

SUBDIVISION REPORT - CONCEPT/DEVELOPMENT PLAN

▶ FILE #:	12-SC-22-C	AGENDA ITEM #:	21
	12-C-22-DP (REVISED)	AGENDA DATE:	2/9/2023
POSTPONEMENT(S):	12/8/2022		
▶ SUBDIVISION:	THE PRESERVE AT WHITES CREEK		
▶ APPLICANT/DEVELOPER:	W. SCOTT WILLIAMS & ASSOCIATES		
OWNER(S):	Randy Guinard Cafe International LLC		
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TAX IDENTIFICATION:	59 00201,002	View map on KGIS	
JURISDICTION:	County Commission District 8		
STREET ADDRESS:	4760 BEVERLY RD (0 NEW BEVERLY BAPTIST CHURCH RD)		
▶ LOCATION:	Northeast side of Beverly Rd, north of Greenway Dr		
SECTOR PLAN:	North City		
GROWTH POLICY PLAN:	Urban Growth Area (Outside City Limits)		
WATERSHED:	Whites Creek		
▶ APPROXIMATE ACREAGE:	84.56 acres		
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▶ ZONING:	PR (Planned Residential), F (Floodway)		
▶ EXISTING LAND USE:	Agriculture/Forestry/Vacant Land		
▶ PROPOSED USE:	Attached and detached residential subdivision		
SURROUNDING LAND USE AND ZONING:	North: Industrial, Agricultural/Forestry/Vacant -- I-G (General Industrial), I (Industrial) South: Single family residential, Rural residential, agricultural/forestry/vacant, Office, and Industrial -- RB (General Residential), RA (Low Density Residential), I (Industrial), A (Agricultural) East: Agricultural/forestry/vacant -- RB (General Residential), I (General Industrial), F (Floodway) West: Agricultural/forestry/vacant -- I-G (General Industrial District), HP (Hillside Protection Overlay), F (Floodplain Overlay)		
<hr/>			
▶ NUMBER OF LOTS:	196		
SURVEYOR/ENGINEER:	Scott Williams W. Scott Williams and Associates		
ACCESSIBILITY:	Access is via Beverly Road, a major collector with a pavement width of 21-ft within a right-of-way width of 48-ft.		
▶ SUBDIVISION VARIANCES REQUIRED:	VARIANCES 1. Reduce the minimum vertical curve on Road 'A' from K=25 to K=18.33 at STA 0+93.22 ALTERNATIVE DESIGN STANDARDS REQUIRING KNOXVILLE-KNOX COUNTY PLANNING COMMISSION APPROVAL 1. Reduce the minimum horizontal curve radius from 250' to 150' on		

Road 'A' at STA 0+53.67

2. Reduce the minimum horizontal curve radius from 250' to 200' on

Road 'B' at STA 2+03.29

3. Reduce the minimum horizontal curve radius from 250' to 200' on

Road 'B' at STA 17+89.77

4. Reduce the minimum street frontage width from 25' to 22' for lots 6-10, 16-20, 26-30, 41-45, 51-55, 61-65, 71-80, 86-90, 96-100, and 106-110.

**ALTERNATIVE DESIGN STANDARDS REQUIRING KNOX COUNTY
ENGINEERING AND PUBLIC WORKS APPROVAL**

1. NONE

STAFF RECOMMENDATION:

- **Approve the requested variance and alternative design standards based on the justification provided by the applicant and recommendations of the Knox County Department of Engineering and Public Works.**

Approve the Concept Plan subject to 11 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 required sight distance is available along Beverly Road in both directions at the Road 'A' intersection, with documentation provided to the City of Knoxville Department of Engineering for review and approval during the design plan phase. The sight distance shall be certified using design grades at the entrance before grading permits are issued for the site.
- 4) Obtaining all necessary permits from the City of Knoxville for work within the Beverly Road right-of-way.
- 5) Provide guest parking in accordance with Section 3.03.B.1. of the Subdivision Regulations, which allows reduction of the minimum 25-ft street frontage if guest parking is provided throughout the development. Adjustments to the guest parking location may be approved by Planning staff during the design plan phase.
- 6) Providing a 50-ft wide right-of-way stub-out at the eastern terminus of Road 'A' that extends to the eastern property boundary. The stub-out shall be provided on the Final Plat and identified for future connection per section 3.04.C.2.d. of the Subdivision Regulations.
- 7) Land disturbance within the HP area shall not exceed 12.6 acres, as recommended by the slope analysis (attached). The limit of disturbance is to be verified and delineated on the site with high-visibility fencing before grading permits are issued for the site. Undergrowth in the undisturbed HP areas may be cleared for passive recreational uses, such as walking trails. Selective tree removal is permissible for the removal of invasive species or to alleviate safety hazards, such as trees that are falling, dead, or dying.
- 8) Implementing the recommendations of the Transportation Impact Analysis for The Preserve at Whites Creek (AJAX Engineering, 11/16/2022), as revised and approved by Planning Commission staff, Knox County Engineering and Public Works, and City of Knoxville Engineering (see Exhibit A). The City of Knoxville is not requiring the applicant to make off-site improvements. However, sight distance along Beverly Road must be certified per condition #3.
- 9) Meeting all applicable requirements of the Knox County Department of Engineering and Public Works and the City of Knoxville Department of Engineering.
- 10) Before certification of the final plat for the subdivision, establish a home owners association responsible for maintaining common facilities, such as common areas, amenities, private roads, and/or stormwater drainage systems. The PR (Planned Residential) zone requires all common open space to be controlled by an HOA if lots less than 3,000 sqft are created.
- 11) The boundary of the F (Floodway) zone must be provided on the plans submitted for design plan review with Knox County Engineering and Public Works. All uses, including structures, must meet the requirements of the F (Floodway) zone (Section 5.70 of the Knox County Zoning Ordinance). No residential structures are permitted in the F (Floodway) zone per Section 5.70.04.B.1.

- **Approve the development plan for an attached and detached residential subdivision with up to 196 dwellings on individual lots, subject to 3 conditions.**

- 1) Meeting all applicable requirements of the Knox County Zoning Ordinance.
- 2) The maximum height of the attached dwellings shall be 35 feet.
- 3) The minimum building setback is 20 ft along the Road 'A' frontage of lot 110.

With the conditions noted, this plan meets the requirements for approval in the PR district and the criteria for

approval of a development plan.

COMMENTS:

This proposal is a residential subdivision with 196 lots on 84.56 acres at a density of 2.31 du/ac. There are 110 attached and 86 detached residential house lots.

REZONING AND ALLOWED DENSITY [CORRECTED 2/6/2023 -- added F (Floodway) to the property zoning]
In February 2021, Knox County Commission approved rezoning the property from I (Industrial), RB (General Residential), and F (Floodway) to PR (Planned Residential) zoning up to 2.51 du/ac and F (Floodway), as recommended by the Planning Commission (1-E-21-RZ). As documented in the staff report, the recommended density was based on allowing the requested 196 dwelling units on the total acreage of the site, which was assumed to be 78 acres at the time ($196 \text{ units} / 78 \text{ acres} = 2.51 \text{ du/ac}$). The staff report noted that the applicant requested a density of 3.22 du/ac on the 61 acres ($3.22 \text{ du/ac} \times 61 \text{ acres} = 196 \text{ units}$), which excluded the 16-17 acres in the floodway.

The applicant intends to donate land in and around the floodway to Legacy Parks Foundation. The applicants concern during the rezoning was that the act of donating the land would reduce the total area of the site and therefore reduce the number of residential dwellings allowed. If the land donation happens, it will be after the approval of the concept plan and development plan, so it will not negatively impact the allowed number of dwelling units.

It is staff's opinion that up to 196 dwellings can be requested and approved on this site because the total acreage of the site, including the portion zoned F (Floodway), and the requested 196 dwelling units on the rezoning application were considered when determining the recommended and approved density (dwelling units per acre) for the site. During the rezoning, the assumed acreage of the site was 78 acres. The concept plan states that the site is 84.56 acres. Even though the site is approximately 6 acres larger than previously thought, the number of dwelling units cannot exceed 196.

SITE CONSTRAINTS

This 84-acre site has approximately 40.5 acres in the Hillside Protection (HP) area, and approximately 26.5 acres in the FEMA 500-year floodplain. There are approximately 17 acres that are not constrained (20% of the site), which is where the majority of the lots are located. The slope analysis recommends a maximum disturbance of 12.6 acres in the HP area. The preliminary limit of disturbance proposes 9.5 acres of disturbance in the HP area. Staff is recommending that disturbance within the HP area not exceed 12.6 acres, as recommended by the slope analysis. This is to be verified during the design plan phase and delineated with high visibility fencing before grading permits are issued for the site.

ROAD CONNECTIVITY

This 196-lot development has single access from Beverly Road and a single-loaded 26-ft wide road until the first intersection with Road 'B'. The number of dwellings exceeds the long-standing unwritten design policy requiring a second entrance or a boulevard entrance road when a subdivision has more than 150 lots. The purpose of this policy is to address access for emergency services, but it also has the secondary benefit of increasing connectivity when multiple entrances are established.

This site does not have a feasible secondary access point because of the limited frontage on Beverly Road, the stream and rail line to the north, and the ridge to the south. In staff's opinion, a boulevard road cross-section from Beverly Road to the Road 'B' intersection does not provide enough additional benefit to warrant requiring a boulevard in this case. With dwellings located only on one side of the street, the roadway between Beverly Road and Road 'B' will be less congested with on-street parking and vehicles entering and exiting driveways.

A right-of-way stub-out is provided at the eastern terminus of Road 'A'. However, this only provides marginal benefit as secondary access, such as for emergency purposes, if the Beverly Road access is blocked. The only potential road connection to the east is McCampbell Drive, which is narrow with limited opportunity for widening because of the adjacent rail line, and is frequently flooded by Murphy Creek and Whites Creek.

STORMWATER

The site design must meet the standards in the Knox County Stormwater Ordinance. The preliminary stormwater plan on the concept plan includes three (3) detention ponds; one near Beverly Road and two in the eastern half of the development on the north side of Road 'A'.

VARIANCES AND ALTERNATIVE DESIGN STANDARDS

There is one (1) variance and four (4) alternative design standards requested. The variance is to reduce the

minimum vertical curve at the entrance of the subdivision, Road 'A' at Beverly Road, from K=25 to K=18.33. This results in a road grade transition that is sharper than normally required at an intersection with a classified road (collector or arterial). The Beverly Road right-of-way (ROW) is in the City of Knoxville. The Road 'A' connection must meet the City standards for sight distance and road design in the ROW and the County road design standards on the subject site. The City uses AASHTO road design standards which has alternative methods of design to match the needs of the site. The County uses the standards in the Subdivision Regulations, which are not flexible. Once the Road 'A' enters the subject property, a variance is required to match the road design allowed in the City. One reason that a greater K value is required along classified roads is to make it easier, or in some instances feasible, to widen the classified road and tie in the side street with grades that are not too steep. If Beverly Road is ever widened or realigned in the future, it will most likely be to the west side of Beverly Road because of the steep hillside to the east, and it will reduce the sharpness of the S-curve in this section of roadway.

