



SUBDIVISION REPORT - CONCEPT/DEVELOPMENT PLAN

► **FILE #:** 4-SE-24-C

AGENDA ITEM #: 26

4-G-24-DP

AGENDA DATE: 4/11/2024

► **SUBDIVISION:** PRICES POINT

► **APPLICANT/DEVELOPER:** HEARTLAND DEVELOPMENT, LLC

OWNER(S): BGD Development LLC

TAX IDENTIFICATION: 111 058, 036 05

[View map on KGIS](#)

JURISDICTION: County Commission District 9

STREET ADDRESS: 0 E GOVERNOR JOHN SEVIER HWY

► **LOCATION:** West side of E. Governor John Sevier Hwy, west of French Rd

SECTOR PLAN: South County

GROWTH POLICY PLAN: Planned Growth Area

WATERSHED: Holston-French Broad

► **APPROXIMATE ACREAGE:** 36.87 acres

► **ZONING:** PR(k) (Planned Residential) < 4.5 du/ac, PR(k) (Planned Residential) < 3.9 du/ac

► **EXISTING LAND USE:** Agriculture/Forestry/Vacant Land, Water

► **PROPOSED USE:** Detached residential subdivision

SURROUNDING LAND
USE AND ZONING: North: Public/quasi-public land (church) - A (Agricultural)
South: Single family residential, rural residential - A (Agricultural)
East: Agriculture/forestry/vacant land - A (Agricultural)
West: French Broad River - F (Floodway)

► **NUMBER OF LOTS:** 145

SURVEYOR/ENGINEER: Greg Presnell, PE LJA Engineering

ACCESSIBILITY: Access is via Governor John Sevier Highway, a major arterial with a 45-ft pavement width within a 120-ft right-of-way.

► **SUBDIVISION VARIANCES
REQUIRED:**

VARIANCES

- 1) Reduce the minimum intersection separation along E. Governor John Sevier Highway, between the centerlines of Road 'A' and French Road, from 400 ft to 265 ft.
- 2) Reduce the minimum broken back curve tangent on Road 'C' at STA 8+32.70 from 150 ft to 140.63 ft.
- 3) Reduce the minimum broken back curve tangent on Road 'D' at STA 6+45.35 from 150 ft to 88.41 ft.

ALTERNATIVE DESIGN STANDARDS REQUIRING KNOXVILLE-KNOX COUNTY PLANNING COMMISSION APPROVAL

- 1) Reduce the minimum horizontal curve radius on Road 'B' at STA 5+60 from 250 ft to 100 ft.

- 2) Reduce the minimum horizontal curve radius on Road 'C' at STA 9+73 from 250 ft to 100 ft.
- 3) Reduce the minimum horizontal curve radius on Road 'D' at STA 7+33 from 250 ft to 150 ft.
- 4) Reduce the minimum horizontal curve radius on Road 'D' at STA 13+46 from 250 ft to 100 ft.

STAFF RECOMMENDATION:

- **Approve the requested variance to reduce the minimum broken back curve tangent on Road 'C' at STA 8+32.70 from 150 ft to 140.63 ft, based on the following evidence of hardship presented by the applicant.**
- a. The reduced tangent will help limit disturbance of the hillside protection area and the 500-year floodplain.
 - b. The tangent is in the middle of the existing ridge area, which limits disturbance into the hillside protection area on either side of the ridge.
 - c. The purpose of the variation is not based exclusively upon a desire for financial gain.
 - d. The granting of the variation will not be detrimental to public safety, health, or welfare because using two small horizontal curves and a shorter tangent will act as traffic calming, compared to one larger, single-radius curve.

Approve the requested variance to reduce the minimum broken back curve tangent on Road 'D' at STA 6+45.35 from 150 ft to 88.41 ft, based on the following evidence of hardship presented by the applicant.

- a. The reduced tangent is due to the curvature of the site boundary and steep topography created by the construction of E. Governor John Sevier Highway.
- b. The required 50-ft buffer along E. Governor John Sevier Highway and the utility area between Lots 17 and 18 create a unique condition.
- c. The purpose of the variation is not based exclusively upon a desire for financial gain.
- d. The granting of the variation will not be detrimental to public safety, health, or welfare because using two small horizontal curves and a shorter tangent will act as traffic calming, compared to one larger, single-radius curve.

Approve the requested variance to reduce the minimum intersection spacing along E. Governor John Sevier Highway, between the centerlines of Road 'A' and French Road, from 400 ft to 265 ft, based on the following evidence of hardship presented by the applicant.

- A. The property is located inside a curve of E. Governor John Sevier Highway that limits sight distance to the north. By moving the access point to the south, the required sight distance can be obtained.
- B. The topography in the proposed location helps to create an entrance with less incline and k-values that meet the road design standards, compared to having access at the French Road intersection.
- C. The purpose of the variation is not based exclusively upon a desire for financial gain.
- D. The granting of the variation will not be detrimental to public safety, health, or welfare because the proposed access location will provide better sight distance and alleviate turning conflicts for a safer entryway onto E. Governor John Sevier Highway for both this development and French Road.

Approve the alternative design standards based on the justifications provided by the applicant and the recommendation of the Knox County Department of Engineering and Public Works.

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 which are consistent with the Uniform Street Naming and Addressing System within Knox County (County Ord. 91-1-102).
3. Implementing the recommendations of the Heartland Development (Prices Point) Subdivision Transportation Impact Study (AJAX Engineering, 3/27/2024) per the requirements of Knox County Engineering and Public Works and TDOT during the design plan phase. See Exhibits for the conclusions and recommendations of the TIS.
4. A Memorandum of Understanding with Knox County Engineering and Public Works is required per Chapter 54, Article V of the Knox County Code (Ord. O-23-4-102) for road improvements within existing public rights-of-way.
5. Providing the property line radii at the corner of the Road 'A' and E. Governor John Sevier Highway intersection per Section 3.04.J.2. of the Subdivision Regulations.

6. Providing a 50-ft landscape buffer along the E. Governor John Sevier Highway frontage per the condition of zoning. During the design plan phase, a landscape plan must be submitted to Planning staff to confirm compliance with the recommendations of the Governor John Sevier Scenic Highway Corridor Study. The landscaping shall include a variety of deciduous and evergreen trees and shrubs to create a visual screen. The planting must be placed within the 50-ft buffer but does not have to fill the entire 50-ft depth. Plantings must be located outside any required sight distance triangles.
7. Installing notification of future street connection at the northeast terminus of Road 'D' as required by Section 3.04.C.2.d. of the Subdivision Regulations.
8. Providing a temporary turnaround at the northeast terminus of Road 'D' per the requirements of Knox County Engineering and Public Works during the design plan phase.
9. Providing a stream determination study to Knox County Engineering and Public Works during the design plan phase. If there is a stream, the required buffers must be provided on the final plat. Residential lots that do not have buildable areas outside the stream buffer must be consolidated with other lots.
10. Proving 200-ft sight distance easements through curves with a horizontal radius of less than 200 ft. Driveways must have a depth of 20 ft past the sight distance easement.
11. Meeting all other applicable requirements of the Knox County Department of Engineering and Public Works.
12. Place a note on the final plat that all lots will have access only to the internal street system.
13. Before certification of the final plat for the subdivision, establish a property owners association or other legal entity responsible for maintaining common facilities, such as common areas, amenities, private roads, and/or stormwater drainage systems.

► **Approve the development plan for up to 145 detached houses on individual lots, 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 in the PR district and the criteria for approval of a development plan.

COMMENTS:

This proposal is for a 145-lot detached residential subdivision on 36.27 acres (4 du/ac). The property has split zoning; 18.796 acres are zoned PR up to 3.9 du/ac (5-O-22-RZ), and 17.481 acres are zoned PR up to 4.5 du/ac (4-E-22-RZ). The number of dwelling units in each zoning district must not exceed the maximum density per the approved zoning. The density cannot be transferred between the PR zone districts.

VARIANCES

There are three variance requests: two for broken back curve tangents and one for intersection separation.

A broken back curve tangent is a straight section of roadway between two horizontal curves in the same direction. The applicant justifies the request, stating that using two small horizontal curves and a shorter tangent will act as traffic calming, compared to one larger, single-radius curve.

The requested intersection separation variance reduces the distance between Road 'A' and French Road from 400 ft to 265 ft. If Road 'A' was located at the French Road intersection, there are sight distance limitations looking left (north) and the full length of the required deceleration lane cannot be installed because of a guard rail along E. Governor John Sevier Highway. It is not feasible to move the access point further to the north, between French Road and Old French Road, because of steep grades and guard rail along the roadway.

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

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

1) ZONING ORDINANCE

PR (Planned Residential):

- a) The PR zone allows 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 property has two PR zone districts; 18.796 acres are zoned PR up to 3.9 du/ac, and 17.481 acres are zoned PR up to 4.5 du/ac. The proposed density in each PR zone district are in compliance with the maximum allowed.
- c) There are two conditions of the PR zoning: 1) Maintain a tree buffer with a 50-ft of depth along the Governor John Sevier Highway frontage, except for allowing approved access to Governor John Sevier Highway, as recommended by the Governor John Sevier Scenic Highway Corridor Study. High visibility tree protection

fencing shall be installed before clearing and grading activities begin and maintained until site and building construction are complete, and 2) No clearing or grading of the site shall be permitted until a Concept Plan or Use on Review development plan is approved by the Planning Commission.
d) Condition #6 requires a landscape plan to be submitted for Planning staff approval during the design plan phase.

