



SUBDIVISION REPORT - CONCEPT/USE ON REVIEW

▶ **FILE #:** 3-SC-22-C **AGENDA ITEM #:** 18
3-D-22-UR **AGENDA DATE:** 3/10/2022

▶ **SUBDIVISION:** BABELAY SUBDIVISION
▶ **APPLICANT/DEVELOPER:** ERIC MOSELEY / S & E PROPERTIES, LLC
OWNER(S): Eric Moseley / S & E Properties, LLC

TAX IDENTIFICATION: 50 174, 178, & 171 [View map on KGIS](#)

JURISDICTION: County Commission District 8

STREET ADDRESS: 0 & 6513 Babelay Rd.

▶ **LOCATION:** Northwest side of Babelay Road, east side of Harris Road, west side of Link Road

SECTOR PLAN: Northeast County

GROWTH POLICY PLAN: Rural Area

WATERSHED: Woods Creek

▶ **APPROXIMATE ACREAGE:** 106 acres

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

▶ **EXISTING LAND USE:** Vacant land

▶ **PROPOSED USE:** Detached residential subdivision

SURROUNDING LAND USE AND ZONING: North: Agricultural/forestry/vacant and single family residential -- A (Agricultural)
South: Agricultural/forestry/vacant, rural residential, and single family residential -- A (Agricultural)
East: Agricultural/forestry/vacant and single family residential -- A (Agricultural) & PR (Planned Residential)
West: Agricultural/forestry/vacant, rural residential, and single family residential -- A (Agricultural)

▶ **NUMBER OF LOTS:** 262

SURVEYOR/ENGINEER: Eric Moseley / S & E Properties, LLC

ACCESSIBILITY: Access is via Babelay Road, a minor collector with 18 ft of pavement width within a 40 - 45 ft right-of-way width, and Harris Road, a minor arterial with 17-19 ft of pavement width within 40 ft right-of-way.

▶ **SUBDIVISION VARIANCES REQUIRED:** **ALTERNATIVE DESIGN STANDARDS REQUIRING KNOXVILLE-KNOX COUNTY PLANNING COMMISSION APPROVAL**
1) Reduce the minimum horizontal curve radius from 250 ft to 150 ft on Road 'C' from STA 29+59.45 to 30+52.45
2) Reduce the minimum horizontal curve radius from 250 ft to 200 ft on Road 'E' from STA 3+00.95 to 3+75.02

ALTERNATIVE DESIGN STANDARDS REQUIRING KNOX COUNTY ENGINEERING AND PUBLIC WORKS APPROVAL

- 1) Increase the maximum road grade approach to an intersection from 1 percent to 2 percent for the Road 'A' intersection with Babelay Road
- 2) Increase the maximum road grade approach to an intersection from 1 percent to 2 percent for the Road 'E' intersection with Road 'C'

STAFF RECOMMENDATION:

- ▶ **Approve alternative design standards 1-2 based on the justifications provided by the applicant and the recommendations of the Knox County Department of Engineering and Public Works, and because the site conditions restrict compliance with the Subdivision Regulations and will not create a traffic hazard.**

Approve the Concept Plan subject to 13 conditions.

1. Connection to sanitary sewer and meeting any other relevant requirements of the utility provider.
 2. Provision of street names consistent with the Uniform Street Naming and Addressing System within Knox County (County Ord. 91-1-102).
 3. All sidewalks and crosswalks within the public right-of-way shall meet the applicable ADA standards. The design details shall be worked out with Knox County Engineering and Public Works during the design plan phase.
 4. Providing the sidewalk and/or pedestrian trail system (pedestrian system) that connects the Babelay Road and Harris Road access points as required by the Knox County Sidewalk Ordinance. Access to the pedestrian system shall be accommodated for all lots within the subdivision utilizing the minimal amount of on-street access as possible on the following road segments; the full length of Road 'F', Road 'C' from the Road 'A' intersection to Road 'E' & Road 'F' intersection, and the full length of Road 'A'. This access can be accommodated via a combination of sidewalks and additional connections to the proposed walking trail, or entirely with sidewalks on the road segments referenced above. The design details and timing of the installation of the pedestrian system shall be worked out with the Knox County Department of Engineering and Public Works during the design plan stage for the subdivision.
 5. Implementing the recommendations outlined in the Babelay Subdivision Transportation Impact Analysis prepared by Fulghum MacIndoe (Revised 2/21/2022), as revised and approved by the Knox County Department of Engineering and Public Works and Planning staff (see Exhibit A). The design details and implementation of the recommendations shall be worked out with the Knox County Department of Engineering and Public Works during the design plan stage for the subdivision.
 6. Providing the 25-ft common area along the Babelay Road and Link Road frontages where the adjacent lots do not meet the double frontage lot depth standard per Section 3.02.A.4. of the Subdivision Regulations.
 7. Providing a minimum 200-ft sight distance easement as identified on the Concept Plan. The driveway on the lots must be located outside of the sight distance easement and shown on the plat, or the driveway must have a depth of 20-ft beyond the sight distance easement if it cannot be located outside of the sight distance easement.
 8. Meeting all applicable requirements of the Knox County Zoning Ordinance.
 9. Meeting all applicable requirements of the Knox County Department of Engineering and Public Works.
 10. Providing a note on the final plat that all lots will have access to internal streets.
 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.
 12. Prior to certification of the final plat for the subdivision, establishing a property owners association that will be responsible for the maintenance of the common areas, amenities, and drainage system.
 13. [ADDED 3/8/2022] Harris Road shall be widened to a consistent minimum of 18 feet. In the event of right of way or utility constraints prevent these improvements, the developer shall coordinate with Knox County to install suitable operational improvements such as guardrail, signage, striping, etc., to mitigate the additional traffic volumes.
- ▶ **Approve the development plan for 262 detached residential houses on individual lots and the peripheral setback reduction from 35 ft to 25 ft for all double frontage lots with an adjacent 25-ft common area strip along the Babelay Road and/or Link Road frontages, 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 of Use on Review in a PR zoning district.

COMMENTS:

Condition #13 was added 3/8/2022.

This proposal is for a 262-lot detached residential subdivision on 105.66 acres at a density of 2.48 du/ac. Access to the site is from Babelay Road (minor collector) and Harris Road (minor arterial). The A 25 ft wide common area is provided for a portion of the Babelay Road and Link Road frontages to meet the double frontage lot standards in the Subdivision Regulations.

AMENITIES

A walking trail connects two proposed park and amenity areas through the large common open space in the middle of the development.

TRANSPORTATION IMPACT STUDY (TIS)

The conclusions and recommendations of the Babelay Subdivision TIA (Fulgham MacIndoe, 2/21/2022) are presented in Exhibit A. The study notes that turn lanes are not warranted at either of the proposed entrances and the development will not significantly impact the Harris Road intersections at Babelay Road or Washington Pike. The TIS did find that the current width of Harris Road ranges from 17-19 ft and recommends that between Babelay Road and Washington Pike the road be widened, resurfaced, striped, etc., in coordination with Knox County Engineering and Public Works (see condition #13).

SIDEWALKS

The Knox County sidewalk ordinance requires a sidewalk along the Harris Road frontage because the development is within a parental responsibility zone and internal to the development because the road system connects to classified streets. The developer proposes a combination of sidewalks within the right-of-way and walking trails in the common open space to make the pedestrian connection between the two subdivision entrances; however, the current proposal does not provide adequate pedestrian access to the eastern half of the subdivision. Staff is recommending a condition that additional pedestrian accommodations be provided during the design plan phase (see condition #4).

VARIANCES AND ALTERNATIVE DESIGN STANDARDS

The applicant's engineer listed the requested deviations from the Subdivision Regulations on the Variances/Alternative Design Standards Request form (attached) and the stated hardships for the requests. The Knox County Engineering and Public Works department agree with the requested alternative design standards. The requested for increased intersection grades will be reviewed in more detail during the design plan phase to ensure ADA standards are met where there are crosswalks.

DEVELOPMENT STANDARDS FOR USES PERMITTED ON REVIEW (ARTICLE 4.10 - SECTION 2)

The planning commission, in the exercise of its administrative judgment, shall be guided by adopted plans and policies, including the general plan and the following general standards:

1) THE PROPOSED USE IS CONSISTENT WITH THE ADOPTED PLANS AND POLICIES, INCLUDING THE GENERAL PLAN AND SECTOR PLAN.

A. The Northeast County Sector Plan designates this property for low density residential uses with a maximum density 5 du/ac; however, the property is also in the Rural Area on the Growth Policy Plan with a maximum density of 3 du/ac. The proposed development with a density of 2.48 du/ac is consistent with the Sector Plan and the Growth Policy Plan.

B. There are 9.8 acres of this 106-acre property located in the Hillside Protection (HP) area. The maximum land disturbance recommended within the HP area is 5.5 acres (see the attached slope analysis). This proposal will disturb approximately 3.5 acres within the HP area and is consistent with the HP land disturbance guidelines.

2) THE USE IS IN HARMONY WITH THE GENERAL PURPOSE AND INTENT OF THE ZONING ORDINANCE.

A. The PR (Planned Residential) zone 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. 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.

B. The proposed subdivision will have detached residential lot sizes comparable to those in existing and recently approved subdivisions in the area.

C. The residential lots are clustered to the most suitable portion of the site for homes, leaving a large common area with amenities in the middle of the site.

D. The property is zoned PR up to 2.5 du/ac, and the proposed subdivision has a density of 2.48 du/ac.

3) THE USE IS COMPATIBLE WITH THE CHARACTER OF THE NEIGHBORHOOD WHERE IT IS PROPOSED, AND WITH THE SIZE AND LOCATION OF BUILDINGS IN THE VICINITY.

A. The proposed subdivision will have detached residential lot sizes and setbacks that are similar to others in the area.

4) THE USE WILL NOT SIGNIFICANTLY INJURE THE VALUE OF ADJACENT PROPERTY.

A. The use of the property for single-family residential should not significantly injure the value of the adjacent properties.

5) THE USE WILL NOT DRAW ADDITIONAL TRAFFIC THROUGH RESIDENTIAL AREAS.

A. The development has direct access to Babelay Road (minor collector) and Harris Road (minor arterial).

6) THE NATURE OF DEVELOPMENT IN THE SURROUNDING AREA IS NOT SUCH AS TO POSE A POTENTIAL HAZARD TO THE PROPOSED USE OR TO CREATE AN UNDESIRABLE ENVIRONMENT FOR THE PROPOSED USE.

A. There are no known uses in the area that could be a potential hazard or create an undesirable environment for the proposed residential use.

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.

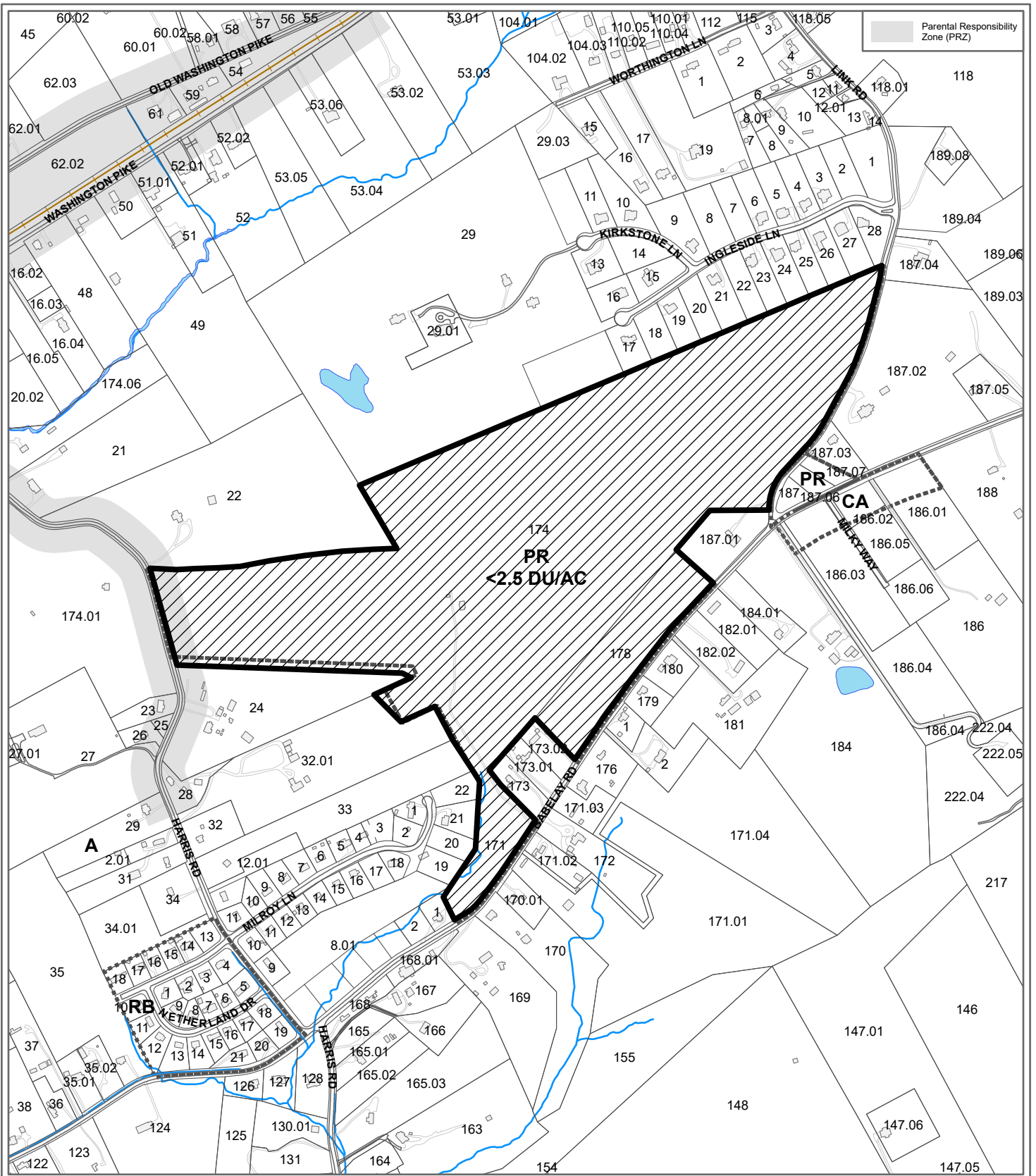
ESTIMATED STUDENT YIELD: 111 (public school children, grades K-12)

Schools affected by this proposal: Ritta Elementary, Holston Middle, and Gibbs High.