There are three (3) alternative design standard requests to reduce the minimum 250-ft horizontal curve radius. On Road 'A', the request is for a 150-ft radius near the Beverly Road intersection. The larger required radius is less of a concern in this location because vehicles will be traveling at a reduced speed as they slow when approaching the intersection or still accelerating as they enter the site. On Road 'B', there are two requests for 200-ft radii. These horizontal curves are near intersections but they are longer in length so they need to accommodate a slightly greater vehicle speed. The 200-ft horizontal curve meets AASHTO standards for a road design speed of 25 mph, which all residential streets in Knox County are posted.

The other alternative design standard is a request to reduce the minimum lot frontage from 25 ft to 22 ft. Section 3.03.B.1. of the Subdivision Regulations allows the Planning Commission to reduce the minimum street frontage to 20 ft for attached house lots if guest parking is provided throughout the development. Guest parking is provided in several locations on Road 'A' and Road 'B'.

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 -- [MODIFIED 2/6/2023 -- added F (Floodway) zone]

PR (Planned Residential) up to 2.51 du/ac and F (Floodway):

- a) The PR zone allows detached and attached 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 2.51 du/ac for the total acreage of the site, but not to exceed 196 dwellings (see the Rezoning and Allowed Density comments). This proposal is for 196 dwelling units at 2.31 du/ac (based on the total acreage on the Concept Plan).
- c) The maximum height is determined by the Planning Commission for any use other than houses and duplexes. Staff recommends a maximum height of 35 ft for the attached dwellings, which is consistent with the maximum height allowed in nearby residentially zoned properties.
- d) The F (Floodway) zone allows open-type uses, subject to approval by the county engineer. A summary of the permitted uses allowed when adjacent to adjacent agricultural, residential, and estates zone districts are as follows: agricultural; roads and utilities; public and private parks; recreational camp, campgrounds, and camp trailer parks; commercial excavation of natural materials and improvements of a stream channel; and yard/rummage sales. See Section 5.70.02.A. of the Knox County Zoning Ordinance for a full list of permitted uses.
- e) The F (Floodway) zoned area is part of the common open space for the subdivision.

2) GENERAL PLAN – DEVELOPMENT POLICIES

- a) Encourage flexible, planned development zones to protect hillsides, woodlands, wildlife habitats, and stream corridors (Policy 6.1) – The subject site has both Hillside Protection (HP) and Stream Protection (SP) areas. The slope analysis recommends a maximum of 12.6 acres of disturbance in the HP area. The land disturbance in the HP area proposed in the concept plan is 9.5 acres. The SP area aligns with the FEMA 500-year flood plan. The proposed land disturbance encroaches into the 500-year flood plain only a small amount for the detached residential lots on the north side of Road 'A' (lots 111-155). According to the Knox County Stormwater Ordinance, this is permissible as long as the ground elevation is not raised beyond the "no fill line", which is half the distance between the FEMA floodway and the 100-year floodplain. Exhibit C shows the "no fill line" with a red line.
- b) Ensure that the context of new development, including scale and compatibility, does not impact existing

neighborhoods and communities (Policy 9.3) – The development will consist of detached and attached houses, which is the same as other residentially zoned properties.

c) Encourage a mixture of housing sizes and prices within planned residential developments (Policy 9.8) – This development included a mix of attached and detached houses. This proposal diversifies the housing mix in the area and should provide different price points.

3) NORTH CITY SECTOR PLAN

a) The property is classified LDR (Low Density Residential), SP (Stream Protection), and HP (Hillside Protection).

b) The LDR land use allows consideration of up to 5 du/ac. The proposed density is 2.31 du/ac.

c) There are approximately 40.5 acres in the HP (Hillside Protection). The slope analysis recommends a maximum of 12.6 acres of disturbance in the HP area. The land disturbance in the HP area proposed in the concept plan is 9.5 acres.

d) The SP (Stream Protection) area aligns with the FEMA 500-year floodplain. The proposed land disturbance encroaches into the 500-year flood plain only a small amount for the detached residential lots on the north side of Road 'A' (lots 111-155). According to the Knox County Stormwater Ordinance, this is permissible as long as the ground elevation is not raised beyond the "no fill line", which is half the distance between the FEMA floodway and the 100-year floodplain. Exhibit C shows the "no fill line" with a red line.

4) KNOXVILLE – FARRAGUT – KNOX COUNTY GROWTH POLICY PLAN

a) The property is within the Urban Growth Boundary. The purpose of the Planned Growth Boundary designation is to encourage a reasonably compact pattern of development, promote the expansion of the Knoxville-Knox County economy, offer a wide range of housing choices, and coordinate the actions of the public and private sectors, particularly with regard to the provision of adequate roads, utilities, schools, drainage and other public facilities and services.

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.

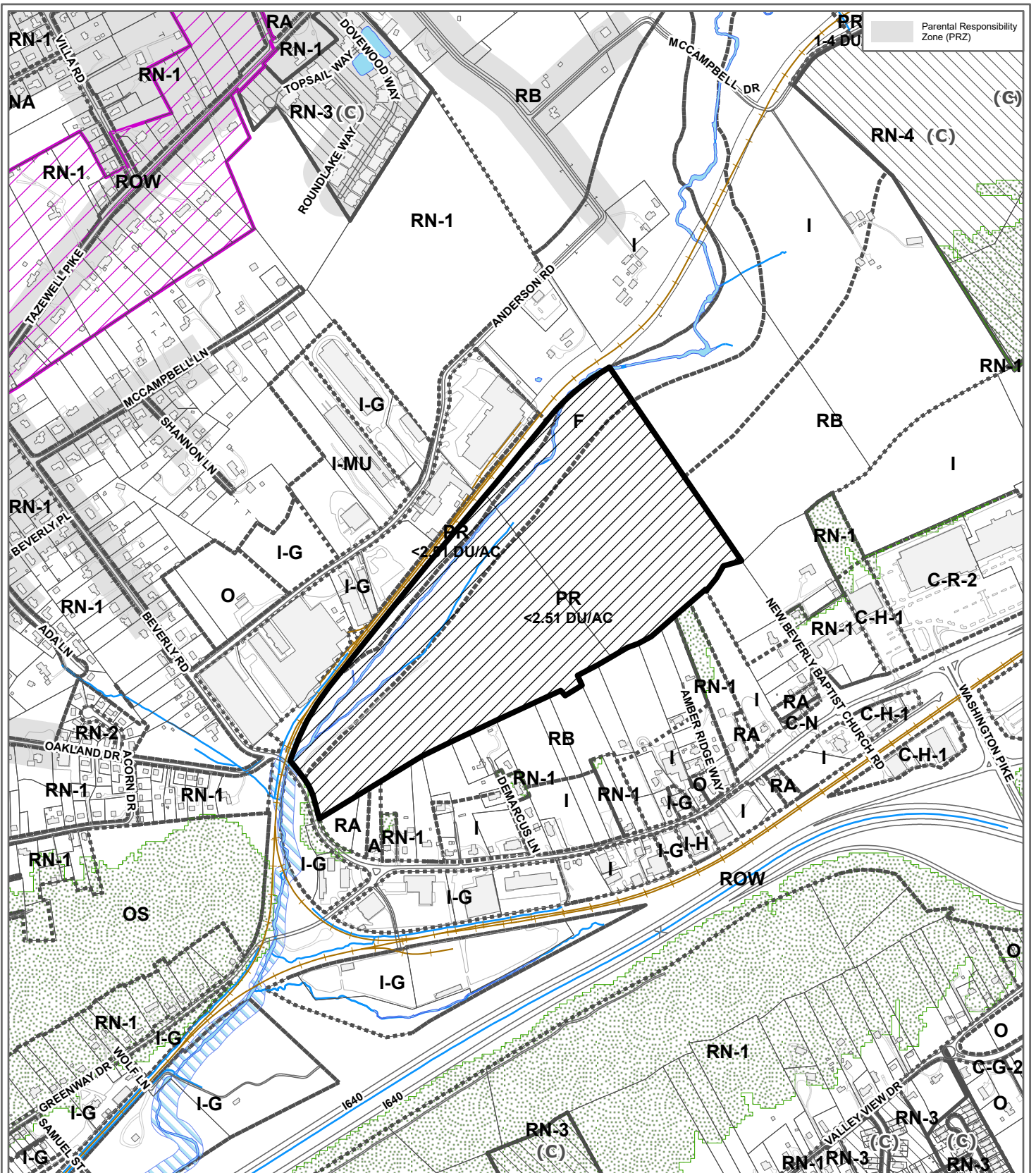
ESTIMATED STUDENT YIELD: 30 (public school children, grades K-12)

Schools affected by this proposal: Shannondale Elementary, Gresham Middle, and Central 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.

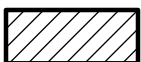
Knoxville-Knox County Planning Commission's approval or denial of this concept plan request is final, unless the action is appealed to Knox County Chancery Court. The date of the Knox County Chancery Court hearing will depend on when the appeal application is filed.

The Planning Commission's approval or denial of this development plan request is final, unless the action is appealed either to the Board of Zoning Appeals or to a court of competent jurisdiction within thirty (30) days of the decision being appealed (Knox County, Tennessee Code of Ordinances, Appendix A, Zoning, 6.50.08).



**12-SC-22-C / 12-C-22-DP
CONCEPT PLAN/DEVELOPMENT PLAN**

Petitioner: W. Scott Williams & Associates



Attached and detached residential subdivision in PR (Planned Residential),
F (Floodway)

Original Print Date: 11/15/2022 Revised:
Knoxville - Knox County Planning Commission * City / County Building * Knoxville, TN 37902

Map No: 59
Jurisdiction: County
0 870
Feet



Requested Variances & Alternative Design Standards

12-SC-22-C / 12-C-22-DP— THE PRESERVE AT WHITES CREEK

VARIANCES

1. Reduce the minimum vertical curve on Road 'A' from K=25 to K=18.33 at STA 0+93.22

ALTERNATIVE DESIGN STANDARDS REQUIRING KNOXVILLE-KNOX COUNTY PLANNING COMMISSION APPROVAL

1. Reduce the minimum horizontal curve radius from 250' to 150' on Road 'A' at STA 0+53.67
2. Reduce the minimum horizontal curve radius from 250' to 200' on Road 'B' at STA 2+03.29
3. Reduce the minimum horizontal curve radius from 250' to 200' on Road 'B' at STA 17+89.77
4. Reduce the minimum street frontage width from 25' to 22' for lots 6-10, 16-20, 26-30, 41-45, 51-55, 61-65, 71-80, 86-90, 96-100, and 106-110.