2) GENERAL PLAN – DEVELOPMENT POLICIES

- a) The General Plan's development policy 4.2 encourages vehicle and pedestrian connections between subdivisions. This proposal includes a right-of-way stub out to the vacant property to the north.
- b) Providing vegetated screening along the Governor John Sevier Highway frontage aligns with policy 6.8, which calls to protect the scenic vistas of ridges and valleys.
- c) Policy 9.3 calls to encourage the scale of new development to be compatible with existing neighborhoods and communities. The development will consist of detached houses, which are consistent with other nearby residential developments.

3) SOUTH COUNTY SECTOR PLAN

- a) The property is classified as LDR (Low Density Residential), which allows consideration of up to 5 du/ac. The proposed gross density is 4.0 du/ac.

4) KNOXVILLE – FARRAGUT – KNOX COUNTY GROWTH POLICY PLAN

- a) The property is within the Planned Growth Boundary. The purposes of the Planned Growth Boundary designation are to encourage a reasonably compact pattern of development, promote the expansion of the 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. The proposed development meets the relevant standards of the Growth Policy Plan.

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: 32 (public school children, grades K-12)

Schools affected by this proposal: New Hopewell Elementary, South Doyle Middle, and South Doyle 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.

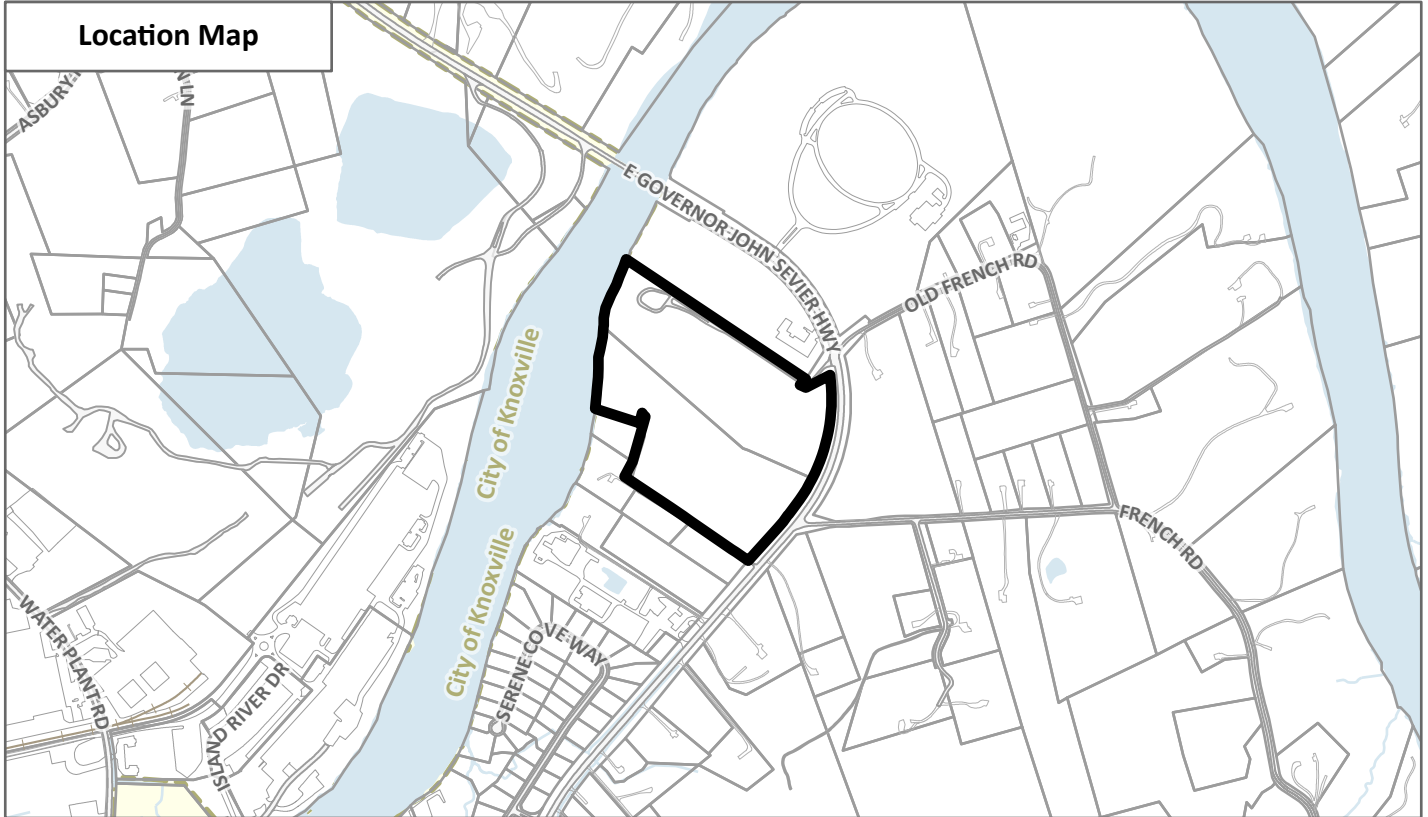
Knoxville-Knox County Planning Commission's approval or denial of this concept plan request is final, unless the action is appealed to Knox County Chancery Court. The date of the Knox County Chancery Court hearing will depend on when the appeal application is filed.

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).



Exhibit A. Contextual Images

Location Map



Aerial Map



CONTEXTUAL MAPS 1

4-G-24-DP / 4-SE-24-C

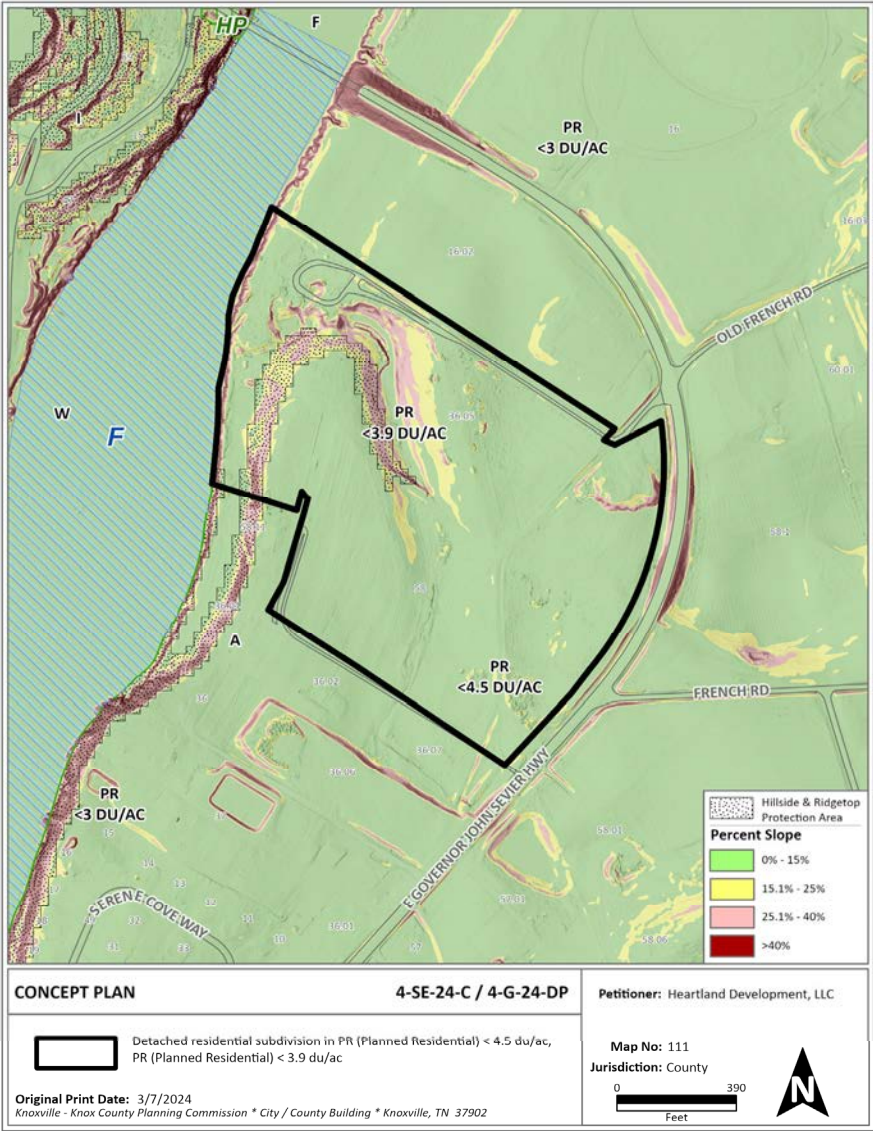


Case boundary

0 1,000
Feet



CATEGORY	ACRES	RECOMMENDED DISTURBANCE BUDGET (Percent)	DISTURBANCE AREA (Acres)
Total Area of Site	36.9		
Non-Hillside	34.8	N/A	
0-15% Slope	0.3	100%	0.3
15-25% Slope	0.7	50%	0.4
25-40% Slope	0.9	20%	0.2
Greater than 40% Slope	0.1	10%	0.0
Ridgetops			
Hillside Protection (HP) Area	2.1	Recommended disturbance budget within HP Area (acres)	0.9
		Percent of HP Area	41.9%



PRICES POINT SUB-DIVISION KNOX COUNTY N° (4-SE-24-C / 4-G-24-DP)

