



PLAN AMENDMENT/ REZONING REPORT

► **FILE #:** 11-C-20-RZ
11-A-20-SP

AGENDA ITEM #: 14
AGENDA DATE: 11/12/2020

► **APPLICANT:** URBAN ENGINEERING, INC.
OWNER(S): Sarah Wright

TAX ID NUMBER: 117 01203 & 130AA00214 [View map on KGIS](#)

JURISDICTION: Commission District 6

STREET ADDRESS: 1737 N. Campbell Station & 0 Long Farm Way Rd.

► **LOCATION:** West side of N. Campbell Station Road due North of Yarnell Road

► **TRACT INFORMATION:** 62.6 acres.

SECTOR PLAN: Northwest County

GROWTH POLICY PLAN: Rural Area

ACCESSIBILITY: Access is via N. Campbell Station Road, a minor arterial with a pavement width of 19.5 feet within a right-of-way width of 70 feet.

UTILITIES: Water Source: West Knox Utility District

Sewer Source: West Knox Utility District

WATERSHED: Conner Creek and Hickory Creek

► **PRESENT PLAN DESIGNATION/ZONING:** AG (Agricultural) / A (Agricultural) / RA (Low Density Residential)

► **PROPOSED PLAN DESIGNATION/ZONING:** LDR (Low Density Residential) / PR (Planned Residential)

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

► **DENSITY PROPOSED:** 3.15

EXTENSION OF PLAN DESIGNATION/ZONING: Yes

HISTORY OF ZONING REQUESTS: 10-R-06-RZA to PR up to 3 du/ac, 12-D-17-RZ: PR to A

SURROUNDING LAND USE, PLAN DESIGNATION, North: Agriculture/forestry/vacant - AG (Agriculture) / HP (Hillside Protection)

ZONING South: Agriculture/forestry/vacant - AG (Agriculture) / HP (Hillside Protection)

East: Agriculture/forestry/vacant - AG (Agriculture) / HP (Hillside Protection)

West: Agriculture/forestry/vacant - AG (Agriculture) / HP (Hillside Protection)

NEIGHBORHOOD CONTEXT: The area consists primarily of agricultural and rural to low density residential uses.

STAFF RECOMMENDATION:

- ▶ **Approve RR (Rural Residential) designation because it is compatible with the surrounding development (Applicant requested LDR (Low Density Residential)).**

- ▶ **Approve PR (Planned Residential) up to 1.93 dwelling units per acre because it is consistent with the slope analysis and compatible with the surrounding zoning.**

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. There are no major changes warranting amendment of the land use plan.

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

1. The West Knox Utility District has recently added a new wastewater treatment facility to expand capacity in the Northwest County Sector.
2. Since the adoption of the Northwest County Sector Plan in 2016, a new middle school has been constructed and a new elementary school is planned for the sector.
3. The Hardin Valley Mobility Plan adopted in 2019 prioritized improvement projects in the Hardin Valley area and specified three options for long-term (6-10+ years) safety projects for N. Campbell Station Road, including; add shoulders or new connection and partial realignment. (See Exhibit C).
4. Medium term (3-5 years) safety projects at the intersection with Campbell Station and Yarnell Road are also recommended, including; a roundabout or a traffic signal (See Exhibit C).

AN OBVIOUS OR SIGNIFICANT ERROR OR OMISSION IN THE PLAN:

1. There are no significant errors or omissions in the plan.
2. This area is within the Rural Area of the Growth Policy Plan and adjacent to RA (Low Density Residential) zoning, which has a minimum lot size of 10,000 square feet if sewer is provided, and A (Agricultural) zoning which has a minimum lot size of one acre per dwelling unit.
3. The Rural Area of the Growth Policy Plan permits extensions of low density residential development (densities of 1 to 3 dwelling units per acre) limited to the following conditions: (a) the property must be zoned Planned Residential (PR); (b) provision of sanitary sewer and public water services; (c) connecting collector and arterial roads from the proposed development to the Urban Growth Boundary or Planned Growth Area which meet the standards of the Knox County Engineering and Public Works Department or its successor; and (d) a traffic impact analysis demonstrating to the satisfaction of the planning commission that the effect of the proposed and similar developments in the traffic analysis zone will not unreasonably impair traffic flow along the arterial roads through the adjacent Planned Growth Area.
4. Robert W. Jacks, P.E. with Ajax Engineering, LLC provided a Traffic Impact Letter (as required by the Growth Policy Plan) for the Catatoga Subdivision on behalf of HMM Development, Inc. on October 26, 2020 for review by Knox Planning and Knox County Public Works and Engineering staff.

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

1. The population of Knox County continues to grow as does the demand for additional housing opportunities.

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 West Knox Utility District has recently added a new wastewater treatment facility to expand capacity in the Northwest County Sector.
2. Since the adoption of the Northwest County Sector Plan in 2016, a new middle school has been constructed and a new elementary school is planned for the sector.

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

1. The proposed amendment to 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. Adjacent RA (Low Density Residential) zoning allows minimum lot sizes of 10,000 square feet with sewer is provided (4.35 du/ac), or 20,000 square feet when sewer is not provided (2.17 du/ac).
2. The property is not in the Parental Responsibility Zone and sidewalks would not be required.
3. The adjacent parcels are largely rural and agricultural in character, however, the development potential given the existing zoning pattern would allow significant redevelopment options for large land owners currently with RA zoning.
4. If rezoned with at the requested density the development could hold up to 197 dwelling units, the staff recommendation at PR up to 1.93 du/ac could result in 120 total dwelling units, which is consistent with the slope analysis.
5. A Transportation Impact Letter has been provided by the applicant and a Transportation Impact Study may be required to be submitted as part of a forthcoming Use on Review / Concept Plan application for the development of this site.

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 staff recommended rezoning to PR up to 1.93 du/ac is consistent with the recommended plan amendment to RR (Rural Residential) for the Northwest County Sector Plan at this location, and is consistent with the slope analysis.
2. The staff recommended rezoning of PR up to 2 du/ac does not appear to be in conflict with any other adopted plans.

