



SUBDIVISION REPORT - CONCEPT/USE ON REVIEW

▶ **FILE #:** 7-SC-22-C **AGENDA ITEM #:** 35
7-G-22-UR **AGENDA DATE:** 7/14/2022

▶ **SUBDIVISION:** BUTTERMILK RD. SUBDIVISION
▶ **APPLICANT/DEVELOPER:** SCOTT DAVIS / EAGLE BEND
OWNER(S): Scott Davis Mesana Investments, LLC

TAX IDENTIFICATION: 129 142 & 142.13 [View map on KGIS](#)
JURISDICTION: County Commission District 6
STREET ADDRESS: 0 Buttermilk Rd. (0 Pittman Dr.)
▶ **LOCATION:** **South side of Buttermilk Rd., east of Graybeal Rd., north side of Pittman Dr.**
SECTOR PLAN: Northwest County
GROWTH POLICY PLAN: Rural Area
WATERSHED: Hickory Creek
▶ **APPROXIMATE ACREAGE:** 25 acres

▶ **ZONING:** PR (Planned Residential)
▶ **EXISTING LAND USE:** Agricultural/forestry/vacant
▶ **PROPOSED USE:** Detached residential subdivision
SURROUNDING LAND USE AND ZONING: North: Single family residential -- PR (Planned Residential)
South: Agricultural/forestry/vacant -- PR (Planned Residential)
East: Rural residential, Agricultural/forestry/vacant -- A (Agricultural), RA (Low Density Residential)
West: Single family residential, Agricultural/forestry/vacant -- A (Agricultural)

▶ **NUMBER OF LOTS:** 102
SURVEYOR/ENGINEER: Wanis A. Rghebi, PE SEC, LLC
ACCESSIBILITY: Access is via Buttermilk Rd., a minor collector street with an 18' pavement width within a 50' right-of-way.
▶ **SUBDIVISION VARIANCES REQUIRED:** **VARIANCES**
1. REDUCE THE MINIMUM VERTICAL CURVE FROM STATION 1+00 TO 2+11, FROM K=25.00 TO K=22.34 ON ROAD "A"
2. REDUCE THE MINIMUM VERTICAL CURVE FROM STATION 6+31 TO 7+94, FROM K=25.00 TO K=15.01 ON ROAD "A"
3. REDUCE THE MINIMUM VERTICAL CURVE FROM STATION 7+94 TO 9+18, FROM K=25.00 TO K=15.11 ON ROAD "A"
4. REDUCE THE MINIMUM VERTICAL CURVE FROM STATION 7+94 TO 9+18, FROM K=25.00 TO K=15.11 ON ROAD "A"
5. REDUCE THE MINIMUM VERTICAL CURVE FROM STATION 9+18 TO 11+01, FROM K=25.00 TO K=20.06 ON ROAD "A"

ALTERNATIVE DESIGN STANDARDS REQUIRING KNOXVILLE-KNOX COUNTY PLANNING COMMISSION APPROVAL

1. REDUCE THE MINIMUM HORIZONTAL CURVE FROM STATIONS 4+69 TO STA. 5+88 FROM 250' TO 200' ON ROAD "A"
2. REDUCE THE MINIMUM HORIZONTAL CURVE FROM STATIONS 6+65 TO STA.7+86 FROM 250' TO 200' ON ROAD "A"
3. REDUCE THE MINIMUM HORIZONTAL CURVE FROM STATIONS 15+55 TO STA.18+78 FROM 250' TO 200' ON ROAD "A"
4. REDUCE THE MINIMUM HORIZONTAL CURVE FROM STATIONS 20+47 TO STA.24+09 FROM 250' TO 200' ON ROAD "A"
5. REDUCE THE MINIMUM HORIZONTAL CURVE FROM STATIONS 30+98 TO STA.33+49 FROM 250' TO 200' ON ROAD "A"
6. INCREASE THE MAXIMUM ROAD GRADE FROM -12% TO -15% ON ROAD "A"
7. REDUCE THE MINIMUM RIGHT-OF-WAY RADII FROM 25' TO 10' AT THE INTERSECTION OF ROAD "A" AND BUTTERMILK ROAD

ALTERNATIVE DESIGN STANDARDS REQUIRING KNOX COUNTY ENGINEERING AND PUBLIC WORKS APPROVAL

1. INCREASE THE MAXIMUM INTERSECTION GRADE FROM 1% TO 3.65% AT THE INTERSECTION OF RD. "A" AND BUTTERMILK RD
2. INCREASE THE MAXIMUM INTERSECTION GRADE FROM 1% TO 3% AT THE INTERSECTION OF ROAD "A" AND ROAD "A"
3. INCREASE THE MAXIMUM INTERSECTION GRADE FROM 1% TO 3% AT THE INTERSECTION OF RD. "A" AND ROAD "B"

STAFF RECOMMENDATION:

- **Approve the requested variances and alternative design standards based on the justifications provided by the applicant, the recommendations of the Knox County Department of Engineering and Public Works, and the proposal will not create a safety hazard.**

Approve the Concept Plan subject to 7 conditions.

- 1) Connection to sanitary sewer and meeting other relevant utility provider requirements.
- 2) Provision of street names consistent with the Uniform Street Naming and Addressing System within Knox County (County Ord. 91-1-102).
- 3) Certifying that the Road "A" intersection with Buttermilk Road has the required sight distance, with review and approval by Knox County Engineering and Public Works during the design plan phase. Any sight distance easement across an adjoining property required to maintain the minimum sight distance requirements shall be obtained and recorded prior to the approval of a final plat for this subdivision.
- 4) Implementing the recommendations of the Buttermilk Road Residential Development Transportation Impact Study (Cannon and Cannon, 7/6/2022), as revised and approved by Planning staff and Knox County Engineering and Public Works (see Exhibit A).
- 5) If any building construction is proposed within the 50' buffer area around the designated sinkholes/depressions (including the depressions), a geotechnical report must be prepared by a registered engineer to determine soil stability and that report must be submitted to the Knox County Department of Engineering and Public Works for consideration. Any construction in these areas is subject to approval by the County following a review of the report. Engineered footings must be designed for these areas. For those lots that do not have a building site outside of the 50' buffer, approval by Knox County will be required prior to final plat approval. The sinkholes/depressions and 50' buffer shall be designated on the final plat even if they are approved to be filled.
- 6) Meeting all applicable requirements of the Knox County Department of Engineering and Public Works.
- 7) Prior to certification of the final plat for the subdivision, establish a property owners association responsible for the maintenance of the common areas, amenities, and drainage system.