PREPARED FOR: HEARTLAND DEVELOPMENT

GOVERNOR JOHN SEVIER HWY
KNOXVILLE TN - 37920



DRAWINGS INDEX	
SHEET #	DESCRIPTION
C-000	COVER SHEET
C-100	EXISTING CONDITIONS AND DEMOLITION PLAN
C-200	CONCEPT PLAN - SITE LAYOUT
C-201	CONCEPT PLAN - SITE LAYOUT, LOTS CONFIGURATION
C-300	CONCEPT PLAN - SITE GRADING
C-500	CONCEPT PLAN - UTILITIES
C-600	ROAD DESIGN - PLAN & PROFILE SHEET 1 OF 5
C-601	ROAD DESIGN - PLAN & PROFILE SHEET 2 OF 5
C-602	ROAD DESIGN - PLAN & PROFILE SHEET 3 OF 5
C-603	ROAD DESIGN - PLAN & PROFILE SHEET 4 OF 5
C-604	ROAD DESIGN - PLAN & PROFILE SHEET 5 OF 5



PROPERTY INFORMATION:

PARCEL ID: 111058; 11103605
ZONING: PR-4.5DU/AC, PR-3.5DU/AC
USE: SINGLE FAMILY RESIDENTIAL
CONTROL MAP: 111
DISTRICT: D9
ACRES: ±17.48AC; ±18.79AC
PARCEL N°: 58; 3605
COUNTY: KNOX

ENGINEERING:

LJA ENGINEERING, INC.
CONTACT: GREG PRESNELL, PE.
PHONE: (865) 217-1210
EMAIL: GPRESNELL@LJA.COM
265 BROOKVIEW CENTRE WAY, SUITE 201
KNOXVILLE, TN 37919

SURVEY:

CIVIL & ENVIRONMENTAL CONSULTANTS, INC.
CONTACT: DAVID D. MULLINS.
PHONE: (865) 977-9997
EMAIL: WWW.CECINC.COM
2704 CHEROKEE FARM WAY, SUITE 101
KNOXVILLE, TN 37920

REVIEWER:

KNOXVILLE - KNOX COUNTY PLANNING
PHONE: (865) 215-2500
EMAIL: CONTACT@KNOXPLANNING.ORG
400 MAIN ST, SUITE 403
KNOXVILLE, TN 37902

SERVICE PROVIDERS:

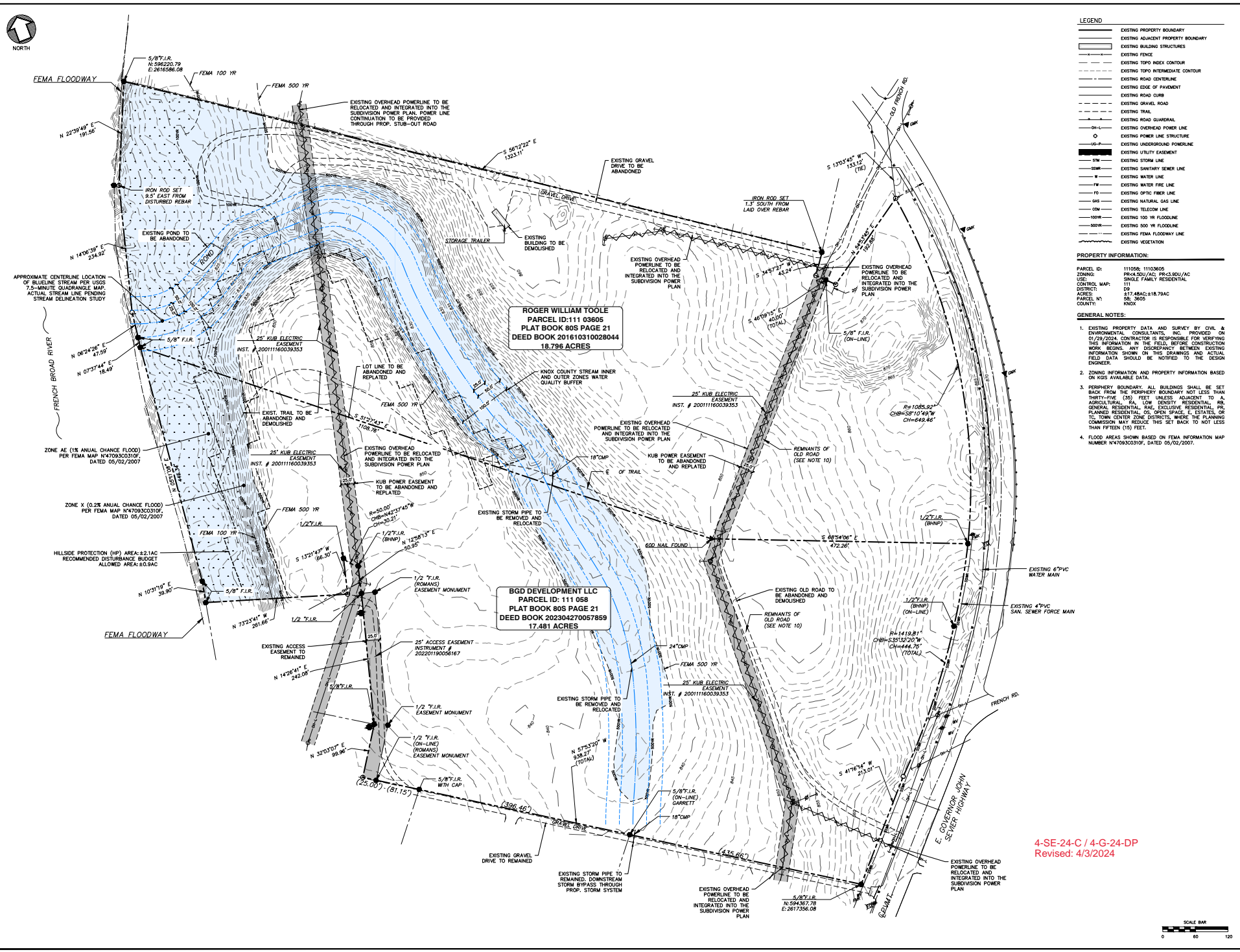
KNOXVILLE UTILITY BOARD (KUB)
ELECTRIC SERVICE
PHONE: (865) 524-2911
HOSKINS CENTER
4505 MIDDLEBROOK PIKE
KNOXVILLE, TN 37921-5530

KNOX CHAPMAN UTILITY DISTRICT
WATER AND WASTEWATER SERVICE
PHONE: (865) 577-4467
1905 E JOHN SEVIER HIGHWAY
KNOXVILLE, TN 37920

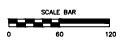
4-SE-24-C / 4-G-24-DP
Revised: 4/3/2024

NO.	DATE	SCOPE	BY	CHK	APP
1	4/3/2024	KNOX COUNTY CONCEPT PLAN COMMENTS			
SEAL/DRAFT STAMP					
ENGINEERING					
LJA LAND DEVELOPMENT 265 BROOKVIEW CENTRE WAY, SUITE 201 KNOXVILLE, TN 37919					
CLIENT					
PRICES POINT SUBDIVISION KNOX COUNTY N° (4-SE-24-C / 4-G-24-DP)					
GOVERNOR JOHN SEVIER HWY KNOXVILLE - TN 37920					
COVER SHEET	SCALE: AS SHOWN DRAWN BY: LBP	CHECK BY: GJP APPROVED BY: GJP			
PROJECT N° TN/756-2401	DATE FEB/2024				
SHEET NUMBER C-000					

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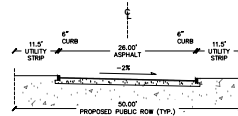


4-SE-24-C / 4-G-24-DP
Revised: 4/3/2024



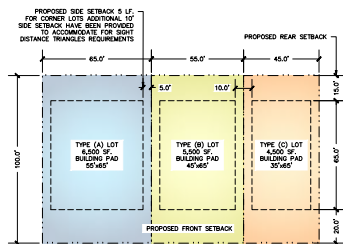
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CLIENT	
PRICES POINT SUBDIVISION KNOX COUNTY N° (4-SE-24-C / 4-G-24-DP)	
GOVERNOR JOHN SEVIER HWY KNOXVILLE - TN37920	
EXISTING CONDITIONS AND DEMO PLAN	CHECK BY: GJP SCALE: AS SHOWN PROJECT N°: TN4785-2401 DATE: FEB/2024
SHEET NUMBER C-100	

FILE LOCATION: C:\Users\jwagner\OneDrive\Documents\4-SE-24-C\4-G-24-DP\4-SE-24-C\4-G-24-DP.dwg PLOT DATE: Thursday, April 2, 2025 3:25:11 PM



PROPOSED ROAD CROSS SECTION
NOT TO SCALE

PROP. HEAVY DUTY PAVEMENT STRUCTURE:
• BITUMINOUS ASPHALT SURFACE MIX - PER TDDT REQUIREMENTS - SECTION DEPTH 1.5"
• BITUMINOUS ASPHALT BASE MIX - PER TDDT REQUIREMENTS - SECTION DEPTH 1.5"
• COMPACTED CRUSHED AGGREGATE BASE - PER TDDT REQUIREMENTS - SECTION DEPTH 8.0"



PROPOSED SINGLE FAMILY LOT TYPES
SCALE 1"=20'