ESTIMATED TRAFFIC IMPACT: 1985 (average daily vehicle trips)

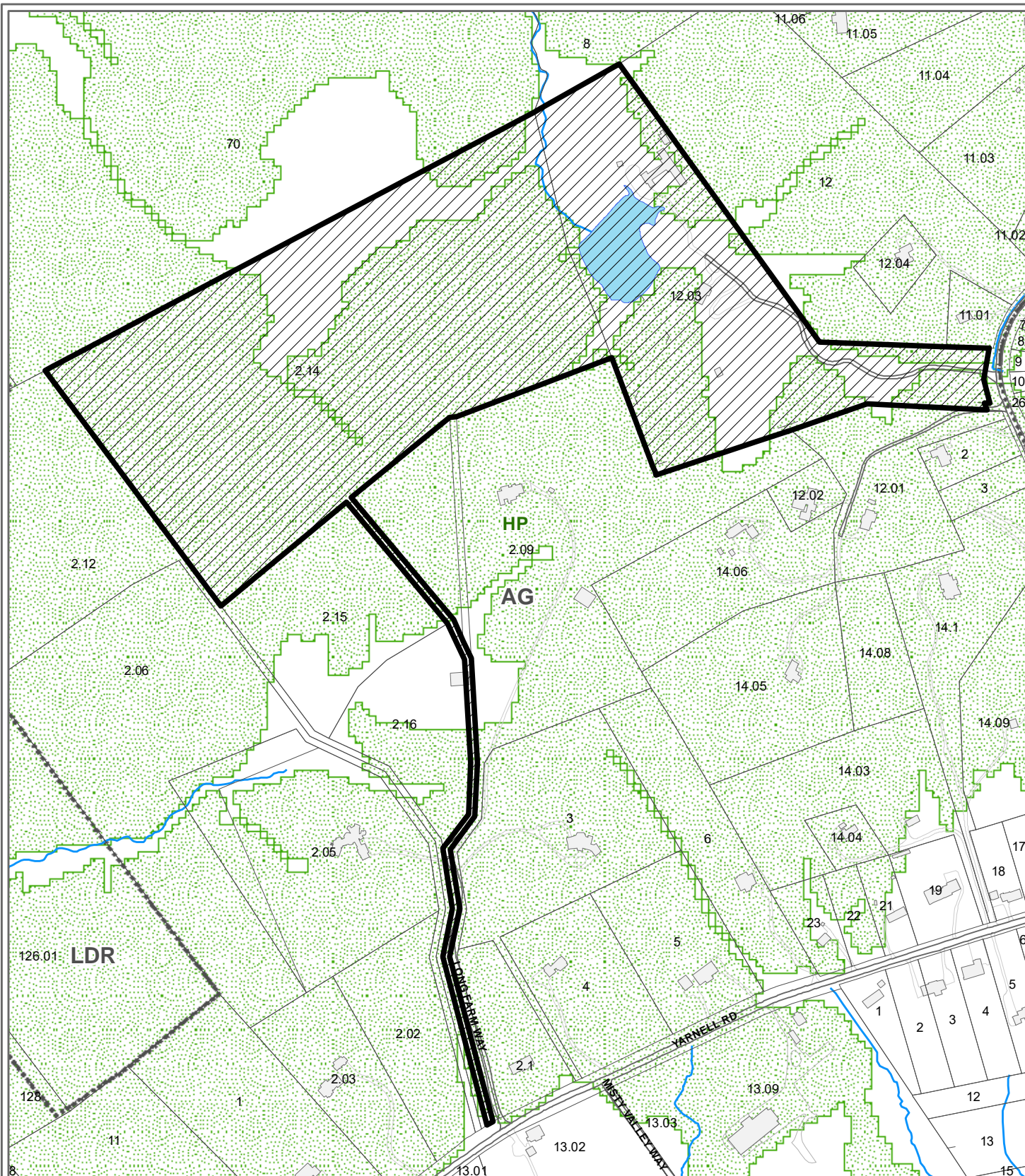
Average Daily Vehicle Trips are computed using national average trip rates reported in the latest edition of "Trip Generation," published by the Institute of Transportation Engineers. Average Daily Vehicle Trips represent the total number of trips that a particular land use can be expected to generate 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: 83 (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 12/21/2020. 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.



**11-A-20-SP / 11-C-20-RZ
NORTHWEST COUNTY SECTOR PLAN AMENDMENT**



From: AG (Agricultural)

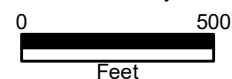
To: LDR (Low Density Residential)

Original Print Date: 10/20/2020 Revised:
Knoxville - Knox County Planning Commission * City / County Building * Knoxville, TN 37902

Petitioner: Urban Engineering, Inc.

Map No: 117

Jurisdiction: County



**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**, Urban Engineering, Inc. has submitted an application to amend the Sector Plan and Planning Commission staff has recommended a revised amendment from Agriculture/Hillside Protection to Rural Residential/Hillside Protection for property described in the application; and*

***WHEREAS**, the Planning Commission staff recommends approval of an 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 November 12, 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 #11-A-20-SP.

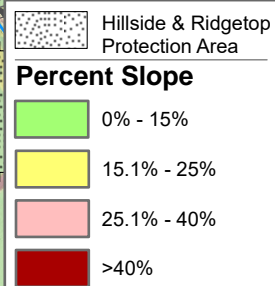
SECTION 2: This Resolution shall take effect upon its approval.

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

Date

Chairman

Secretary



Petitioner:
Map No.: 117



Jurisdiction: County

0 620

Feet

| CATEGORY | ACRES | RECOMMENDED DENSITY (Dwelling Units / Acre) | NUMBER OF UNITS |
|--|-------|--|-----------------|
| Non-Hillside | 20.28 | 2.00 | 40.6 |
| 0-15% Slope | 23.43 | 2.00 | 46.9 |
| 15-25% Slope | 17.57 | 2.00 | 35.1 |
| 25-40% Slope | 2.66 | 0.50 | 1.3 |
| Greater than 40% Slope | 0.44 | 0.20 | 0.1 |
| Ridgetops | 0 | 2.00 | 0.0 |
| Subtotal: Sloped Land | 44.1 | | 83.4 |
| Maximum Density Guideline (Hillside & Ridgetop Protection Plan) | 64.38 | 1.93 | 124.0 |
| Proposed Density (Applicant) | 64.38 | 3.15 | 202.8 |