- **Approve the development plan for a detached residential subdivision with up to 102 lots and reduction of the peripheral setback to 25 ft, subject to 1 condition.**

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

COMMENTS:

This proposal is for a 102-lot detached residential subdivision on 25 acres. The subject property was part of a 73-acre site rezoned to PR (Planned Residential) 1-2.5 du/ac in 2005 that was all under the same ownership as the current applicant (11-B-05-RZ). Over time, the applicant sold off approximately 47 acres. In 2020, a concept plan was approved for this same property and it was determined that the applicant still retains the development rights to the density on the acreage that was sold (1-SE-20-C / 1-I-20-UR). Because of this, the gross density for entire PR district is approximately 1.5 du/ac (110 lots on approx. 73 acres). The net density for the subject site is approximately 4.08 du/ac (102 lots on approx. 25 acres).

The applicant is requesting several variances and alternative design standards. Many of these are needed because of the steep grade of the entrance road (15 percent) and the narrow strip of land area to locate the road which limits the ability to grade. Knox County Engineering and Public Works met with the applicant to determine options which resulted in this version of the plan designed by the applicant's engineer.

DEVELOPMENT PLAN ANALYSIS PER ARTICLE 6, SECTION 6.50.06 (APPROVAL OR DENIAL)

In the exercise of its administrative judgment, the Planning Commission shall determine if the proposed plan is in harmony with the general purpose and intent of the zoning ordinance and adopted plans.

1) ZONING ORDINANCE

PR (Planned Residential) up to 2.5 du/ac:

- a) The PR zone allows detached dwellings (houses) as a permitted use. The administrative procedures for the PR zone require the Planning Commission to approve the development plan before permits can be issued (Article 5, Section 5.13.15).
- b) This PR zone district is approved for a maximum of 2.5 du/ac. The proposed density for the overall PR zone district is approximately 1.5 du/ac (see the comments section for more detail).
- c) The peripheral setback is 35 feet, however, the planning commission may reduce it to 15 feet when the adjacent property is zoned agricultural or residential. The applicant is requesting a 25 ft peripheral setback around the entire external boundary, which was approved with the 2020 concept plan and use on review development plan.

2) GENERAL PLAN – DEVELOPMENT POLICIES

- a) Ensure that the context of new development, including scale and compatibility, does not impact existing neighborhoods and communities (Policy 9.3) – The proposed peripheral setback reduction should have minimal impact on adjacent properties. The large property to the west is owned by Vulcan Lands Inc., the quarry operator on the west side of Graybeal Road. The properties to the north and south are in the same PR zone district, so the peripheral setbacks do not apply to them. The property to the east is currently used for agricultural purposes.

3) NORTHWEST COUNTY SECTOR PLAN

- a) The property is classified AG (Agricultural), which allows consideration of up to 1 du/ac. The gross density of the entire PR district is approximately 1.5 du/ac. When the property was rezoned to PR 1-2.5 du/ac, the sector plan allowed consideration of that density, and in 2020 the subject site was approved for 70 lots.
- b) There is a small HP (Hillside Protection) area on the northern portion of the site, however, it has already been disturbed, as seen on aerials. The steepest portion in the HP area is the thin portion of the property that extends to Buttermilk Road where the entrance road will be located.

4) KNOXVILLE – FARRAGUT – KNOX COUNTY GROWTH POLICY PLAN

- a) The property is within the Rural Area. The rural area allows consideration of residential densities up to 2 du/ac if the property is zoned PR and public utilities are available. The gross density of this PR district is 1.5 du/ac, which is compliant with the rural area.

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.

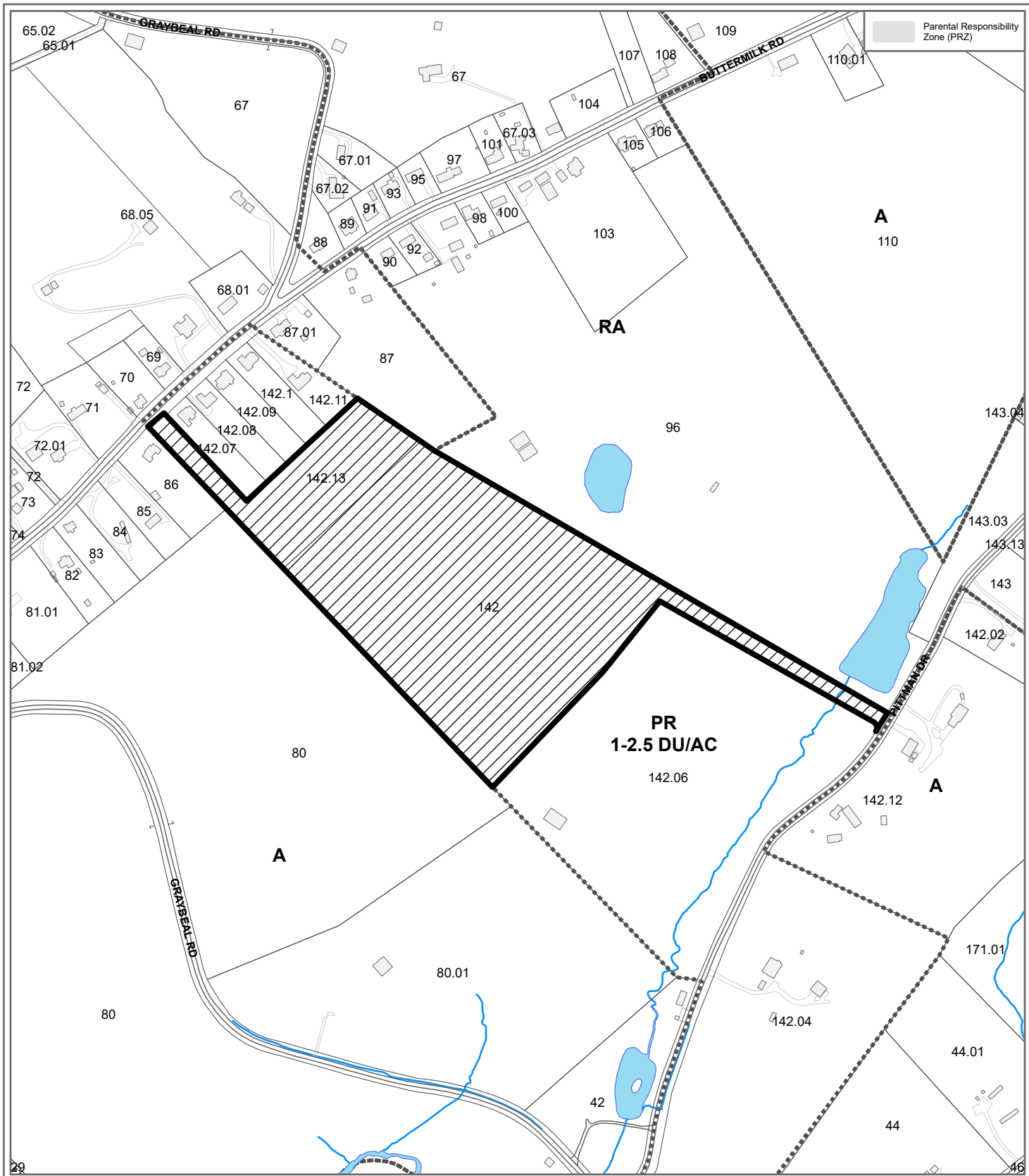
ESTIMATED STUDENT YIELD: 42 (public school children, grades K-12)

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.

