



SUBDIVISION REPORT - CONCEPT

► **FILE #:** 7-SB-21-C

AGENDA ITEM #: 26

AGENDA DATE: 7/8/2021

► **SUBDIVISION:** CAPITAL DRIVE

► **APPLICANT/DEVELOPER:** PATRICK SCHAAD TRUSTEE

OWNER(S): Schaad Residential Real Estate

TAX IDENTIFICATION: 131 122 & 122.24 (PART OF)

[View map on KGIS](#)

JURISDICTION: County Commission District 3

STREET ADDRESS: 9933 & 0 Kingston Pk.

► **LOCATION:** North side of Kingston Pike at Capital Drive

SECTOR PLAN: Southwest County

GROWTH POLICY PLAN: Urban Growth Area

WATERSHED: Sinking Creek

► **APPROXIMATE ACREAGE:** 2.153 acres

► **ZONING:** CB (Business and Manufacturing)

► **EXISTING LAND USE:** Retail store, vacant land

► **PROPOSED USE:** Commercial subdivision

SURROUNDING LAND
USE AND ZONING: North: Vacant land - CB (Business and Manufacturing)
South: Kingston Pike - OP (Office Park) and PC (Planned Commercial)
East: Church - C-H-1 (Highway Commercial)
West: Retail and vacant land - I-G (General Industrial) and C-H-2 (Highway Commercial)

► **NUMBER OF LOTS:** 4

SURVEYOR/ENGINEER: David Harbin / Batson, Himes, Norvell & Poe

ACCESSIBILITY: Access is via Kingston Pike, a major arterial street with 4 travel lanes and a continuous middle turn lane within an 87-foot right-of-way.

► **SUBDIVISION VARIANCES
REQUIRED:**

STAFF RECOMMENDATION:

► **Postpone the Concept Plan application until the August 12, 2021, Planning Commission meeting as requested by staff for the reasons listed below. (The applicant is requesting approval of the Concept Plan and a variance to reduce the Kingston Pike right-of-way from 50-FT to 44-FT).**

Staff is recommending postponement of the concept plan to allow the applicant to provide additional details on the concept plan as outlined below.

1) Show all major recommendations of the Capital Drive-Kingston Pike Retail Development Traffic Impact Study (CDM Smith, revised June 21, 2021) on the concept plan (see Exhibit A), including the reconfiguration of the northbound approach on Capital Drive.

2) Correct the right-of-way and curb radii at the intersection of the new road and Kingston Pike. The minimum radii in commercial and industrial zones at intersections is 75-FT, however, this can be reduced to 50-FT with

the approval of City or County Engineering. The proposed radii appear to be 25-FT which would require approval of a variance by the Planning Commission.

- 3) Removal of the westbound acceleration lane for vehicles turning right from the new road onto Kingston Pike.
- 4) Provide a preliminary detention pond plan for Lot #4 to demonstrate that the modified parking lot for the existing retail store (GemStore) can feasibly remain in compliance with the zoning standards.
- 5) Show a sidewalk along the Kingston Pike frontages of lots 1 and 4.
- 6) Provide either a 5-FT sidewalk with a 2-FT planting strip or a 7-FT wide sidewalk along the new road. The proposed sidewalk has a width of 5-FT without the planting strip.

COMMENTS:

This proposal is for a nonresidential subdivision located on the north side of Kingston Pike at the Capital Drive intersection that includes four lots and a new 3-lane public road with a sidewalk on one side that is approximately 400-FT long. It is anticipated that in the future, this new road will be extended further to the north and potentially connect to Parkside Drive. The subject property and the new road are located in Knox County (outside the City limits), however, the right-of-way for Kingston Pike and Capital Drive are within the City of Knoxville. So, the new road must meet the standards for Knox County but the Kingston Pike/Capital Drive intersection improvements must meet the requirements of the City of Knoxville and the Tennessee Department of Transportation.