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

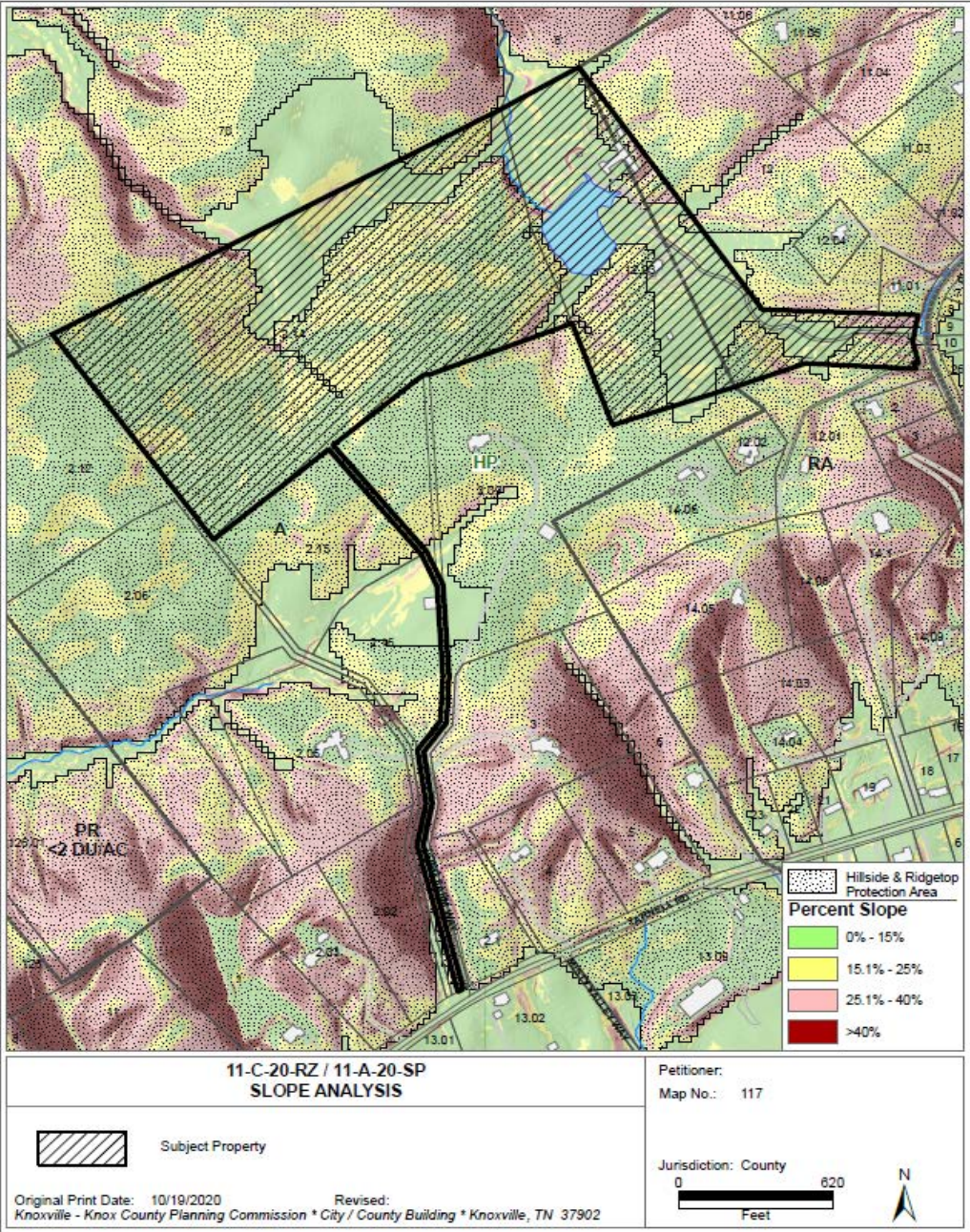
| Percent of Slope | Recommended Maximum Density Factor* | Recommended Maximum Land Disturbance Factor** |
|------------------|--|---|
| 0 - 15 | Knox County: 5 dua City of Knoxville: 6 dua | 100% |
| 15 - 25 | 2 dua | 50% |
| 25 - 40 | 0.5 dua | 20% |
| 40 or more | 0.2 dua | 10% |
| Ridgetops*** |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

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.



11-C-20-RZ / 11-A-20-SP

| | |
|------------------------------|--------------|
| | Acres |
| Non-Hillside Portions | 20.28 |

Hillside and Ridgetop Protection Area

| Value | Percent Slope | Count | Acres |
|--------------|----------------------|--------------|--------------|
| 1 | 0%-15% | 40820 | 23.43 |
| 2 | 15%-25% | 30614 | 17.57 |
| 3 | 25%-40% | 4629 | 2.66 |
| 4 | >40% | 760 | 0.44 |
| | | | 44.09 |

| | |
|----------------------|----------|
| Ridgetop Area | 0 |
|----------------------|----------|

| | |
|-------------------|--------------|
| Site Total | 64.37 |
|-------------------|--------------|