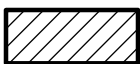
- Potential new school population is estimated using locally-derived data on public school student yield generated by new housing.
- Students are assigned to schools based on current attendance zones as determined by Knox County Schools. Students may request transfers to different zones, and zone boundaries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



**3-SC-22-C / 3-D-22-UR
CONCEPT PLAN/USE ON REVIEW**

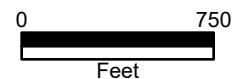


in PR (Planned Residential)

Petitioner: Moseley / S & E Properties, LLC, Eric

Map No: 50

Jurisdiction: County

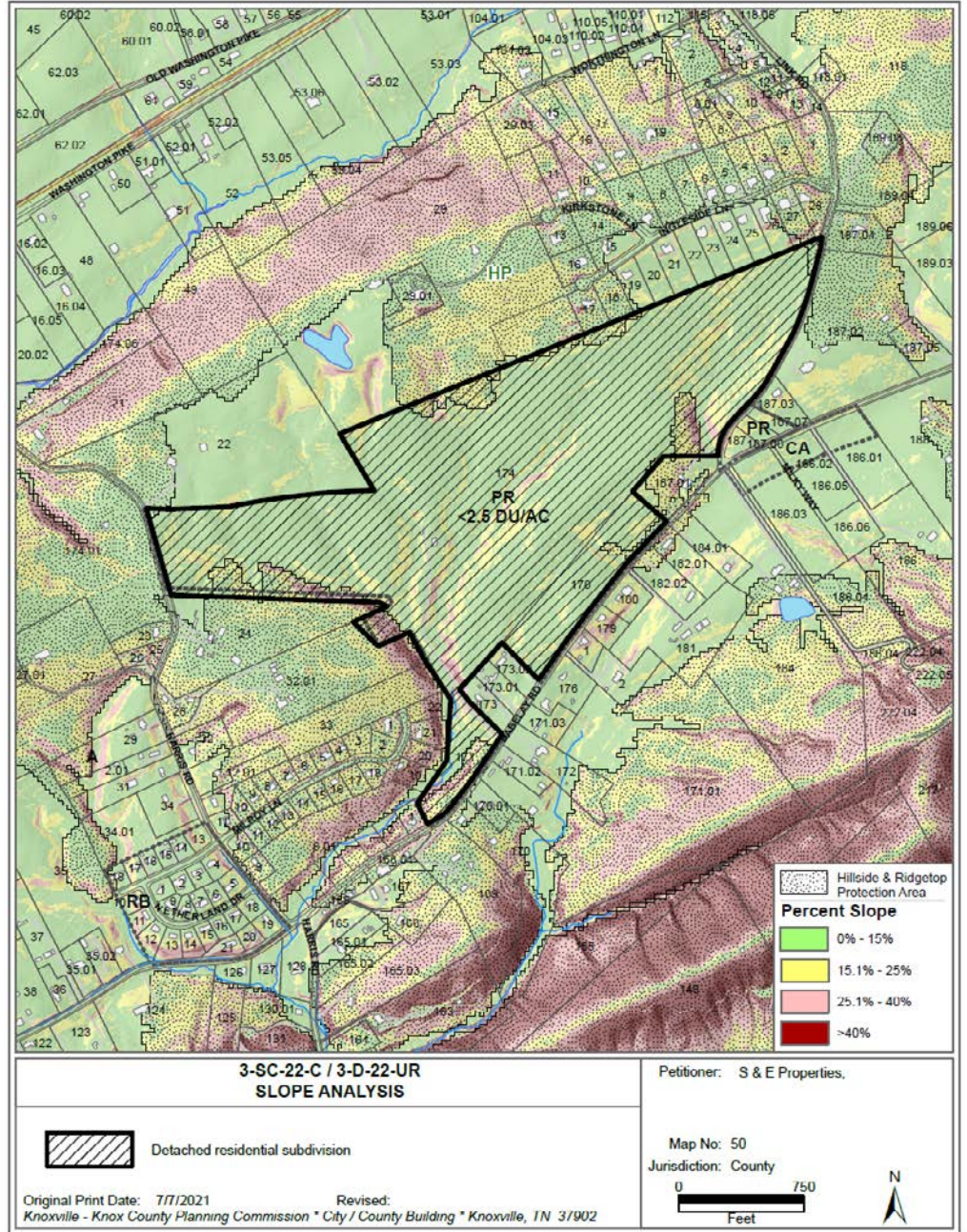


Original Print Date: 2/3/2022

Revised:

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

CATEGORY	ACRES	RECOMMENDED DISTURBANCE BUDGET (Percent)	DISTURBANCE AREA (Acres)
Non-Hillside	96.77	100%	96.8
0-15% Slope	2.71	100%	2.7
15-25% Slope	4.6	50%	2.3
25-40% Slope	2.05	20%	0.4
Greater than 40% Slope	0.43	10%	0.0
Ridgetops	0		
Subtotal: Sloped Land	9.79	<i>Recommended disturbance budget within Hillside Protection Area (acres)</i>	5.5
Total Acreage	106.56		



VARIANCES REQUESTED



1. Reduce Minimum Horizontal Curve Radius from 250-ft to 150-ft for Road "C" from STA 29 + 59.45 to STA 30 + 52.45.
Justify variance by indicating hardship: Site Topography

2. Increase maximum road grade approach at intersection from 1.00% to 2.00% for Road "A" intersection with Babelay Road.
Justify variance by indicating hardship: Site Topography

3. Increase maximum road grade approach at intersection from 1.00% to 2.00% for Road "E" intersection with Road "C".
Justify variance by indicating hardship: Site Topography


4. Reduce minimum horizontal curve from 250ft to 200ft for Road "E" from STA 3 + 00.95 to STA 3 + 75.02
Justify variance by indicating hardship: Site Topography

5. _____
Justify variance by indicating hardship: _____

6. _____
Justify variance by indicating hardship: _____

7. _____
Justify variance by indicating hardship: _____

I certify that any and all variances 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. I hereby waive the requirement for approval or disapproval of the plat within sixty (60) days after its submission, in accordance with the provisions of Tennessee Code Annotated 13-3-404.


Signature
3-3-22
Date

BABELAY SUBDIVISION 6513 BABELAY ROAD KNOX COUNTY, TENNESSEE

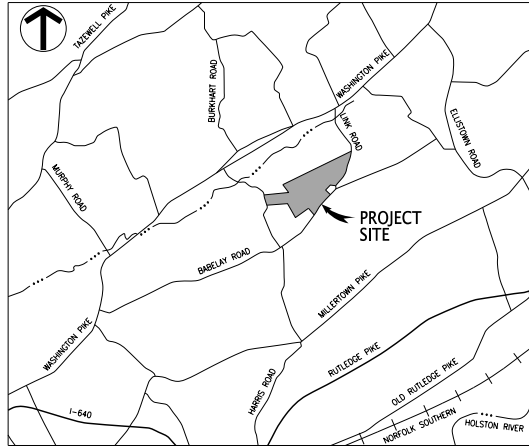


PRELIMINARY
NOT FOR
CONSTRUCTION

BABELAY SUBDIVISION
6513 BABELAY ROAD
KNOXVILLE, TENNESSEE 37764

S & E PROPERTIES, LLC
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CONTACT: MR. ERIC MOSELEY
TELEPHONE NO.: 865.539.1112
EMAIL: ERICMOSELEY@BELLOUTH.NET

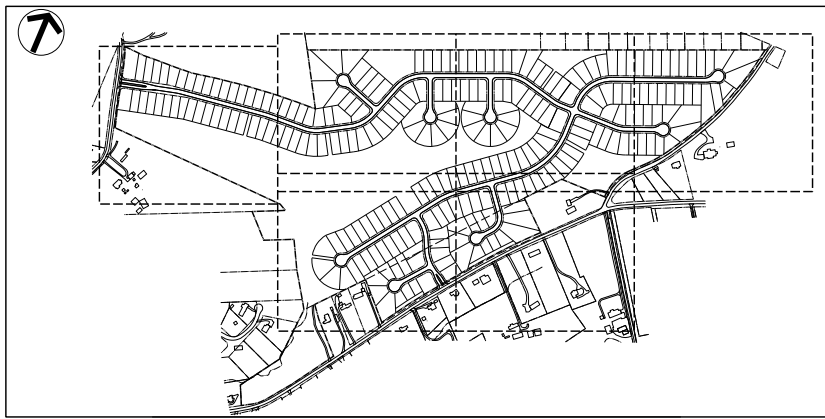
COVER SHEET AND INDEX



LOCATION MAP
(NOT TO SCALE)

DRAWING INDEX

SHEET NO.	REV. NO.	ISSUE DATE	TITLE
C1	B	02/22/22	COVER SHEET AND INDEX
C1A	A	02/22/22	OVERALL CONCEPT LAYOUT AND PAVING PLAN
C2	B	02/22/22	CONCEPT LAYOUT AND PAVING PLAN
C3	B	02/22/22	CONCEPT LAYOUT AND PAVING PLAN
C4	B	02/22/22	CONCEPT LAYOUT AND PAVING PLAN
C5	B	02/22/22	CONCEPT LAYOUT AND PAVING PLAN
C6	B	02/22/22	CONCEPT LAYOUT AND PAVING PLAN
C7	B	02/22/22	CONCEPT LAYOUT AND PAVING PLAN
C8	B	02/22/22	CONCEPT GRADING PLAN
C9	B	02/22/22	CONCEPT GRADING PLAN
C10	B	02/22/22	CONCEPT GRADING PLAN
C11	B	02/22/22	CONCEPT GRADING PLAN
C12	B	02/22/22	CONCEPT GRADING PLAN
C13	B	02/22/22	CONCEPT GRADING PLAN
C14	B	02/22/22	ROAD PROFILES
C15	B	02/22/22	ROAD PROFILES
C16	B	02/22/22	ROAD PROFILES
C17	B	02/22/22	ROAD PROFILES



OVERALL MAP
(NOT TO SCALE)

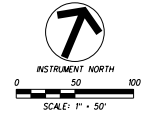
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Plot Date: 01/24/2022

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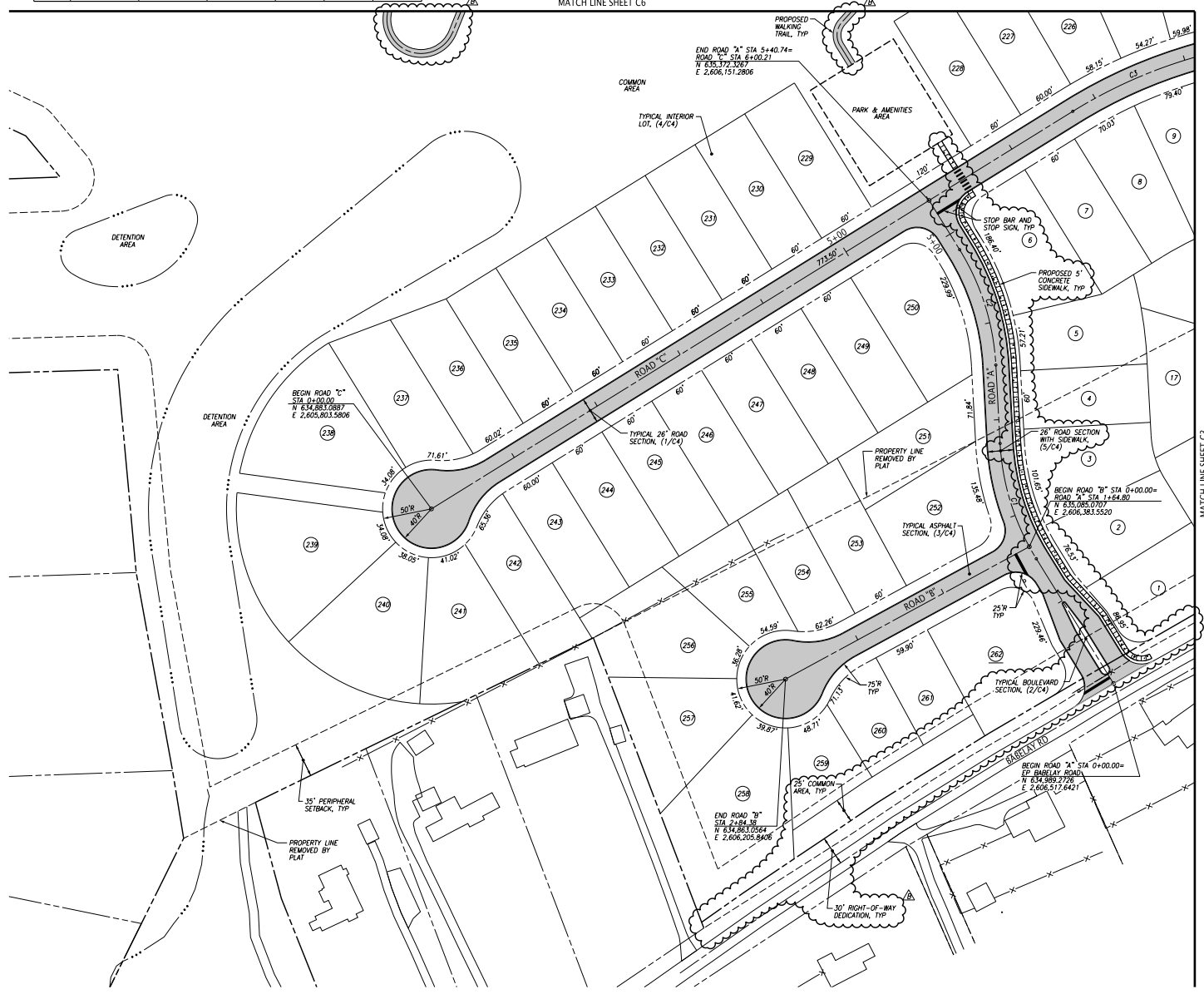
PROJ. NO.	ISSUED BY	DATE	REVISION/ISSUE
330.020	AMC	02/22/22	
	AMC	01/24/22	
	AMC	01/24/22	
	AMC	01/24/22	