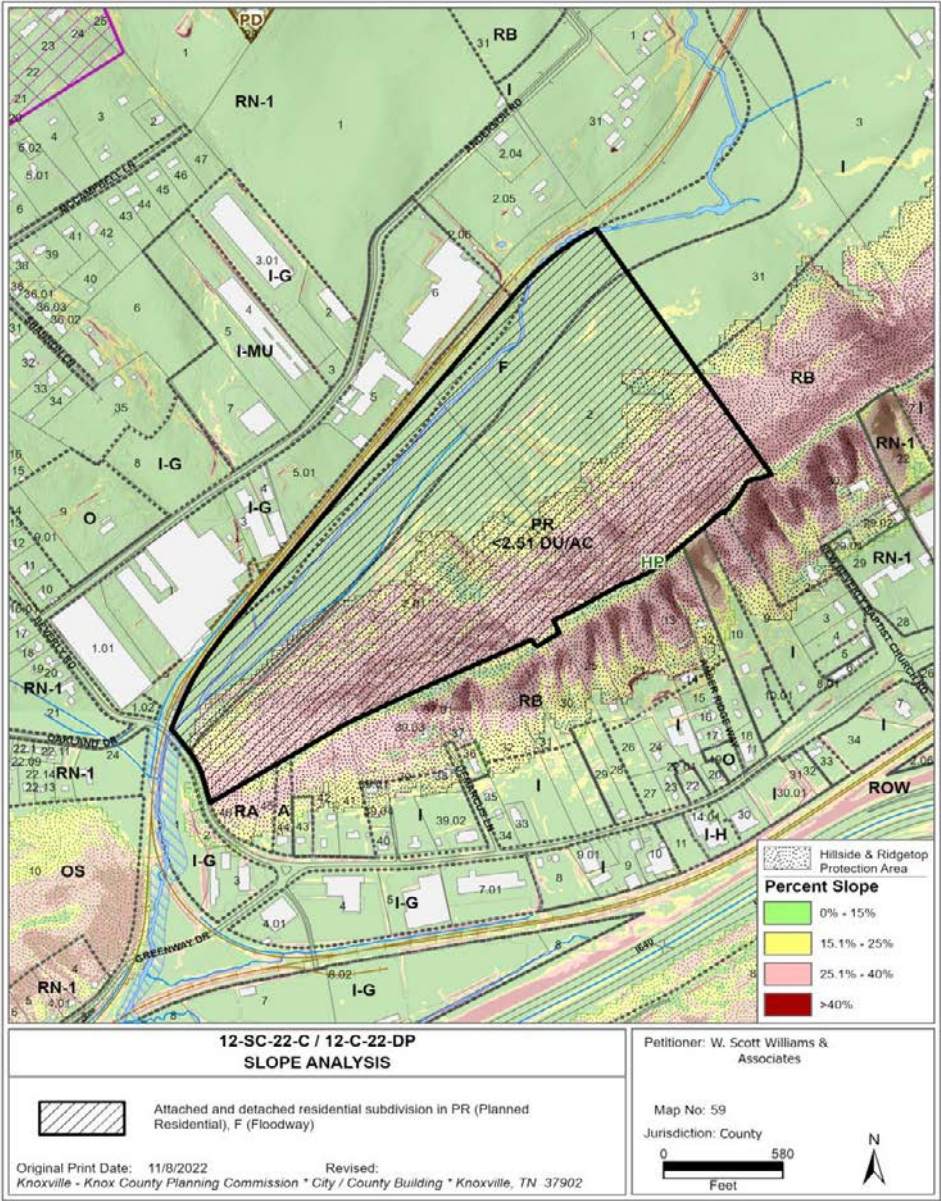
ALTERNATIVE DESIGN STANDARDS REQUIRING KNOX COUNTY ENGINEERING AND PUBLIC WORKS APPROVAL

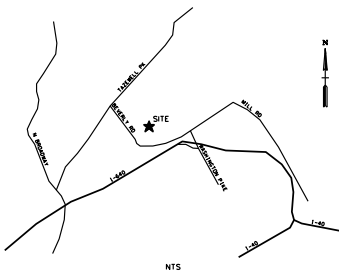
1. NONE

KNOX COUNTY ENGINEERING AND PUBLIC WORKS RECOMMENDATION:

Approve
JAH GMA 2/2/23

CATEGORY	ACRES	RECOMMENDED DISTURBANCE BUDGET (Percent)	DISTURBANCE AREA (Acres)
Total Area of Site	80.27		
Non-Hillside	39.77	N/A	
0-15% Slope	3.13	100%	3.1
15-25% Slope	8.99	50%	4.5
25-40% Slope	21.86	20%	4.4
Greater than 40% Slope	6.51	10%	0.7
Ridgetops			
Hillside Protection (HP) Area	40.50	Recommended disturbance budget within HP Area (acres)	12.6
		Percent of HP Area	0.3





VICINITY MAP

NOTES:

THIS PLAN IS TO SHOW A PROPOSED CONCEPTUAL SUBDIVISION LAYOUT. THE MAXIMUM NUMBER OF LOTS AT MINIMUM LOT DIMENSIONS DETAILED HAVE BEEN SHOWN. FINAL DESIGN FACTORS INCLUDING ROAD AND LOT GRADINGS, DETENTION FACILITIES, ETC., MAY CAUSE A REDUCTION IN THE FINAL NUMBER OF ALLOWABLE LOTS.

THIS PROPERTY IS ZONED A IN HIXSON COUNTY. REQUESTED ZONE IS PR. BOUNDARY INFORMATION TAKEN FROM DEEDS. TOPOGRAPHY TAKEN FROM FIELD SURVEY AT 2' CONTOUR INTERVAL.

FINAL LOT DIMENSIONS ARE APPROXIMATE AND MAY VARY UPON FINAL PLAN. PROPERTY IS MOSTLY WOODED.

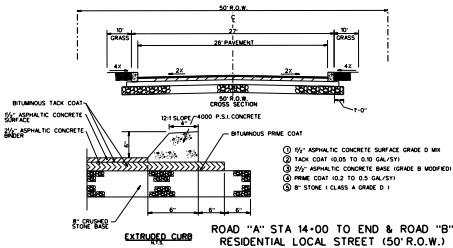
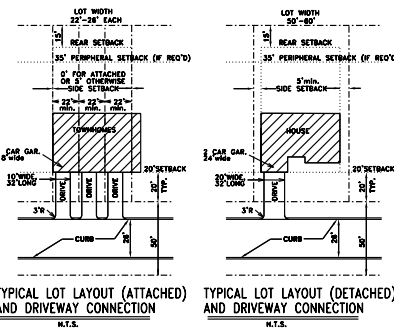
FINAL CONSTRUCTION SHALL BE TO BE APPROVED BY APPROPRIATE AGENCIES AND PERMITS OBTAINED PRIOR TO CONSTRUCTION. WATER AND SEWERAGE CONNECTIONS PROVIDED BY C.U.B. UTILITIES SHOWN FOR LOCATION ONLY.

THE CONTRACTOR SHALL VERIFY LOCATIONS AND INVERTS OF ALL EXISTING UTILITIES (INCLUDING STORM DRAINAGE PIPES OR STRUCTURES) BEFORE COMMENCEMENT OF CONSTRUCTION.

ALL LOTS TO HAVE INTERNAL SUBDIVISION ACCESS ONLY.

ALL LOTS TO HAVE 2 CAR GARAGE OR 1 CAR GARAGE W/ 1 DRIVEWAY SPACE. ALL TELEPHONE AND ELECTRICAL SYSTEMS SHALL BE DESIGNED TO BE UNDERGROUND.

ALL UTILITIES SHOWN ARE LOCATED BY FIELD OBSERVATION OR ASBUILT MAPS PROVIDED BY THE RESPONSIBLE AGENCY. UTILITIES, DRAINAGE, AND CONSTRUCTION EASEMENTS OF 10' (INCLUDE ALL EXTERIOR PROPERTY AND ROAD RIGHT-OF-WAYS AND 5' EACH SIDE OF INTERIOR LOT LINE PLUS OTHER EASEMENTS SHOWN).

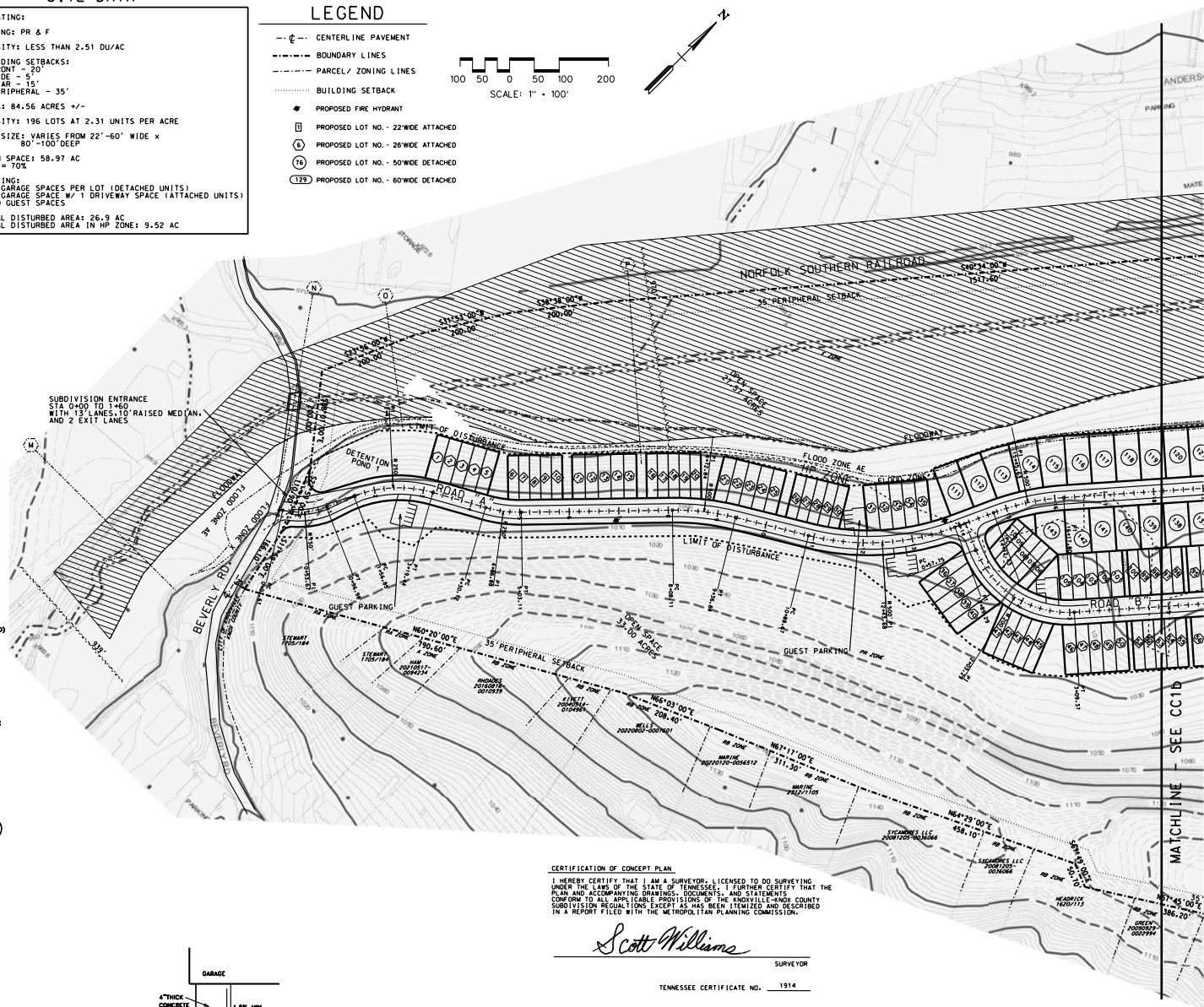
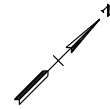
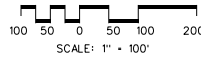