Exhibit B. 11-C-20-RZ & 11-A-20-SP Contextual Images

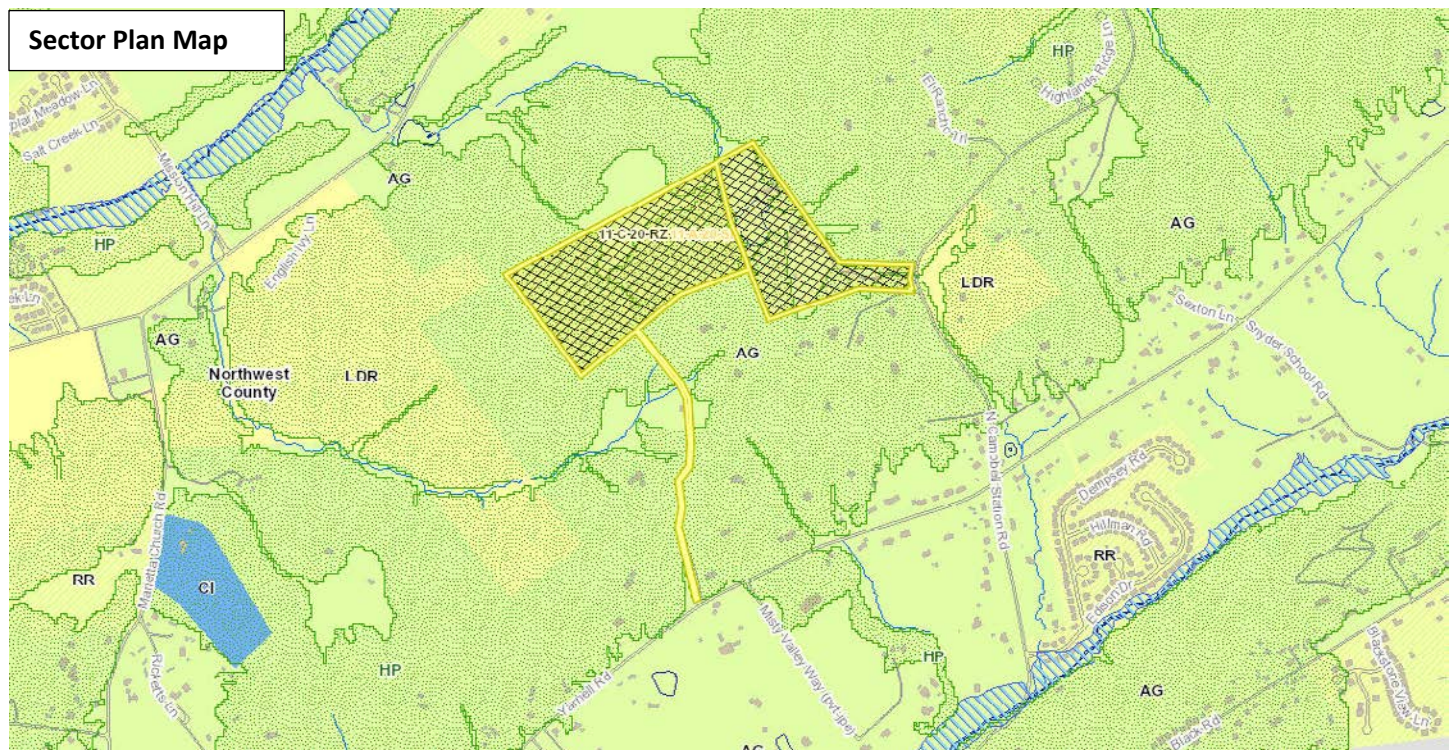
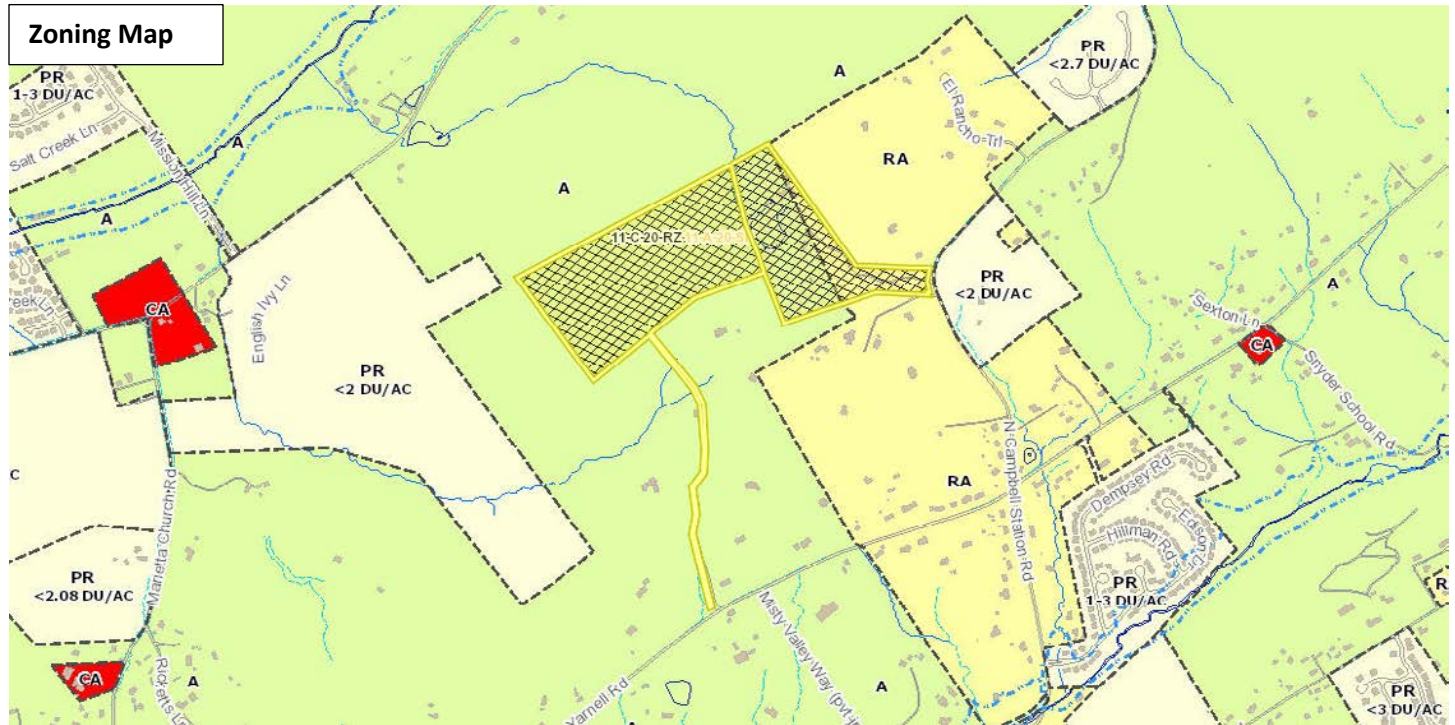