LEGEND

---	EXISTING PROPERTY BOUNDARY
---	EXISTING ADJACENT PROPERTY BOUNDARY
---	EXISTING BUILDING STRUCTURES
---	EXISTING FENCE
---	EXISTING TOPO BENCH CONTOUR
---	EXISTING TOPO INTERMEDIATE CONTOUR
---	EXISTING ROAD CENTERLINE
---	EXISTING EDGE OF PAVEMENT
---	EXISTING ROAD CURB
---	EXISTING GRAVEL ROAD
---	EXISTING TRAIL
---	EXISTING ROAD GUARDRAIL
---	EXISTING OVERHEAD POWER LINE
---	EXISTING POWER LINE STRUCTURE
---	EXISTING UNDERGROUND POWERLINE
---	EXISTING UTILITY EASEMENT
---	EXISTING STORM LINE
---	EXISTING SANITARY SINKER LINE
---	EXISTING WATER LINE
---	EXISTING WATER FIRE LINE
---	EXISTING OPTIC FIBER LINE
---	EXISTING NATURAL GAS LINE
---	EXISTING TELECOM LINE
---	EXISTING 100 YR FLOODLINE
---	EXISTING 500 YR FLOODLINE
---	EXISTING FEMA FLOODWAY LINE
---	EXISTING VEGETATION
---	PROPOSED LOT LINE
---	PROPOSED SETBACKS
---	PROPOSED ROAD CENTERLINE
---	PROPOSED EDGE OF PAVEMENT
---	PROPOSED ROAD CURB
---	PROPOSED ROAD MEDIAN
---	PROPOSED ROAD RIGHT OF WAY
---	PROPOSED BUILDING MISCELLANEOUS
---	PROPOSED ASPHALT PAVEMENT
---	PROPOSED HD ASPHALT PAVEMENT
---	PROPOSED CONCRETE PAVEMENT

PROPERTY INFORMATION:

PARCEL ID: 111056; 11103605
ZONING: PC-A-20/AC; PC-L-20/AC
USE: SINGLE FAMILY RESIDENTIAL
CONTROL MAP: D9
DISTRICT: D9
AREA: 47.48AC/118.79AC
PARCEL N1: 28, 3605
COUNTY: WNO

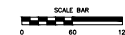
DENSITY INFORMATION:

- PROPOSED SINGLE FAMILY LOTS:
 - 11 TYPE (A) 65 LF WIDE LOTS - 44,500 SF
 - 37 TYPE (B) 45 LF WIDE LOTS - 44,500 SF
 - 97 TYPE (C) 45 LF WIDE LOTS - 44,500 SF
 - PROPOSED AVERAGE LOT SIZE: 4,500 SF
 - PROPOSED TYPICAL LOT DEPTH FOR ALL LOT TYPES IS 100LF (SEE LOT DETAIL THIS SHEET)
 - PROPOSED TOTAL SITE ACREAGE: 44.50 DU/AC
 - PROPOSED DENSITY: 44.50 DU/AC
 - PROPOSED OPEN SPACE: 411.53 AC (31.8% OF SITE)
2. ZONING DISTRICT DENSITY ANALYSIS:
- NORTH ZONING DISTRICT
AREA: 18.79AC - DENSITY 3.9 DU/AC
PROP. LOTS IN NORTH ZONING DISTRICT = 67 LOTS
- SOUTH ZONING DISTRICT
AREA: 17.48AC - DENSITY 4.5 DU/AC
PROP. LOTS IN SOUTH ZONING DISTRICT = 78 LOTS

GENERAL NOTES:

- EXISTING PROPERTY DATA AND SURVEY BY CIVIL & ENVIRONMENTAL CONSULTANTS, INC. PROVIDED ON 01/29/2024. CONTRACTOR IS RESPONSIBLE FOR VERIFYING THIS INFORMATION IN THE FIELD BEFORE CONSTRUCTION WORK BEGINS. ANY DISCREPANCY BETWEEN EXISTING INFORMATION SHOWN ON THIS DRAWING AND ACTUAL FIELD DATA SHOULD BE NOTIFIED TO THE DESIGN ENGINEER.
- ZONING INFORMATION AND PROPERTY INFORMATION BASED ON KGS AVAILABLE DATA.
- PERIMETER BOUNDARY: ALL BUILDINGS SHALL BE SET BACK FROM THE PERIMETER BOUNDARY NOT LESS THAN THIRTY-FIVE (35) FEET UNLESS ADJACENT TO A MUNICIPAL, RAIL, LOW DENSITY RESIDENTIAL, PG, GENERAL RESIDENTIAL, PLS, EXCLUSIVE RESIDENTIAL, PL, PLANNED RESIDENTIAL, OR OPEN SPACE. ESTATES, OR A LOW DENSITY ZONE DISTRICTS, WHERE THE PLANNING COMMISSION MAY REDUCE THIS SET BACK TO NOT LESS THAN FIFTEEN (15) FEET.

4-SE-24-C / 4-G-24-DP
Revised: 4/3/2024



NO.	DATE	DESCRIPTION	BY	CHK	APP
1	4/3/2024	REVISION			
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SEAL/DRAFT
STAMP

ENGINEERING



CLIENT



PRICES POINT SUBDIVISION
KNOX COUNTY N' (4-SE-24-C / 4-G-24-DP)

CONCEPT PLAN - SITE LAYOUT

SHEET NUMBER

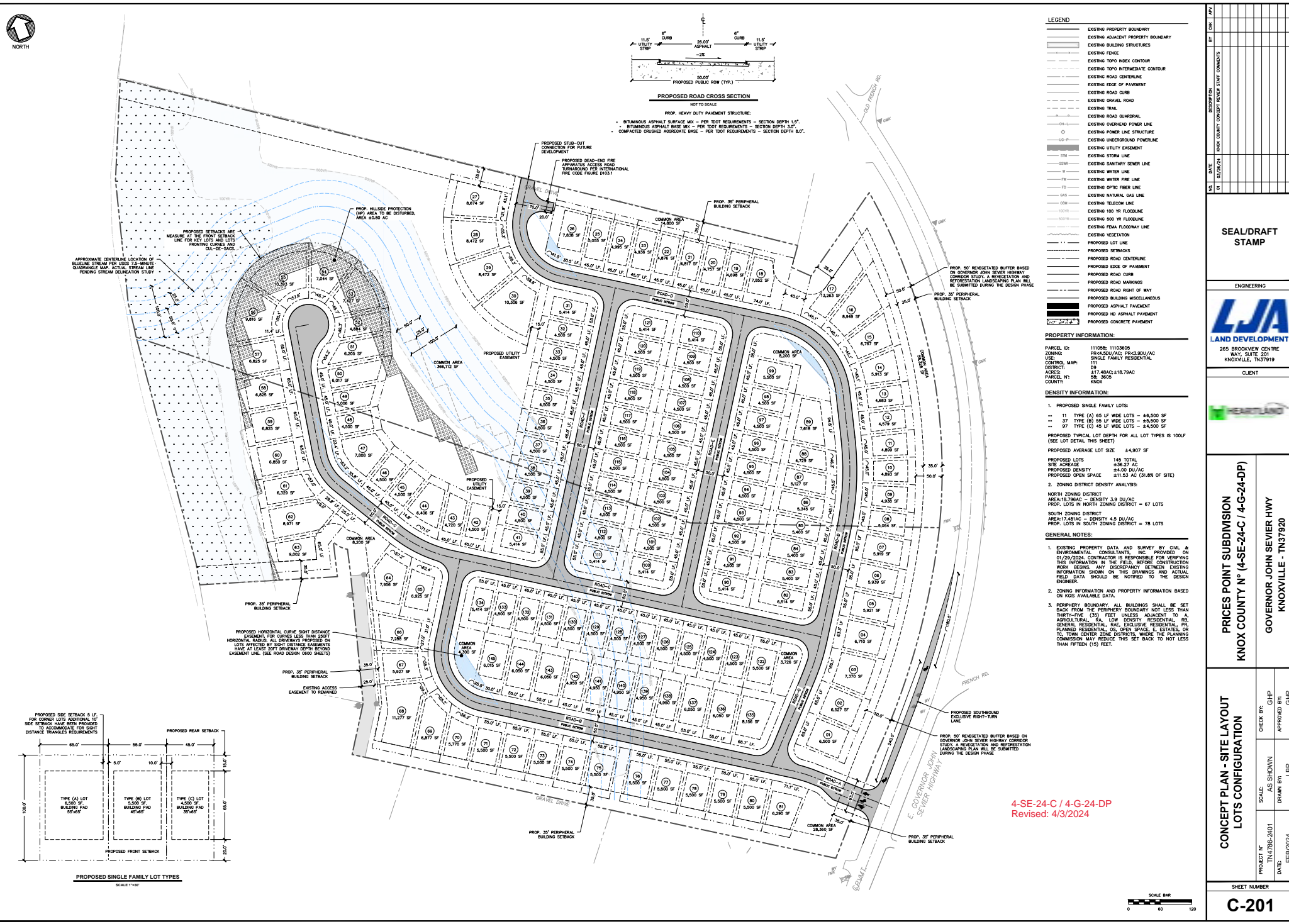
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PROJECT N° TN1785-2401
DATE: FEB/2024

CHECK BY: GJP
APPROVED BY: LBP

SCALE: AS SHOWN
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NO.	DATE	DESCRIPTION	BY	CHK	APP
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2	02/28/2024	REVISIONS	JW		
3	02/28/2024	REVISIONS	JW		
4	02/28/2024	REVISIONS	JW		
5	02/28/2024	REVISIONS	JW		
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SEAL/DRAFT STAMP

ENGINEERING

LJA
LAND DEVELOPMENT

265 BROOKVIEW CENTRE
WAY, SUITE 201
KNOXVILLE, TN 37919

CLIENT

PRICES POINT SUBDIVISION
KNOX COUNTY N (4-SE-24-C / 4-G-24-DP)