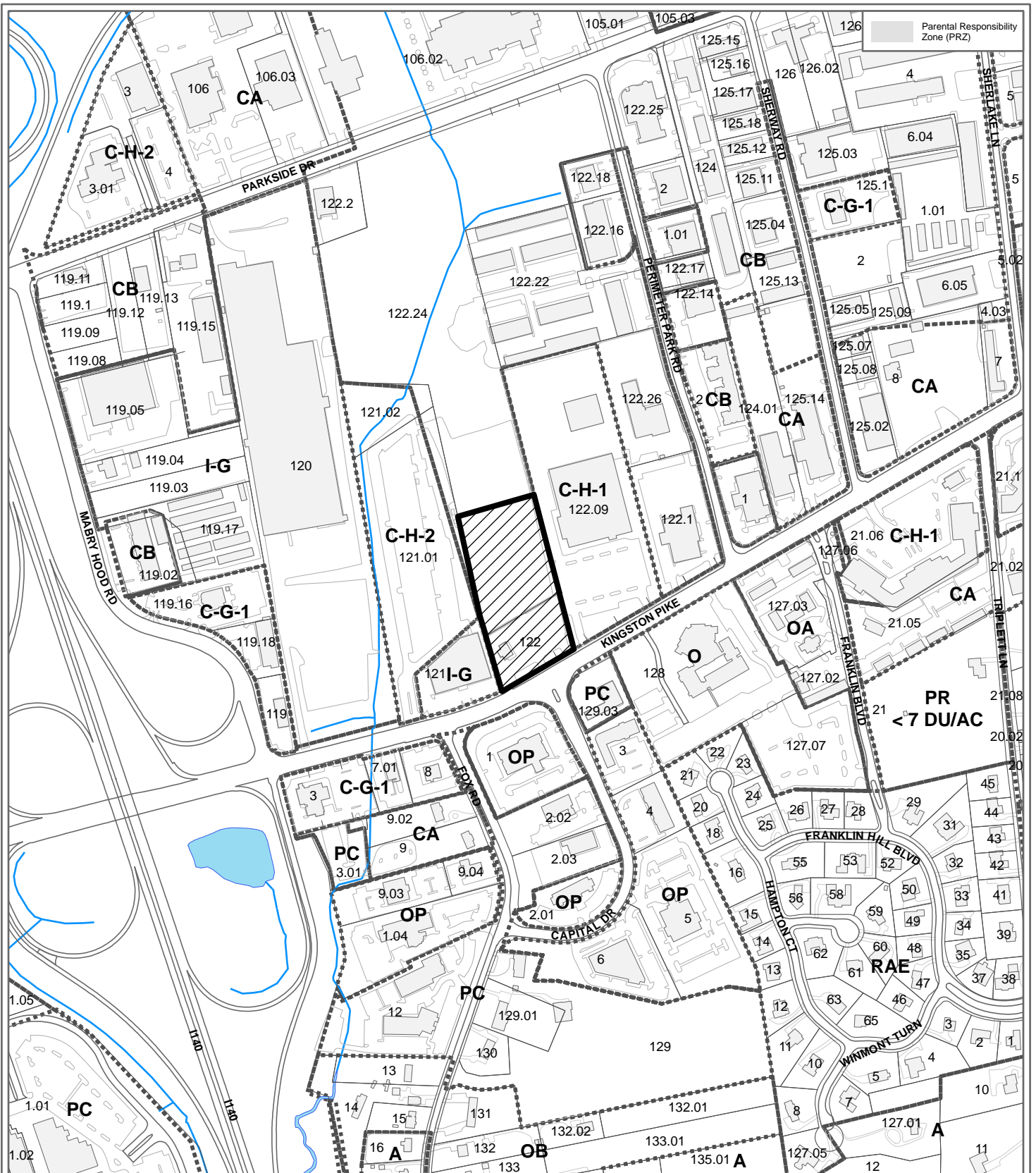
The traffic signal at this Kingston Pike intersection must be modified to accommodate this new road and the Capital Drive intersection on the south side of this intersection needs to be reconfigured to function properly with the construction of the new road. When Capital Drive was constructed, it was in Knox County and was subsequently annexed into the City of Knoxville. There is a landscape island with a directory sign for the office development in the middle of Capital Drive at the Kingston Pike intersection. It is unknown when this sign was installed but it and the landscape island are in the public right-of-way and must be removed as part of the intersection improvements to create a dedicated left-turn lane.

