic flow. This will be most especially true from the standpoint of pavement widths, alignments, pavement marking, signing and the condition of guardrail. In addition, since turning lanes do not exist at area intersections, the need for these will require evaluation.

Please do not hesitate to contact myself or Becky Bottoms if you should have any questions, comments, or require additional information. We appreciate the opportunity to submit this Transportation Impact Letter.

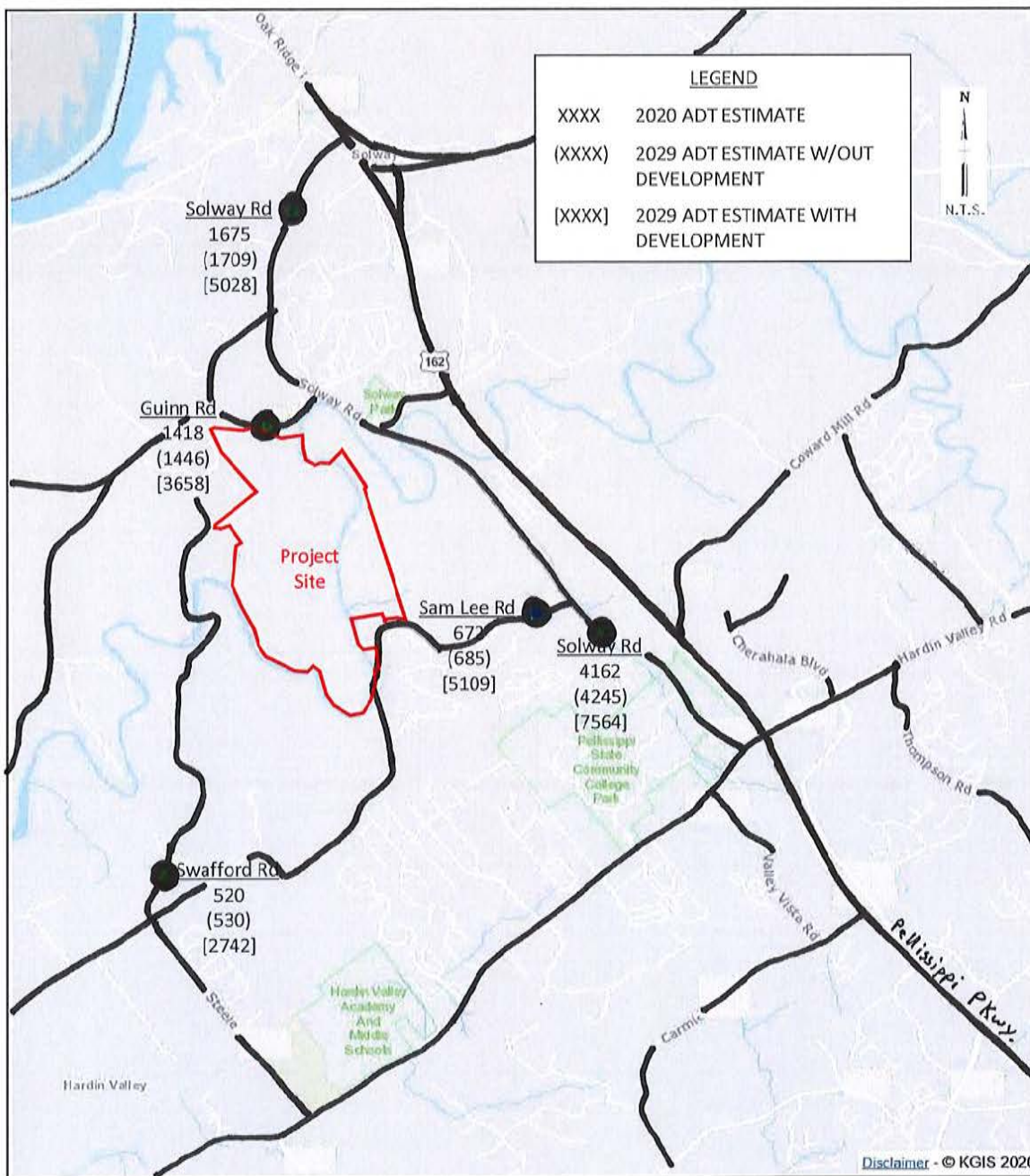
Sincerely,

Alan L. Childers, P.E.
 Director Emeritus

Enclosures



AVERAGE DAILY TRAFFIC LOCATIONS



Single-Family Detached Housing (210)