Exhibit B. 11-C-20-RZ & 11-A-20-SP Contextual Images

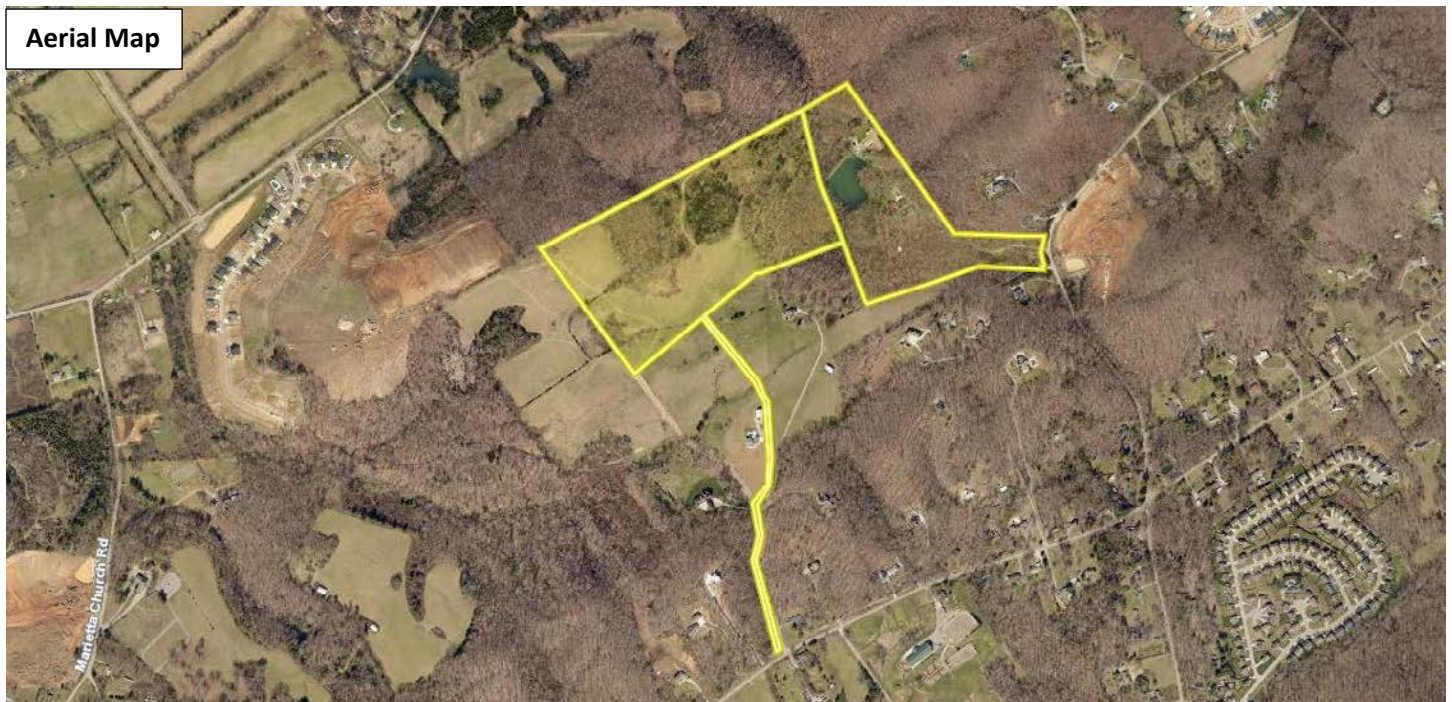
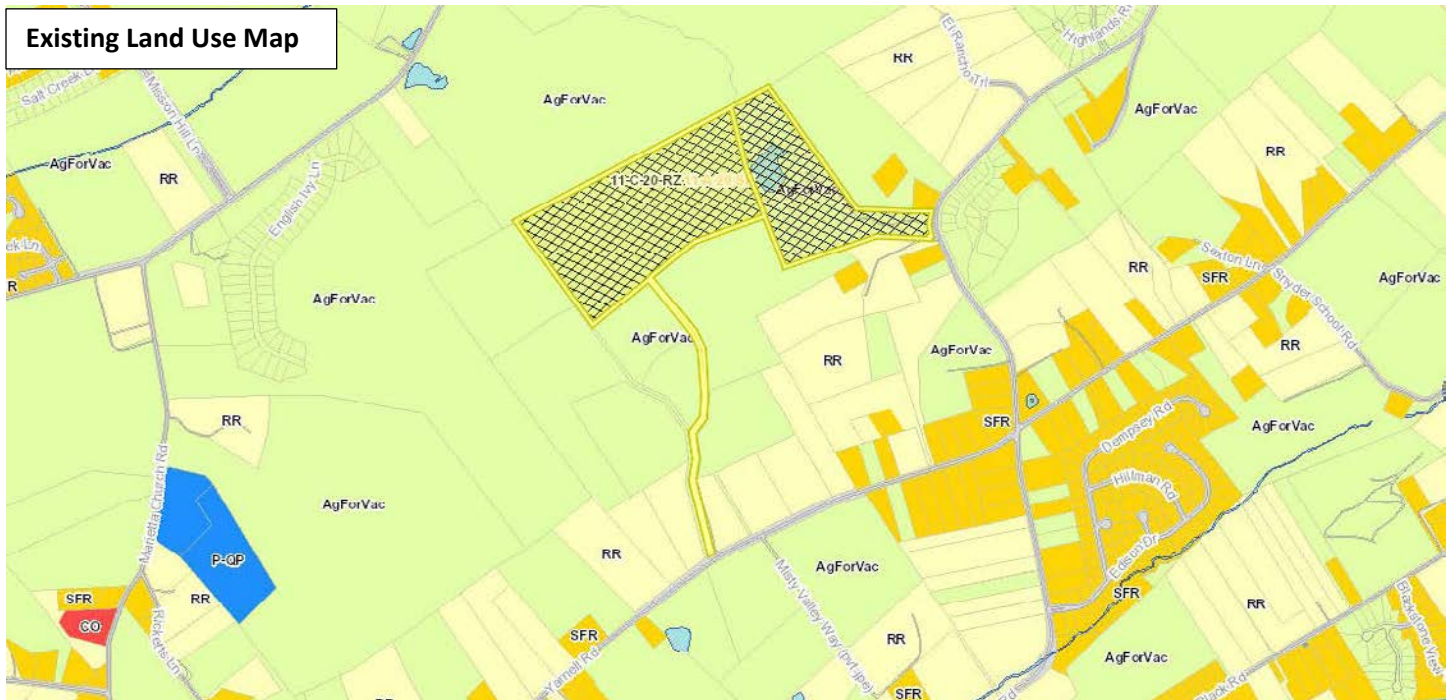


Exhibit B. 11-C-20-RZ & 11-A-20-SP Contextual Images

Google Street View (N. Campbell Station Rd facing Northeast)



Google Street View (N. Campbell Station Rd facing Southeast)