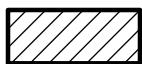
Knoxville-Knox County Planning Commission's approval or denial of this concept plan request is final, unless the action is appealed to Knox County Chancery Court. The date of the Knox County Chancery Court hearing will depend on when the appeal application is filed.

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



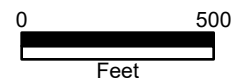
**7-SC-22-C / 7-G-22-UR
CONCEPT PLAN/USE ON REVIEW**

Petitioner: Davis / Eagle Bend, Scott



in PR (Planned Residential)

Map No: 129
Jurisdiction: County



Original Print Date: 6/13/2022 Revised:
Knoxville - Knox County Planning Commission * City / County Building * Knoxville, TN 37902

Requested Variances & Alternative Design Standards

7-SC-22-C / 7-G-22-UR– BUTTERMILK ROAD

VARIANCES

1. REDUCE THE MINIMUM VERTICAL CURVE FROM STATION 1+00 TO 2+11, FROM K=25.00 TO K=22.34 ON ROAD "A"
2. REDUCE THE MINIMUM VERTICAL CURVE FROM STATION 6+31 TO 7+94, FROM K=25.00 TO K=15.01 ON ROAD "A"
3. REDUCE THE MINIMUM VERTICAL CURVE FROM STATION 7+94 TO 9+18, FROM K=25.00 TO K=15.11 ON ROAD "A"
4. REDUCE THE MINIMUM VERTICAL CURVE FROM STATION 7+94 TO 9+18, FROM K=25.00 TO K=15.11 ON ROAD "A"
5. REDUCE THE MINIMUM VERTICAL CURVE FROM STATION 9+18 TO 11+01, FROM K=25.00 TO K=20.06 ON ROAD "A"

ALTERNATIVE DESIGN STANDARDS REQUIRING KNOXVILLE-KNOX COUNTY PLANNING COMMISSION APPROVAL

1. REDUCE THE MINIMUM HORIZONTAL CURVE FROM STATIONS 4+69 TO STA. 5+88 FROM 250' TO 200' ON ROAD "A"
2. REDUCE THE MINIMUM HORIZONTAL CURVE FROM STATIONS 6+65 TO STA 7+86 FROM 250' TO 200' ON ROAD "A"
3. REDUCE THE MINIMUM HORIZONTAL CURVE FROM STATIONS 15+55 TO STA. 18+78 FROM 250' TO 200' ON ROAD "A"
4. REDUCE THE MINIMUM HORIZONTAL CURVE FROM STATIONS 20+47 TO STA. 24+09 FROM 250' TO 200' ON ROAD "A"
5. REDUCE THE MINIMUM HORIZONTAL CURVE FROM STATIONS 30+98 TO STA. 33+49 FROM 250' TO 200' ON ROAD "A"
6. INCREASE THE MAXIMUM ROAD GRADE FROM -12% TO -15% ON ROAD "A"
7. REDUCE THE MINIMUM RIGHT-OF-WAY RADII FROM 25' TO 10' AT THE INTERSECTION OF ROAD "A" AND BUTTERMILK ROAD

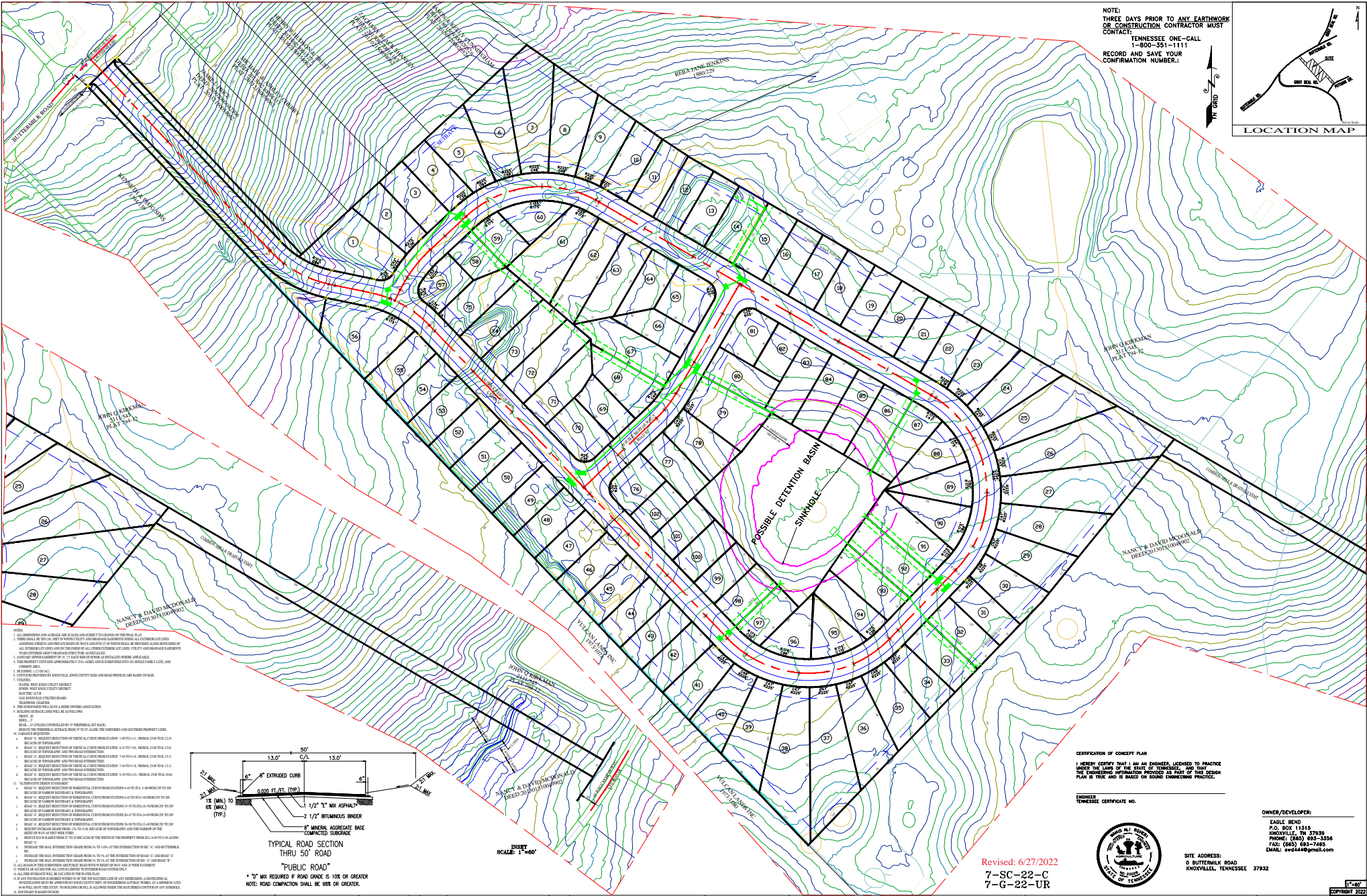
ALTERNATIVE DESIGN STANDARDS REQUIRING KNOX COUNTY ENGINEERING AND PUBLIC WORKS APPROVAL