Project: 330.020
Sheet: C1
Date: 01/24/22
Scale: AS NOTED

HORIZONTAL CURVE DATA TABLE						
CURVE NO.	P.I. COORDINATES		DELTA ANGLE	RADIUS	TANGENT	LENGTH
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C1	635,113.4946	2,606,342.8531	28°41'02" RT	250.00	63.92	125.16
C2	635,300.8882	2,606,251.7996	28°41'02" LT	250.00	63.92	125.16
C3	635,572.3900	2,606,293.4650	16°25'18" RT	500.00	72.15	143.31



- NOTES:**
- THE BOUNDARY DATA WAS TAKEN FROM AVAILABLE KGIS MAPS DATED JULY 7, 2021.
 - PROPERTY CONCERNED REFLECTS PARCEL 050 171, 050 174 & 050 178 AS SHOWN IN KNOX COUNTY CILT MAP 050. ZONING FOR THE PROPERTY IS PR, PLANNED RESIDENTIAL. TOTAL AREA = 105.994 AC.
 - OWNER: HADON VALLEY PARTNERS
1830 SUNSTONE WAY
KNOXVILLE, TN 37922
 - ACCESS SETBACKS ARE 20'-FT. IN FRONT, 5'-FT. ON SIDE, AND 15'-FT. IN REAR. THE PERIPHERAL SETBACK IS 35'-FT.
 - BUILDING TO LOTS IS RESTRICTED TO INTERNAL STREETS.
 - 10' UTILITY DRAINAGE EASEMENT INSIDE ROAD FRONTAGE AND SUBDIVISION PERMETER LOT LINES. 5' EACH SIDE OF ALL INTERIOR LOT LINES.
 - PROPOSED IMPROVEMENTS INCLUDE: 26" WIDE PUBLIC ROAD, EXTENDED CURB, STORM SEWER, SANITARY SEWER, WATER, ELECTRIC, TELEPHONE, AND CABLE TV.
 - PLANNING COMMISSION CASE NUMBER: 3-SC-22-C / 3-SC-25-UR
- PROPOSED DENSITY**
- | | |
|---------------------------------|------------|
| PARCEL ZONED PR ALLOWED DENSITY | 2.5 DU/AC |
| PROPERTY ZONED PR AREA | 105.96 AC |
| SINGLE FAMILY DWELLING UNITS | 262 UNITS |
| PROPOSED DENSITY | 2.48 DU/AC |
- ALTERNATIVE DESIGN STANDARDS REQUIRING PLANNING COMMISSION APPROVAL:**
- REDUCE MAXIMUM HORIZONTAL CURVE RADIUS FROM 250'-FT TO 150'-FT FOR ROAD "C" FROM STA 29+59.45 TO STA 30+52.45.
- ALTERNATIVE DESIGN STANDARDS REQUIRING KNOX COUNTY ENGINEERING & PUBLIC WORKS APPROVAL:**
- INCREASE MAXIMUM ROAD GRADE APPROACH AT INTERSECTION FROM 1.00% TO 2.00% FOR ROAD "A" INTERSECTION WITH BABELAY ROAD.
 - INCREASE MAXIMUM ROAD GRADE APPROACH AT INTERSECTION FROM 1.00% TO 2.00% FOR ROAD "E" INTERSECTION WITH ROAD "C".



ENGINEERING CERTIFICATION:

I HEREBY CERTIFY THAT I AM A REGISTERED ENGINEER, LICENSED TO PRACTICE ENGINEERING UNDER THE LAWS OF THE STATE OF TENNESSEE. I FURTHER CERTIFY THAT THE PLAN AND ACCOMPANYING DRAWINGS, DOCUMENTS, AND STATEMENTS CONFORM TO ALL APPLICABLE PROVISIONS OF THE KNOXVILLE-KNOX COUNTY SUBDIVISION REGULATIONS EXCEPT AS HAS BEEN ITEMIZED AND DESCRIBED IN A REPORT FILED WITH THE METROPOLITAN PLANNING COMMISSION.

REGISTERED ENGINEER: MARRON M. GRAY P.E.
TENNESSEE CERTIFICATE NO. 0108410

UTILITY OWNERS:

WATER
NORTHEAST KNOX UTILITY DISTRICT (NEKUD)
2214 WASHINGTON PKE
CORNING, TN 37921
OFFICE PHONE: 865.687.5345

ELECTRIC, GAS, & SEWER
KNOXVILLE UTILITIES BOARD (KUB)
4505 MIDDLEBROOK PKE
KNOXVILLE, TN 37922
CONTACT: TIM BRANSON
OFFICE PHONE: 865.558.2552

TELEPHONE
4141
9733 PARKSIDE DRIVE
KNOXVILLE, TN 37922
CONTACT: MS. VICKIE DALEY
OFFICE PHONE: 865.539.8571

- LEGEND:**
- PROPOSED ASPHALT PAVEMENT
 - PROPOSED CONCRETE SIDEWALK
 - PROPOSED LOT NUMBER
 - PROPERTY/ROW LINE
 - EXISTING PROPERTY LINE
 - ROAD CENTER LINE
 - PROPERTY SETBACK
 - DETAIL REF. (DETAIL NO./SHT. NO.)
 - TYP.

FULGHUM
MACINDOE
ASSOCIATES, INC.

10330 HAZEN VALLEY ROAD
SUITE 1201
KNOXVILLE, TN 37932
OFFICE: 865.690.6419
FAX: 865.690.6449
www.fulghummacindoe.com

PRELIMINARY NOT FOR CONSTRUCTION

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CONCEPT LAYOUT AND PAVING PLAN

DATE	BY	REVISION/ISSUE
02/22/22	HNU	ISSUED FOR REVIEW
01/24/22	AMC	REVISION/ISSUE

Project: 330.020
Sheet: **C2**
Date: 01/24/22
Scale: 1"=50'

Full Name: A:\1511\2022\DWG\MST_100000000.dwg
 File Name: 2/22/2022

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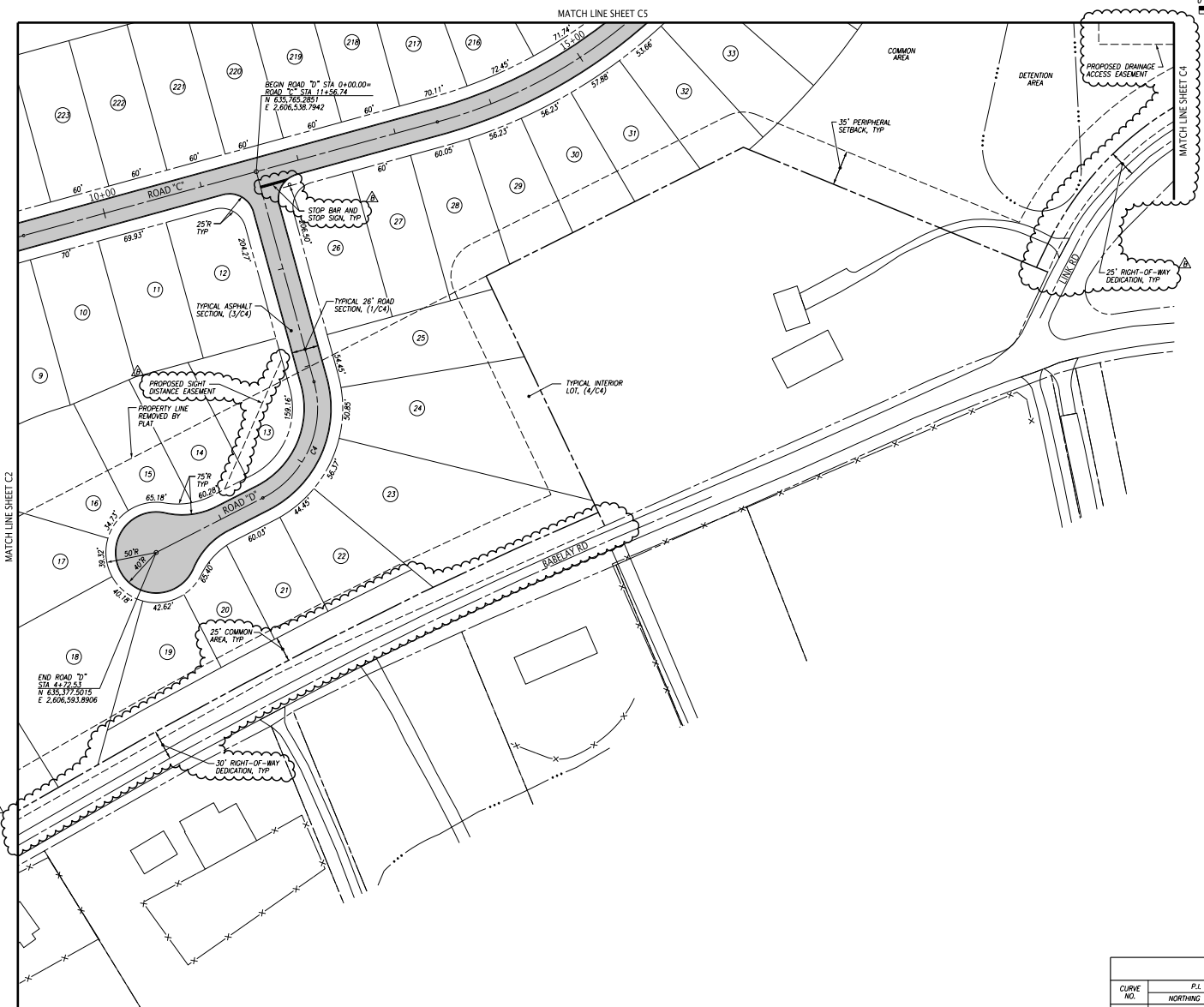
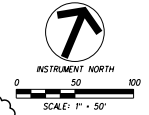
S & E PROPERTIES, LLC
1400 ROSS AVENUE
KNOXVILLE, TN 37919
CONTACT: MR. ERIC MOSELEY
TELEPHONE NO.: 865.539.1112
EMAIL: ERICMOSELEY@BELLOUTH.NET

CONCEPT LAYOUT
AND PAVING PLAN

PROJ. NO.	ISSUED BY	DATE	REVISION/ISSUE
	AMC	02/22/22	
	AMC	01/29/22	

Project: 330.020
Sheet: C3
Date: 01/24/22
Scale: 1"=50'

- NOTES:
1. REFER TO SHEET C2 FOR NOTES AND LEGEND.
 2. PLANNING COMMISSION CASE NUMBER: 3-25-22-C-3-D-22-UR.



HORIZONTAL CURVE DATA TABLE

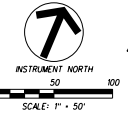
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	NORTHING	EASTING				
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Plot Name: 2/22/2022

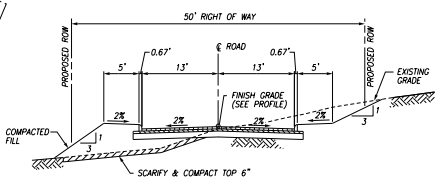
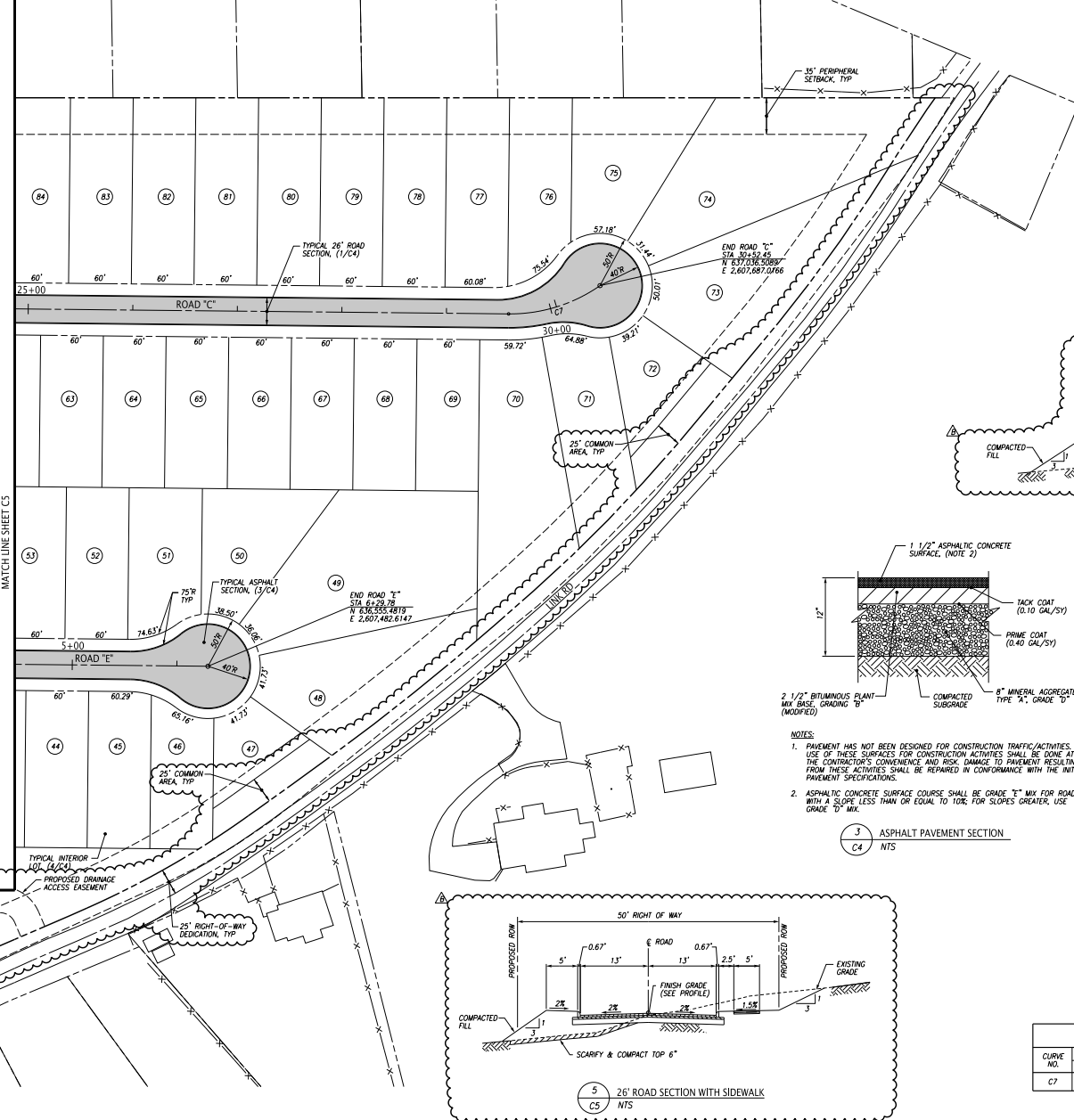
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DESIGNED BY	AMC	DATE	02/22/22
ISSUED BY	AMC	DATE	01/24/22
PROJECT NO.	AMC	REVISION FOR	REVISION/ISSUE
		NO.	