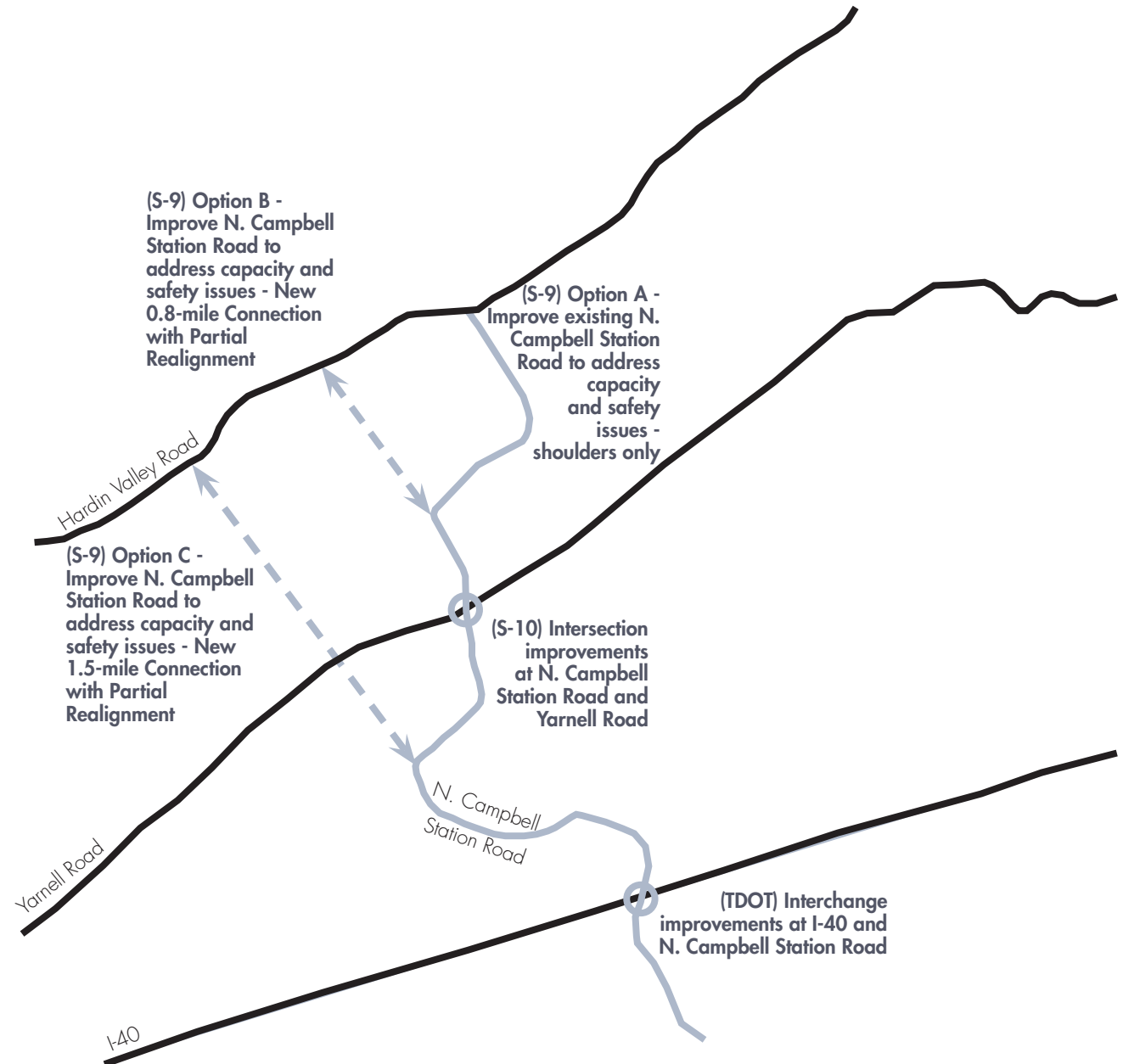


SAFETY PROJECTS

| PROJECT | DESCRIPTION | COST |
|---------|---|----------|
| S-1 | Signage for limited sight distance (Carmichael/Valley Vista, Everett/Buttermilk, Solway/Sam Lee) | \$100 K |
| S-2 | Option A - New Roadway Alignment; New northbound Graybeal Road alignment to connect to intersection of Buttermilk Road and southbound Graybeal Road with additional signage for sight distance | \$2 M |
| | Option B - Intersection Approach Realignment; realign both intersections of Buttermilk Road and Graybeal Road with additional signage for sight distance | \$320 K |
| S-3 | Widen Hickory Creek to include shoulder on either side for all users | \$7 M |
| S-4 | Intersection improvements at Couch Mill Road/Williams Road/Gallaher Ferry Road with signage for sight distance | \$80 K |
| S-5 | Widen existing travel lanes and shoulders on Williams Bend Road to provide better access to Melton Hill Park for all users | \$6 M |
| S-6 | Intersection improvements at Couch Mill Road and Williams Bend Road (consider 3-way stop) with signage for sight distance | \$40 K |
| S-7 | Option A - Intersection improvements at Sam Lee Road and Steele Road - Consider Roundabout | \$1.5 M |
| | Option B - Intersection improvements at Sam Lee Road and Steele Road - Consider All Way Stop | \$60 K |
| S-8 | Widen existing travel lanes on Sam Lee Road with additional shoulder width for all users | \$7 M |
| S-9 | Option A - Improve existing N. Campbell Station Road to address capacity and safety issues - Shoulders Only | \$13 M |
| | Option B - Improve N. Campbell Station Road to address capacity and safety issues - New 0.8-mile Connection with Partial Realignment | \$15.5 M |
| | Option C - Improve Campbell Station Road to address capacity and safety issues - New 1.5-mile Connection with Partial Realignment | \$18 M |
| S-10 | Option A - Intersection improvements at Campbell Station and Yarnell - Consider Roundabout | \$2 M |
| | Option B - Intersection improvements at Campbell Station and Yarnell - Consider Traffic Signal | \$1.5 M |
| S-11 | Improve Snyder School Road to include shoulders for all users | \$2.5 M |

NORTH CAMPBELL STATION ROAD

North Campbell Station Road is one of few north-south connections within the Hardin Valley community, providing access to residential areas within the study area and key commercial destinations (Turkey Creek, Northshore Town Center, etc.) south of Interstate 40. Given the terrain limitations in this area, the curvature of North Campbell Station Road creates some significant safety challenges related to all drivers, limited sight distance, and narrow lane widths. Based on significant public and stakeholder comments, improvements to North Campbell Station Road are intended to improve safety and increase connectivity of vehicles traversing this corridor. Public-private partnerships may provide opportunities to implement some of these improvements as development occurs.





Development Request

DEVELOPMENT

- ☐ Development Plan
☐ Planned Development
☐ Use on Review / Special Use
☐ Hillside Protection COA

SUBDIVISION

- ☐ Concept Plan
☐ Final Plat

ZONING

- ☒ Plan Amendment
☒ SP ☐ OYP
☒ Rezoning

Urban Engineering, Inc.

Engineer

Applicant Name

Affiliation

Date Filed

November 12, 2020

Meeting Date (if applicable)

11-C-20-RZ File Number(s)
11-A-20-SP

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

Chris

Sharp

Name

Company

11852 Kingston Pike

Knoxville

TN

37934

Address

City

State

ZIP

(865) 966-1924

chris@urban-eng.com

Phone

Email

CURRENT PROPERTY INFO

See Attached

Owner Name (if different)

Owner Address

Owner Phone

1737 N Campbell Station Rd
Property Address

117 01203
Parcel ID

130AADD214

STAFF USE ONLY

W/3 N Campbell Station Rd due Nor Yarnell Rd
General Location

62.6 ac.
Tract Size

6th
Jurisdiction (specify district above)

☐ City ☒ County

A, RA
Zoning District

Northwest County
Planning Sector

AG
Sector Plan Land Use Classification

Rural
Growth Policy Plan Designation

Single dwellings
Existing Land Use

Y
Septic (Y/N)

West Knox
Sewer Provider

West Knox
Water Provider

DEVELOPMENT REQUEST☐ Development Plan ☐ Use on Review / Special Use ☐ Hillside Protection COA☐ Residential ☐ Non-Residential

Home Occupation (specify) _____

Other (specify) _____

Related City Permit Number(s)

SUBDIVISION REQUEST

Proposed Subdivision Name _____

Unit / Phase Number _____

☐ Combine Parcels ☐ Divide Parcel

Total Number of Lots Created _____

☐ Other (specify) _____☐ Attachments / Additional Requirements _____

Related Rezoning File Number

ZONING REQUEST☒ Zoning Change **PR**

Proposed Zoning

☒ Plan Amendment Change **LDR**

Proposed Plan Designation(s)

3.15**N/A**

Proposed Density (units/acre)

Previous Rezoning Requests

☐ Other (specify) _____

Pending Plat File Number

STAFF USE ONLY**PLAT TYPE**☐ Staff Review ☐ Planning Commission**ATTACHMENTS**☐ Property Owners / Option Holders ☐ Variance Request**ADDITIONAL REQUIREMENTS**

- ☐ Design Plan Certification (*Final Plat*)
☐ Use on Review / Special Use (*Concept Plan*)
☐ Traffic Impact Study
☐ COA Checklist (*Hillside Protection*)