The City of Knoxville requires sidewalks to be installed along road frontages when a property is developed or redeveloped, so a sidewalk along the Kingston Pike frontage, which is in the City of Knoxville, will require a sidewalk. The developer can make a formal request to the City of Knoxville Director of Engineering for a waiver to this requirement, however, this has not been requested as of the publication of this staff report and there is no guarantee this waiver will be approved. The existing detention ponds on lots 1 and 4 are constructed right up to the Kingston Pike right-of-way so the installation of sidewalks would require them to be moved further away from Kingston Pike. These detention ponds will be modified as part of the installation of the new road and can be relocated as part of that process. While there are no existing sidewalks in the immediate area on Kingston Pike, if the detention ponds remain in their current location, it will be much more difficult to install sidewalks in the future.

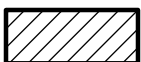
ESTIMATED TRAFFIC IMPACT: A traffic impact study was prepared by the applicant. The findings of that study were used in formulating the recommendations of this staff report.

ESTIMATED STUDENT YIELD: Not applicable.

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



**7-SB-21-C
CONCEPT PLAN**



Commercial subdivision in CB (Business and Manufacturing)

Original Print Date: 6/9/2021
Knoxville - Knox County Planning Commission * City / County Building * Knoxville, TN 37902

Revised:

Petitioner: Schaad Trustee, Patrick

Map No: 131

Jurisdiction: County

0 500
Feet



***CAPITAL DRIVE-KINGSTON PIKE
RETAIL DEVELOPMENT
KNOX COUNTY, TENNESSEE***

TRANSPORTATION IMPACT ANALYSIS



***Prepared for:
ALL ELEVEN GENERAL PARTNERSHIP***

Prepared by:

**CDM
Smith**

7-SB-21-C
Revised: 6/21/2021

JUNE 2021

**CAPITAL DRIVE-KINGSTON PIKE
RETAIL DEVELOPMENT
KNOX COUNTY, TENNESSEE
TRANSPORTATION IMPACT ANALYSIS**

Prepared for

**All Eleven General Partnership
150 Major Reynolds Place
Knoxville, Tennessee 37919**



**May 2021
Revised June 2021**

Prepared by

**CDM Smith
1100 Marion Street, Suite 300
Knoxville, Tennessee 37921**

EXECUTIVE SUMMARY

CDM Smith is pleased to submit this report to address the transportation impact analysis and access requirements of the proposed retail developments at the intersection of Kingston Pike (S.R. 1) and Capital Drive, in Knox County, TN. The basis of this study required the collection of traffic data, generation of anticipated traffic volumes for the proposed site and development of projected traffic volumes for normal growth and from the potential site. Analyses of the resulting traffic projections were conducted to determine the capacity and levels of service for the intersection of Capital Drive and Kingston Pike.

This transportation impact analysis follows guidelines and procedures as recommended by the Institute of Transportation Engineers (ITE), Knoxville-Knox County Planning (formerly MPC), Knox County Engineering and Public Works (EPW), the City of Knoxville Traffic Engineering Department, and the Tennessee Department of Transportation (TDOT). The study of this development required the collection of traffic data, development of future traffic volumes, generation of anticipated traffic volumes to and from the proposed development, analysis of the resulting traffic conditions, and the development of necessary recommendations to mitigate any resulting traffic impacts.

This study evaluated existing and projected traffic conditions with and without the proposed site. Background traffic was determined using a 1.0-percent compounded annual growth rate until the horizon buildout year of 2026. Trip generation for the proposed buildout of a 2,500 square foot (SF) coffee/donut shop with a drive-through window and two-10,000 SF retail developments was determined using the ITE Trip Generation, 10th Edition. Capacity and level of service (LOS) analysis for the projected turning movements were conducted using Synchro, version 10, and the Highway Capacity Manual 6th Edition methodologies.

Analysis results of existing conditions for 2021 found that the study intersection currently operates at acceptable levels of service during the AM peak hour but declines to failing conditions during the PM peak hour, likely due to the high volumes of northbound left-turning vehicles from Capital Drive. Analysis of 2026 projected conditions provided results that indicates acceptable operation of the study intersection can be attained through mitigation measures of exclusive turn lanes, phasing modification, and signal split optimization.