SITE DATA

EXISTING:
ZONING: PR & F
DENSITY: LESS THAN 2.51 DU/AC
BUILDING SETBACKS:
FRONT - 20'
SIDE - 5'
REAR - 15'
PERIPHERAL - 35'
AREA: 84.56 ACRES +/-
DENSITY: 196 LOTS AT 2.31 UNITS PER ACRE
LOT SIZE: VARIES FROM 22'-60" WIDE X 80'-100' DEEP
OPEN SPACE: 58.97 AC
OSR = 100%
PARKING:
2 GARAGE SPACES PER LOT (DETACHED UNITS)
1 GARAGE SPACE W/ 1 DRIVEWAY SPACE (ATTACHED UNITS)
20 GUEST SPACES
TOTAL DISTURBED AREA: 26.9 AC
TOTAL DISTURBED AREA IN HP ZONE: 9.52 AC

LEGEND

- CENTERLINE PAVEMENT
- BOUNDARY LINES
- PARCEL / ZONING LINES
- BUILDING SETBACK
- PROPOSED FIRE HYDRANT
- PROPOSED LOT NO. - 22'WIDE ATTACHED
- PROPOSED LOT NO. - 26'WIDE ATTACHED
- PROPOSED LOT NO. - 50'WIDE DETACHED
- PROPOSED LOT NO. - 60'WIDE DETACHED



CERTIFICATION OF CONCEPT PLAN

I HEREBY CERTIFY THAT I AM A SURVEYOR, LICENSED TO DO SURVEYING UNDER THE LAWS OF THE STATE OF TENNESSEE. I FURTHER CERTIFY THAT THE PLAN AND ACCOMPANYING DRAWINGS, DOCUMENTS, AND STATEMENTS COMPLY TO ALL APPLICABLE PROVISIONS OF THE KENTUCKY-KNOX COUNTY SUBDIVISION REGULATIONS EXCEPT AS HAS BEEN IDENTIFIED AND DESCRIBED IN A REPORT FILED WITH THE METROPOLITAN PLANNING COMMISSION.

Scott Williams

SURVEYOR

TENNESSEE CERTIFICATE NO. 1914

REQUESTED VARIANCES & ALTERNATIVE DESIGN STANDARDS:

- REDUCE ROAD A HORIZ. CURVE RADIUS FROM 250' TO 150' @ STA 0+53.67
- REDUCE ROAD A VERT. CURVE LENGTH FROM 4+25 TO 4+18.33 @ STA 0+53.22
- REDUCE ROAD B HORIZ. CURVE RADIUS FROM 250' TO 200' @ STA 2+03.23
- REDUCE ROAD B HORIZ. CURVE RADIUS FROM 250' TO 200' @ STA 17+65.77

12-SC-22-C / 12-C-22-DP
Revised: 1/31/2023

FOR REVIEW - NOT FOR CONSTRUCTION

REVISIONS	
NO.	DATE DESCRIPTION
1	1/2/23 PC COMM.
2	1/2/23 PC COMM.
3	1/2/23 PC COMM.

CONCEPT PLAN

THE PRESERVE AT
WHITES CREEK

4740 BEVERLY ROAD
CLT MAP 105 PARCELS 1006 SEE 12-SC-22-C / 12-C-22-DP

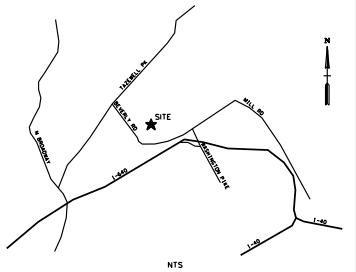


CLIENT:
CAFE INTERNATIONAL, LLC

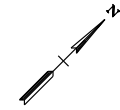
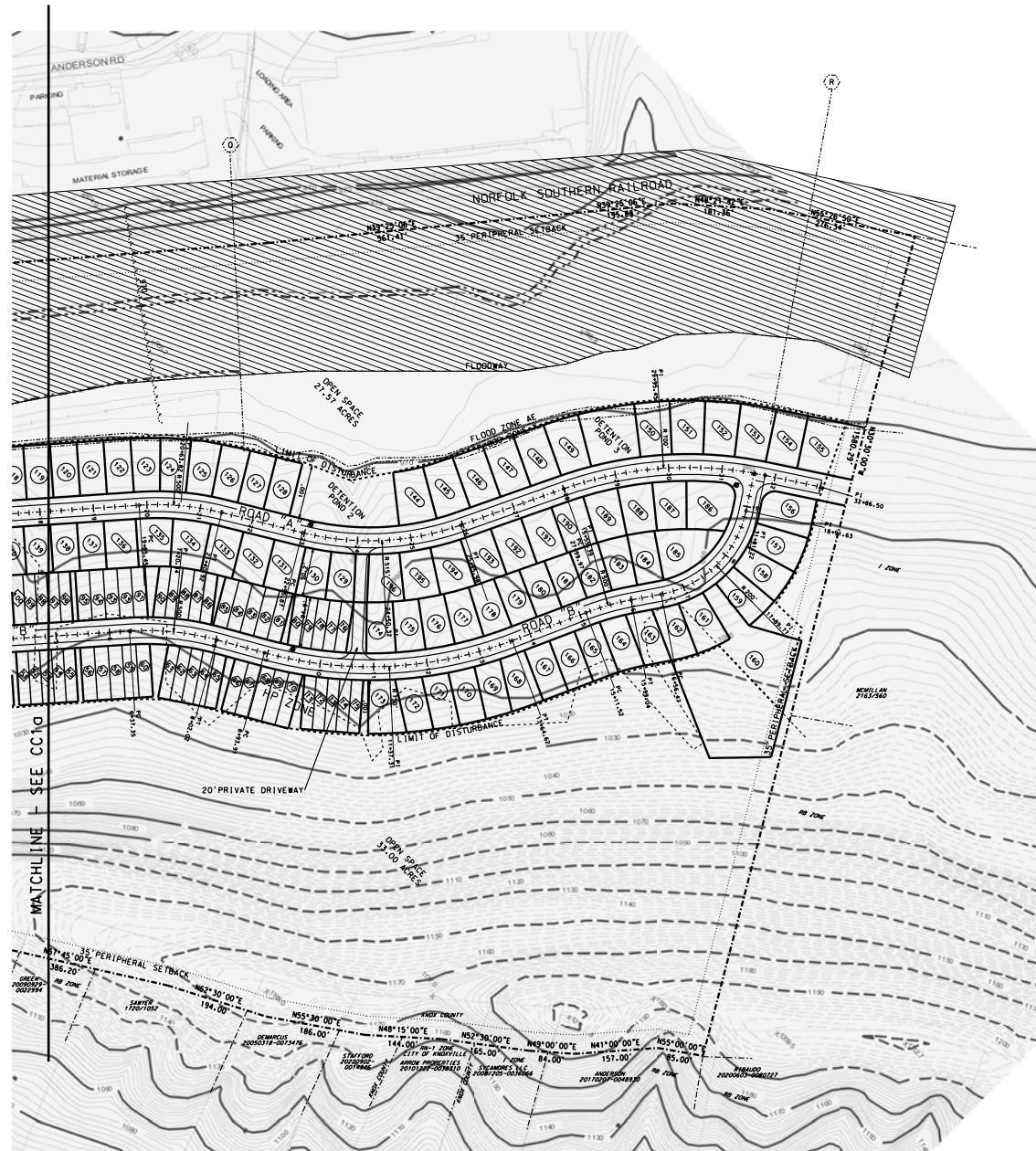
ORIGINAL ISSUE:
OCT. 20, 2022

SHEET NO.
CC1a

JOB NO. 2220



VICINITY MAP



LEGEND

- CENTERLINE PAVEMENT
- BOUNDARY LINES
- PARCEL/ZONING LINES
- BUILDING SETBACK
- PROPOSED FIRE HYDRANT
- PROPOSED LOT NO. - 22' WIDE ATTACHED
- PROPOSED LOT NO. - 26' WIDE ATTACHED
- PROPOSED LOT NO. - 50' WIDE DETACHED
- PROPOSED LOT NO. - 60' WIDE DETACHED

CERTIFICATION OF CONCEPT PLAN

I HEREBY CERTIFY THAT I AM A SURVEYOR, LICENSED TO DO SURVEYING UNDER THE LAWS OF THE STATE OF TENNESSEE. I FURTHER CERTIFY THAT THE PLAN AND ACCOMPANYING ORDINANCES, DOCUMENTS, AND STATEMENTS CONFORM TO ALL APPLICABLE PROVISIONS OF THE KNOXVILLE-KNOX COUNTY SUBDIVISION REGULATION EXCEPT AS HAS BEEN IDENTIFIED AND DESCRIBED IN A REPORT FILED WITH THE METROPOLITAN PLANNING COMMISSION.

Scott Williams

SURVEYOR

TENNESSEE CERTIFICATE NO. 1914

FOR REVIEW - NOT FOR CONSTRUCTION

NO.	DATE	DESCRIPTION
1	12/21/23	PC COMM.
2	12/21/23	PC COMM.
3	12/21/23	PC COMM.