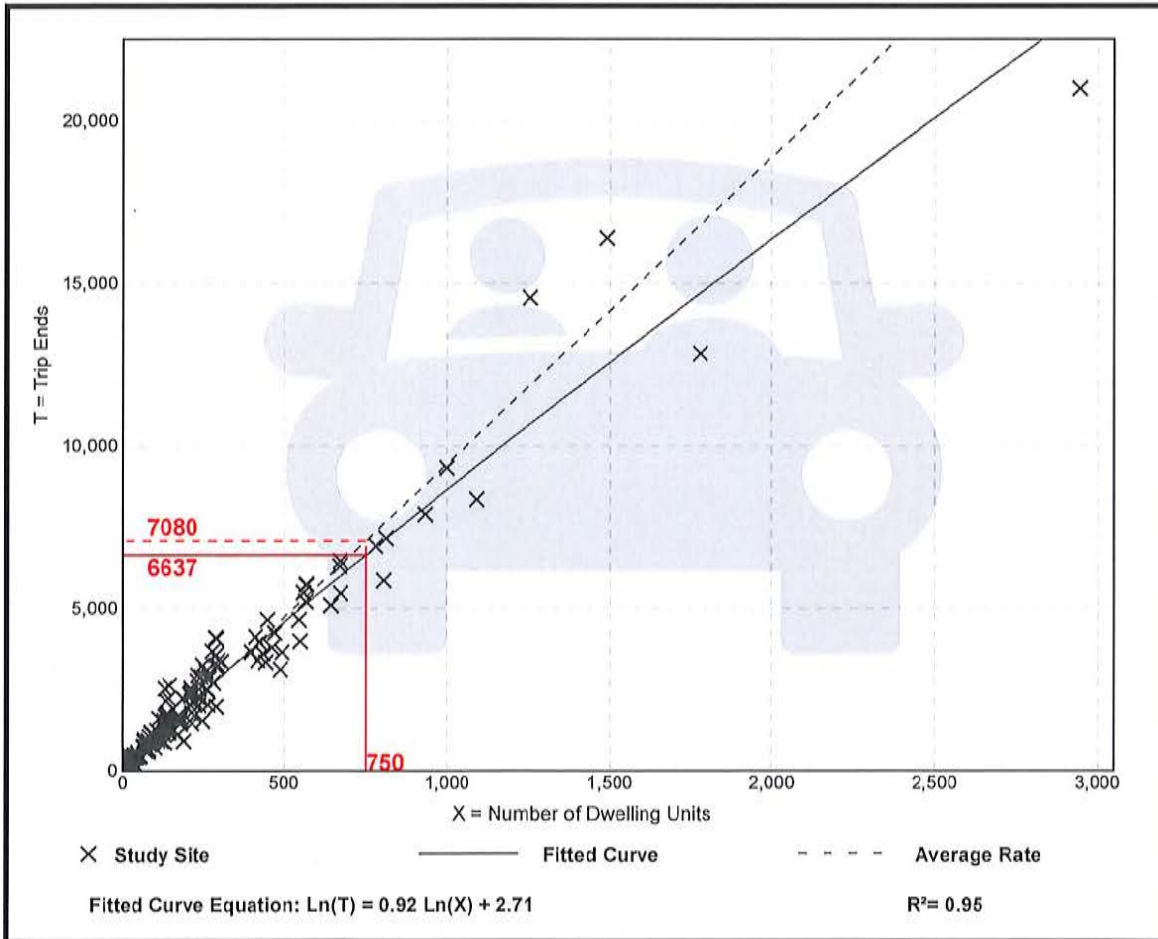
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 159
Avg. Num. of Dwelling Units: 264
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
9.44	4.81 - 19.39	2.10