RECOMMENDATIONS

The analyses conducted identifies the following recommendations:

- Construct approximately 400 feet of a three-lane roadway north of Kingston Pike (S.R. 1) to provide access to the existing GemStore jewelry store, proposed coffee/donut shop, and two proposed retail developments.
- Provide 100-foot storage for a left-turn lane on the new connector stub road at the southbound approach to Kingston Pike as shown in **Figure 9**.
 - Ensure there are no driveway openings to the GemStore and proposed retail developments within this storage length.
- Reconfigure the northbound approach on Capital Drive to provide a 300-foot storage left-turn lane, a separate through lane, and a separate right-turn lane as shown in **Figure 9**.
 - This will require the removal of the landscaped median and relocation of the monument sign in the median. If the removal and relocation are unfeasible, the northbound approach can maintain its existing configuration and provide a split-phased operation for the northbound and southbound approaches.
 - The northbound and southbound approaches can also operate with split-phased operation with a three-lane configuration (NBL, NBL-T, NBR). Though there is slight improvement to delays and v/c ratios, this configuration worsens queueing conditions for the northbound approach. Also, if lane distributions vary more evenly than our assumptions, additional queueing may occur.
 - Maintain existing Do Not Block Driveway sign (R10-7 mod) at the existing access to the Broadway Carpets business on Capital Drive. Provide STOP bar striping across all northbound lanes to support sign.
 - Provide adequate distance between the turning path of the proposed northbound left-turn lane and the STOP bar locations of the eastbound travel lanes.
- Provide a 50-foot storage westbound right-turn lane on Kingston Pike via appropriate striping as shown in **Figure 9**.
- City of Knoxville staff have indicated that sidewalks will likely be required both internally along the new connector stub of Capital Drive and along the Kingston Pike road frontage. This will require the construction of sidewalk and ADA-compliant curb ramps along the proposed Kingston Pike westbound right-turn lane to Capital Drive, around the radii of the new connector stub road, and any connecting corners of the study intersection.
- Provide crosswalk striping from the northwest to northeast to southeast corners of the study intersection as shown in **Figure 9**.
- Post STOP signs (R1-1) for exiting traffic from the GemStore, proposed coffee/donut shop, and proposed retail strip development driveways located along the new connector road north of Kingston Pike.
- Modify signal operations of existing span-wire system to include appropriate signal parameters to facilitate the proposed connector stub road, recommended turn lanes, and pedestrian accommodations, which include:
 - Provide protected-permissive phasing for eastbound left-turn with additional signal heads and phasing and timing updates.

- Provide protected-permissive phasing for northbound left-turn with additional signal heads and phasing and timing updates.
- Should the northbound and southbound approaches utilize split-phased operation, provide the appropriate signal heads and phasing and timing updates.
- Provide countdown pedestrian signal heads with audible ADA-compliant pushbuttons, and pedestrian signs. Signal phasing and timing updates should be provided for this pedestrian crossing maneuver.
- Minimize landscaping, using low growing vegetation, and signing at the proposed street access to insure that safe sight distance is maintained.
- Intersection and roadway design should conform to the recommended standards and practices of TDOT, AASHTO, ITE, the City of Knoxville Traffic Engineering Department, and Knox County EPW.

RECOMMENDED INTERSECTION GEOMETRY FOR PROPOSED DEVELOPMENT

Capital Drive Retail
Development
Knoxville, TN



NOTES:

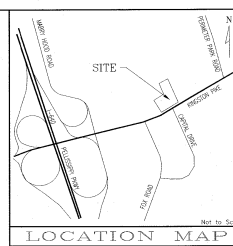
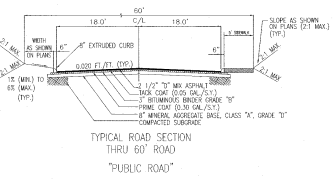
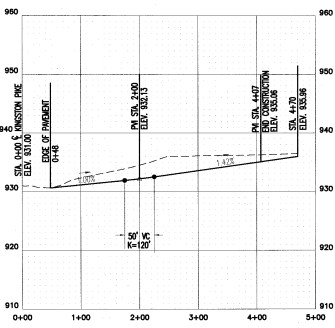
- A. Tightening intersection layout requires additional striping and landscaping and some striping removal. Likely to include utility and drainage impacts.
- B. ADA-compliant curb ramps required, including detectable warning surface and turning space behind ramp. Likely to include utility and drainage impacts.
- C. Striping of turn lane assumes shoulder is full depth.
- D. Crosswalk preferred along eastside to avoid high volume northbound left turns.
- E. Maintain business access by providing STOP bars across proposed lanes.
- F. Stub road construction will require modification of access and parking at GemStore jewelry store.