CONCEPT PLAN

THE PRESERVE AT
WHITES CREEK

4740 BEVERLY ROAD
KNOXVILLE, TN 37922
CLT MAP 153 PARCELS 1006 SEE 0002-01
12-SC-22-C / 12-C-22-DP



W. SCOTT WILLIAMS & ASSOCIATES, LLC

CLIENT:

ORIGINAL ISSUE:

OCT. 20, 2022

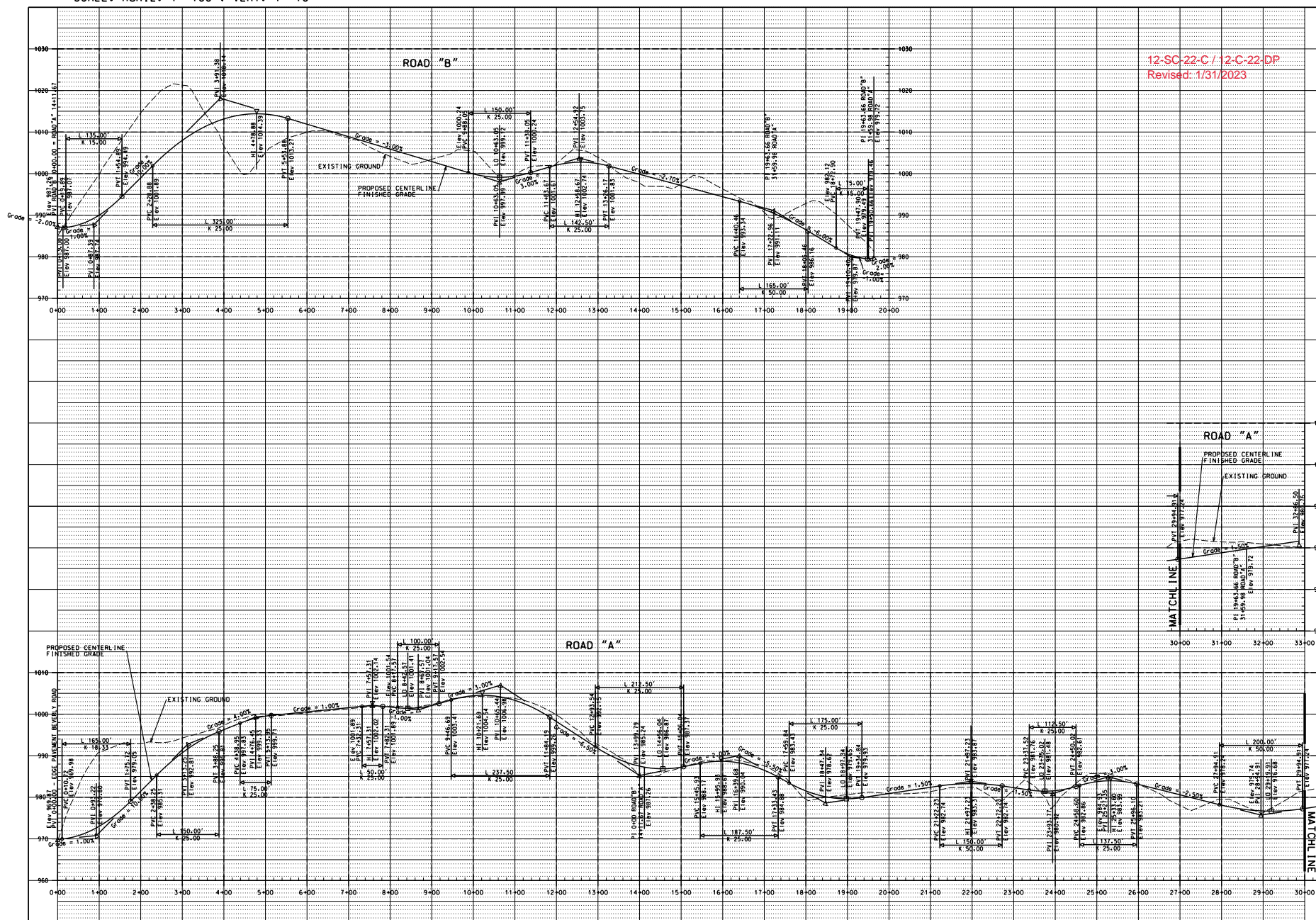
SHEET NO.

CC1b

JOB NO. 2220

12-SC-22-C / 12-C-22-DP
Revised: 1/31/2023

SCALE: HORIZ. 1"=100', VERT. 1"=10'



12-SC-22-C- / 12-C-22-DP
Revised: 1/31/2023

FOR REVIEW - NOT FOR CONSTRUCTION

[illegible]

ROAD PROFILES
THE PRESERVE AT
WHITES CREEK
4760 BEVERLY ROAD
KNOX COUNTY, TENNESSEE
CLT MAP 059 PARCELS 002 & 002
THE CIVIL ENGINEER



W. SCOTT WILLIAMS & ASSOCIATES

45308 Annapolis Way
Greenwoodville, TN 37921
P 615/865-6922 FAX 615/865-6923
TELETYPE 615/865-6924

CORPORATE
CIVIL ENGINEERING
LAND SURVEYING

CLIENT:

CAFE INTERNATIONAL, LLC

5408 FOUNTAIN GATE ROAD

ORIGINAL ISSUE:
OCT. 20, 2022

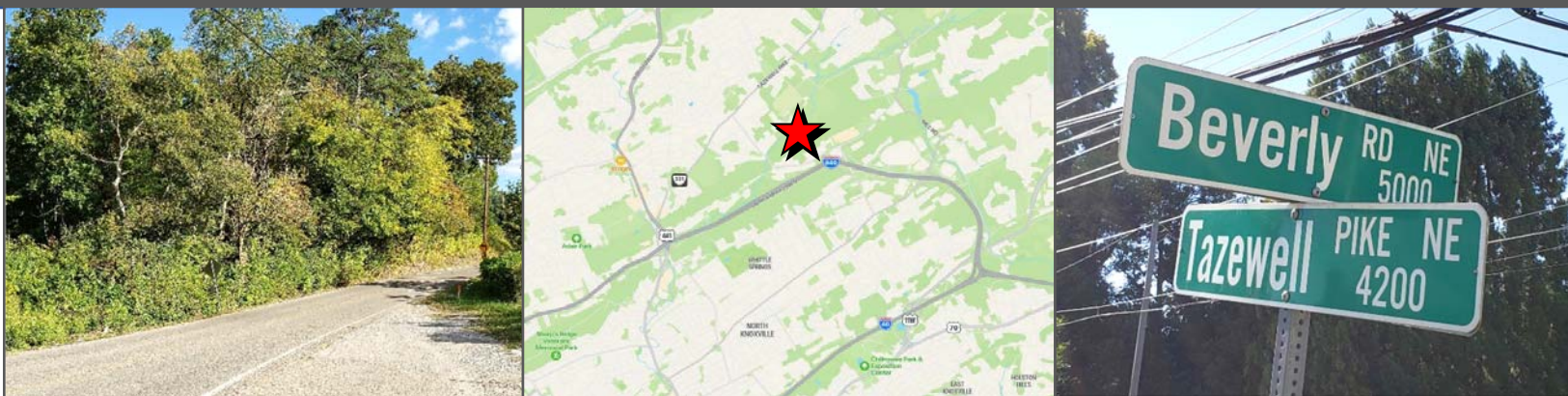
SHEET NO.

CC2

JOB NO. 1935

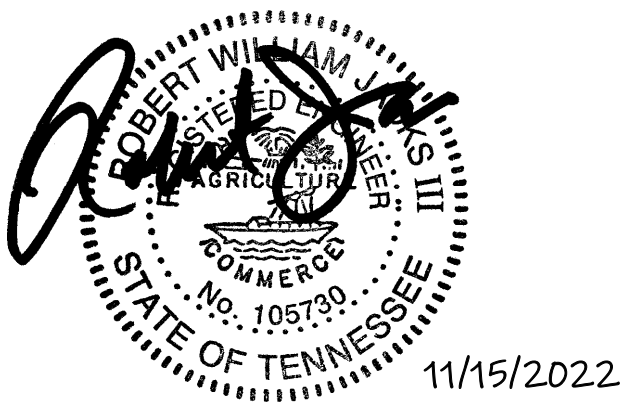


Transportation Impact Study The Preserve at Whites Creek Knox County, Tennessee



Revised November 2022

Prepared for:
Café International, LLC
Attn: Randy Guignard
5408 Fountain Gate Road
Knoxville, TN 37918



12-SC-22-C / 12-C-22-DP
TIS Version 2
11/15/2022

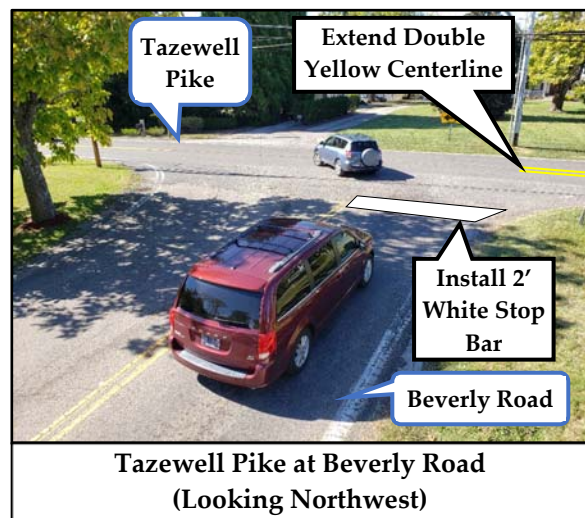
CONCLUSIONS & RECOMMENDATIONS

The following is an overview of recommendations to minimize the transportation impacts of The Preserve at Whites Creek on the adjacent transportation system while attempting to achieve an acceptable traffic flow and safety level.



Tazewell Pike at Beverly Road: The existing and projected 2027 level of service calculations for this intersection resulted in very poor LOS and massively long queues on Beverly Road during peak hours. These poor operations will increase cut-thru traffic on adjacent roadways if remediation is not carried out. These side roads are primarily residential and are not constructed to handle a large influx of vehicles or vehicles speeding to compensate for the perceived lost time due to the longer travel distances to and from Tazewell Pike. The recent placement of speed humps on Beverly Place attests to the traffic volumes spilling from Beverly Road.


In the interim, to reduce the possibility of vehicles clipping each other at the intersection, it is recommended that a 24" white stop bar be installed on Beverly Road and the yellow double centerline on the westbound approach of Tazewell Pike be extended further west. It is believed that these pavement markings would provide a better visual target to designate the appropriate location and turning path for westbound left-turn motorists on Tazewell Pike turning onto Beverly Road and reduce the number of "short-turns".