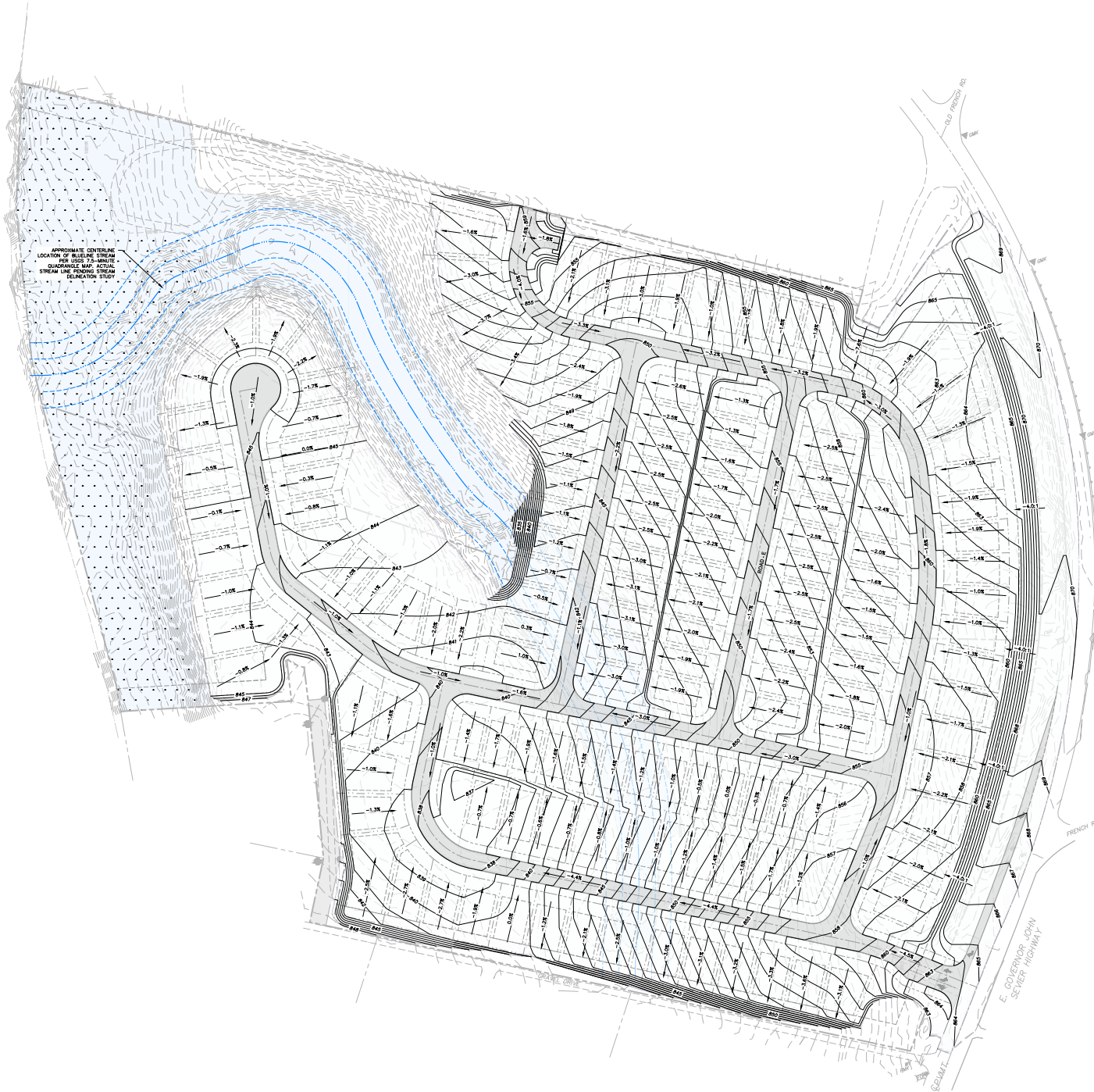
CONCEPT PLAN - SITE LAYOUT
LOTS CONFIGURATION

GOVERNOR JOHN SEVIER HWY
KNOXVILLE - TN37920

PROJECT N° TN4785-2401
DATE: FEB/2024

CHECK BY: CLP
APPROVED BY: LBP

SHEET NUMBER
C-201



LEGEND	
	DISTING PROPERTY BOUNDARY
	DISTING ADJACENT PROPERTY BOUNDARY
	DISTING BALCONY STRUCTURES
	DISTING FENCE
	DISTING TOPO INDEX CONTOUR
	DISTING TOPO INTERMEDIATE CONTOUR
	DISTING ROAD CENTERLINE
	DISTING EDGE OF PAVEMENT
	DISTING ROAD CURB
	DISTING GRAVEL ROAD
	DISTING TRAIL
	DISTING ROAD GUARDRAIL
	DISTING OVERHEAD POWER LINE
	DISTING POWER STRUCTURE
	DISTING UNDERGROUND POWERLINE
	DISTING UTILITY EASEMENT
	DISTING STORM LINE
	DISTING SANITARY SEWER LINE
	DISTING WATER LINE
	DISTING WATER FEE LINE
	DISTING OPTIC FIBER LINE
	DISTING NATURAL GAS LINE
	DISTING TELECOM LINE
	DISTING 100' W FLOODLINE
	DISTING 500' W FLOODLINE
	DISTING FEMA FLOODWAY LINE
	DISTING VEGETATION
	PROPOSED LOT LINE
	PROPOSED SETBACKS
	PROPOSED ROAD CENTERLINE
	PROPOSED EDGE OF PAVEMENT
	PROPOSED ROAD CURB
	PROPOSED ROAD MARKINGS
	PROPOSED ROAD RIGHT OF WAY
	PROPOSED BUILDING MISCELLANEOUS
	PROPOSED ASPHALT PAVEMENT
	PROPOSED ASPHALT PAVEMENT
	PROPOSED CONCRETE PAVEMENT
	PROPOSED RETAINING WALL
	PROPOSED TOPO INDEX CONTOUR
	PROPOSED TOPO INTERMEDIATE CONTOUR

PROPERTY INFORMATION:

PARCEL ID:	111058; 11103605
ZONING:	PR<4.50U/AC; PR<3.90U/AC
USE:	SINGLE FAMILY RESIDENTIAL
CONTROL MAP:	111
DISTRICT:	D9
ACRES:	±17.45AC; ±18.79AC
PARCEL N°:	58; 3605
COUNTY:	KNOX

[illegible]

**SEAL/DRAFT
STAMP**

ENGINEERING



265 BROOKVIEW CENTRE
WAY, SUITE 201
KNOXVILLE, TN 37919

CUENT



PRICES POINT SUBDIVISION
KNOX COUNTY N° (4-SE-24-C / 4-G-24-DP)

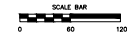
GOVERNOR JOHN SEVIER HWY
KNOXVILLE - TN37920