Data Plot and Equation

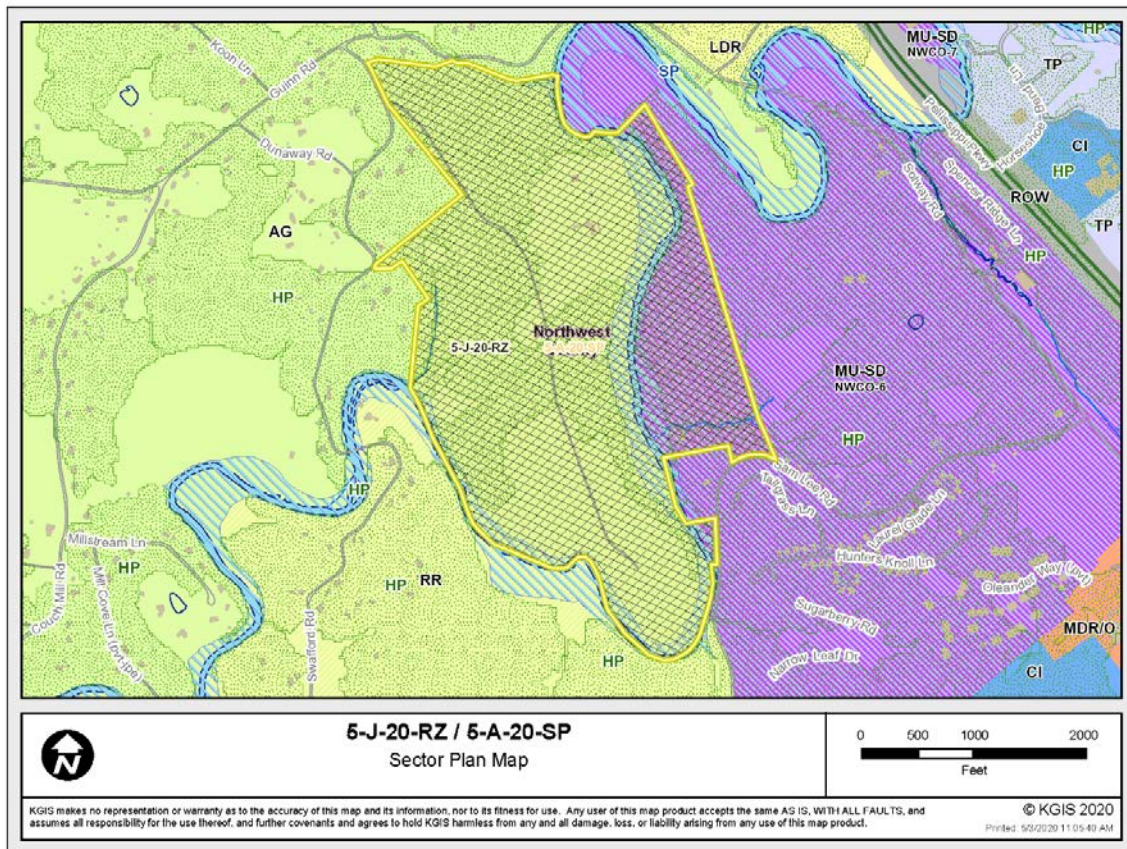
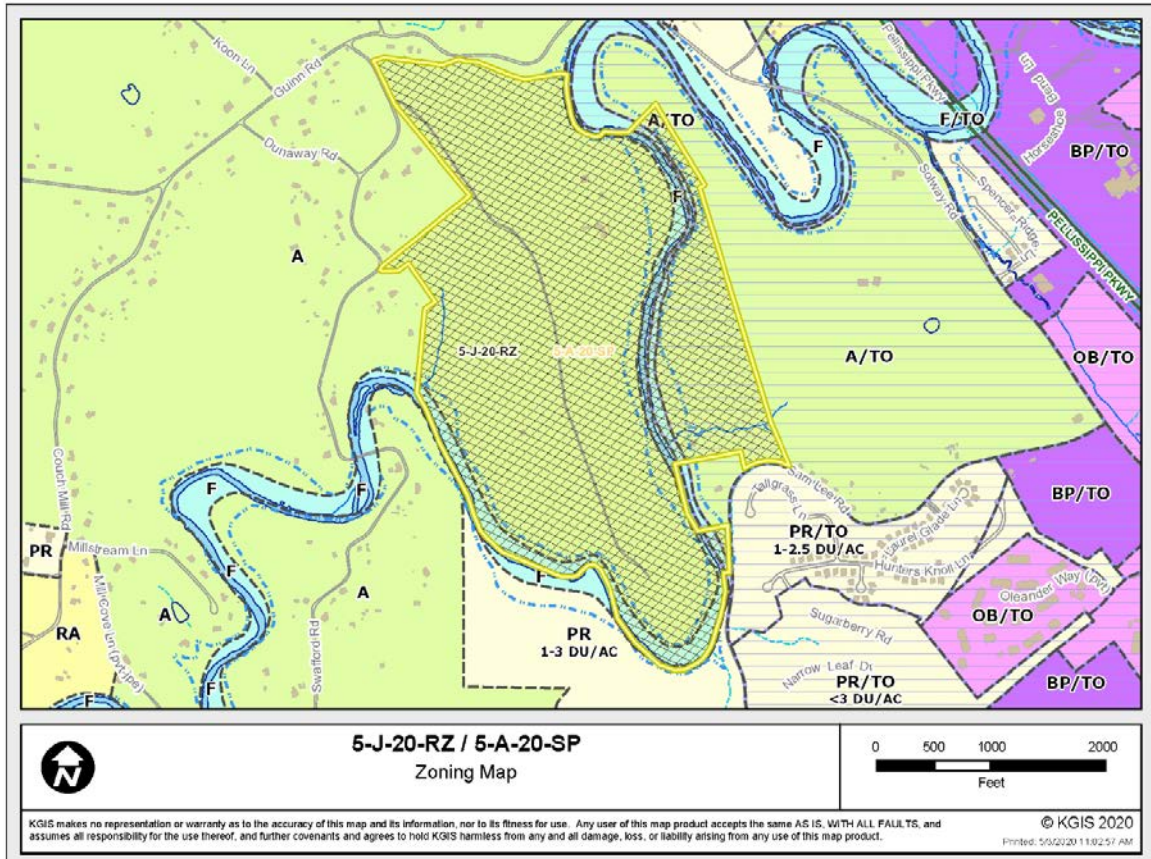