There was a study in the past that determined that this intersection met warrants for traffic signalization. Though traffic signal warrants were met in the past, it is not known by the analyst why this intersection was not remediated with a traffic signal. It is highly recommended that this intersection be converted to a traffic signal as soon as feasible. In addition to installing a traffic signal, turn lanes on the approaches at the t-intersection will need to be constructed to remediate the vehicle delays and queues fully. Overall, the existing vehicle delays and queues are not acceptable and are projected to worsen in the future, even without The Preserve at Whites Creek being developed.

As a further investigation into potential remediation for this intersection in the projected 2027 conditions, the intersection was analyzed with a traffic signal to provide some general recommendations based on the results of this study. The traffic signal timing at the intersection was optimized in Synchro software. The intersection was designed to fully contain the projected 95th percentile vehicle queue lengths and result in reasonable LOS. The results of this additional analysis are included in Appendix G, and the results are shown in Table 9.

TABLE 9
2027 INTERSECTION CAPACITY ANALYSIS RESULTS -
PROJECTED TRAFFIC CONDITIONS (WITH THE PROJECT) AND TRAFFIC SIGNAL

INTERSECTION	TRAFFIC CONTROL	APPROACH/ MOVEMENT	AM PEAK			PM PEAK		
			LOS ^a	DELAY ^b (seconds)	v/c ^c	LOS ^a	DELAY ^b (seconds)	v/c ^c
Tazewell Pike (EB & WB) at Beverly Road (NB)	 Signalized	Eastbound	A	5.9	0.730	C	30.2	0.780
		Westbound	B	17.6		B	10.5	
		Northbound	C	25.1		C	28.6	
		Summary	B	15.5	0.730	C	24.1	0.780

Note: All analyses were calculated in Synchro 11 software and reported using HCM 2000 intersection methodology

^a Level of Service, ^b Average Delay (sec/vehicle), ^c Volume-to-Capacity Ratio

The analysis with a traffic signal and the results shown in Table 9 included additional lanes at the intersection. These lanes included a new eastbound right-turn lane on Tazewell Pike with a storage length of 75 feet, a new westbound left-turn lane on Tazewell Pike with a storage length of 100 feet, and a northbound right-turn lane on Beverly Road with a storage length of 125 feet. Compared to the results in Table 6, with the intersection operating as-is with stop conditions on Beverly Road, the vehicle delays for the northbound approach are incredibly reduced with a traffic signal and additional lanes.





Beverly Road at Proposed Entrance: The projected 2027 level of service calculations for the Proposed Entrance intersection at Beverly Road resulted in low vehicle delays. The construction of left and right-turn lanes on Beverly Road for entering traffic is not warranted at the Proposed Entrance. Dual exiting lanes are shown in the layout plan, but a single exiting lane for the development entrance will be sufficient.

- 2a) It is recommended that a Stop Sign (R1-1) be installed, and a 24" white stop bar be applied to the Proposed Entrance approach at Beverly Road. The stop bar should be applied a minimum of 4 feet away from the edge of Beverly Road and placed at the desired stopping point that maximizes the sight distance.
- 2b) Sight distances at the Proposed Entrance approach at Beverly Road must not be impacted by future landscaping, signage, or existing vegetation. Based on a posted speed limit of 30-mph on Beverly Road, the required intersection sight distance is 335 feet looking in each direction at the entrance. The stopping sight distance is 200 feet looking to the north and 220 feet to the south at the Proposed Entrance location on Beverly Road. A visual inspection determined that the intersection and stopping sight distances are available at the Proposed Entrance location. The site designer must ensure that these sight distances are accounted for and provided in the design plans.

Since there is existing vegetation and a sharp horizontal curve to the south of the Proposed Entrance on Beverly Road, it is recommended that a registered land surveyor make measurements to determine the available sight distance. Likewise, while the sight distance to the north appears to be more than what is required, it is recommended that the registered land surveyor measure the sight distance to the north as well. The horizontal s-curve alignment of Beverly Road, the railroad structures, and the vegetation along the railroad hinders full sight distance availability.

- 2c) The 95th percentile vehicle queue calculations for the southbound approach in the projected 2027 conditions on Beverly Road at the Proposed Entrance resulted in 61 feet. This distance is available between the railroad track and the Proposed Entrance location. Due to the hazards presented at an at-grade railroad crossing, it is recommended that the site designer keep this separation between the two.

Keeping the Proposed Entrance on Beverly Road as far south from the railroad and creek crossing helps ensure that any potential backups do not extend back to the track.

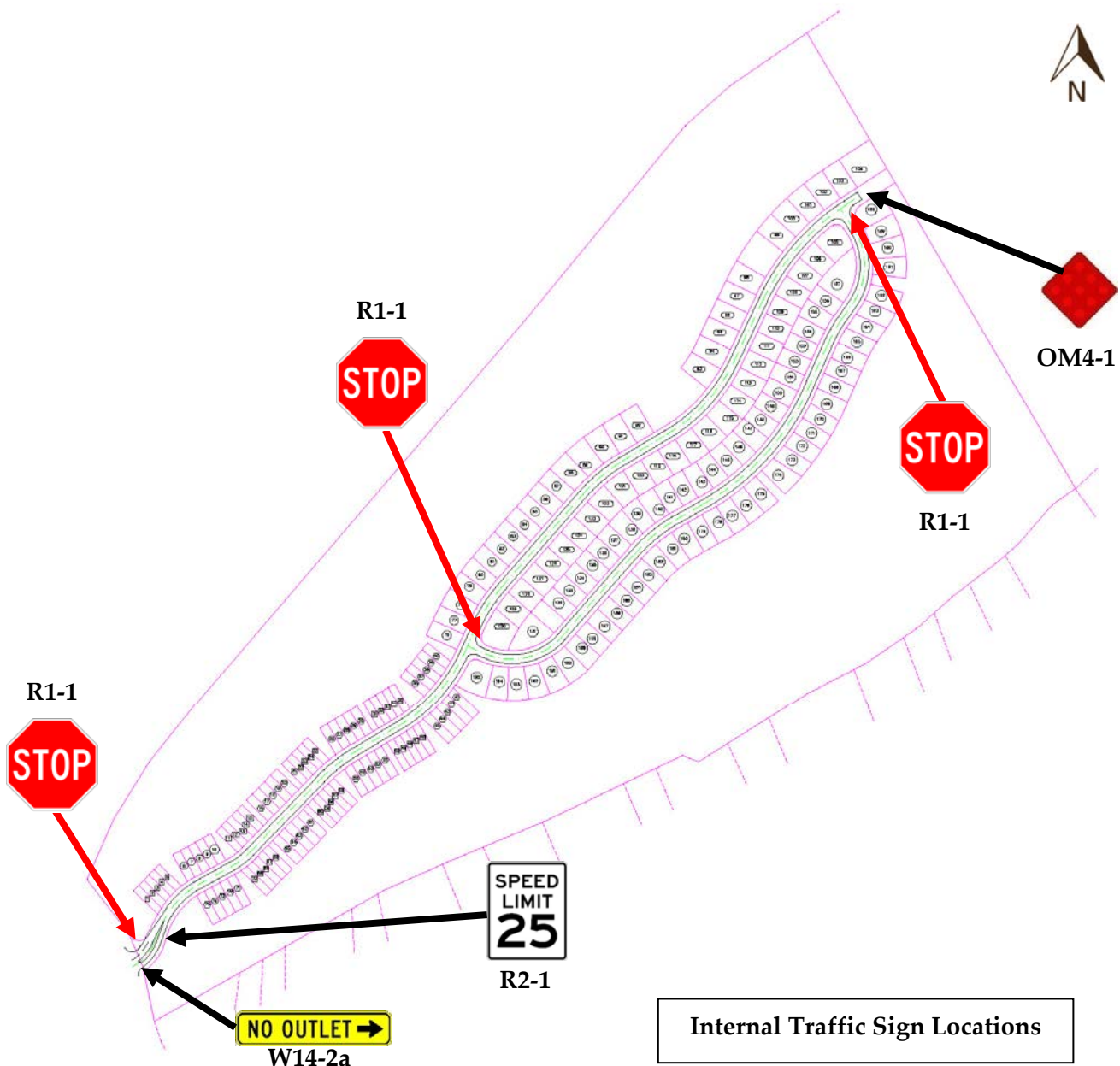
Furthermore, due to the low elevation and proximity to Whites Creek, keeping the Proposed Entrance away, there will be a reduced possibility that the entrance will be blocked during significant storm events.

The potential for a secondary access point into the development is non-existent. This non-potential is due to the limited road frontage along Beverly Road, the existing land features, and the lack of other roads around the development property. The existing land features include the mountain ridge with steep topography, Whites Creek, the railroad line, and these all contribute to limited opportunities to develop a secondary access point.



The Preserve at Whites Creek Internal Roads: The layout plan shows one entrance on Beverly Road constructed for the development, as shown in Figure 3.

- 3a) A 25-mph Speed Limit Sign (R2-1) is recommended to be posted near the beginning of the development entrance off Beverly Road. It is recommended that a “No Outlet” Sign (W14-2a) be installed at the front of the development at Beverly Road. This sign can be installed above or below the street name sign.
- 3b) End of roadway signage (OM4-1) should be installed at the eastern end of Road “A” if a stub road is constructed. Stop Signs (R1-1) with 24” white stop bars and other traffic signage are recommended to be installed at the internal locations, as shown below:



- 3c) Sight distance at the new internal road intersections must not be impacted by signage, parked cars, or future landscaping. With a proposed speed limit of 25-mph in the development, the internal intersection sight distance is 250 feet. The required stopping sight distance is 155 feet for a level road grade. The site designer should ensure that these internal sight distance lengths are met.
- 3d) All drainage grates and covers for the residential development must be pedestrian and bicycle safe.
- 3e) The site designer should include a parking area and a centralized mail delivery center within the development if directed by the local post office. The site plan does not show a general location in the development, but a specific plan with a parking area should be designed and provided if required.
- 3f) For residential subdivisions with a single access point and more than 150 units, the County has a long-standing unwritten design policy requiring a boulevard road typical section at the entrance. This policy is to ensure access to the subdivision during potential emergencies. Since the proposed layout of The Preserve at Whites Creek only includes one means of ingress and egress and will have 195 units, the subdivision entrance is recommended to be designed and constructed with a boulevard roadway section. At a minimum, the boulevard section should have a 10-foot median with 2 – 18-foot lanes within 60 feet of right-of-way. Typically, a boulevard road section is designed and constructed to the first intersecting street within the development, which would be Road “B” in this case.
- 3g) All road grade and intersection elements should be designed to AASHTO, TDOT, the City of Knoxville, and Knox County specifications and guidelines to ensure proper operation.