Fee 1

Total

Fee 2

Fee 3

3730.00**800.00****4530.00****AUTHORIZATION**

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

Applicant Signature

Please Print

Date

Phone Number

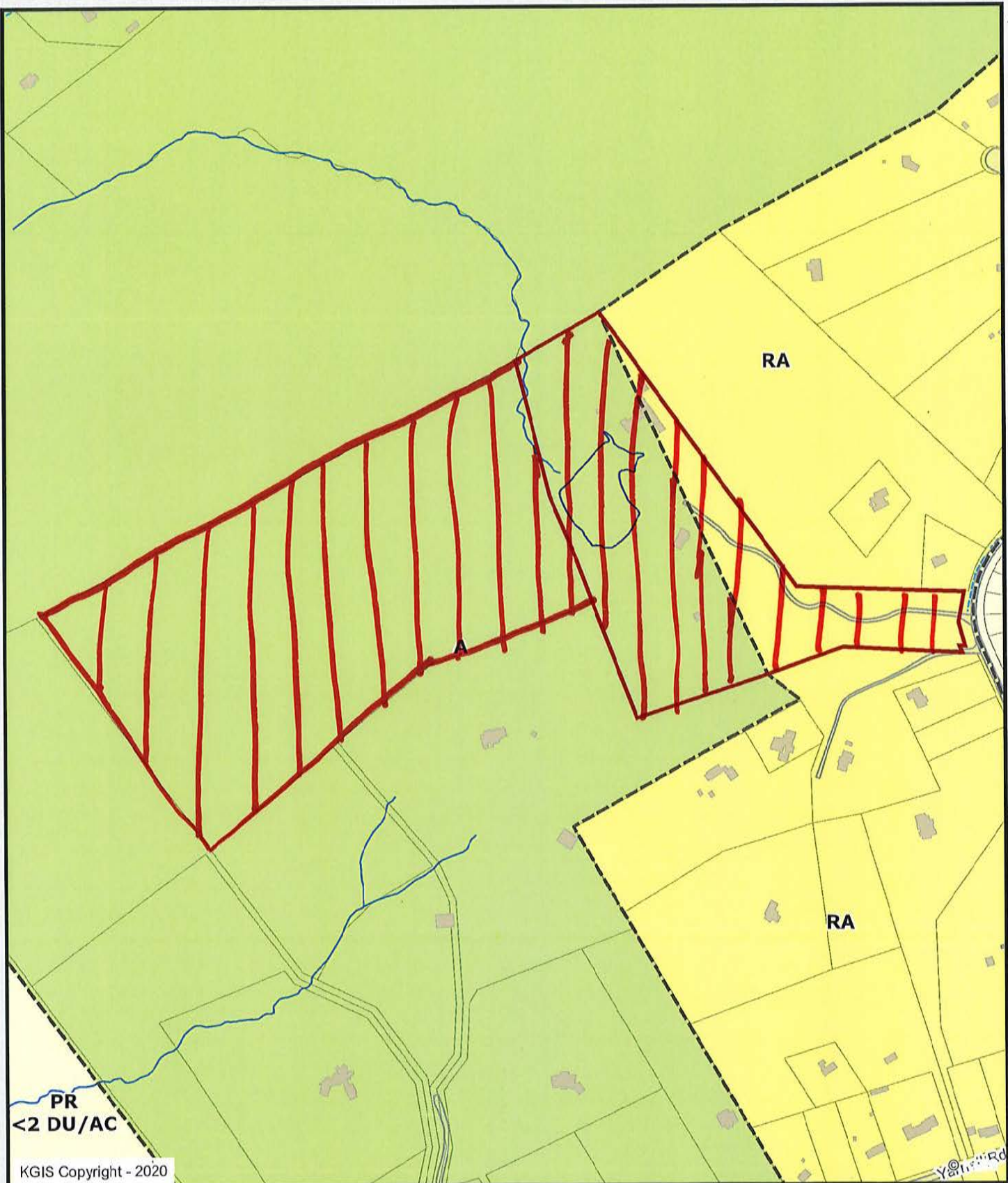
Email

Date

Staff Signature

Please Print

Christopher A. Sharp **CHRIS SHARP** **9/15/20**
966-1924 **CHRIS@URBAN-ENG.COM**
Marc Payne **Marc Payne** **9/15/20**



Letter Portrait

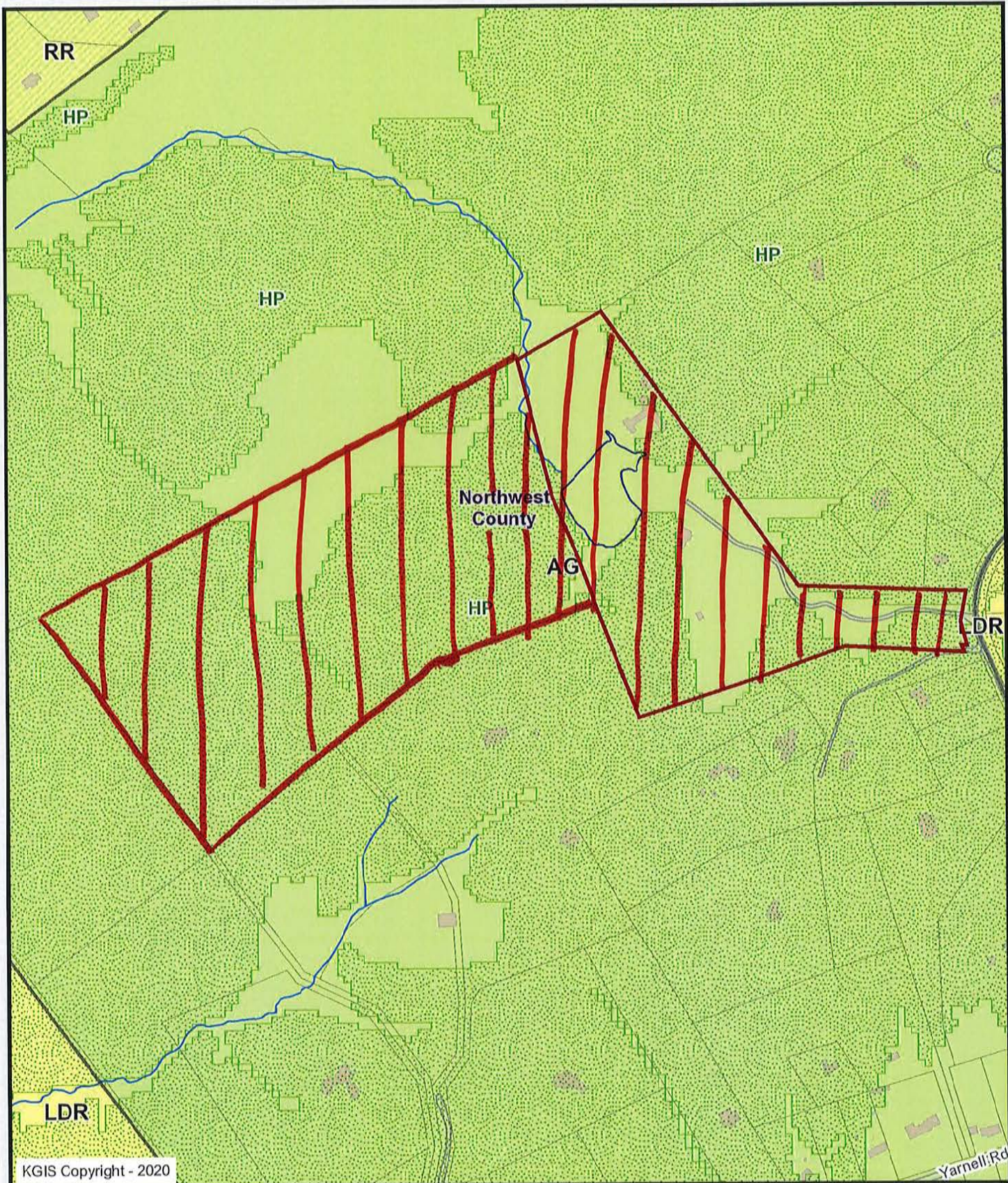
Knoxville - Knox County - KUB Geographic Information System