MPC ADT COUNTS

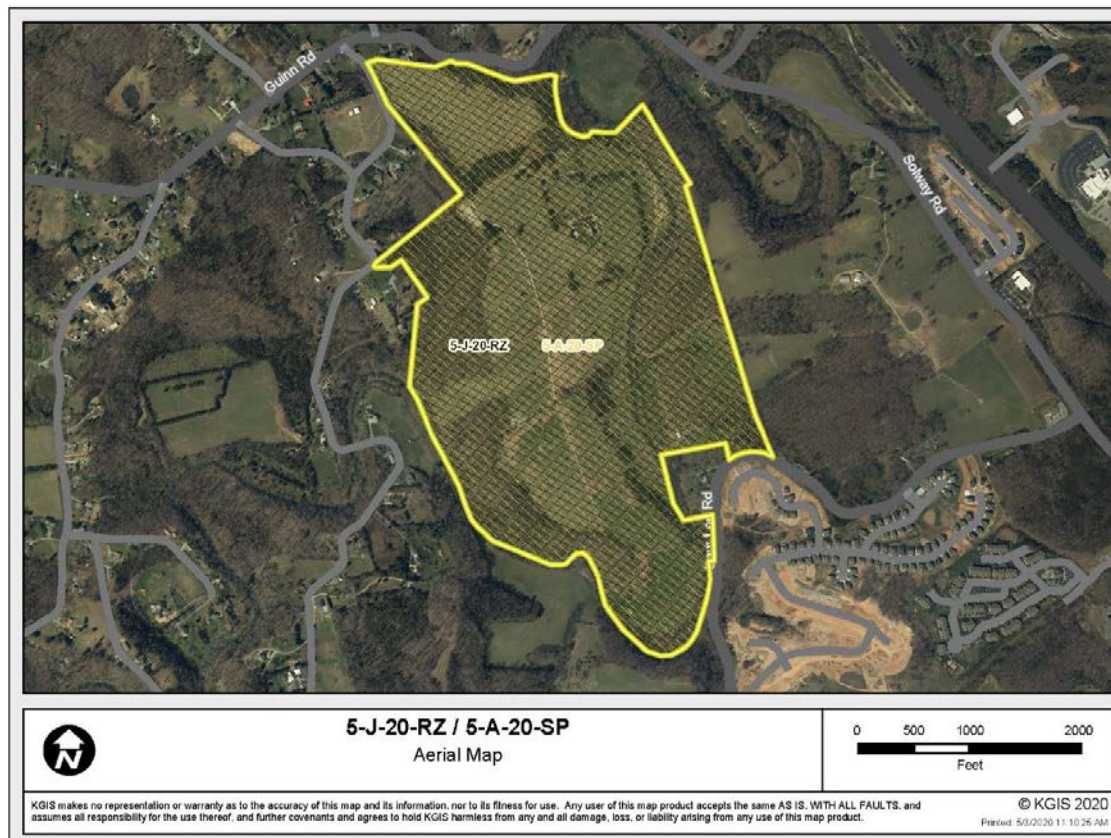
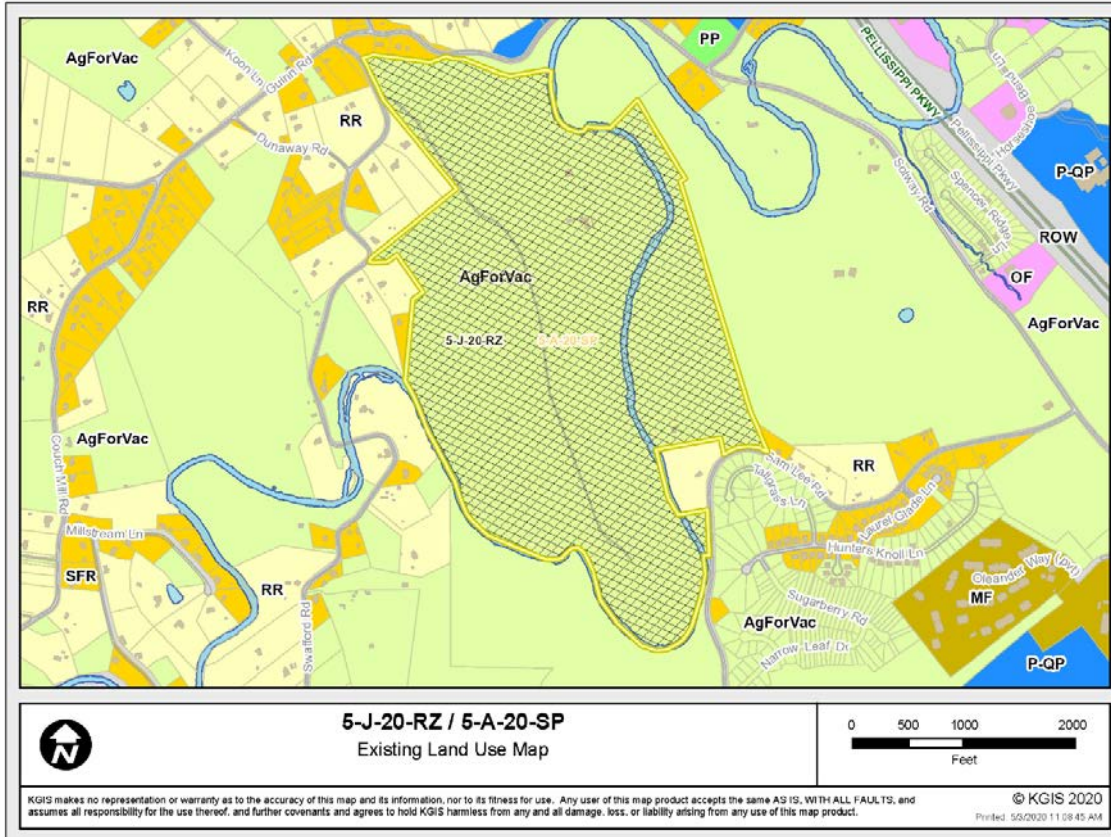
Road	Location	2019	2018	2017	2016	2015
Swafford Rd	N of Sam Lee Rd	510			420	
Guinn Rd	W of Solway Rd	1390			690	
Solway Rd	N of Hardin Valley Rd	8780				7800
Solway Rd	N of Sandstone Rd, W of Pellissippi Pkwy	1642				
Steele Rd	N of Hardin Valley Rd	3150		2890		2810
Sam Lee Rd	W of Solway Rd		646	415	436	
Hardin Valley Rd	E of Marietta Church Rd	6920			5340	
Hardin Valley Rd	W of Valley Vista		18120	17969	17791	17615
Hardin Valley Rd	W of Brooke Willow Blvd	15010				
Solway Rd	N of Sam Lee Rd*		3400			
Solway Rd	S of Sam Lee Rd*		4000			
Solway Rd	N of Guinn Rd*		1600			
Solway Rd	S of Guinn Rd*		2800			
George Light Rd	E of Solway Rd					1120