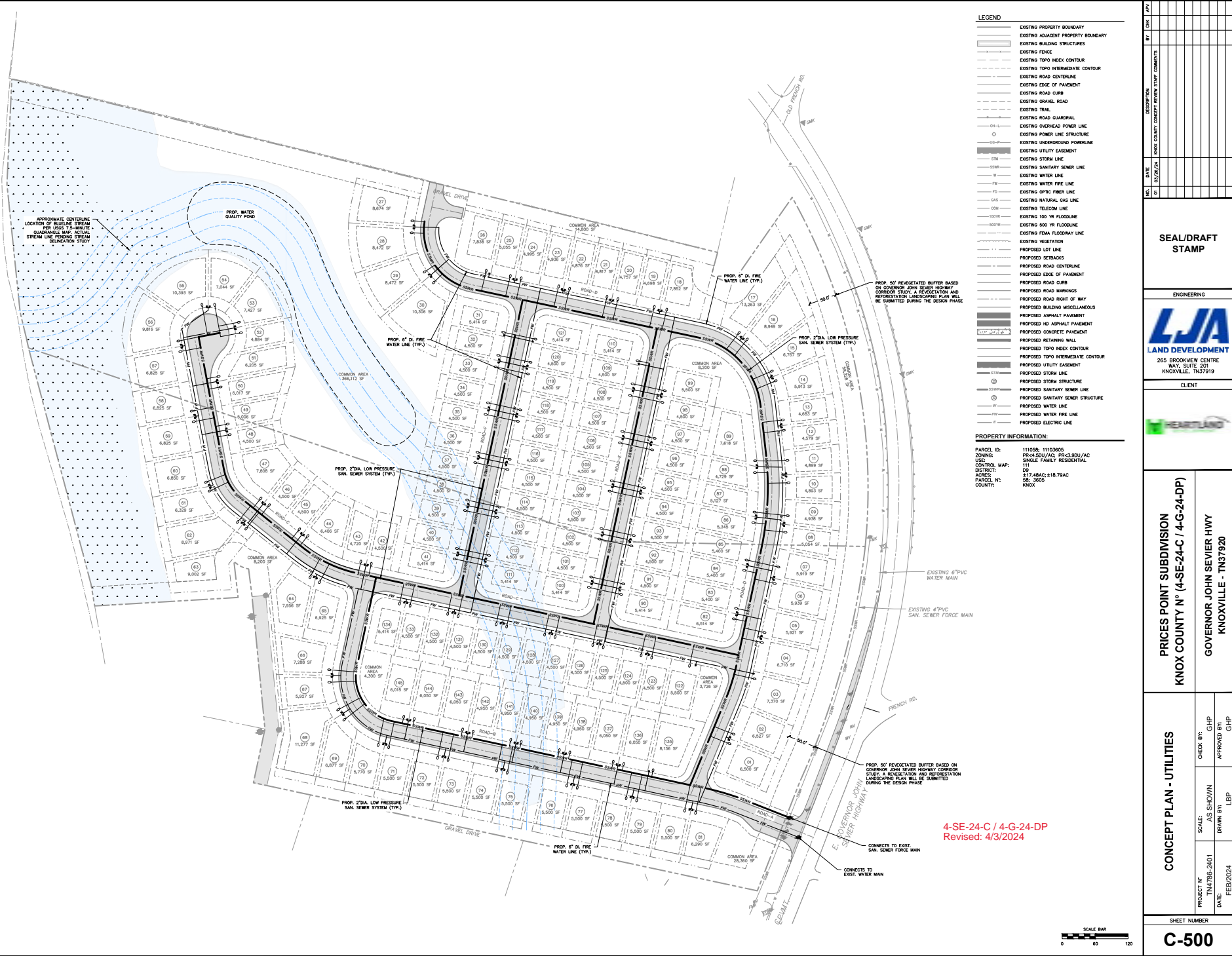
CONCEPT PLAN - SITE GRADING

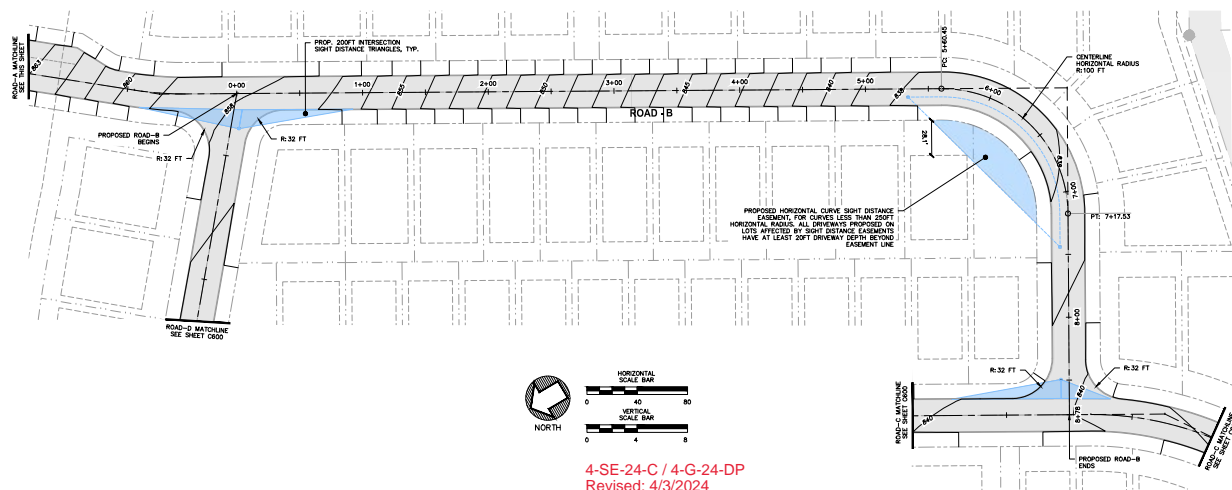
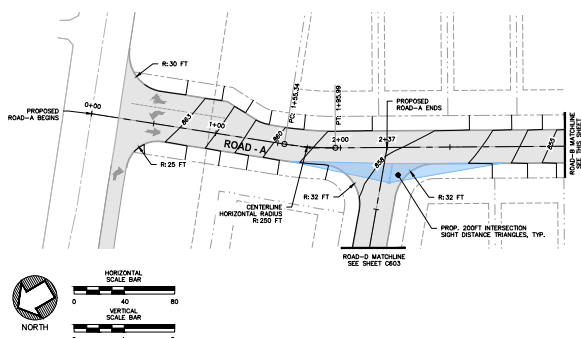
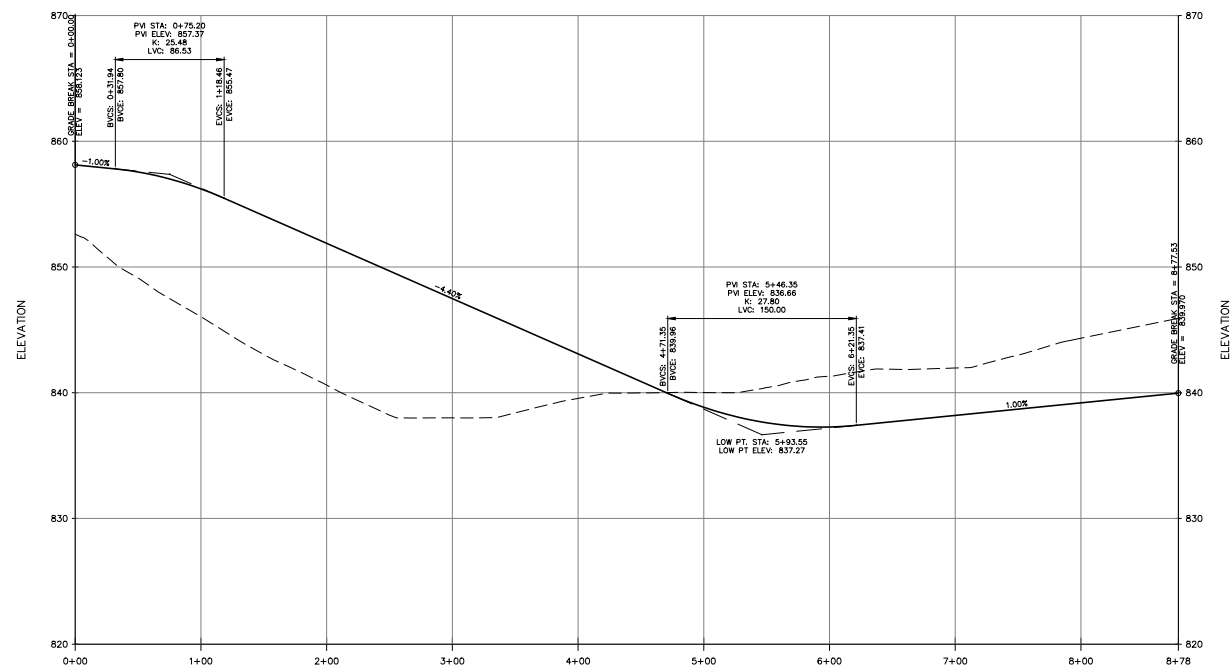
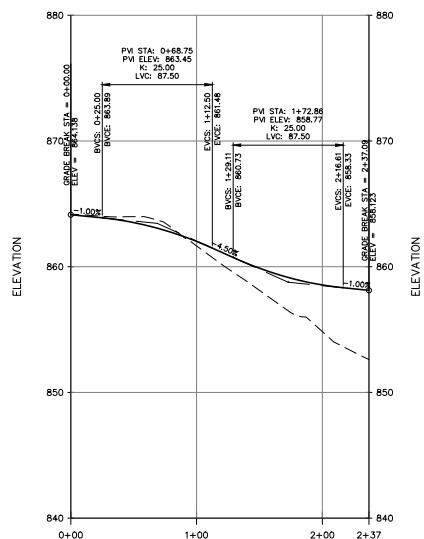
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TN4786-2401	AS SHOWN	GHP
E:	DRAWN BY:	APPROVED BY:
FEB/2024	LBP	GHP