1. INCREASE THE MAXIMUM INTERSECTION GRADE FROM 1% TO 3.65% AT THE INTERSECTION OF RD. "A" AND BUTTERMILK RD
2. INCREASE THE MAXIMUM INTERSECTION GRADE FROM 1% TO 3% AT THE INTERSECTION OF ROAD "A" AND ROAD "A"
3. INCREASE THE MAXIMUM INTERSECTION GRADE FROM 1% TO 3% AT THE INTERSECTION OF RD. "A" AND ROAD "B"

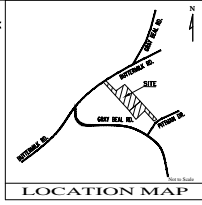
KNOX COUNTY ENGINEERING AND PUBLIC WORKS RECOMMENDATION:

Approve

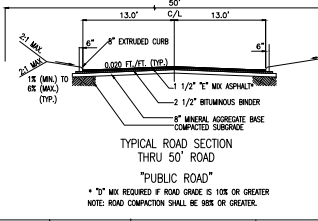
SE 7/13/22



NOTE:
 THREE DAYS PRIOR TO ANY EARTHWORK
 OR CONSTRUCTION CONTRACTOR MUST
 CONTACT:
 TENNESSEE ONE-CALL
 1-800-351-1111
 RECORD AND SAVE YOUR
 CONFIRMATION NUMBER.



- CONTRACTOR AND SUPPLIER ARE ADVISED AND FORGET TO CHANGE OR THEREAFTER:
1. THESE SHALL BE THE ONLY SET OF PRINTS TO BE USED FOR THE PROJECT AND ALL EARTHWORK SHALL BE DONE IN ACCORDANCE WITH THE PRINTS AND ALL EARTHWORK SHALL BE DONE IN ACCORDANCE WITH THE PRINTS AND ALL EARTHWORK SHALL BE DONE IN ACCORDANCE WITH THE PRINTS.
 2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM ALL AFFECTED AGENCIES AND AGENCIES.
 3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM ALL AFFECTED AGENCIES AND AGENCIES.
 4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM ALL AFFECTED AGENCIES AND AGENCIES.
 5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM ALL AFFECTED AGENCIES AND AGENCIES.
 6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM ALL AFFECTED AGENCIES AND AGENCIES.
 7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM ALL AFFECTED AGENCIES AND AGENCIES.
 8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM ALL AFFECTED AGENCIES AND AGENCIES.
 9. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM ALL AFFECTED AGENCIES AND AGENCIES.
 10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM ALL AFFECTED AGENCIES AND AGENCIES.
 11. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM ALL AFFECTED AGENCIES AND AGENCIES.
 12. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM ALL AFFECTED AGENCIES AND AGENCIES.
 13. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM ALL AFFECTED AGENCIES AND AGENCIES.
 14. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM ALL AFFECTED AGENCIES AND AGENCIES.
 15. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM ALL AFFECTED AGENCIES AND AGENCIES.
 16. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM ALL AFFECTED AGENCIES AND AGENCIES.
 17. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM ALL AFFECTED AGENCIES AND AGENCIES.
 18. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM ALL AFFECTED AGENCIES AND AGENCIES.
 19. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM ALL AFFECTED AGENCIES AND AGENCIES.
 20. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM ALL AFFECTED AGENCIES AND AGENCIES.



TYPICAL ROAD SECTION
 THRU 50' ROAD
 "PUBLIC ROAD"
 NOTE: ROAD COMPACTION SHALL BE 98% OR GREATER.

CERTIFICATION OF CONCEPT PLAN
 I HEREBY CERTIFY THAT I AM AN ENGINEER LICENSED TO PRACTICE
 UNDER THE LAWS OF THE STATE OF TENNESSEE, AND THAT
 THE ENGINEERING INFORMATION PROVIDED IS PART OF THIS DESIGN
 PLAN IS TRUE AND IS BASED ON SOUND ENGINEERING PRACTICE.

OWNER
 TENNESSEE CERTIFICATE NO.



OWNER/DEVELOPER:
 EAGLE BEND
 P.O. BOX 11515
 KNOXVILLE, TN 37939
 PHONE: (605) 602-3356
 FAX: (605) 685-7465
 EMAIL: ewd44@gmail.com

SITE ADDRESS:
 0 BUTTERMILK ROAD
 KNOXVILLE, TENNESSEE 37932

Revised: 6/27/2022
 7-SC-22-C
 7-G-22-UR

SOUTHLAND ENGINEERING CONSULTANTS, LLC
 GENERAL CIVIL & LAND SURVEYORS
 4909 BALL ROAD
 KNOXVILLE, TENNESSEE 37931
 PHONE: (605) 604-7756
 FAX: (605) 604-9669

DESIGNED	WAR	APPROVED			
ENGINEER					
DRAWN	WAR				
CHECKED	WAR				
			NO.	DATE	REVISION
					APPR.