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Letter Portrait

Knoxville - Knox County - KUB Geographic Information System

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Parcel 1:

Owner Name: Sarah Wright

Owner Address: 1717 N. Campbell Station Road

Knoxville, TN 37932

Owner Phone: N/A

Property Address: 1737 N. Campbell Station Road (37932)

Parcel ID: 117 01203

Parcel 2:

Owner Name: Gary Long

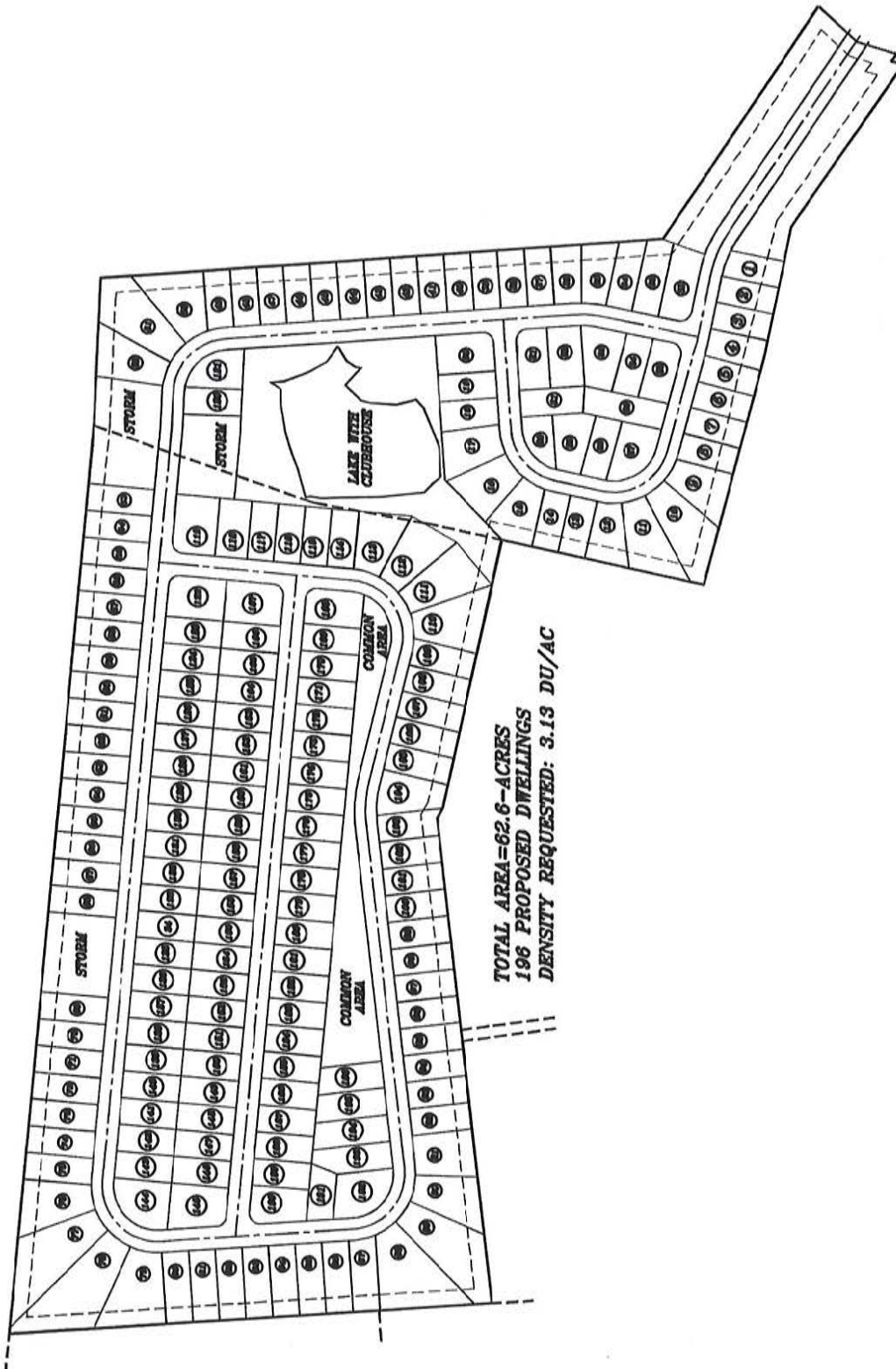
Owner Address: P.O. Box 58

Grimsley, TN 38565

Owner Phone: N/A

Property Address: 0 Long Farm Way (37932)

Parcel ID: 130AA00214



TOTAL AREA=62.6-ACRES
196 PROPOSED DWELLINGS
DENSITY REQUESTED: 3.13 DU/AC

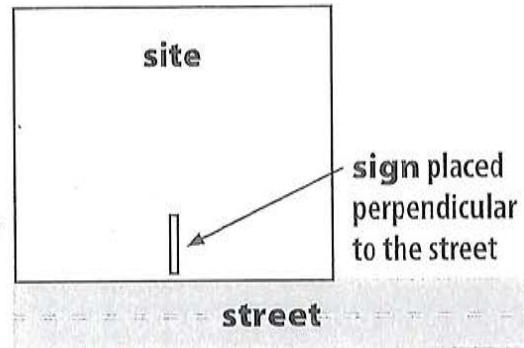
REQUIRED SIGN POSTING AGREEMENT

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:

10/28/2020 and 11/13/2020
(15 days before the Planning Commission meeting) (the day after the Planning Commission meeting)

Signature: Chris Sharp

Printed Name: CHRIS SHARP

Phone: 966-1924 Email: CHRIS@URBAN-ENG.COM

Date: 9/15/20

File Number: 11-C-20-R2 11-A-20-SP