Other Transportation Considerations: Other transportation-related considerations include the following:

- 4a) It is recommended that a “Do Not Stop on Tracks” (R8-8) sign be installed to provide additional awareness regarding the railroad crossing if an unexpectedly long vehicle queue forms on the southbound approach of Beverly Road at the intersection with the Proposed Entrance. The sign should be located on the right-hand side of Beverly Road on the near side (north side) of the railroad grade crossing facing southbound traffic.



**Do Not Stop on
Tracks
(R8-8)**

- 4b) According to Google Street Maps, as recently as February 2019, a “Narrow Bridge” (W5-2) sign was installed for southbound traffic on Beverly Road just north of the railroad crossing and south of the intersection with Oakland Drive. This sign is no longer installed. To match the existing warning sign for northbound traffic on Beverly Road before the bridge and to provide advance warning, this signage should be reinstalled. Its previous location may need re-examination since the image in Google Maps shows the signage leaning backward, suggesting that a larger vehicle turning right from Oakland Drive to southbound Beverly Road may have struck and pushed it over.



**Narrow Bridge
(W5-2)**

- 4c) The existing bridge alignment and width on Beverly Road adjacent to the rail crossing are not ideal. Still, it has sufficient width (just over 20 feet) even though it does make some motorists driving larger vehicles uncomfortable to cross simultaneously, as observed. However, this bridge, along with the s-curvature of Beverly Road and the railroad crossing, does seem to reduce vehicle speeds in the vicinity and acts as a “natural” traffic calming measure.

Addendum to:

12-SC-22-C / 12-C-22-DP

TIS Version 2

Addendum Date: 1/30/2023

Original TIS Version 2 Date: 11/15/2022



CIVIL ENGINEERING / TRAFFIC ENGINEERING

11812 Black Road
Knoxville, Tennessee 37932
Phone (865) 556-0042
ajaxengineering@gmail.com

January 30, 2023

PROJECT NAME: The Preserve at Whites Creek

TO: Knoxville-Knox County Planning

SUBJECT: Memo for The Preserve at Whites Creek Transportation Impact Study (TIS)
(12-SC-22-C/12-C-22-DP)

Knoxville-Knox County Planning, Knox County Engineering, & City of Knoxville Staff:

An email from Mike Conger, PE, dated January 30th, 2023, requested a response to address the number of proposed dwelling units and types being revised in The Preserve at Whites Creek development site plan.

The final TIS submitted on November 15th, 2022, for this development was based on trip generation calculations for 120 single-family detached houses and 75 multi-family attached townhouses in The Preserve at Whites Creek. The following table was included in this report:

TABLE 5
TRIP GENERATION FOR THE PRESERVE AT WHITES CREEK
120 Single-Family Detached Homes & 75 Multi-Family Attached Townhouses

ITE LAND USE CODE	LAND USE DESCRIPTION	# OF UNITS	GENERATED DAILY TRAFFIC	GENERATED TRAFFIC AM PEAK HOUR			GENERATED TRAFFIC PM PEAK HOUR		
				ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
#210	Single-Family Detached Housing	120	1,193	26%	74%		63%	37%	
				23	65	88	74	44	118
Local Trip Rate	Multi-Family Attached Townhouses	75	737	22%	78%		55%	45%	
				9	32	41	33	27	60
Total New Volume Site Trips			1,930	32	97	129	107	71	178

ITE Trip Generation Manual, 11th Edition and Local Trip Rates

Trips calculated by using Fitted Curve Equations

Since the final TIS submittal, the site plan designed by W. Scott Williams has been revised and includes a different mixture of residential types. The new site plan includes 86 single-family detached houses and 110 multi-family attached townhouses. The updated trip generation is presented in the following table, and the calculations are attached to the end of this memo:

UPDATED TRIP GENERATION FOR THE PRESERVE AT WHITES CREEK - 1/30/2023

86 Single-Family Detached Homes & 110 Multi-Family Attached Townhouses

ITE LAND USE CODE	LAND USE DESCRIPTION	# OF UNITS	GENERATED DAILY TRAFFIC	GENERATED TRAFFIC AM PEAK HOUR			GENERATED TRAFFIC PM PEAK HOUR		
				ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
#210	Single-Family Detached Housing	86	878	26%	74%		63%	37%	
				17	48	65	54	32	86
Local Trip Rate	Multi-Family Attached Townhouses	110	1,040	22%	78%		55%	45%	
				13	45	58	46	38	84
Total New Volume Site Trips			1,918	30	93	123	100	70	170

ITE Trip Generation Manual, 11th Edition and Local Trip Rates

Trips calculated by using Fitted Curve Equations

Comparing the before and after shows that the updated total number of trips generated results in a slight reduction, as shown below:

REDUCTION IN NUMBER OF GENERATED TRIPS	GENERATED DAILY TRAFFIC	GENERATED TRAFFIC AM PEAK HOUR			GENERATED TRAFFIC PM PEAK HOUR		
		ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
Total New Volume Site Trips	-12	-2	-4	-6	-7	-1	-8

Since the change in residential types resulted in an overall reduction of projected generated trips, the site plan revision does not alter the recommendations presented in the final TIS submitted on November 15th, 2022.

If you have any questions or further comments, please feel free to contact me.

Sincerely,

Ajax Engineering, LLC
Robert W. Jacks, P.E.

UPDATED TRIP GENERATION FOR THE PRESERVE AT WHITES CREEK - 1/30/2023
86 Single-Family Detached Houses

86 Residential Houses = X

Weekday:

Fitted Curve Equation: $\ln(T) = 0.92 \ln(X) + 2.68$

$$\ln(T) = 0.92 * 4.45 + 2.68$$

$$\ln(T) = 6.78$$

$$\underline{\underline{T = 878 \text{ trips}}}$$

Peak Hour of Adjacent Traffic between 7 and 9 am:

Fitted Curve Equation: $\ln(T) = 0.91 \ln(X) + 0.12$

$$T = 0.91 * 4 + 0.12$$

$$\ln(T) = 4.17$$

$$\underline{\underline{T = 65 \text{ trips}}}$$

Peak Hour of Adjacent Traffic between 4 and 6 pm:

Fitted Curve Equation: $\ln(T) = 0.94 \ln(X) + 0.27$

$$\ln(T) = 0.94 * 4.45 + 0.27$$

$$\ln(T) = 4.46$$

$$\underline{\underline{T = 86 \text{ trips}}}$$

UPDATED TRIP GENERATION FOR THE PRESERVE AT WHITES CREEK - 1/30/2023
110 Multi-Family Attached Townhouses

110 Residential Houses = X

Weekday:

Fitted Curve Equation: $T = 15.193(X)^{0.899}$

$$T = 15 * 68.42$$

$$\underline{\underline{T = 1,040 \text{ trips}}}$$

Peak Hour of Adjacent Traffic between 7 and 9 am:

Fitted Curve Equation: $T = 0.758(X)^{0.924}$

$$T = 0.758 * 77$$

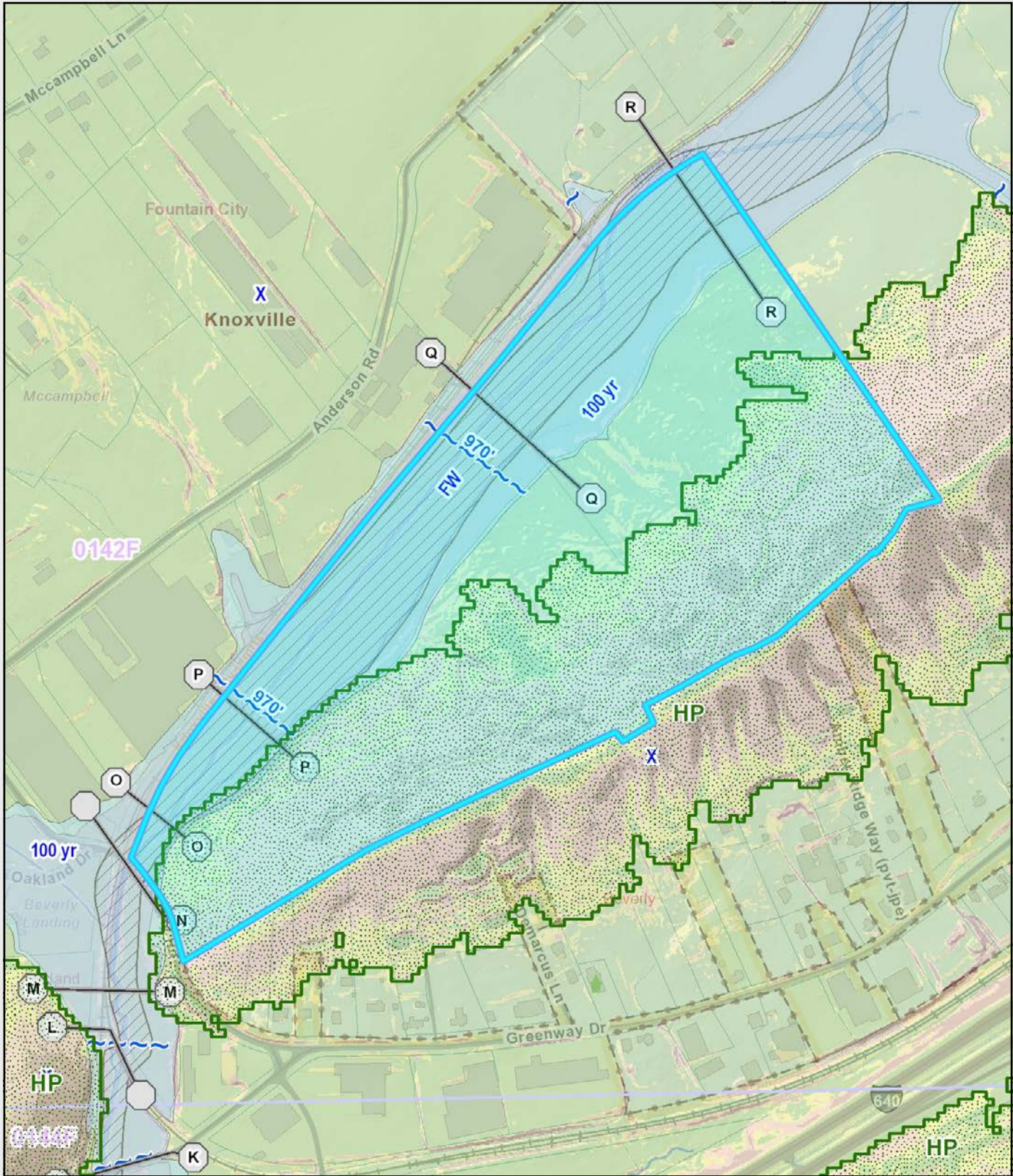
$$\underline{\underline{T = 58 \text{ trips}}}$$

Peak Hour of Adjacent Traffic between 4 and 6 pm:

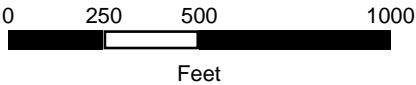
Fitted Curve Equation: $T = 0.669(X)+10.069$

$$T = 0.669 * 110 + 10.07$$

$$\underline{\underline{T = 84 \text{ trips}}}$$



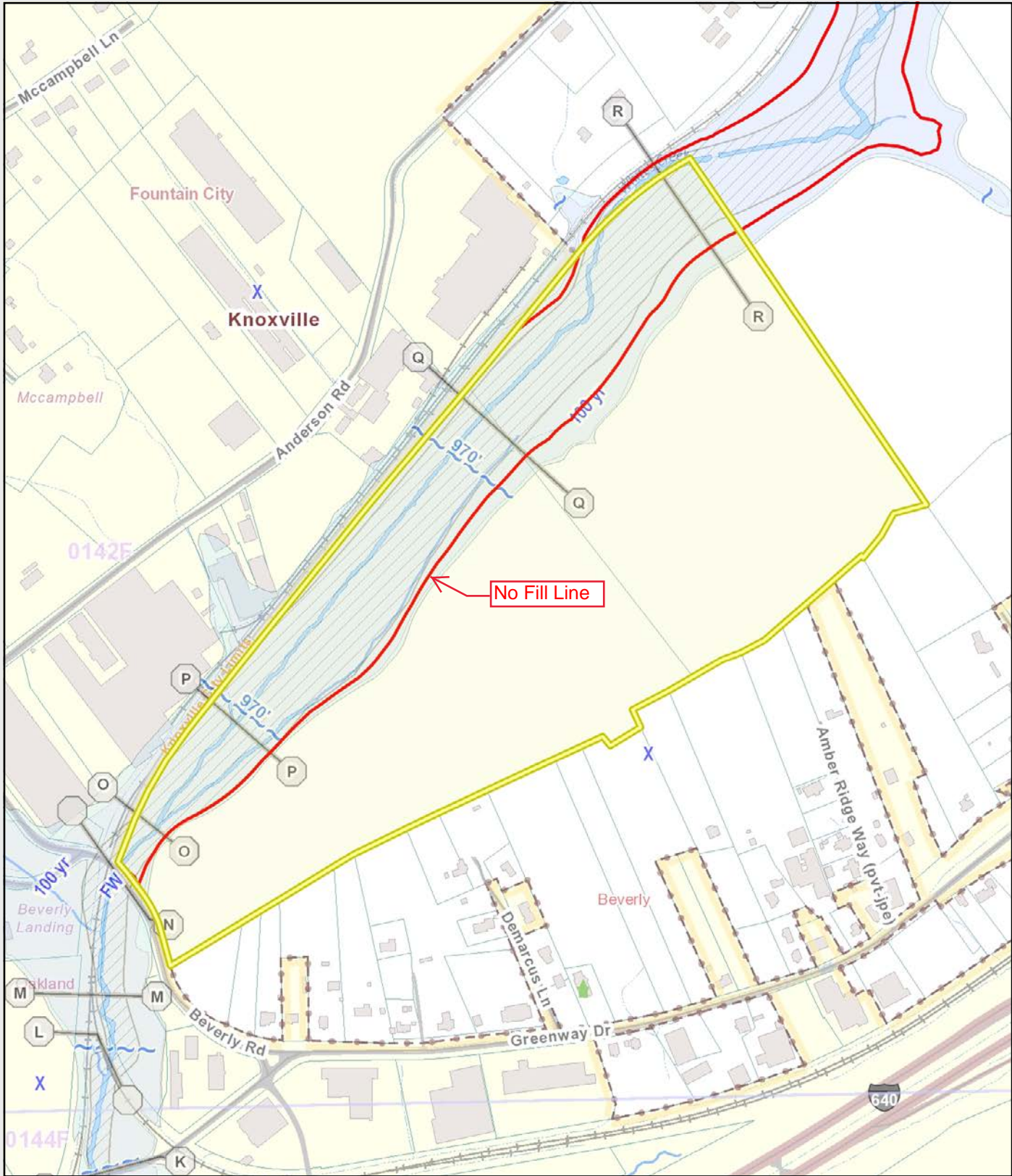
12-SC-22-C / 12-C-22-DP
Hillside Protection and FEMA



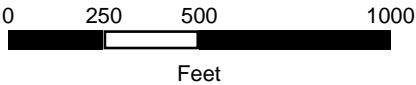
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12-SC-22-C / 12-C-22-DP
No Fill Line





Development Request

DEVELOPMENT

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

SUBDIVISION

- ☒ Concept Plan
☐ Final Plat

ZONING

- ☐ Plan Amendment
☐ Sector Plan
☐ One Year Plan
☐ Rezoning

W. Scott Williams & Associates

Applicant Name

Affiliation

10/25/2022

Date Filed

12/8/2022

Meeting Date (if applicable)

12-SC-22-C / 12-C-22-DP

File Number(s)

CORRESPONDENCE

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

W. Scott Williams W. Scott Williams and Associates

Name / Company

4530 Annalee Way Way Knoxville TN 37921

Address

865-692-9809 / wscottwill@comcast.net

Phone / Email

CURRENT PROPERTY INFO

Randy Guinard Cafe International LLC

Owner Name (if different)

2109 Dutch Valley Dr Knoxville TN 37918

Owner Address

865-244-8050

Owner Phone / Email

4760 BEVERLY RD / 0 NEW BEVERLY BAPTIST CHURCH RD

Property Address

59 00201,002

Parcel ID

Part of Parcel (Y/N)?

84.56 acres

Tract Size

Knoxville Utilities Board

Sewer Provider

Knoxville Utilities Board

Water Provider

Septic (Y/N)

STAFF USE ONLY

Northeast side of Beverly Rd, north of Greenway Dr

General Location

☐ City

Commission District 8

PR (Planned Residential), F (Floodway)

Agriculture/Forestry/Vacant Land

☒ Count

District

Zoning District

Existing Land Use

North City

Planning Sector

LDR (Low Density Residential), HP (Hillside Protection), S

Sector Plan Land Use Classification

Urban Growth Area (Outside City Limit

Growth Policy Plan Designation

DEVELOPMENT REQUEST

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

SUBDIVISION REQUEST

The Preserve at Whites Creek	Related Rezoning File Number
Proposed Subdivision Name	
Unit / Phase Number	196
Total Number of Lots Created	
Additional Information _____	
<input type="checkbox"/> Attachments / Additional Requirements	

ZONING REQUEST

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

STAFF USE ONLY

PLAT TYPE

☐ Staff Review ☐ Planning Commission

ATTACHMENTS

☐ Property Owners / Option Holders ☐ Variance Request

ADDITIONAL REQUIREMENTS

☐ COA Checklist (Hillside Protection)
☐ Design Plan Certification (Final Plat)
☒ Site Plan (Development Request)
☐ Traffic Impact Study
☐ Use on Review / Special Use (Concept Plan)

Fee 1	Total
\$1,600.00	
Fee 2	
Fee 3	

AUTHORIZATION

W. Scott Williams & Associates	10/25/2022
Applicant Signature	Date

Phone / Email

Randy Guinard Cafe International LLC	10/25/2022
Property Owner Signature	Date

I declare under penalty of perjury the foregoing (i.e., he/she/they is/are the owner of the property and that the application and all associated materials are being submitted with his/her/their consent) is true and correct.



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

W. Scott Williams & Associates
Applicant Name

Engineer
Affiliation

10/24/2022

Date Filed

12/8/2022

Meeting Date (if applicable)

File Number(s)

12-SC-22-C_12-C-22-DP

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 Williams
Name

W. SCOTT WILLIAMS & ASSOCIATES
Company

4530 Annalee way
Address

Knoxville
City

TN
State

37921
ZIP

865-692-9809
Phone

wscottwill @ comcast.net
Email

CURRENT PROPERTY INFO

Cafe International LLC 2109 Dutch Valley Dr. Knox, TN 37918 865-244-8050
Property Owner Name (if different) Property Owner Address Property Owner Phone

- ① 0 New Beverly Baptist Church Rd.
② 4760 Beverly Rd.
Property Address

059 002
059 00201
Parcel ID

KUB

Sewer Provider

KUB

Water Provider

Septic (Y/N)

STAFF USE ONLY

Northeast side of Beverly Rd, north of Greenway Dr

- ① Parcel to NW of (Approx 1200ft) Greenway Dr + New Beverly Baptist Church Rd.
② Parcel to E of intersection of Beverly Rd + Greenway Dr.

General Location

84.56 acres

Tract Size

☐ City ☒ County

8
8
District

F and
> PR < 2.51 DU/AC

Zoning District

> Ag for Vac

Existing Land Use

North City
Planning Sector

LDR & HP & SP
Sector Plan Land Use Classification

> Urban Growth
Growth Policy Plan Designation

August 29, 2022

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) Attached and detached residential subdivision

SUBDIVISION REQUEST

The Preserve at Whites Creek
Proposed Subdivision Name

Related Rezoning File Number

Unit / Phase Number ☐ Combine Parcels ☒ Divide Parcel 196
Total Number of Lots Created

1-E-21-RZ

☐ Other (specify) Attached and detached residential subdivision

☐ 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 <
-------	--	--

MR

AUTHORIZATION

Scott Williams
Applicant Signature

SCOTT WILLIAMS
Please Print

10/12/22
Date

865-692-9809
Phone Number

wscottwill@comcast.net
Email

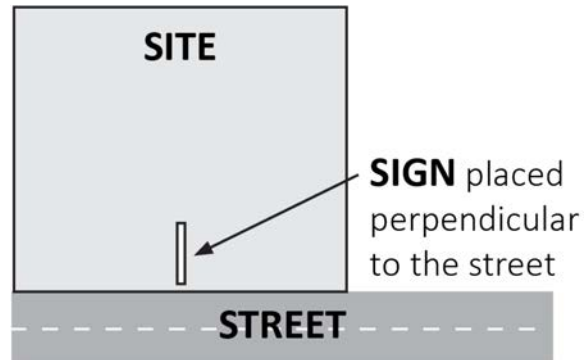
Randy Guignard
Property Owner Signature

Randy Guignard
Please Print

10/14/22
Date

I declare under penalty of perjury the foregoing [i.e., he/she/they is/are the owner of the property and that the application and all associated materials are being submitted with his/her/their consent] is true and correct.

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:

_____ 11/25/2022 _____ and _____ 12/9/2022 _____
 (applicant or staff to post sign) (applicant to remove sign)

Applicant Name: W. Scott Williams & Associates

Date: 10/25/22

File Number: 12-C-22-C_12-C-22-DP

☒ Sign posted by Staff
☐ Sign posted by Applicant