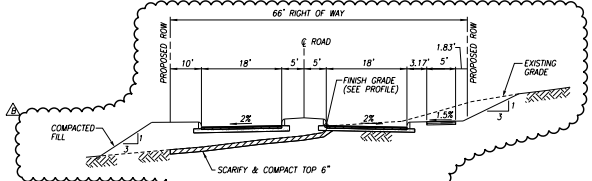
Project	330.020	Sheet	C4
Date	01/24/22		
Scale	1"=50'		



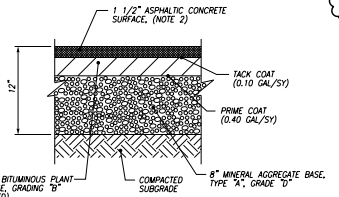
- NOTES:**
1. REFER TO SHEET C2 FOR NOTES AND LEGEND.
 2. PLANNING COMMISSION CASE NUMBER: J-SG-22-C / J-D-22-UR



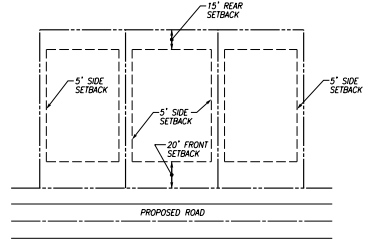
1 TYPICAL 26' ROAD SECTION
C4 NTS



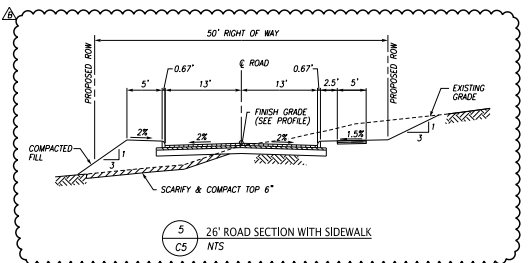
2 TYPICAL BOULEVARD SECTION
C4 NTS



3 ASPHALT PAVEMENT SECTION
C4 NTS



4 TYPICAL INTERIOR LOT
C3 NTS



5 26' ROAD SECTION WITH SIDEWALK
C5 NTS

CURVE NO.	P.L. COORDINATES		DELTA ANGLE	RADIUS	TANGENT	LENGTH
	NORTHING	EASTING				
C7	636,995.8713	2,607,661.3823	35°31'19" LT	150.00	48.05	93.00



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TELEPHONE NO.: 865.539.1112
EMAIL: ERICMOSELEY@BELLOUTH.NET

CONCEPT LAYOUT
AND PAVING PLAN

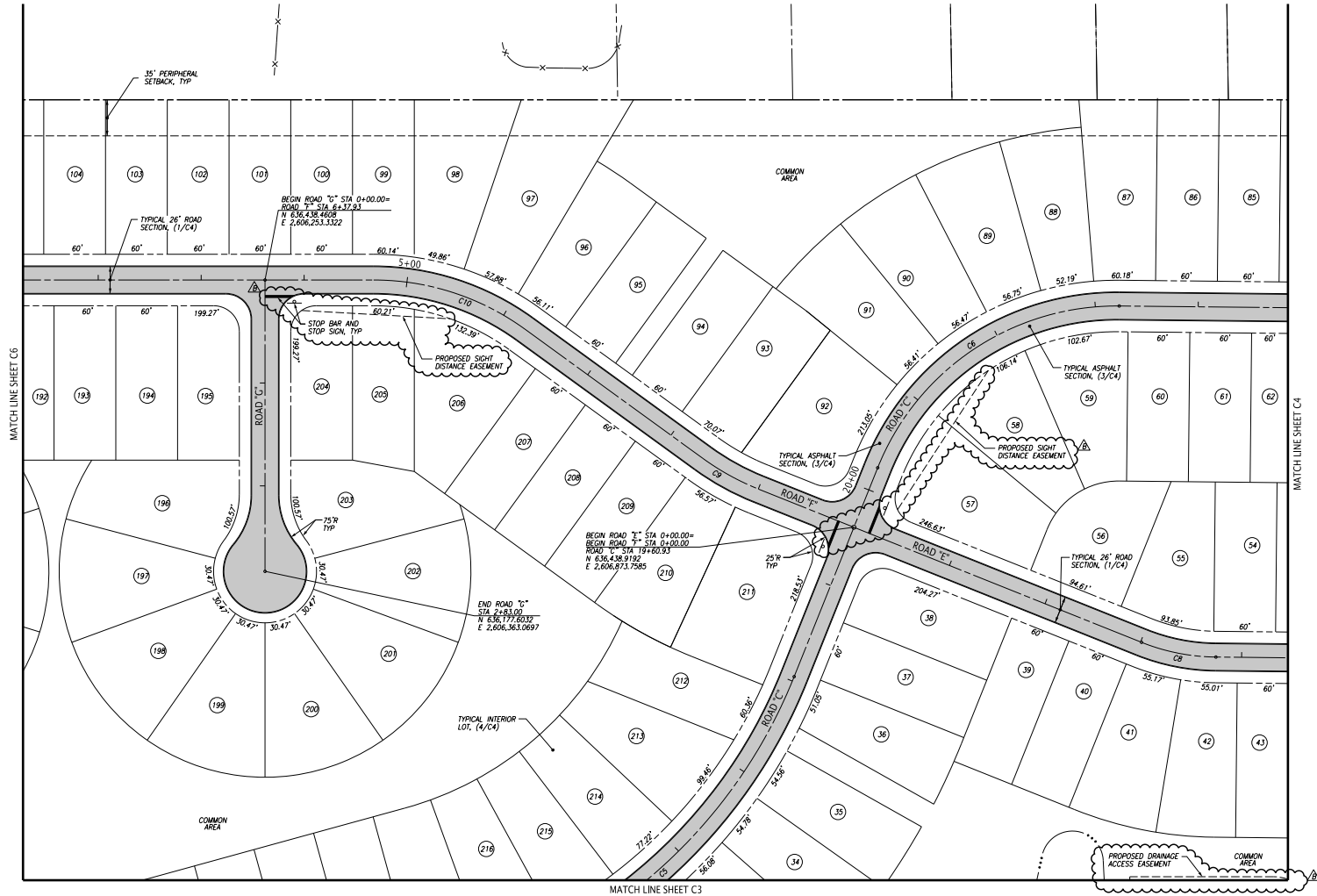
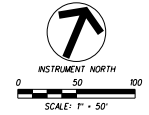
PROJ. NO.	AMC	DESIGNED BY	AMC	DRAWN BY	HNU
REVISED PER	AMC COMMENTS	02/22/22			
ISSUED FOR REVIEW		01/29/22			
No.	Revision/Issue				Date

Project 330.020
Date 01/24/22
Scale 1"=50'

C5

NOTES:

1. REFER TO SHEET C2 FOR NOTES AND LEGEND.
2. PLANNING COMMISSION CASE NUMBER: 3-SC-22-C / 3-D-22-UR.



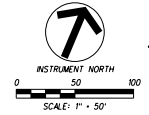
HORIZONTAL CURVE DATA TABLE

CURVE NO.	P.L. COORDINATES		DELTA ANGLE	RADIUS	TANGENT	LENGTH
	NORTHING	EASTING				
C5	636,034.2876	2,606,880.9188	52°50'13" LT	500.00	248.40	461.09
C6	636,672.2125	2,606,869.6302	68°46'47" RT	250.00	171.11	300.11
C8	636,444.9068	2,607,212.1199	21°13'13" LT	200.00	37.47	74.07
C9	636,437.0367	2,606,767.3750	3°00'03" RT	250.00	6.55	13.09
C10	636,510.8382	2,606425.3809	35°58'38" LT	250.00	81.17	156.98

File Name: I:\10330\10330\DWG\10330C05.dwg
 Plot Date: 01/24/2022

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CURVE NO.	P.I. COORDINATES		DELTA ANGLE	RADIUS	TANGENT	LENGTH
	NORTHING	EASTING				
C11	636,218.5214	2,605,730.5134	48°20'24" LT	250.00	112.20	210.92
C12	635,796.0335	2,605,586.3211	40°32'05" RT	250.00	92.32	176.87
C13	635,615.7342	2,605,281.7062	27°53'41" RT	250.00	62.09	121.71



- NOTES:
1. REFER TO SHEET C2 FOR NOTES AND LEGEND.
 2. PLANNING COMMISSION CASE NUMBER: J-SC-22-C / J-B-22-UR

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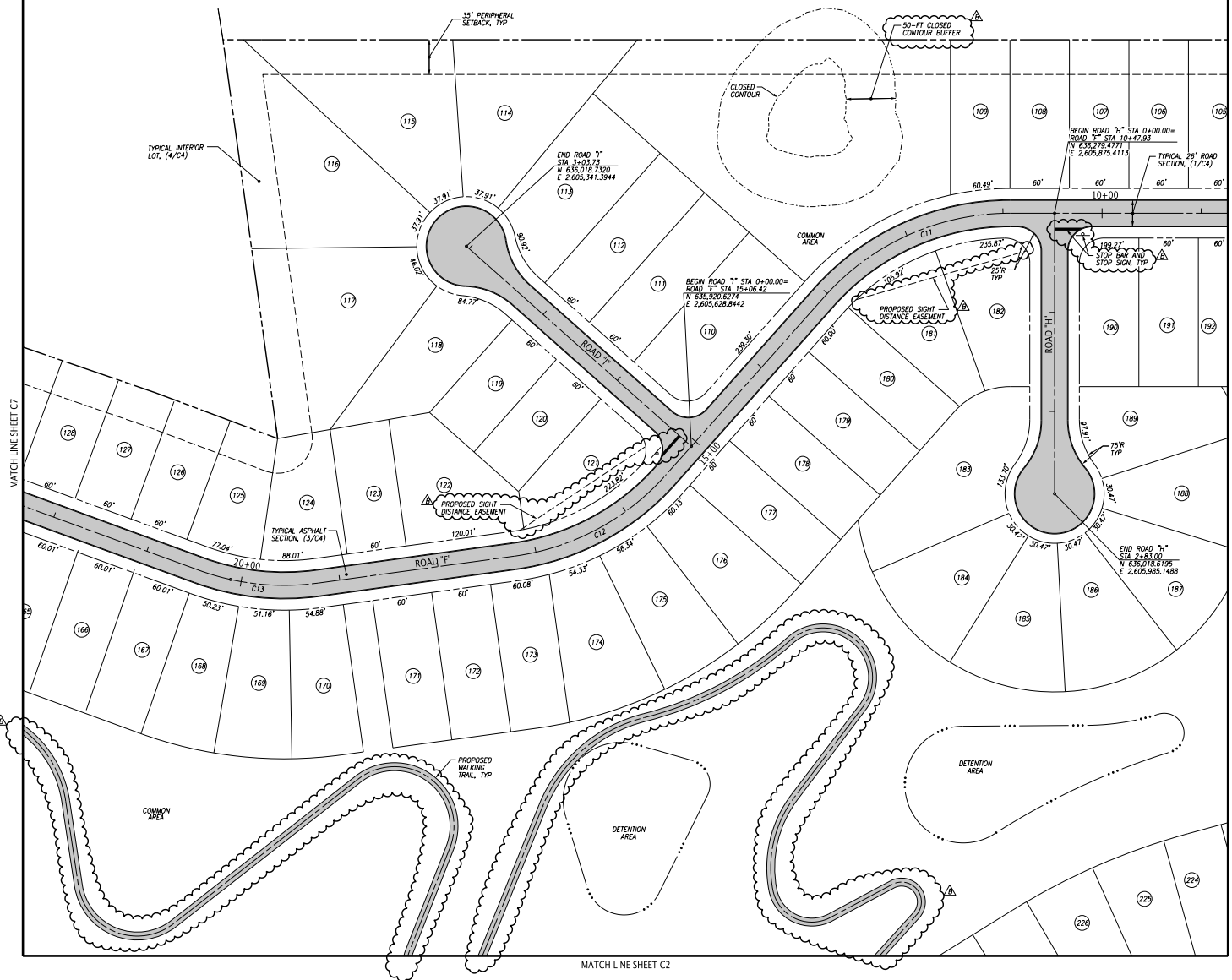
BABELAY SUBDIVISION
 6513 BABELAY ROAD
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 TELEPHONE NO.: 865.539.1112
 EMAIL: ERICMOSELEY@BELLOUTH.NET