SHEET NUMBER

C-300



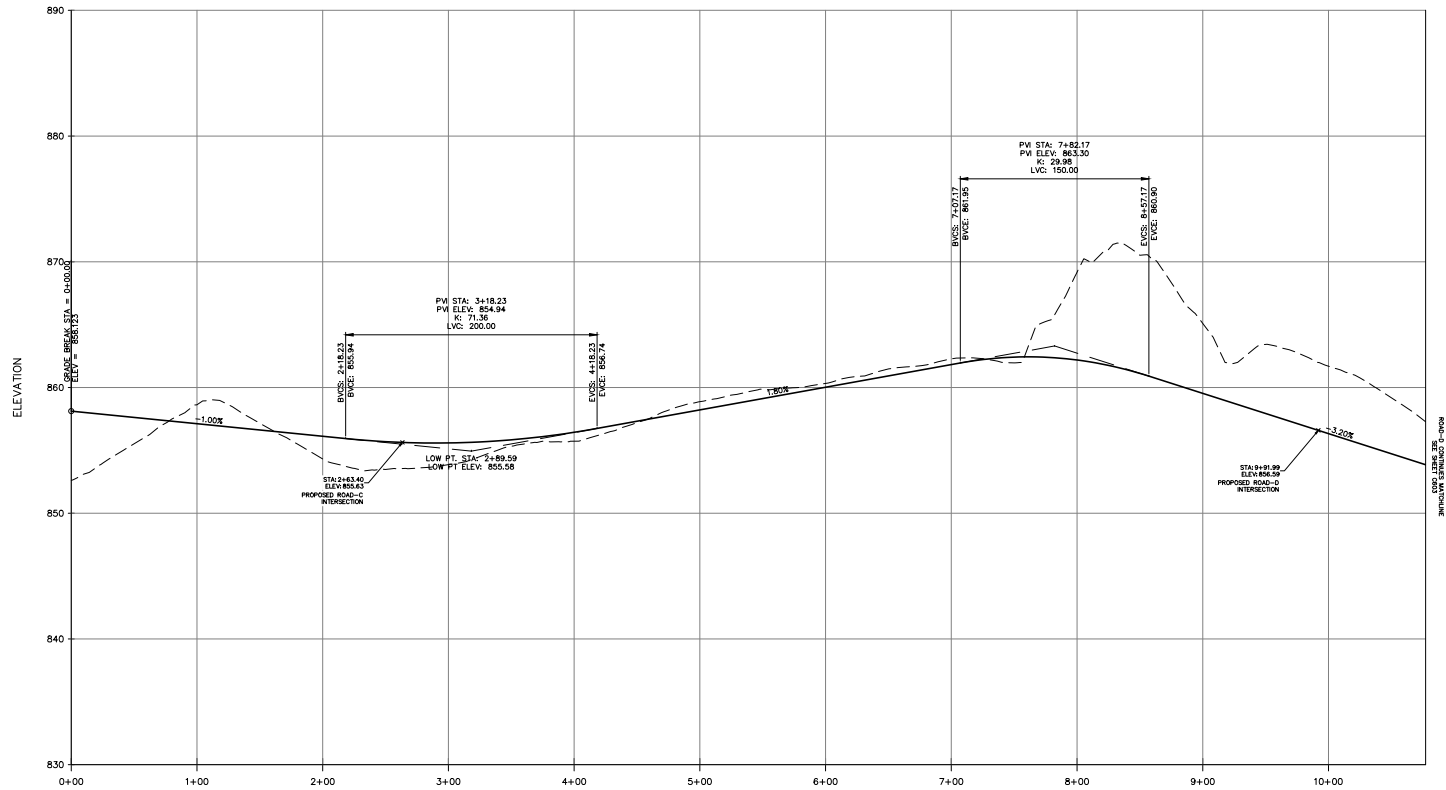




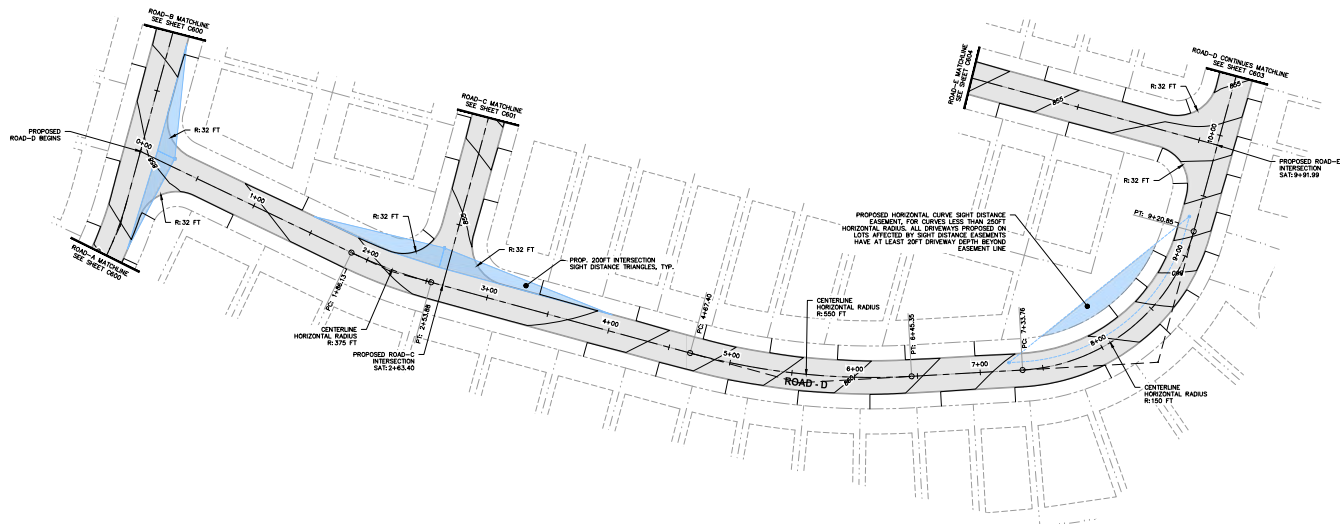
4-SE-24-C / 4-G-24-DP
Revised: 4/3/2024

C-600	SHEET NUMBER		CONCEPT PLAN - ROAD DESIGN PLAN & PROFILE SHEET 1 OF 5		PRICES POINT SUBDIVISION KNOX COUNTY N° (4-SE-24-C / 4-C-24-DP)		GOVERNOR JOHN SEVIER HWY KNOXVILLE - TN37920			CLIENT		ENGINEERING	SEAL/DRAFT STAMP		NO. DATE	IND. COUNTY CONCEPT REVIEW STAFF COMMENTS	BY CHK APPV
	PROJECT N°: TM1786-2401	SCALE: AS SHOWN	CHECK BY: GHP	DATE: FEB/2024	DRAWN BY: LBP	APPROVED BY: GHP	01 03/26/24										

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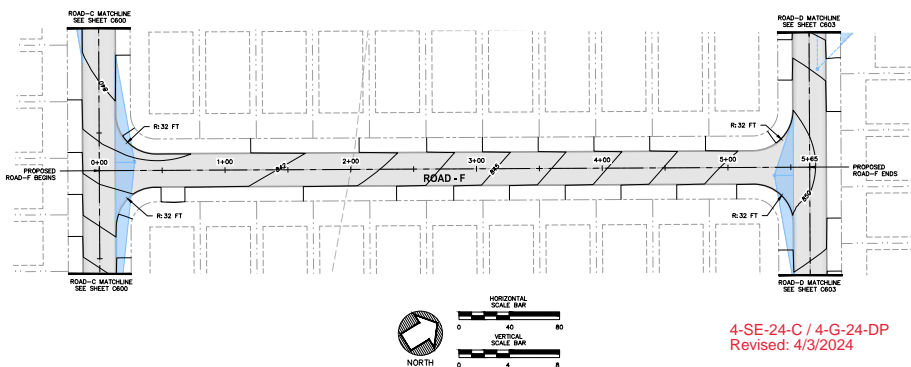
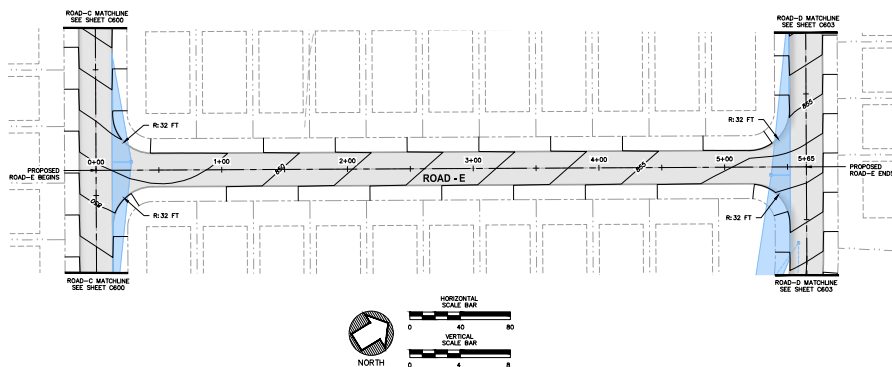
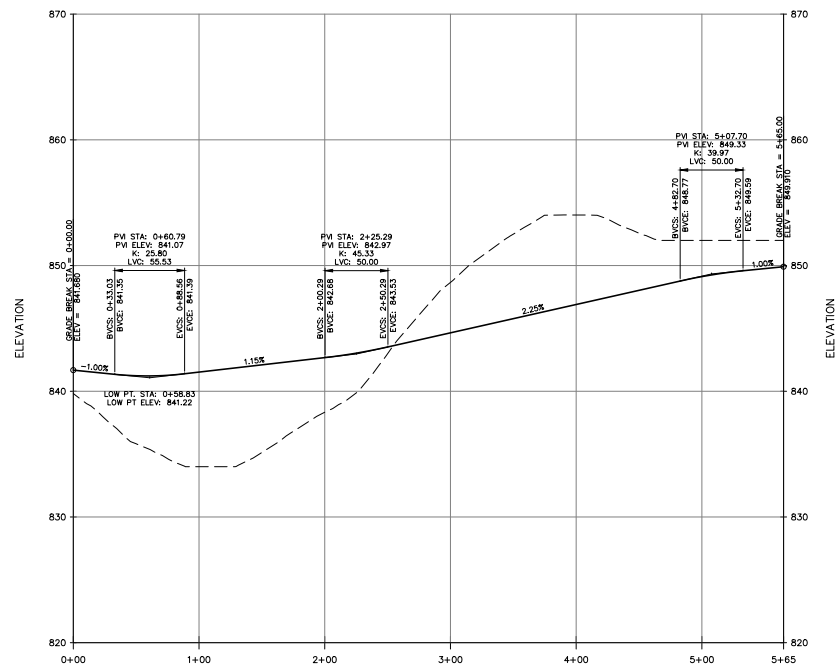
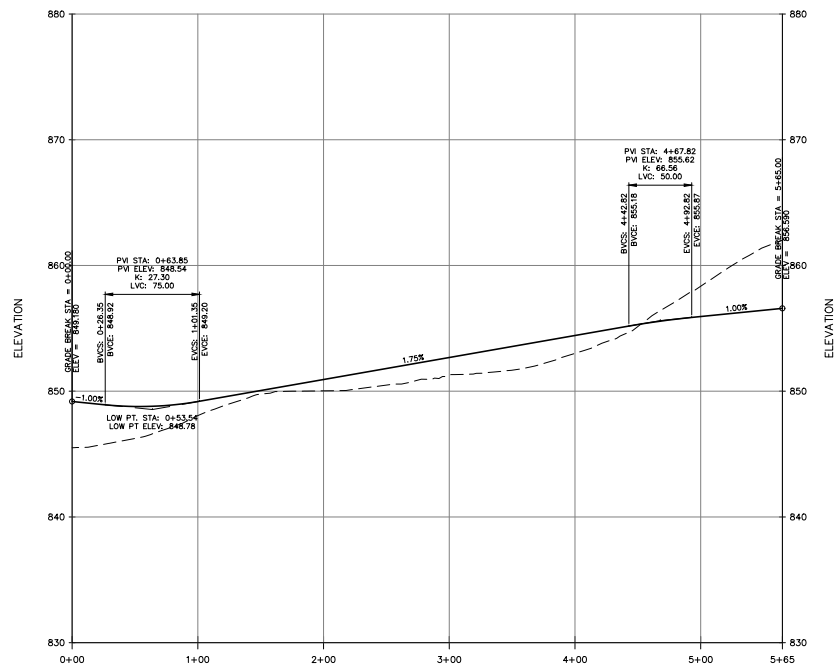