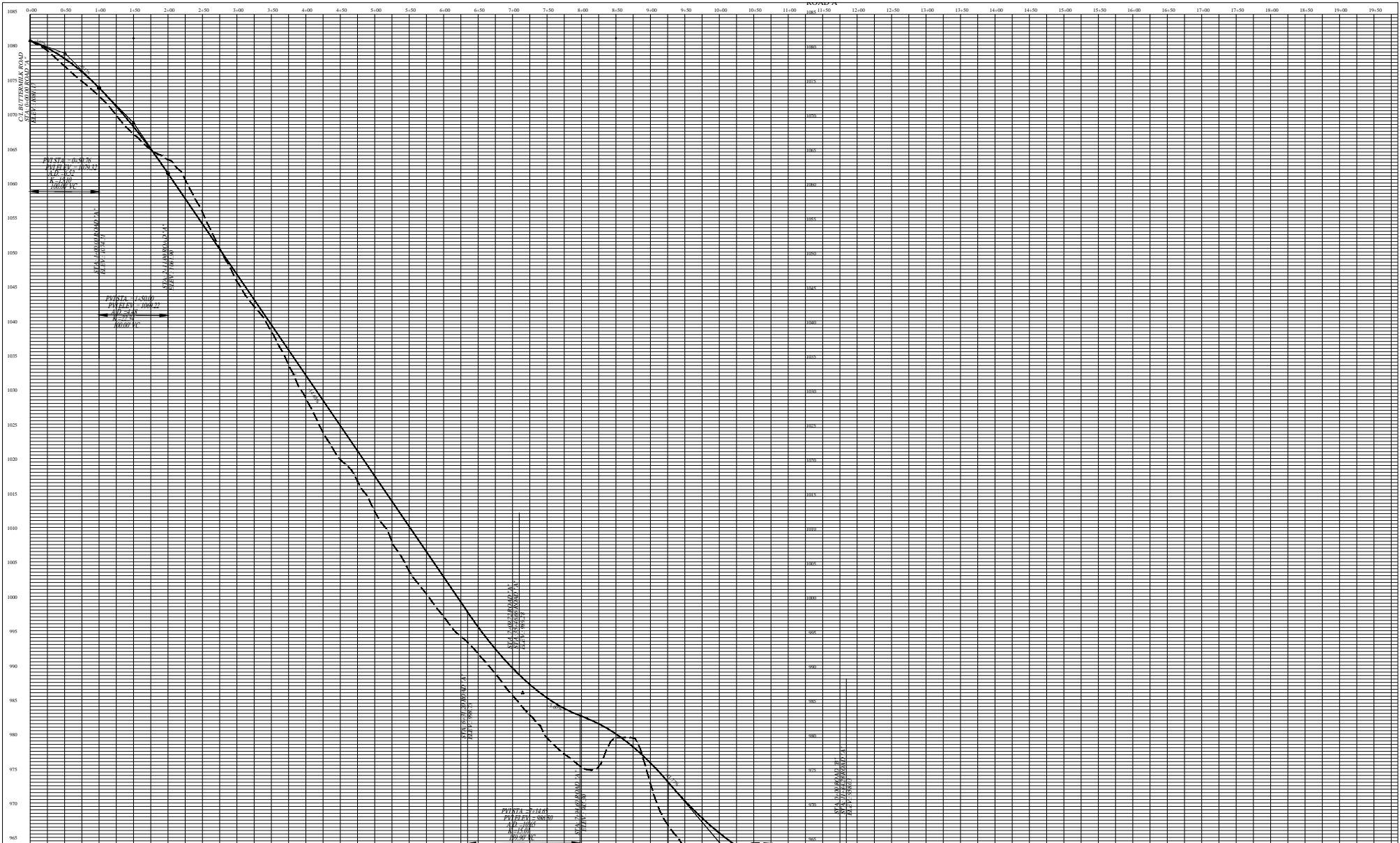
CONTOUR INTERVAL: 2'
 (KGIS TOPOGRAPHIC)

SCALE
 HORIZONTAL: 1" = 60'
 CONTOUR INTERVALS: 2'
 DATE
 4-28-2022

DEED REFERENCES:
 INST. # 201908200075756
 INST. # 200511220046020
 60 0 60 120
 SCALE IN FEET

CONCEPT PLAN
 SCOTT DAVIS DEVELOPMENT ON BUTTERMILK ROAD
 CLT MAP 129, PARCEL 142.13
 CLT MAP 129, PARCEL 142
 DISTRICT 6, KNOX COUNTY, TENNESSEE

SD-04-28-22-CP
 SHEET 1 OF 4 SHEET(S)



7-SC-22-C / 7-G-22-UR
 Revised: 6/27/2022



OWNER/DEVELOPER:
 EAGLE BEND
 P.O. BOX 11515
 KNOXVILLE, TN 37939
 PHONE: (865) 693-3356
 FAX: (865) 693-7485
 EMAIL: aw444@gmail.com

SITE ADDRESS:
 0 BUTTERMILK ROAD
 KNOXVILLE, TENNESSEE 37932

SOUTHLAND ENGINEERING CONSULTANTS, LLC
 GENERAL CIVIL & LAND SURVEYORS
 4909 BALL ROAD
 KNOXVILLE, TENNESSEE 37931
 PHONE: (865) 694-7794
 FAX: (865) 693-9699

DESIGNED	WAR	APPROVED
DRAWN	WAR	ENGINEER
CHECKED	WAR	

NO.	DATE	REVISION	APPR.

CONTOUR INTERVAL: 2'
 (BASED ON TOPOGRAPHIC)

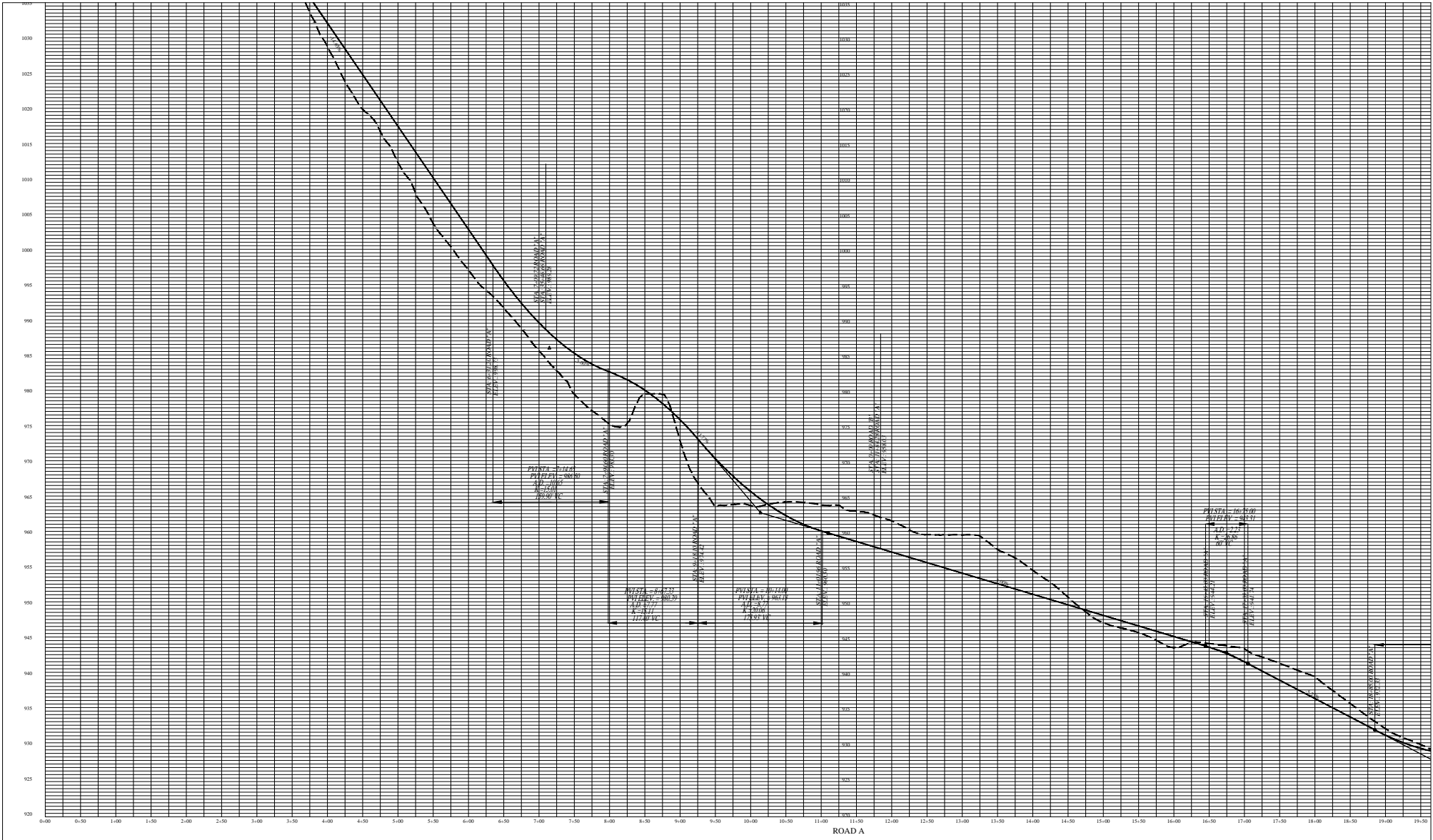
SCALE
 HORIZONTAL: 1"=50'
 VERTICAL: 1"=5'
 DATE
 4-28-2022