CONCEPT LAYOUT
 AND PAVING PLAN

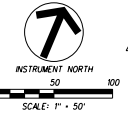
PROJ. NO.	ISSUED BY	DATE	REVISION/ISSUE
330.020	AMC	02/22/22	REVISION FOR WAC COMMENTS
	AMC	01/29/22	ISSUED FOR REVIEW

Project: 330.020
 Sheet: C6
 Date: 01/24/22
 Scale: 1"=50'



File Name: J:\1515_10220\1515_10220.dwg
 Plot Date: 02/22/2022

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- NOTES:**
1. REFER TO SHEET C2 FOR NOTES AND LEGEND.
 2. PLANNING COMMISSION CASE NUMBER: 3-22-C / 3-D-22-UR



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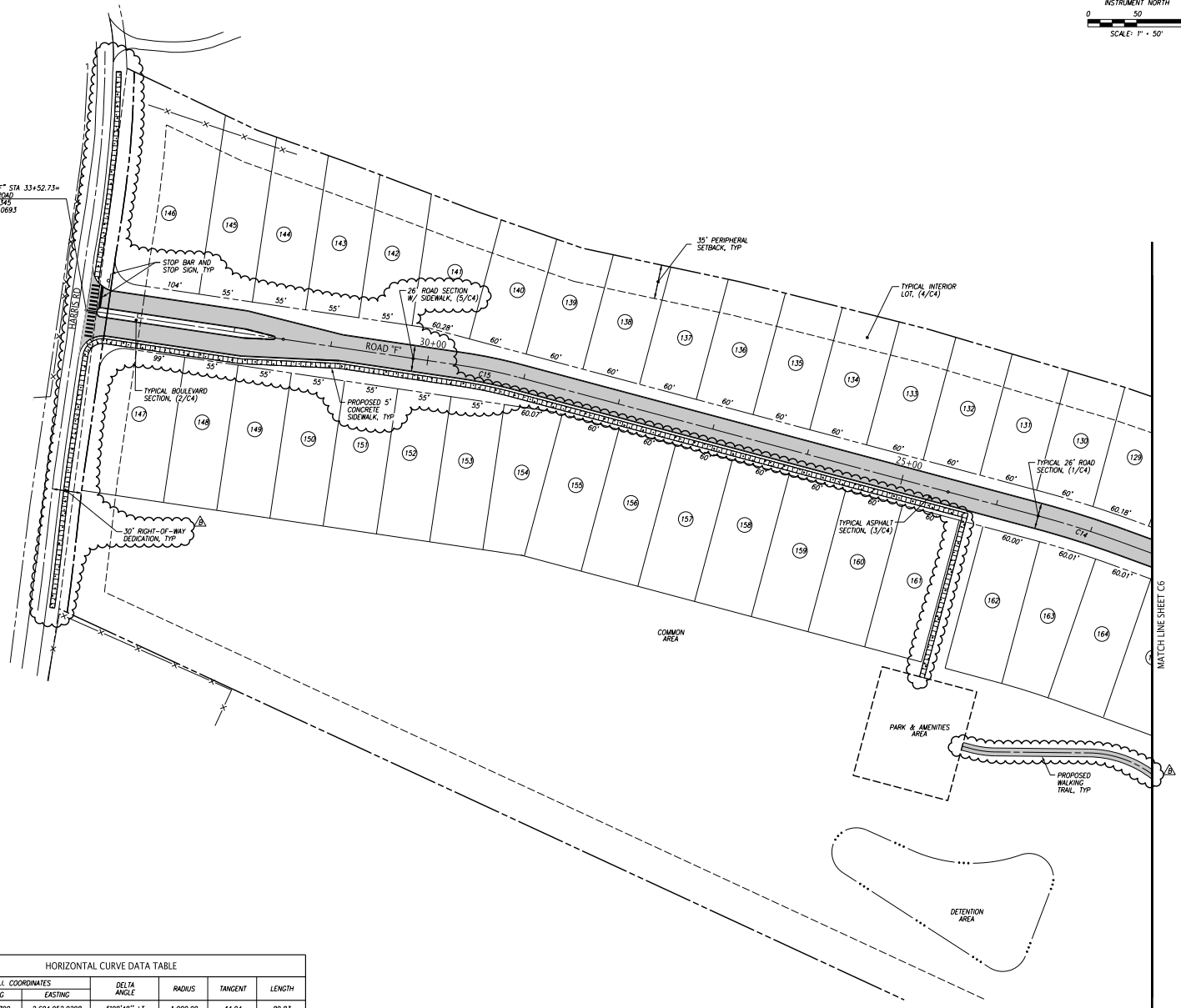
S & E PROPERTIES, LLC
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**CONCEPT LAYOUT
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PROJ. NO.	ISSUED BY	DATE	REVISION/ISSUE
	AMC	02/22/22	
	AMC	01/24/22	
	AMC	01/24/22	

Project: 330.020
Sheet: **C7**
Date: 01/24/22
Scale: 1"=50'

END ROAD 7" STA 13+52.73+
CP HARRIS ROAD
N 83.4101.6345
E 2,603.930.0693

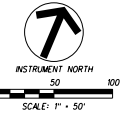


CURVE NO.	P.I. COORDINATES		DELTA ANGLE	RADIUS	TANGENT	LENGTH
	NORTHING	EASTING				
C14	635,600.0790	2,604,952.9298	5°08'48" LT	1,000.00	44.94	89.83
C15	635,514.5655	2,604,334.5106	6°32'20" LT	500.00	28.56	57.06

File Name: I:\151512020\151512020\151512020.dwg
 Plot Name: 01/24/2022

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 Plot Name: 2/24/22



GENERAL NOTES:

1. THE TOPOGRAPHIC DATA WAS TAKEN FROM AVAILABLE MGS MAPS DATED JULY 2, 2021.
2. PLANNING COMMISSION CASE NUMBER: J-SC-22-C / J-SC-22-UR.

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CONCEPT GRADING PLAN

PROJ. NO.	ISSUED BY	DATE	REVISION/ISSUE
330.020	AMC	02/22/22	REVISED PER MFC COMMENTS
	AMC	01/24/22	ISSUED FOR REVIEW
	AMC	01/24/22	Revision/Issue
	AMC		Date

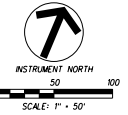
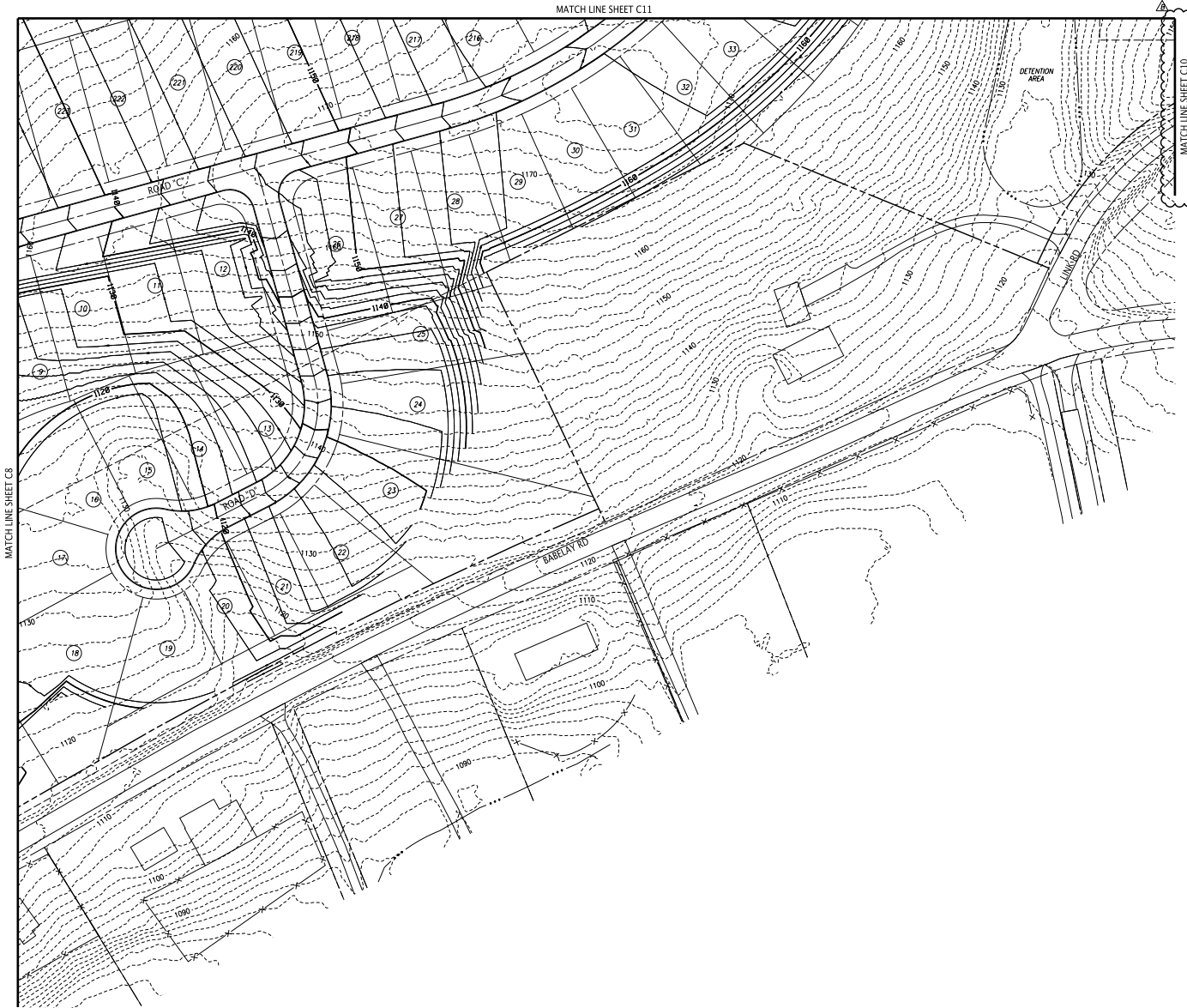
Project: 330.020
 Sheet: **C8**
 Date: 01/24/22
 Scale: 1"=50'

LEGEND:

- 890 — PROPOSED PROPERTY/ROW LINE
- 890 — PROPOSED CONTOUR
- - - 920 - - - EXISTING CONTOUR

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 Plot Name: 0/24/22

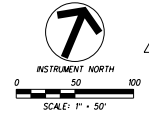
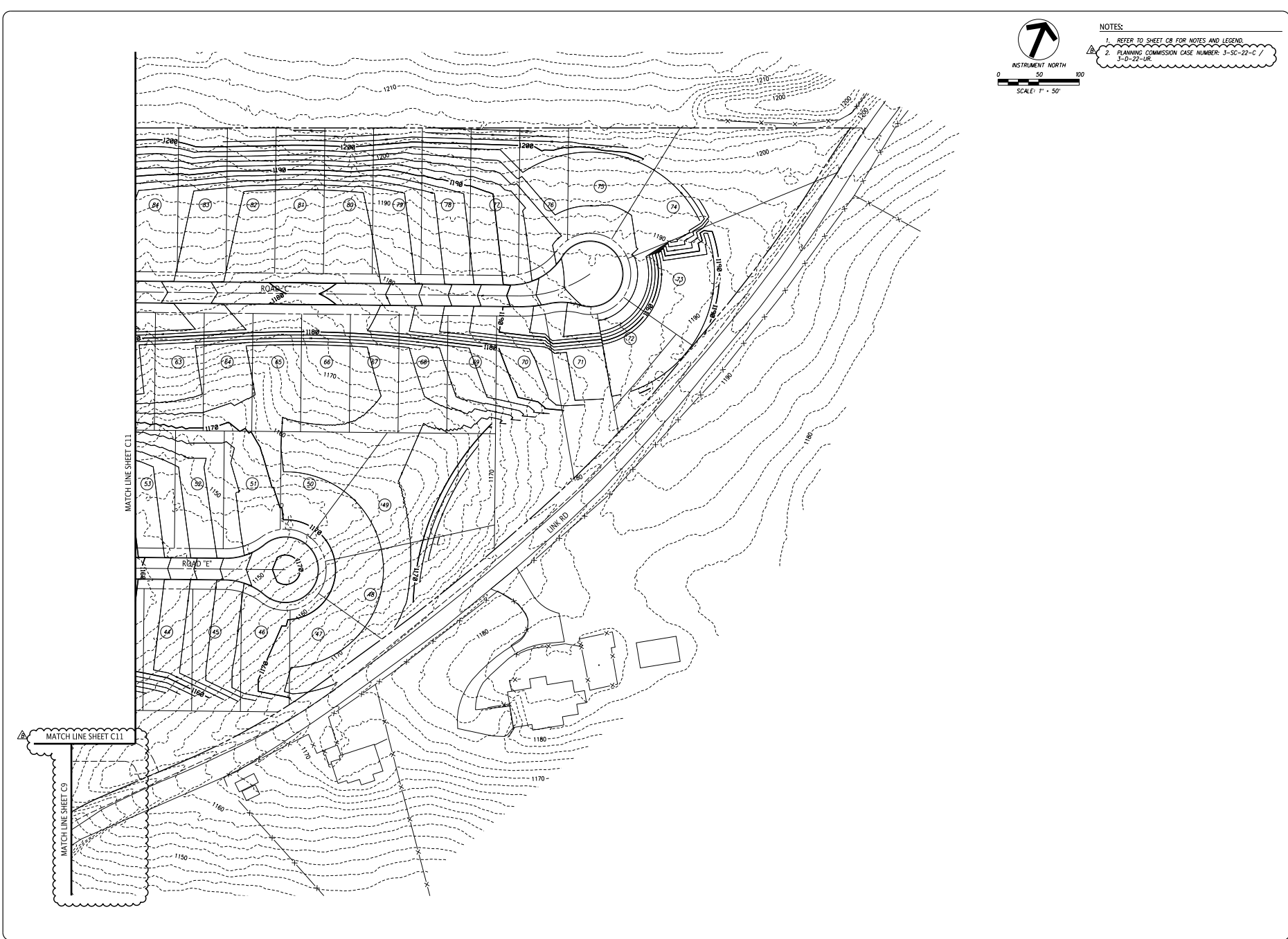


- NOTES:**
1. REFER TO SHEET C8 FOR NOTES AND LEGEND.
 2. PLANNING COMMISSION CASE NUMBER: J-SC-22-C / J-D-22-UR.