Figure 9

CONCLUSION

The study addressed the transportation impact analysis and access requirements of an existing GemStore jewelry store and a proposed coffee/donut shop and two retail store developments within a Capital Drive retail development via an approximately 400-foot long proposed Capital Drive stub road constructed to Knox County standards from centerline of Kingston Pike (S.R. 1). Traffic signal system parameters were maintained throughout the study except when phasing modification and split optimization are required. Peak hour factors were consistent between all PM peak hour analysis periods to provide a conservative queue length and operational analysis. Adjustments were made to peak hour factors at the proposed stub road during the AM peak hour with the proposed development to account for new trips. Existing traffic for the signalized intersection was found to be operating at LOS A and LOS F for the AM and PM peak hours. Background traffic was determined using a 1.0-percent compounded growth rate until the horizon year 2026. The analysis does not include development of the undeveloped 25-acre tract north of the proposed site as there are no known development plans. Without the proposed development, the study intersection will maintain its LOS A in the AM peak hour and LOS F during the PM peak hour. Traffic associated with the proposed development was generated for a 2,500 SF coffee/donut shop with drive-through window and two 10,000 SF retail stores. The site will generate 4,060 daily trips, and after consideration of pass-by traffic, approximately 2,840 primary trips will be generated. Trips were assigned to the study intersection projected conditions and analyzed for capacity and level of service. Analyses found that acceptable levels of service can be achieved for the study intersection with improvements of added turn lanes, phasing modifications, and split optimizations. Driveways should be located to the most extreme property limits to minimize the number of events where queues block access during the peak hours. Acceptable sight distances for the site driveways should be provided. With the recommendations of this report, the impact of this proposed site can be minimized and manageable.



- NOTES:
1. ALL DIMENSIONS ARE SCALED AND SUBJECT TO CHANGE ON THE FINAL PLAN.
 2. A 10' DRAINAGE, UTILITY AND CONSTRUCTION EASEMENT EXISTS INSIDE ALL EXTERIOR LOT LINES AND ROAD LINES, 5' EACH SIDE OF INTERIOR ROAD LINES.
 3. A 10' UTILITY EASEMENT EXISTS 10' EACH SIDE OF CENTERLINE OF SANITARY SEWER AS INSTALLED.
 4. THIS SUBDIVISION CONTAINS 4 COMMERCIAL LOTS OF 2.153 ACRES.
 5. THIS PROPERTY IS ZONED C6.
 6. CONTOURS PROVIDED BY BHARP FIELD SURVEY. ROAD PROFILES ARE BASED ON BHARP FIELD SURVEY.
 7. UTILITIES:
WATER: FIRST UTILITY DISTRICT
SEWER: FIRST UTILITY DISTRICT
ELECTRIC: KNOX CITY UTILITY BOARD
GAS: KNOXVILLE UTILITIES BOARD
TELEPHONE: BELLSOUTH
 8. ALL ROADWAYS WILL BE PUBLIC.
 9. VARIANCE APPROVED BY MKC AT THEIR JANUARY 10, 2013 MEETING IS AS FOLLOWS: REDUCING THE RIGHT-OF-WAY DESIGNATION ALONG KINGSTON PIKE FROM 60' TO 44' FROM CENTERLINE.
 10. COMPACTION TESTING PURSUANT TO THE REQUIREMENTS OF THE KNOX COUNTY DEPT. OF ENGINEERING & PUBLIC WORKS WILL BE REQUIRED FOR ALL FILL AREAS.
 11. BOUNDARY SURVEY BY BHARP.
 12. VEHICULAR ACCESS FOR ALL LOTS IS LIMITED TO INTERIOR ROAD SYSTEM ONLY.
 13. THE TWO EXISTING DETENTION BASINS ARE IMPACTED BY CONSTRUCTION OF ROAD A. THE NEW POND WILL HAVE THE SAME VOLUME AS THE EXISTING POND. THE IMPROVED AREA WILL BE LESS AFTER REDEVELOPMENT.
 14. VARIANCE APPROVED BY THE KNOX COUNTY DEPARTMENT OF ENGINEERING ALLOWING A 44' FOOT RIGHT-OF-WAY ALONG KINGSTON PIKE.