DEED REFERENCES:
 INST. # 201908200075756
 INST. # 200511220046020
 0 50 100
 SCALE IN FEET

ROAD A & B PROFILE SHEET 1
 SCOTT DAVIS DEVELOPMENT ON BUTTERMILK ROAD
 CLT MAP 129, PARCEL 142.15
 CLT MAP 129, PARCEL 142
 DISTRICT 6, KNOX COUNTY, TENNESSEE

SD-04-28-22-RP-1
 SHEET 2 OF 4 SHEET(S)

17-00



7-SC-22-C / 7-G-22-UR
 Revised: 6/27/2022



OWNER/DEVELOPER:
 EAGLE BEND
 P.O. BOX 11515
 KNOXVILLE, TN 37939
 PHONE: (865) 693-3356
 FAX: (865) 693-7485
 EMAIL: sw6444@gmail.com

SITE ADDRESS:
 0 BUTTERMILK ROAD
 KNOXVILLE, TENNESSEE 37932

SOUTHLAND ENGINEERING CONSULTANTS, LLC
 GENERAL CIVIL & LAND SURVEYORS
 4909 BALL ROAD
 KNOXVILLE, TENNESSEE 37931
 PHONE: (865) 694-7776
 FAX: (865) 693-9699

DESIGNED	WAR	APPROVED
DRAWN	WAR	
CHECKED	WAR	

NO.	DATE	REVISION	APPR.

CONTOUR INTERVAL: 2'
 (BASED ON TOPOGRAPHIC)

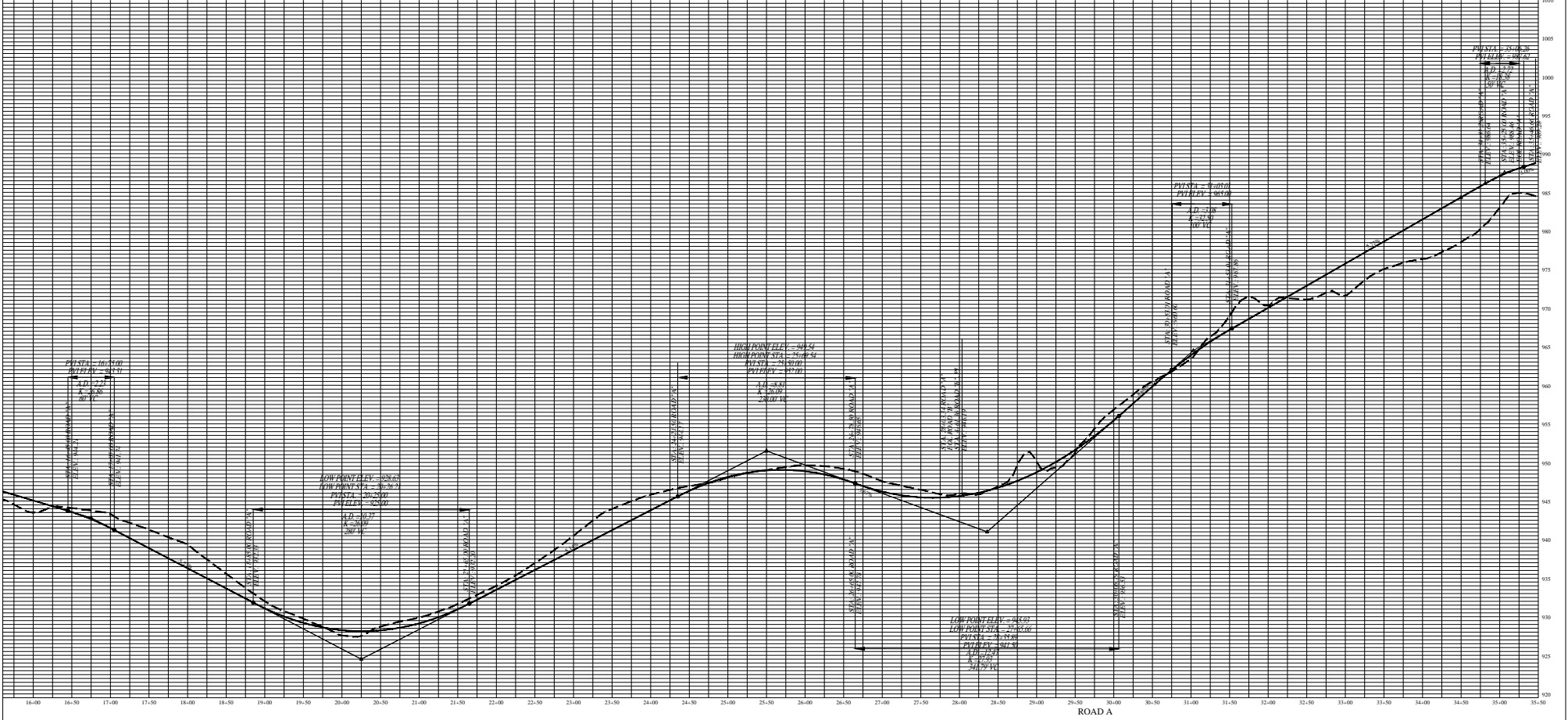
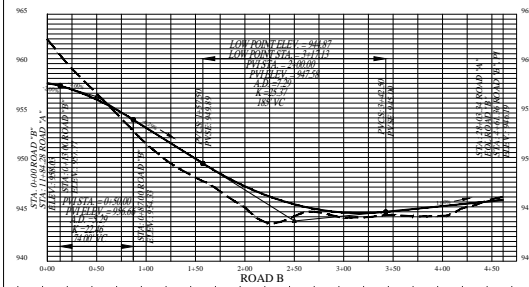
SCALE
 HORIZONTAL: 1" = 50'
 VERTICAL: 1" = 5'
 DATE
 4-28-2022