*Estimate based on turning movement count and judgment

5-A-20-SP / 5-J-20-RZ: Exhibit C – Contextual Images



5-A-20-SP / 5-J-20-RZ: Exhibit C – Contextual Images





DEVELOPMENT REQUEST

DEVELOPMENT

- Development Plan
- Planned Development
- Use on Review / Special Use

SUBDIVISION

- Concept Plan
- Final Plat

ZONING

- Plan Amendment
- Rezoning

Benjamin Mullins o/b/o Ann Rowland

Owner

Applicant Name

Affiliation

March 26, 2020

May 14, 2020

5-J-20-RZ / 5-A-20-SP

Date Filed

Meeting Date (if applicable)

File Numbers(s)

CORRESPONDENCE

All correspondence related to this application should be directed to the approved contact listed below.

- Applicant
- Owner
- Option Holder
- Project Surveyor
- Engineer
- Architect/Landscape Architect

Benjamin C. Mullins

Frantz, McConnell & Seymour, LLP

Name

Company

550 West Main Street, Suite 500

Knoxville

TN

37922

Address

City

State

Zip

865-546-9321

bnullins@fmsllp.com

Phone

Email

CURRENT PROPERTY INFO

Elizabeth Ann Rowland

3324 Swafford Rd.

Owner Name (if different)

Owner Address

Owner Phone

3324 Swafford Rd

103 073

Property Address

Parcel ID

Northwest County, Southwest of Solway off of Swafford Road

248.99 acres

General Location

Tract Size

6th District

A; A/TO

Jurisdiction (specify district above)