LOT 4 PARKING REQUIREMENTS:
TOTAL FLOOR AREA-2,139 S.F.


PARKING REQUIREMENTS-RETAIL STORE:
1. PARKING STALL PER 100 S.F. OF FLOOR AREA.
22 SPACES REQUIRED 25 SPACES PROVIDED INCLUDING 3 ADA SPACES.



CERTIFICATION OF CONCEPT PLAN BY REGISTERED ENGINEER:
I HEREBY CERTIFY THAT I AM A REGISTERED ENGINEER LICENSED TO PRACTICE ENGINEERING UNDER THE EASE AND CERTAINLY THEREOF. I HAVE REVIEWED THE CONCEPT PLAN AND THE INFORMATION SUBMITTED TO ME AND I AM Satisfied THAT THE INFORMATION SUBMITTED TO ME IS TRUE AND CORRECT AND I AM Satisfied THAT THE CONCEPT PLAN IS IN ACCORDANCE WITH THE REQUIREMENTS OF THE KNOX COUNTY DEPARTMENT OF ENGINEERING AND PUBLIC WORKS.

PROFESSIONAL LICENSE NO. 23915 DATE: 6/16/2012

OWNER:
PATRICK J. SCHAAD TRUSTEE
LOUIS E. SCHAAD JR. TRUSTEE
150 MAJOR REYNOLDS PL.
KNOXVILLE, TN 37919
PHONE: (865)

 BATSON, HIMES, NORVELL & POE REGISTERED ENGINEERS & LAND SURVEYORS 4334 PAPERMILL DRIVE KNOXVILLE, TENNESSEE 37909 PHONE: (865) 588-6472 FAX: (865) 588-6473 email@bnp-je.com	DESIGNED DBH																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		
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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

PATRICK SCHAAD TRUSTEE

Applicant Name

Affiliation

5/24/21

Date Filed

7/8/21

Meeting Date (if applicable)

File Number(s)

7-SB-21-C

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 PAPER MILL DR

Address

KNOXVILLE

City

TN

State

37909

ZIP

865-588-6472

Phone

harbin@bhn-p.com

Email

CURRENT PROPERTY INFO

Schaad Residential Real Estate 150 MAJOR REYNOLDS PL

Owner Name (if different)

Owner Address 37919

Owner Phone

9933 KINGSTON PIKE

Property Address

map 131 parcel 122 & part of parcel 122.24

Parcel ID

FUD

Sewer Provider

FUD

Water Provider

N

Septic (Y/N)

STAFF USE ONLY

North side of Kingston Pike @ Capital Dr

General Location

2.153 ac.

Tract Size

☐ City ☒ County

3rd
District

CB
Zoning District

CO, AgForVac
Existing Land Use

Southwest County
Planning Sector

MU-SD
Sector Plan Land Use Classification

Urban Growth
Growth Policy Plan Designation

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

☐ Combine Parcels ☐ Divide Parcel

Unit / Phase Number

Total Number of Lots Created

☒ Other (specify) **4 COMMERCIAL LOTS OF 2.153 AC**

☐ Attachments / Additional Requirements

Related Rezoning File Number

ZONING REQUEST

☐ Zoning Change

Proposed Zoning

☐ Plan Amendment Change

Proposed Plan Designation(s)

Pending Plat File Number

Proposed Density (units/acre)

Previous Rezoning Requests

☐ Other (specify)

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

0107

500.00

Fee 2

Fee 3

500.00

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

5/24/2021

Date

805-588-4472

Phone Number

harbin@bhn-p.com

Email

Marc Payne

Please Print

5/25/2021

Date