DEED REFERENCES:
 INST. # 20190820075756
 INST. # 200511220046020
 SCALE IN FEET
 0 50 100

ROAD A & B PROFILE SHEET 2
 SCOTT DAVIS DEVELOPMENT ON BUTTERMILK ROAD
 CLT MAP 129, PARCEL 142.15
 CLT MAP 129, PARCEL 142
 DISTRICT 6, KNOX COUNTY, TENNESSEE

SD-04-28-22-RP-2
 SHEET 3 OF 4 SHEET(S)

1"=50'



7-SC-22-C / 7-G-22-UR
 Revised: 6/27/2022

OWNER/DEVELOPER:
 EAGLE BEND
 P.O. BOX 11515
 KNOXVILLE, TN 37939
 PHONE: (865) 693-3356
 FAX: (865) 693-7485
 EMAIL: sw6444@gmail.com

SITE ADDRESS:
 0 BUTTERMILK ROAD
 KNOXVILLE, TENNESSEE 37932

SOUTHLAND ENGINEERING CONSULTANTS, LLC
 GENERAL CIVIL & LAND SURVEYORS
 4909 BALL ROAD
 KNOXVILLE, TENNESSEE 37931
 PHONE: (865) 694-7766
 FAX: (865) 693-9699

DESIGNED	WAR	APPROVED
DRAWN	WAR	
CHECKED	WAR	

NO.	DATE	REVISION	APP.

CONTOUR INTERVAL: 2'
 (BASED ON TOPOGRAPHIC)

SCALE
 HORIZONTAL: 1" = 50'
 VERTICAL: 1" = 5'
 DATE
 4-28-2022

DEED REFERENCES:
 INST. # 201908200075756
 INST. # 200511220046020

50 0 50 100
 SCALE IN FEET

ROAD A & B PROFILE SHEET 3
 SCOTT DAVIS DEVELOPMENT ON BUTTERMILK ROAD
 CLT MAP 129, PARCEL 142.15
 CLT MAP 129, PARCEL 142
 DISTRICT 6, KNOX COUNTY, TENNESSEE

SD-04-28-22-RP-3
 SHEET 4 OF 4 SHEET(S)

BUTTERMILK ROAD RESIDENTIAL DEVELOPMENT

KNOX COUNTY, TENNESSEE

TRAFFIC IMPACT STUDY

BUTTERMILK ROAD
KNOX COUNTY, TENNESSEE

CCI PROJECT NO. 00630-0002

REV 1

PREPARED FOR:

Eagle Bend
PO Box 11315
Knoxville, TN 37939

SUBMITTED BY:

Cannon & Cannon, Inc.
8550 Kingston Pike
Knoxville, TN 37919
865.670.8555



7-C-22-C / 7-G-22-UR
TIS Version 2
7/6/2022

REVISED
JULY 6
2022

EVALUATIONS

INTERSECTION CAPACITY ANALYSES

As discussed in the preceding sections of this report, capacity analyses employing the methods of the Highway Capacity Manual (HCM 6th Edition) were conducted for the study intersections. These analyses were performed for the previously discussed development scenario. A summary of the capacity analyses results is shown in TABLE 3, while the resulting conclusions and recommendations are covered in the CONCLUSIONS and RECOMMENDATIONS section of this report. The complete capacity analysis reports are contained in APPENDIX C.

TABLE 3: CAPACITY ANALYSES SUMMARY

INTERSECTION	TIME PERIOD	YEAR 2022 EXISTING (LOS/DELAY)	YEAR 2025 BACKGROUND (LOS/DELAY)	YEAR 2025 COMBINED (LOS/DELAY)
Buttermilk Road at Access Point ¹ SIDE STREET STOP CONTROL – NB APPROACH	A.M. P.M.	-	-	A 9.3 A 9.9

¹SIDE STREET STOP CONTROL – Data shown are Level-of-Service and Average Vehicular Delay (seconds) for the critical side street approaches and major street left turn movements utilizing HCM methodology.

TURN LANE ASSESSMENTS

Turn lane warrant evaluations were conducted at the studied intersection of Buttermilk Road at Proposed Site Access. This evaluation found that neither a left-turn nor a right-turn lane were warranted during the studied peak hours at the studied intersection. The evaluations utilized Knox County left and right-turn lane volume thresholds. The spreadsheets summarizing these evaluations are contained in APPENDIX D.

SIGHT DISTANCE ASSESSMENT

Intersection sight distance was assessed looking both directions from the proposed site driveway intersection. Based on AASHTO sight distance requirements for 30 mph roadways, 335 feet of sight distance is required to make a left turn and 290 feet of sight distance is required to make a right turn from a side street stop-controlled scenario. Additionally, Knoxville-Knox County Subdivision Regulations state, "The minimum sight distance at an intersection (in both directions along the major street) shall be ten (10) times the posted speed limit, but in no case shall it be less than 250 feet."

Sight distance field measurements were ultimately inconclusive due to the excessive sight limiting vegetation surrounding the proposed site access. Field measurements indicate that 72 feet of sight distance is currently available when looking right and 79 feet of sight distance is currently available when looking left.

However, once the vegetation is cleared, it is believed sight distance requirements looking to the right from the proposed access can be achieved as the eastern intersection of Graybeal Road at Buttermilk Road (roughly 600 feet from the proposed access) was visible when stepping out beyond the sight limiting vegetation. Additionally, sight distance requirements looking left can likely be achieved if enough

sight limiting vegetation is cleared as sight distance was measured around 435 feet when stepping out beyond the sight limiting vegetation.

Care should be taken during the site development process to ensure that site features such as landscaping and signage to do not restrict the existing sight distances. Furthermore, clear sight triangles in both directions measured 15' back from the edge of traveled way along the proposed access point shall be provided. Coordination with the developer will be needed to ensure that the sight triangles can be achieved within the development's property limits, public right-of-way, or other easements as necessary.