City County

Zoning District

NorthWest County

AG / *MU-SD NWCO-6*

Planned Growth; Rural Area

Planning Sector

Sector Plan Land Use Classification

Growth Policy Plan Designation

Single Family Residence

N

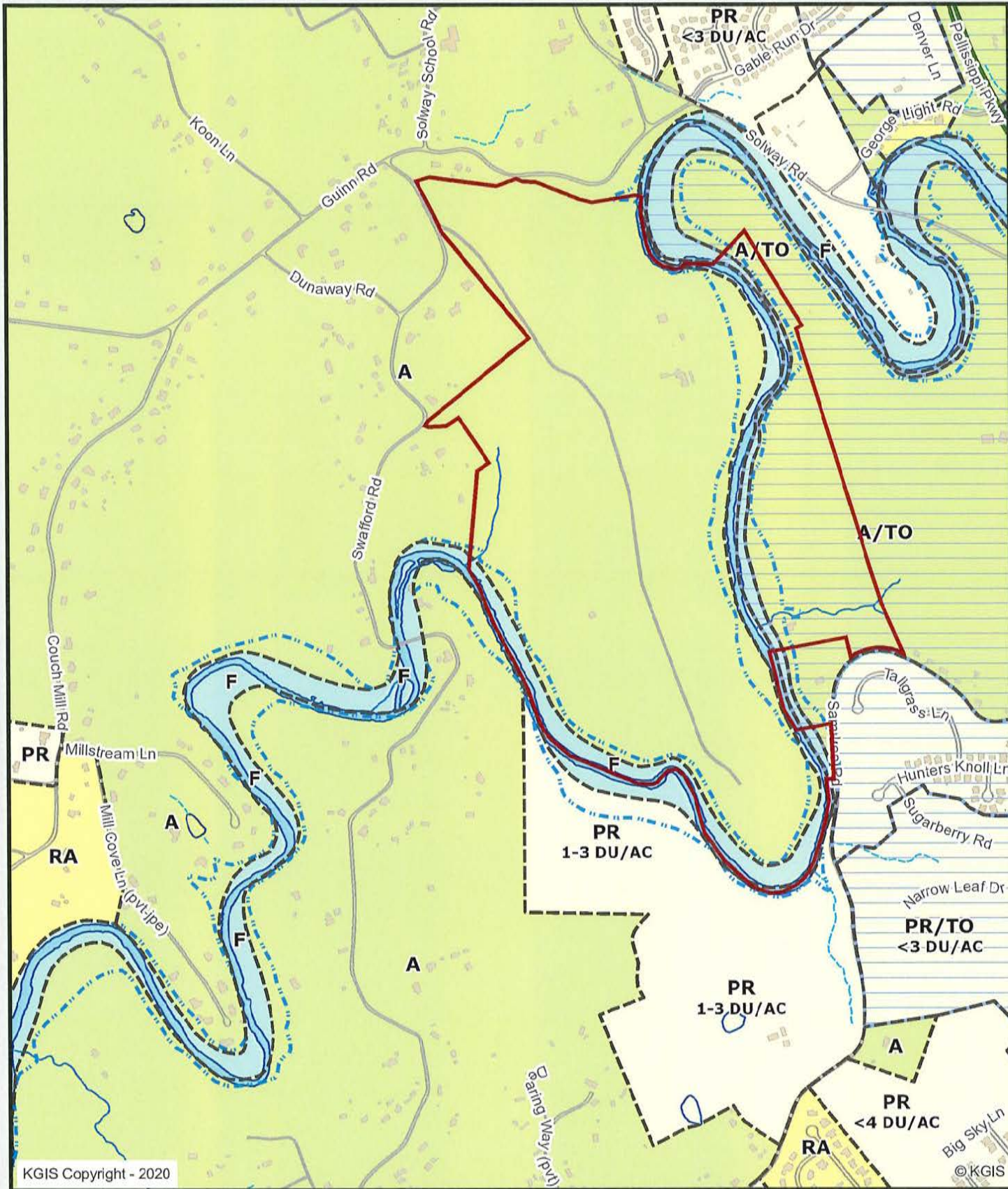
Existing Land Use

Septic (Y/N)

Sewer Provider

Water Provider

Vacant



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3324
Swafford Rd.