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Project 330.020	Sheet C9	
Date 01/24/22	Scale 1"=50'	
PROJ. NO. AMC	DESIGNED BY AMC	DRAWN BY HNU
REVISION REF. W/C COMMENTS ISSUED FOR REVIEW	REVISION/ISSUE No.	DATE 02/22/22 01/24/22

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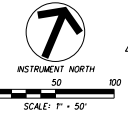
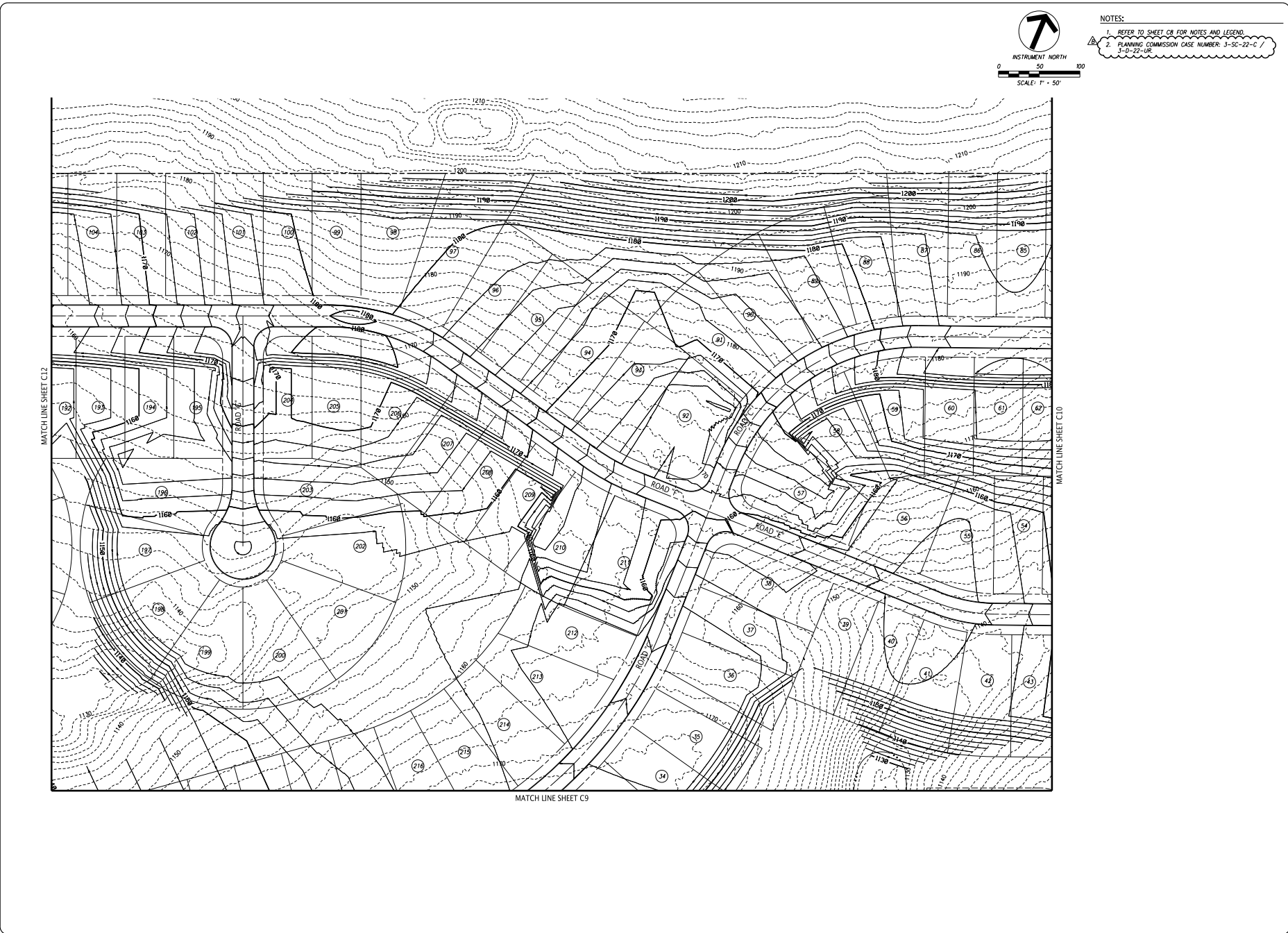


NOTES:
 1. REFER TO SHEET C8 FOR NOTES AND LEGEND.
 2. PLANNING COMMISSION CASE NUMBER: 3-25-22-C-3-D-22-UR.

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CONCEPT GRADING PLAN																					
PROJECT NO.: 330.020 DATE: 01/24/22 SCALE: 1"=50'	<table border="1"> <tr> <th>PROJ. NO.</th> <th>DESIGNED BY</th> <th>CHECKED BY</th> <th>DRAWN BY</th> </tr> <tr> <td></td> <td>AMC</td> <td>AMC</td> <td>HNU</td> </tr> <tr> <td></td> <td>REVISED PER MFC COMMENTS</td> <td></td> <td>02/22/22</td> </tr> <tr> <td></td> <td>ISSUED FOR REVIEW</td> <td></td> <td>01/29/22</td> </tr> <tr> <td>No.</td> <td colspan="2">Revision/Issue</td> <td>Date</td> </tr> </table>	PROJ. NO.	DESIGNED BY	CHECKED BY	DRAWN BY		AMC	AMC	HNU		REVISED PER MFC COMMENTS		02/22/22		ISSUED FOR REVIEW		01/29/22	No.	Revision/Issue		Date
PROJ. NO.	DESIGNED BY	CHECKED BY	DRAWN BY																		
	AMC	AMC	HNU																		
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C10																					

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 Plot Date: 01/24/2022



NOTES:
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 2. PLANNING COMMISSION CASE NUMBER: 3-26-22-C-1
 3-D-22-UR

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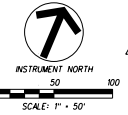
CONCEPT GRADING PLAN

PROJ. NO.	ISSUED BY	DATE	REVISION/ISSUE
330.020	AMC	02/22/22	
	AMC	01/24/22	
	AMC	01/24/22	

Project: 330.020
 Sheet: **C11**
 Date: 01/24/22
 Scale: 1"=50'

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 Plot Date: 01/24/2022



- NOTES:**
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 2. PLANNING COMMISSION CASE NUMBER: 3-22-C-3-D-22-UR.

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CONCEPT GRADING PLAN

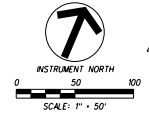
PROJ. NO.	ISSUED BY	DATE	REVISION/ISSUE
330.020	AMC	02/22/22	REVISED PER WPC COMMENTS
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Project Sheet
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C12

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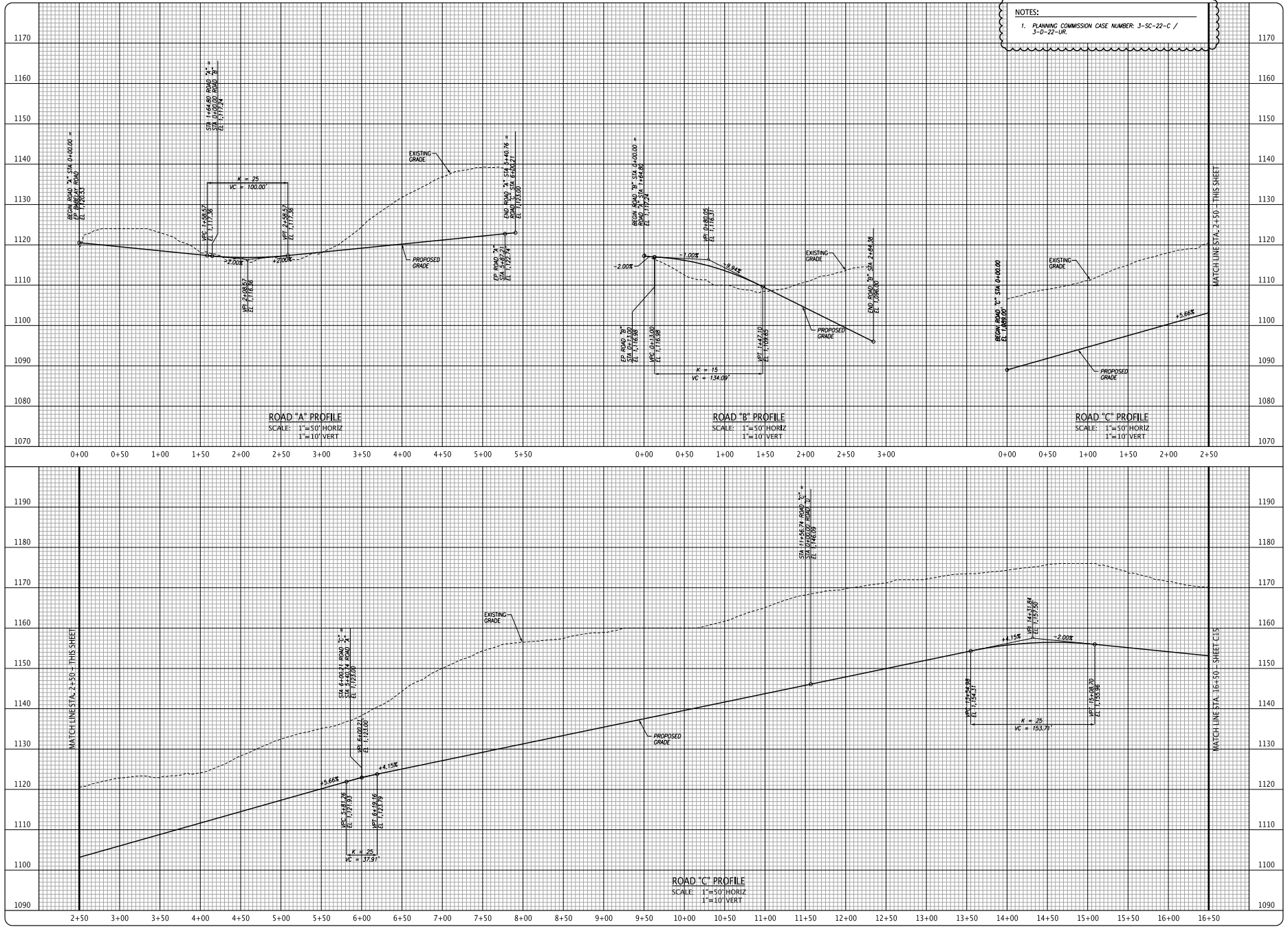
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 Plot Name: 0/24/2022



- NOTES:**
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 2. PLANNING COMMISSION CASE NUMBER: J-SO-22-C / J-D-22-UR

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CONCEPT GRADING PLAN	
Project 330.020	Sheet C13
Date 01/24/22	Scale 1"=50'
PROJ. NO. AMC DESIGNED BY AMC DRAWN BY HNU	REVISION/ISSUE 02/22/22 01/24/22 No. Date

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ROAD PROFILES

PROJ. NO.	AMC	DESIGNED BY	AMC	DRAWN BY	HNU
DATE	01/24/22	REVIEWED PER	W.C. COMMENTS	ISSUED FOR	REVIEW
SCALE	AS NOTED	NO.		REVISION/ISSUE	DATE
Project	330.020	Sheet	C14		