CONCLUSIONS & RECOMMENDATIONS

The primary conclusion of this study is that the traffic generated from the proposed development will not have a significant impact on the studied site access intersection at Buttermilk Road. Intersection levels-of-service are expected to be "A" during peak traffic periods for the site access intersection.

The following is a listing of recommendations that were developed to address traffic concerns in the vicinity of the project site:

1. Buttermilk Road at Proposed Site Access Point:
 - a. Install a northbound approach leg to create the intersection of Buttermilk Road at Proposed Site Access
2. Maintain intersection corner sight distances on the site access locations by ensuring that site grading, landscaping, signage, and other site features do not restrict intersection sight distance lines of sight.



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

Scott Davis/Eagle Bend

Owner/Developer

Applicant Name

Affiliation

5/27/2022

7-14-2022

File Number(s)

Date Filed

Meeting Date (if applicable)

7-SC-22-C
7-G-22-UR

CORRESPONDENCE

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

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

Scott Davis

Eagle Bend Real Estates Development Company

Name

Company

P. O. Box 11315

Eagle Bend

TN

37939

Address

City

State

ZIP

865-693-3356

swd444@gmail.com

Phone

Email

CURRENT PROPERTY INFO

Mesana Invrestment LLC

P.O. Box 11315 Knoxville, TN 37939

865-693-3356

Property Owner Name (if different)

Property Owner Address

Property Owner Phone

0 Buttermilk Rd. & 0 Pittman Drive , Knoxville, TN 37932

Tax Map 129, parcels 142 & 142.13

Property Address

Parcel ID

WKUD

WKUD

N

Sewer Provider

Water Provider

Septic (Y/N)

STAFF USE ONLY

South side of Buttermilk Road, east of Graybeal Road

26.84 acres

General Location

Tract Size

City County

6th
District

PR (Planned Residential)

Zoning District

Vacant land

Existing Land Use

Northwest County

Planning Sector

AG & HP

Sector Plan Land Use Classification

Rural Area

Growth Policy Plan Designation

DEVELOPMENT REQUEST

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

Related City Permit Number(s)

Home Occupation (specify) _____

Other (specify) Detached residential subdivision

SUBDIVISION REQUEST

Scott Davis Development on Buttermilk Road

Related Rezoning File Number

Proposed Subdivision Name

Combine Parcels
 Divide Parcel
 102
 Unit / Phase Number Total Number of Lots Created

Other (specify) _____

Attachments / Additional Requirements

ZONING REQUEST

Zoning Change

 Proposed Zoning

Pending Plat File Number

Plan Amendment Change

 Proposed Plan Designation(s)

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
406	Use on Review	\$3,984
Fee 2		
Fee 3		

MR

AUTHORIZATION

[Signature]
Applicant Signature

Scott Davis/Eagle Bend

Please Print

5-16-22

Date

865-693-3356

Phone Number

swd444@gmail.com

Email

[Signature]
Property Owner Signature

Scott Davis

Please Print

5-16-22

Date

VARIANCES/ALTERNATIVE DESIGN STANDARDS REQUESTED



1. Road "A" request reduction of Vert Curve from Sta. 0+00 to 0+30
Justify request by indicating hardship: from $K=15.00$ to $K=8.39$ because of topography & the narrow of the property R.O.W.

2. ~~Road "A" request reduction of Vert Curve from Sta. 0+60 to 1+89.1~~
Justify request by indicating hardship: ~~from $K=25.00$ to $K=8.39$ because of topography & the narrow of the property R.O.W.~~

3. Road "A" request reduction of Vert Curve from Sta. 6+18 to 7+26
Justify request by indicating hardship: from $K=25.00$ to $K=10.00$ because of the topography & narrow of the property R.O.W.

4. Road "A" request reduction of Vert Curve from Sta. 7+26 to 8+94
Justify request by indicating hardship: from $K=25.00$ to $K=10.40$ because of topography & narrow of property R.O.W.

5. Road "A" request reduction in grade from 12% to 15% because
Justify request by indicating hardship: of topography & narrow of the R.O.W.

6. Road "A" request reduction of Horiz Curve from Sta. 4+69 to 5+86,
Justify request by indicating hardship: Sta. 6+65 to 7+86, Sta. 15+55 to 18+78, ~~Sta.~~
Sta. 20+47 to 24+09 & Sta. 30+88 to 33+49 from $R=250.00'$
to $R=2000'$ because of the shape of the property & topography

7. Request reduction of peripheral set back from 35' to 25'
Justify request by indicating hardship: around the outside property.

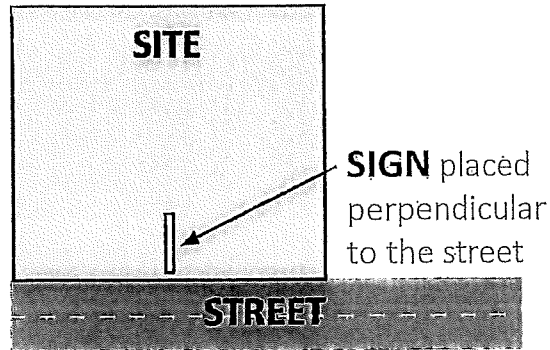
I certify that any and all requests needed to meet regulations are requested above, or are attached. I understand and agree that no additional variances can be acted upon by the legislative body upon appeal and none will be requested.

Wanda R. Kuhl
Signature

Date

5-18-22

The Administrative Rules and Procedures of the Knoxville-Knox County Planning Commission require a sign to be posted on the property for each application subject to consideration by the Planning Commission, including the following applications: rezoning, plan amendment, concept plan, use on review/special use, planned development, right-of-way closure, and name change.



The required public notice sign(s) will be provided by Planning to the applicant when an application is submitted. If an application is submitted electronically, Planning staff will post the required sign. If a replacement sign(s) is needed, the applicant is responsible for picking up the new sign(s) from Planning and will be charged \$10 for each replacement.

LOCATION AND VISIBILITY

The sign must be posted on the nearest adjacent/frontage street and in a location clearly visible to vehicles traveling in either direction. If the property has more than one street frontage, 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 **not less than 12 days prior to 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 not less than 12 days prior to the next Planning Commission meeting. The applicant is responsible for removing the sign after the application has been acted upon by the Planning Commission.

The individual below is responsible for posting and removing the sign(s) provided consistent with the above guidelines and between the dates of:

June 29, 2022 and July 15, 2022
 (applicant or staff to post sign) (applicant to remove sign)

Applicant Name: Scott Davis / Eagle Bend

Date: 6/6/2022

File Number: 7-5C-22-C / 7-6-22-UR

- Sign posted by Staff
- Sign posted by Applicant