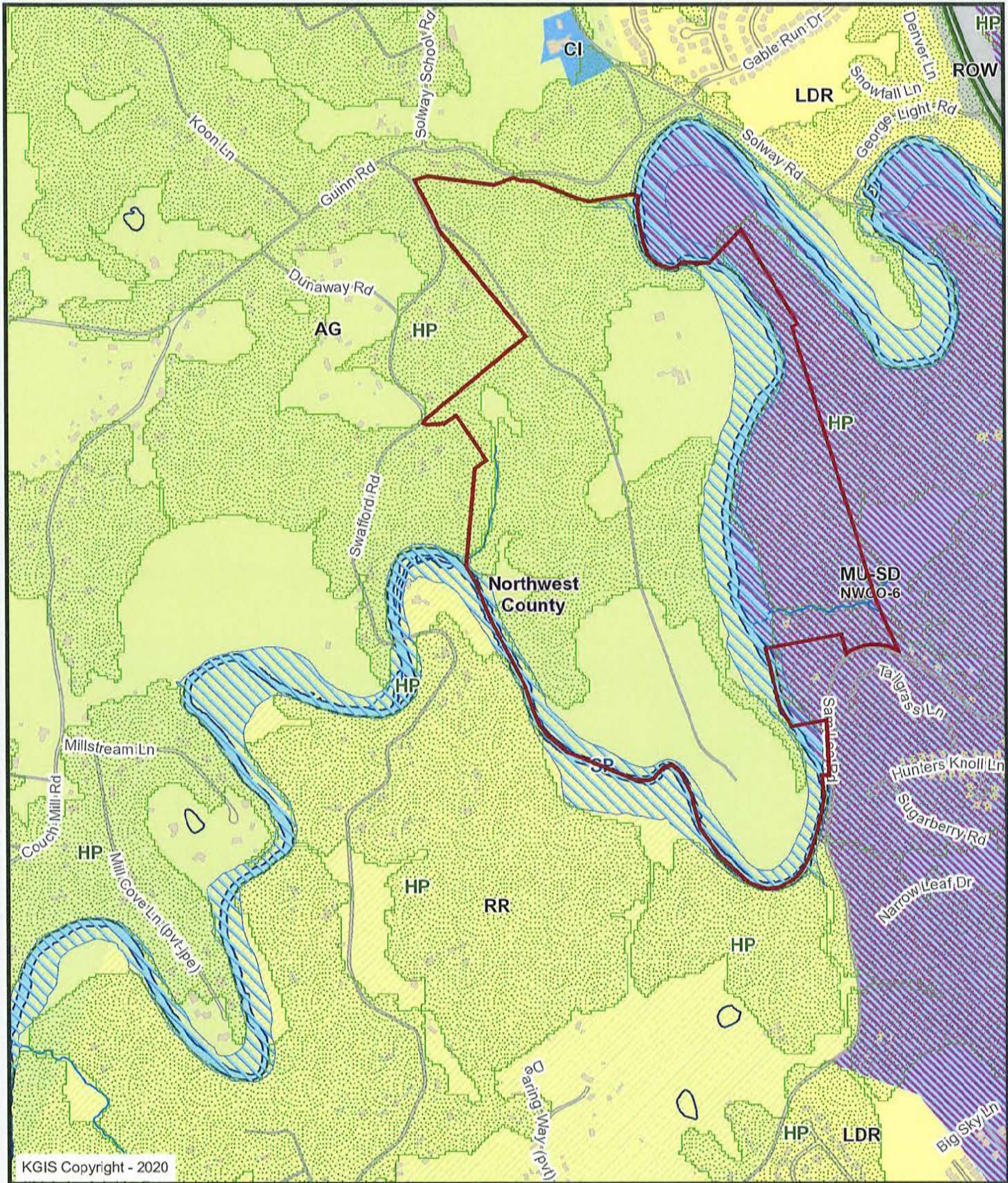


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3324
Swafford Rd.

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