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TELEPHONE NO.: 865.539.1112
EMAIL: ERICMOSELEY@BELLOUTH.NET

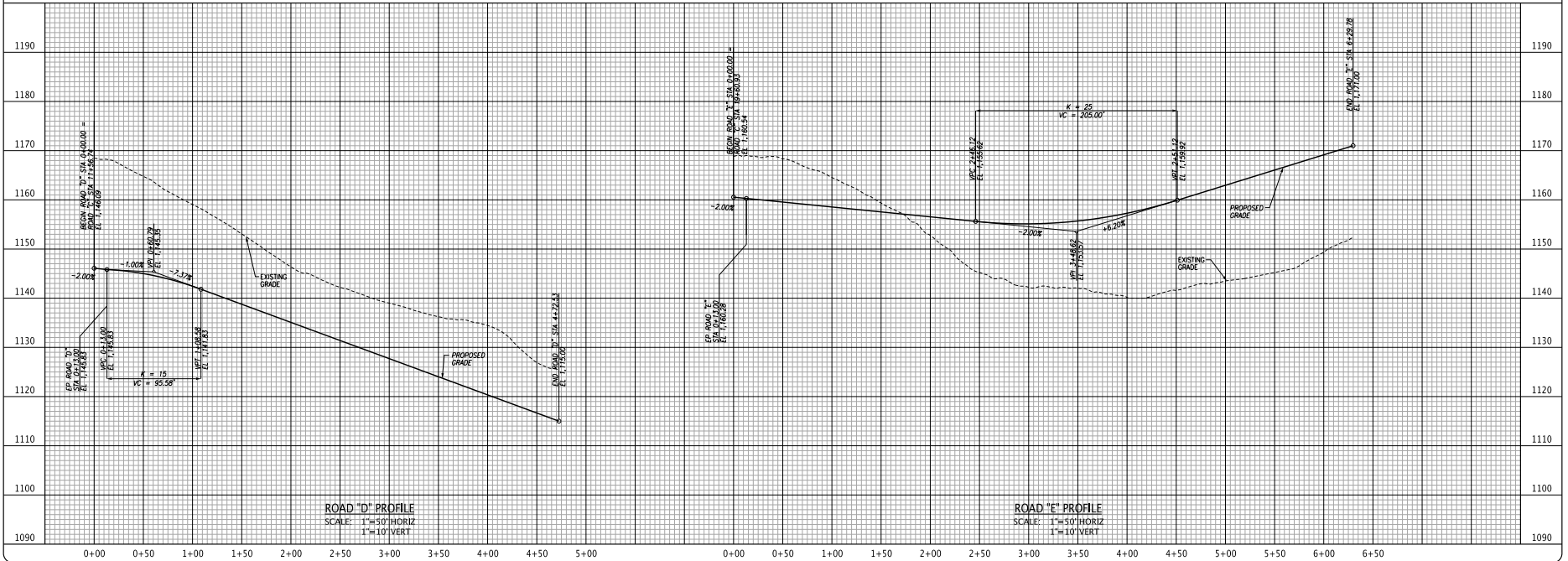
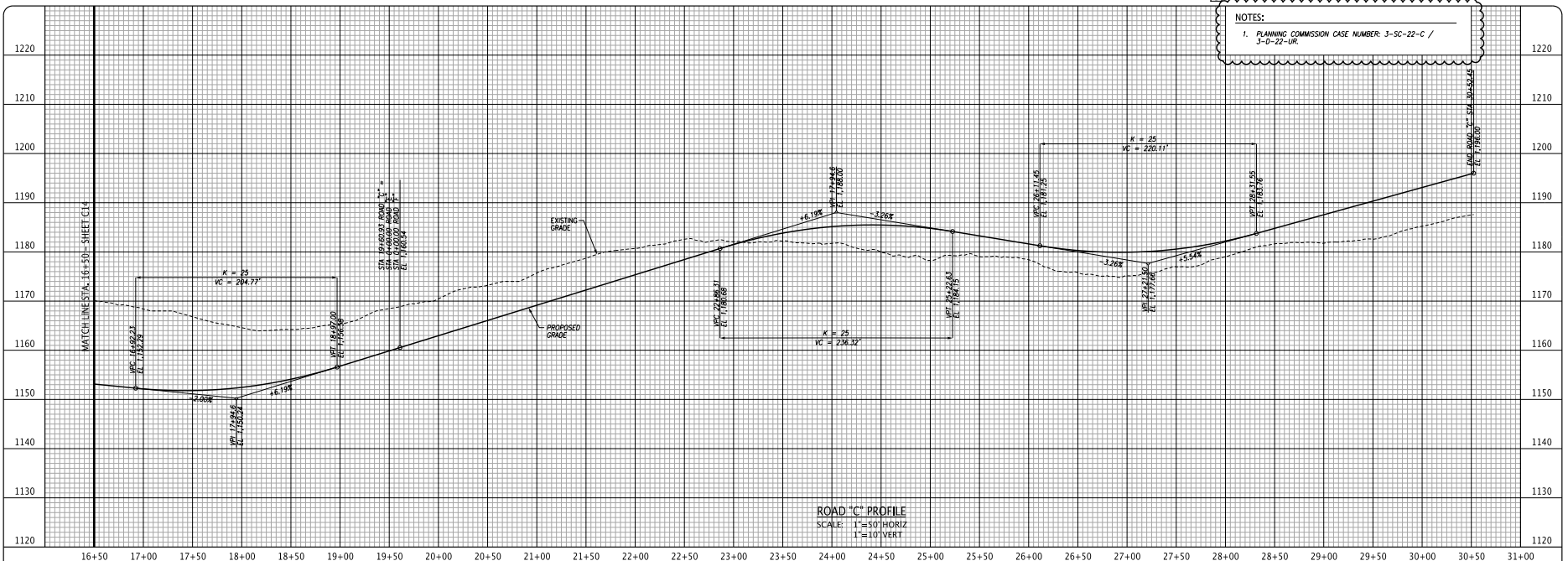
ROAD PROFILES

PROJ. NO.	AMC	ISSUED BY	AMC	DATE	02/22/22
NO.		REVISION/ISSUE		DATE	01/24/22

Project 330.020
Sheet
Date 01/24/22
Scale AS NOTED

C15

NOTES:
1. PLANNING COMMISSION CASE NUMBER: 3-SC-22-C / 3-D-22-UR



File Name: S:\1511\330\22\PROFILES\330020\015.dwg
Plot Date: 2/22/2022

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CONSTRUCTION

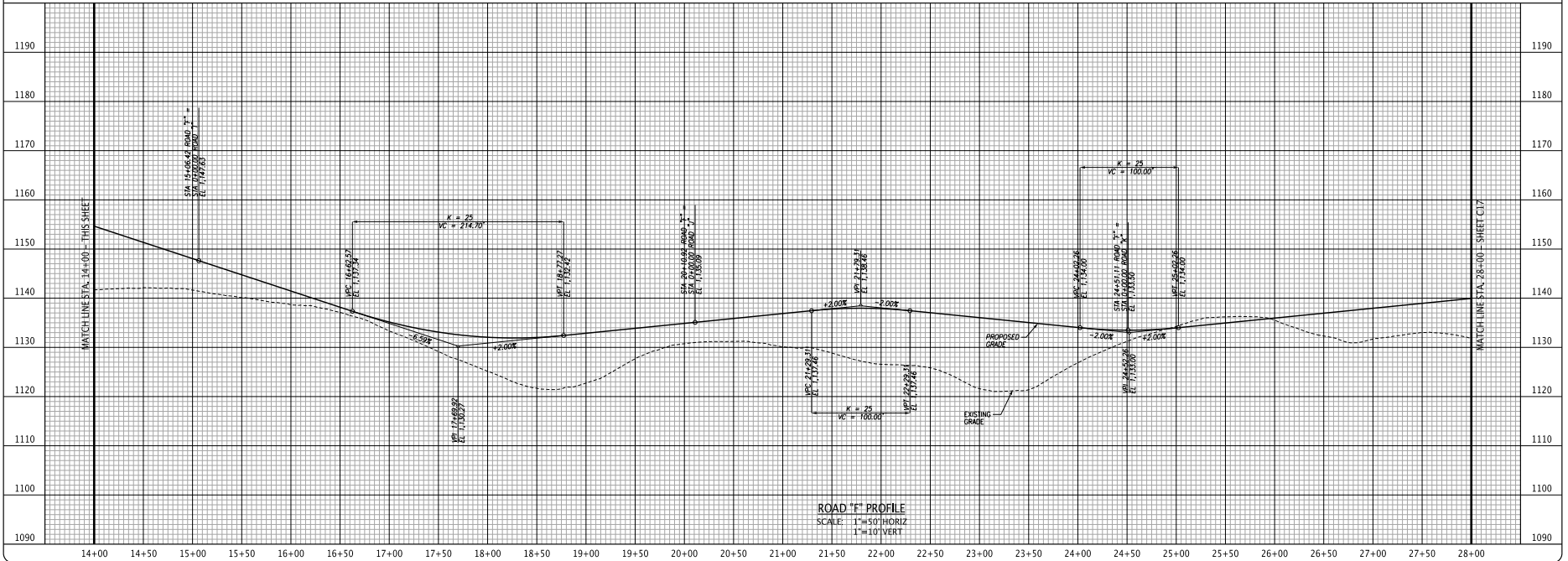
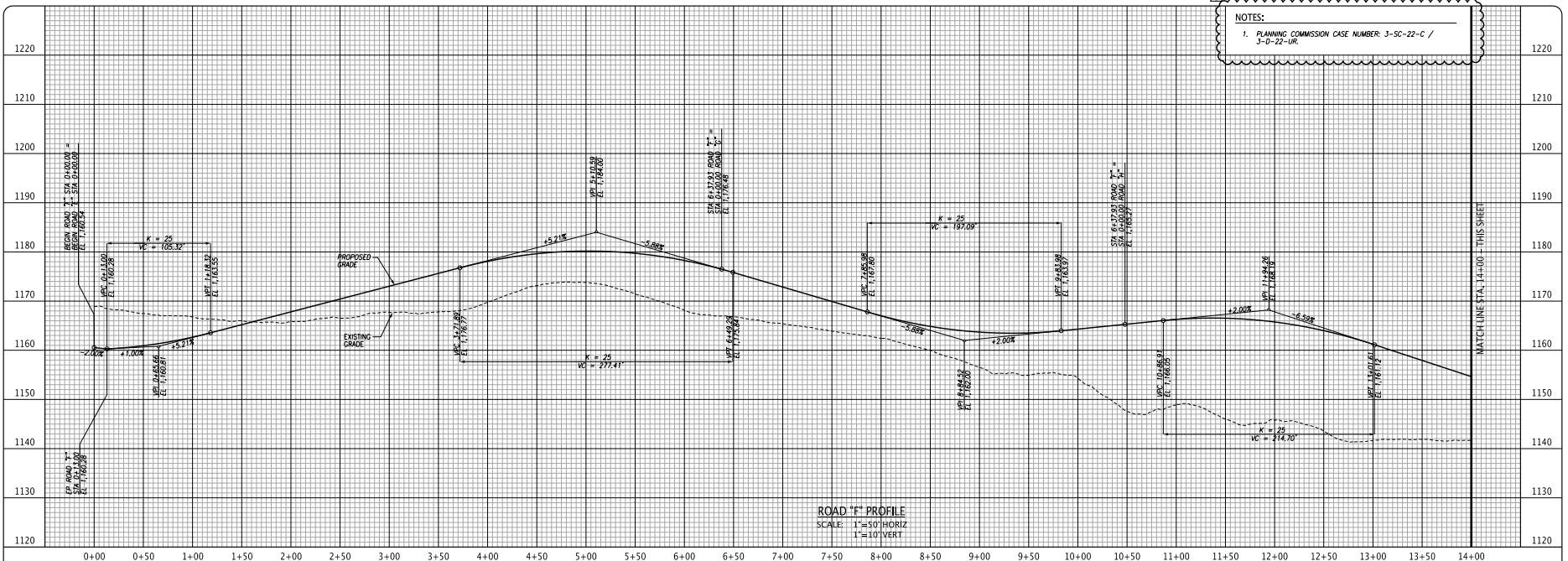
BABELAY SUBDIVISION
6513 BABELAY ROAD
KNOXVILLE, TENNESSEE 37764

S & E PROPERTIES, LLC
14000 W. WOODBURN BLVD
KNOXVILLE, TN 37919
CONTACT: MR. ERIC MOSELEY
TELEPHONE NO.: 865.539.1112
EMAIL: ERICMOSELEY@BELLSOUTH.NET

ROAD PROFILES

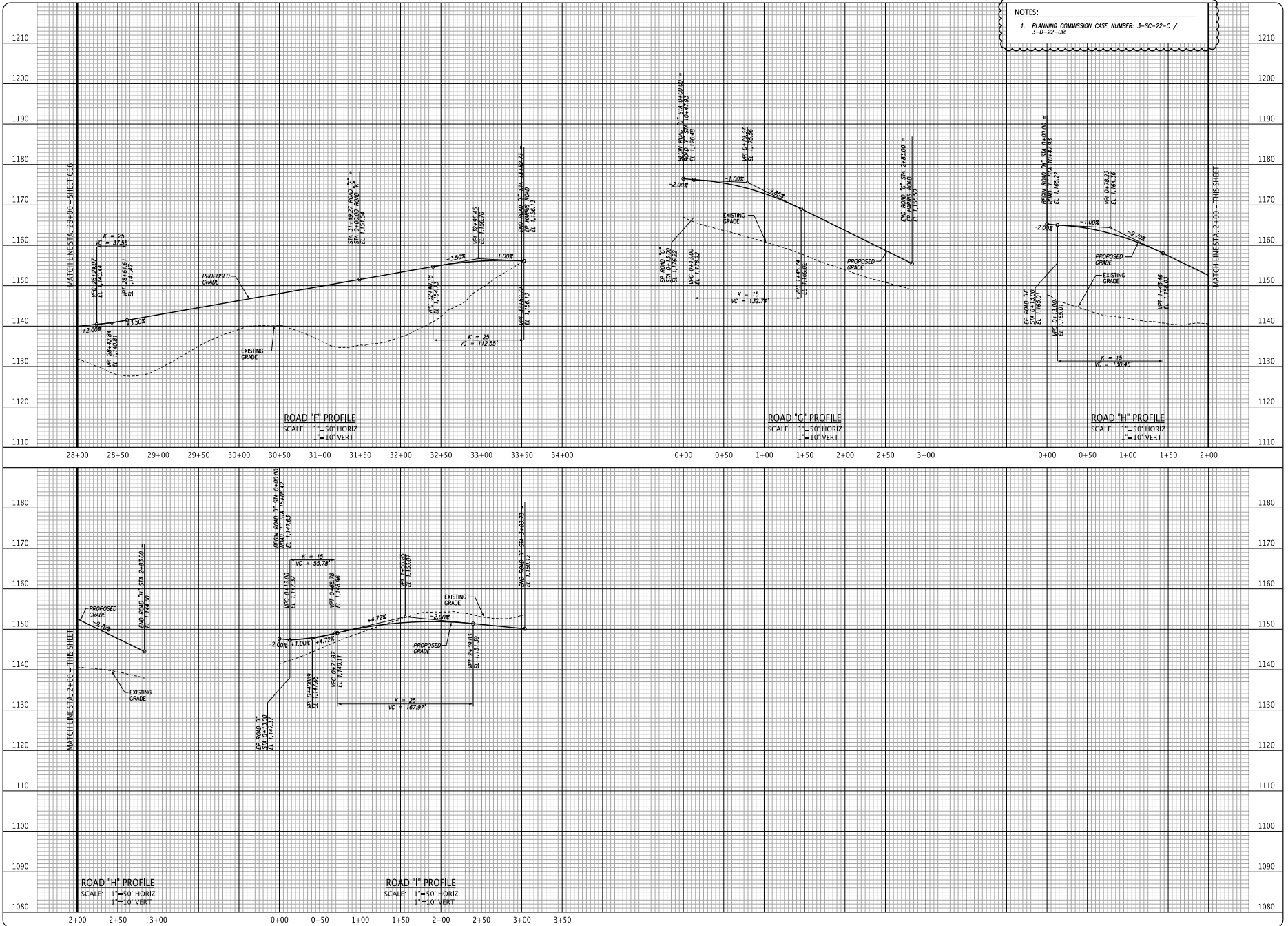
PROJ. NO.	AMC	ISSUED BY	AMC	DATE	NO.
				02/22/22	01/29/22
PROJECT	330.020	DESIGNED BY	HNU	REVISION/ISSUE	
DATE	01/24/22	ISSUED FOR REVIEW			
SCALE	C16	AS NOTED			

NOTES:
1. PLANNING COMMISSION CASE NUMBER: 3-SC-22-C / 3-2-22-UR



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Plot Date: 2/22/2022

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NOTES:
 1. PLANNING COMMISSION CASE NUMBER: 3-SC-22-C /
 2-22-UR

 10330 HARDEN VALLEY ROAD SUITE 201 KNOXVILLE, TN 37932 OFFICE: 865.690.6419 FAX: 865.690.6444 www.fulghummacindoe.com	
PRELIMINARY NOT FOR CONSTRUCTION	
BABELAY SUBDIVISION 6513 BABELAY ROAD KNOXVILLE, TENNESSEE 37764	
S & E PROPERTIES, LLC 1400 ROSKOPF BLVD KNOXVILLE, TN 37919 CONTACT: MR. ERIC MOSELEY TELEPHONE NO.: 865.539.1112 EMAIL: ERICMOSELEY@BELLOUTH.NET	
ROAD PROFILES	
PROJECT NO.: 330.020	SHEET NO.: 02/22/22 01/24/22
DATE: 01/24/22	SCALE: AS NOTED
PROJECT: 330.020 SHEET: 02/22/22 DATE: 01/24/22 SCALE: AS NOTED	REVISION/ISSUE: REVISION/ISSUE REVISION/ISSUE REVISION/ISSUE
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BABELAY SUBDIVISION
Transportation Impact Analysis
Babelay Road
Knoxville, TN

A Transportation Impact Analysis for the Babelay Subdivision

Submitted to

Knoxville - Knox County Planning

Revised February 21, 2022
January 21, 2022
FMA Project No. 330.020

Submitted By:



3-SC-22-C / 3-D-22-UR
TIS Version 2
2/21/2022

6 Turn Lane Warrant Analysis

The intersections of Babelay Road at Harris Road, Harris Road at Washington Pike, Babelay Road at driveway connection (Road "A") and Harris Road at driveway connection (Road "F") were evaluated to determine if right or left turn lanes are warranted. The Knox County Department of Engineering and Public Works handbook, "Access Control and Driveway Design Policy," was used to analyze the information.

There are no turn lanes warranted on Babelay Road, Harris Road or Washington Pike after the full buildout of the Babelay Subdivision.

The turn lane warrant worksheets and analysis are included in Attachment 8.

7 Conclusions and Recommendations

7.1 Babelay Road @ Harris Road

The existing, background and full buildout conditions at the unsignalized intersection of Babelay Road at Harris Road were analyzed using the Highway Capacity Software (HCS7). The northbound and southbound approaches of Harris Road are separated by a distance of 100 feet but the intersection was analyzed as a four-way intersection that is stop controlled on the minor approaches (Harris Road).

The existing and background traffic conditions for the eastbound and westbound approaches (Babelay Road) operate at a LOS A during both the AM and PM peak hours and the northbound and southbound approaches (Harris Road) operate at a LOS B during the AM peak hour and LOS A during the PM peak hour.

After the completion of the full buildout of the Babelay Subdivision the traffic conditions for the intersection of Babelay Road at Harris Road will operate as follows. The eastbound and westbound approaches (Babelay Road) will operate at a LOS A during both the AM and PM peak hours. The northbound and southbound approaches (Harris Road) will operate at a LOS B during both the AM and PM peak hours.

There are no turn lanes warranted on either Babelay Road eastbound or Babelay Road westbound per the Knox County Department of Engineering and Public Works handbook, "Access Control and Driveway Design Policy."

The minimum required sight distance for a road with a posted speed limit of 30 mph is 300 feet in each direction in accordance with the “Knoxville-Knox County Subdivision Regulations” amended through February 13, 2020. FMA measured the sight distance at the existing intersections of Babelay Road at Harris Road (northbound) and Babelay Road at Harris Road (southbound) in November 2021.

At 15 feet from the edge of pavement the existing sight distance at the intersection of Babelay Road at Harris Road (northbound) is approximately 300 feet looking east and greater than 350 feet looking to the west. The sight distance looking to the east is partially blocked due to the existing trees and vegetation located within the right-of-way.

At 15 feet from the edge of pavement the existing sight distance at the intersection of Babelay Road at Harris Road (southbound) is greater than 350 looking to the east and greater than 350 feet looking to the west.

Attachment 9 shows pictures of the existing intersection sight distance at both intersections of Babelay Road at Harris Road.

7.2 Washington Pike @ Harris Road

The existing, background and full buildout conditions at the unsignalized intersection of Washington Pike at Harris Road were analyzed using the Highway Capacity Software (HCS7).

The existing and background traffic conditions for the westbound approach (Washington Pike) operates at a LOS A during both the AM and PM peak hours and the northbound approach (Harris Road) operates at a LOS C during the AM peak hour and LOS B during the PM peak hour.

After the completion of the full buildout of the Babelay Subdivision the traffic conditions for the intersection of Washington Pike at Harris Road will operate as follows. The westbound approach (Washington Pike) will operate at a LOS A during both the AM and PM peak hours. The northbound approach (Harris Road) will operate at a LOS D during the AM peak hour and a LOS C during the PM peak hour.

An eastbound right turn lane and a westbound left turn lane on Washington Pike are not warranted per the Knox County Department of Engineering and Public Works handbook, “Access Control and Driveway Design Policy.”

The 95% queue length is defined as the queue length that has only a 5-percent probability of being exceeded during the analysis time period. The 95% queue length is typically used to determine the length of turning lanes in order to minimize the risk of blockage.

The unsignalized intersection capacity analysis shows the full buildout 95% queue length for the northbound approach (Harris Road) of 1.7 car lengths during the AM peak hour and less than one length during the PM peak hour; therefore, the existing storage at the intersection is adequate and no improvements are necessary in order to accommodate the Babelay Subdivision residential development.

The minimum required sight distance for a road with a posted speed limit of 45 mph is 450 feet in each direction in accordance with the “Knoxville-Knox County Subdivision Regulations” amended through February 13, 2020. FMA measured the sight distance at the existing intersection of Washington Pike at Harris Road in November 2021. At 15 feet from the edge of pavement the sight distance at the existing intersection is greater than 500 feet both looking to the east and looking to the west.

7.3 Babelay Road at Driveway Connection (Road “A”)

The full buildout conditions at the unsignalized intersection of Babelay Road at the driveway connection (Road “A”) were analyzed using the Highway Capacity Software (HCS7).

After the completion of the full buildout of the Babelay Subdivision the traffic conditions for the eastbound approach (Babelay Road) operate at a LOS A during both the AM and PM peak hours and the traffic conditions for the southbound approach (Road “A”) operate at a LOS A during both the AM and PM peak hours.

An eastbound left turn lane and a westbound right turn lane on Babelay Road are not warranted per the Knox County Department of Engineering and Public Works handbook, “Access Control and Driveway Design Policy.”

Babelay Road is classified as a Minor Collector by the Major Road Plan. The minimum intersection spacing required on a collector street is 300 feet per the “Knoxville-Knox County Subdivision Regulations” amended through February 13, 2020. The driveway connection (Road “A”) is located approximately 1,215 feet west of Link Road and exceeds the typical minimum separation on a collector; therefore, no change is necessary.

The minimum required sight distance for a road with a posted speed limit of 45 mph is 450 feet in each direction in accordance with the “Knoxville-Knox County Subdivision Regulations” amended through February 13, 2020. FMA measured the sight distance at the proposed intersection of Babelay Road at the driveway connection (Road “A”) in November 2021. At 15 feet from the edge of pavement the proposed sight distance is greater than 500 feet both looking to the east and looking to the west.

7.4 Harris Road at Driveway Connection (Road "F")

The full buildout conditions at the unsignalized intersection of Harris Road at the driveway connection (Road "F") were analyzed using the Highway Capacity Software (HCS7).

After the completion of the full buildout of the Babelay Subdivision the traffic conditions for the southbound approach (Harris Road) operate at a LOS A during both the AM and PM peak hours and the traffic conditions for the westbound approach (Road "F") operate at a LOS A during both the AM and PM peak hours.

A southbound left turn lane and a northbound right turn lane on Harris Road are not warranted per the Knox County Department of Engineering and Public Works handbook, "Access Control and Driveway Design Policy."

Harris Road is classified as a Minor Arterial by the Major Road Plan. The minimum intersection spacing required on an arterial is 400 feet per the "Knoxville-Knox County Subdivision Regulations" amended through February 13, 2020. The driveway connection (Road "F") is located approximately 1,960 feet north of Milroy Lane and exceeds the typical minimum separation on an arterial; therefore, no change is necessary.

The minimum required sight distance for a road with a posted speed limit of 30 mph is 300 feet in each direction in accordance with the "Knoxville-Knox County Subdivision Regulations" amended through February 13, 2020. FMA measured the sight distance at the proposed intersection of Harris Road at the driveway connection (Road "F") in November 2021. At 15 feet from the edge of pavement the proposed sight distance is approximately 330 feet looking to the north and 380 feet looking to the south.

7.5 Roadway Network

FMA conducted field measurements of the width of Harris Road between Babelay Road and Washington Pike at approximate 500 foot intervals. The result was a width that varies between 17 feet and 19 feet with an overall average width of 18 feet. Attachment 10 includes the Harris Road width measurements.

FMA recommends any improvements on Harris Road between Babelay Road and Washington Pike including road widening, resurfacing, striping plan, etc. be coordinated with Knox County Engineering and Public Works.

Road "A", Road "B", Road "C", Road "D", Road "E", Road "F", Road "G", Road "H" and Road "I" will have a width of 26 feet in accordance with the "Knoxville-Knox County Subdivision Regulations" amended through February 13, 2020.

EXHIBIT A

Babelay Subdivision Transportation Impact Analysis February 21, 2022

Any required sight distance easements for the internal subdivision intersections of Road "A", Road "B", Road "C", Road "D", Road "E", Road "F", Road "G", Road "H" and Road "I" should be coordinated with Knox County Engineering and Public Works and included on the final design drawings prior to construction of the subdivision.



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

Eric Moseley, S&E Properties, LLC

Owner

Applicant Name

Affiliation

1/24/2022

3/10/2022

Date Filed

Meeting Date (if applicable)

3-SC-22-C

File Number(s)

3-D-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

Eric Moseley

S&E Properties, LLC

Name

Company

405 Montbrook Lane

Knoxville

TN

37919

Address

City

State

ZIP

(865) 539-1112

ericmoseley@bellsouth.net

Phone

Email

CURRENT PROPERTY INFO

S & E Properties

405 Montbrook Lane

(865) 539-1112

Property Owner Name (if different)

Property Owner Address

Property Owner Phone

0 & 6513 Babelay Road Knoxville, TN 37924

050-174, 050-178, 050-171

Property Address

Parcel ID

KUB

NEKUD

N

Sewer Provider

Water Provider

Septic (Y/N)

STAFF USE ONLY

Northwest side of Babelay Road, east side of Harris Road, west side of Link Road

106 acres

General Location

Tract Size

City County

8th

PR (Planned Residential)

Vacant land

District

Zoning District

Existing Land Use

Northeast County

LDR & HP

Rural area

Planning Sector

Sector Plan Land Use Classification

Growth Policy Plan Designation

DEVELOPMENT REQUEST

<input checked="" type="checkbox"/> Development Plan <input checked="" type="checkbox"/> Use on Review / Special Use <input type="checkbox"/> Hillside Protection COA <input checked="" type="checkbox"/> Residential <input type="checkbox"/> Non-Residential Home Occupation (specify) Single Family Residential	Related City Permit Number(s)
Other (specify) _____	

SUBDIVISION REQUEST

Babelay Subdivision	Related Rezoning File Number
Proposed Subdivision Name 1	
Unit / Phase Number <input type="checkbox"/> Combine Parcels <input checked="" type="checkbox"/> Divide Parcel	262 Total Number of Lots Created
<input type="checkbox"/> Other (specify) _____ <input checked="" type="checkbox"/> Attachments / Additional Requirements	





ZONING REQUEST

<input type="checkbox"/> Zoning Change Proposed Zoning _____ <input type="checkbox"/> Plan Amendment Change Proposed Plan Designation(s) _____	Pending Plat File Number
Proposed Density (units/acre) Previous Rezoning Requests	
<input type="checkbox"/> Other (specify) _____	

STAFF USE ONLY

PLAT TYPE <input type="checkbox"/> Staff Review <input type="checkbox"/> Planning Commission ATTACHMENTS <input type="checkbox"/> Property Owners / Option Holders <input type="checkbox"/> Variance Request ADDITIONAL REQUIREMENTS <input type="checkbox"/> Design Plan Certification (<i>Final Plat</i>) <input type="checkbox"/> Use on Review / Special Use (<i>Concept Plan</i>) <input type="checkbox"/> Traffic Impact Study <input type="checkbox"/> COA Checklist (<i>Hillside Protection</i>)	<table border="1"> <tr> <td>Fee 1</td> <td></td> <td rowspan="3">Total</td> </tr> <tr> <td>108</td> <td></td> </tr> <tr> <td>Fee 2</td> <td></td> </tr> <tr> <td></td> <td></td> <td rowspan="2">\$8,360</td> </tr> <tr> <td>Fee 3</td> <td></td> </tr> </table>	Fee 1		Total	108		Fee 2				\$8,360	Fee 3	
Fee 1		Total											
108													
Fee 2													
		\$8,360											
Fee 3													

AUTHORIZATION

 Applicant Signature	 Eric Moseley , S&E Properties, LLC Please Print	1/24/22 Date
(865) 539-1112 Phone Number	ericmoseley@bellsouth.net Email	
 Property Owner Signature	 Eric Moseley , S&E Properties, LLC Please Print	1/24/22 swm/1-24-22 Date