ROAD-D PROFILE



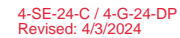
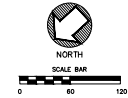
4-SE-24-C / 4-G-24-DP
Revised: 4/3/2024

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SEAL/DRAFT STAMP						
ENGINEERING						
LJA LAND DEVELOPMENT 265 BROOKVIEW CENTRE WAY, SUITE 201 KNOXVILLE, TN 37919						
CLIENT						
PRICES POINT SUBDIVISION KNOX COUNTY N° (4-SE-24-C / 4-G-24-DP)						
GOVERNOR JOHN SEVIER HWY KNOXVILLE - TN37920						
PROJECT N°		SCALE	AS SHOWN	CHECK BY:	CLIP	
PROJECT N°		DATE	DATE	DATE	DATE	
TN4785-2401		FEB/2024			LBP	
SHEET NUMBER						
C-602						



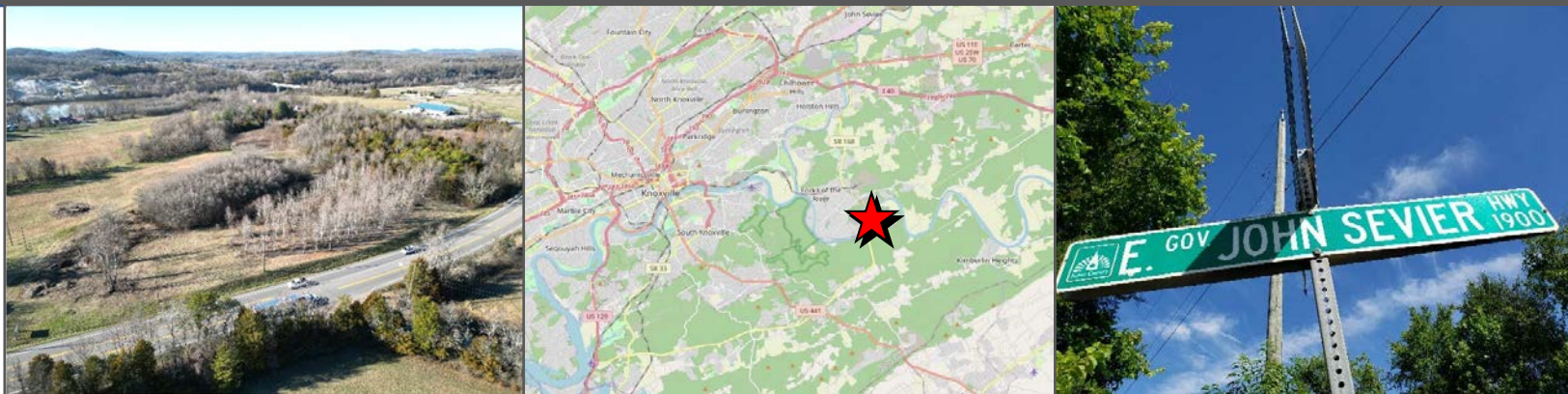
4-SE-24-C / 4-G-24-DP
Revised: 4/3/2024

C-604						SHEET NUMBER							
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PROJECT N° TN4786-2401				SCALE: AS SHOWN				CHECK BY: GHP					
DATE FEB/2024				DRAWN BY LEP				APPROVED GHP					
													
ENGINEERING													
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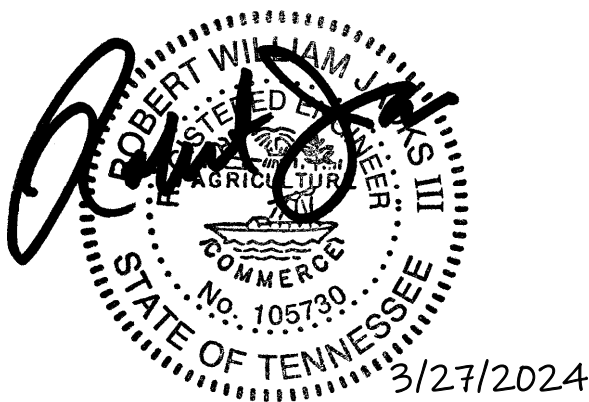


Transportation Impact Study Heartland Development Subdivision Knox County, Tennessee



Revised March 2024

Prepared for:
Heartland Development
307 Blue Peacock Way
Seymour, TN 37865



4-SE-24-C / 4-G-24-DP
TIS Version 2
3/27/2024

CONCLUSIONS & RECOMMENDATIONS

The following is an overview of recommendations to minimize the transportation impacts of the proposed Heartland Development Subdivision on the adjacent transportation system while attempting to achieve an acceptable traffic flow and improved safety.

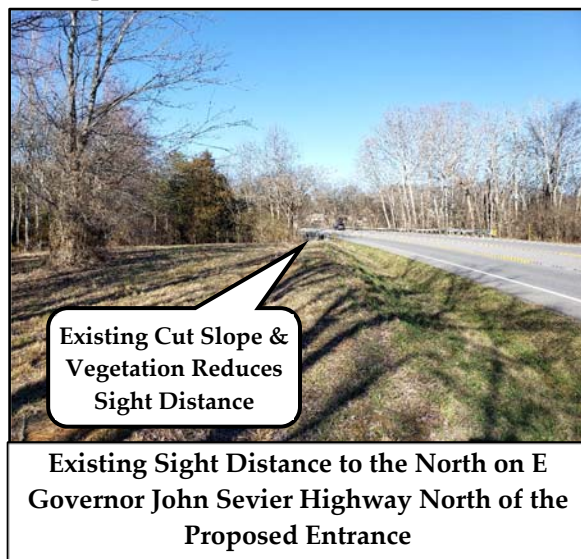


E Governor John Sevier Highway at the Proposed Entrance: The projected 2027 level of service calculations for the intersections of E Governor John Sevier Highway at French Road and at the Proposed Entrance resulted in reasonable LOS and vehicle delays for the existing and proposed approaches. Overall, the exiting left and right-turning vehicles from the subdivision will experience minimal queue lengths, with a calculated maximum of about two passenger vehicles in the 2027 AM and PM peak hours.

- 1a) The proposed internal roadway is shown in the site plan, transitioning to an exclusive left-turn lane at the intersection with E Governor John Sevier Highway. The site plan shows the exiting eastbound right-turn lane with a storage length of 75 feet, which will be adequate based on the projected 2027 vehicle queues. The projected 2027 left-turn lane vehicle queue was calculated to have a maximum of 46 feet and is not expected to block exiting vehicles from accessing the separate right-turn lane. The separate left and right exiting lanes for the development at E Governor John Sevier Highway should be marked on the pavement with the appropriate white turn arrows and delineated with white lane lines.
- 1b) For left turn entering traffic, the existing center TWLTL on E Governor John Sevier Highway will provide the necessary vehicle storage and be adequate in the projected conditions. The longest northbound left-turn queue entering the development is projected to be 47 feet in 2027. It is recommended that the center two-way left-turn lane (TWLTL) pavement markings on E Governor John Sevier Highway be modified to reflect an exclusive northbound left-turn lane at the Proposed Entrance. The existing pavement markings in the TWLTL should be re-striped to accommodate a dedicated minimum storage length of 50 feet for northbound left turns, and a white left-turn arrow should be applied to the pavement. Additionally, within the extent of the Proposed Entrance intersection at E Governor John Sevier Highway, the existing center TWLTL markings should be removed to indicate a public road opening/intersection.

- 1c) Based on the projected 2027 volumes, a separate southbound right-turn lane on E Governor John Sevier Highway is warranted for vehicles entering the development at the Proposed Entrance. A 12-foot southbound right-turn lane on E Governor John Sevier Highway is recommended to be constructed at the Proposed Entrance with 340 feet of lane change and deceleration distance. This distance should include a taper length of 180 feet (15:1). The right-turn lane should include the appropriate right-turn arrow pavement markings, as shown in the Tennessee Department of Transportation (TDOT) standard drawing T-M-4. The designer must coordinate with TDOT to design and construct this southbound right-turn lane.
- 1d) 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 E Governor John Sevier Highway. The stop bar should be applied a minimum of 4 feet away from the edge of E Governor John Sevier Highway and placed at the desired stopping point that maximizes the sight distance.
- 1e) Sight distances at the Proposed Entrance approach must not be impacted by future landscaping, signage, or vegetation. The site designer must ensure that the intersection sight distances are accounted for and provided in the design plans. Based on an observed 85th percentile speed of 56 mph for southbound traffic on E Governor John Sevier Highway, the required ISD is 660 feet. A visual inspection determined that these sight distances are available to the south. The sight distance to the north appears adequate for the stopping sight distance but does not appear to meet the required intersection sight distance. It is recommended that a registered land surveyor measure the available sight distance to the north at the Proposed Entrance location on E Governor John Sevier Highway and determine what must be removed to attain the required distance.

It is believed that the additional 110 feet of sight distance needed (660' required – 550' observed = 110') could be gained by reducing the existing cut slope and vegetation on the west side of E Governor John Sevier Highway to the north of the Proposed Entrance location.



The cut slope and vegetation are believed to be within the TDOT right-of-way. However, any earth grading or vegetation removal to increase the sight distance will require permitting and permission from TDOT.

- 1f) It is recommended that an advance intersection warning sign be installed on E Governor John Sevier Highway for southbound motorists. This warning signage should be an Offset Road Intersection Sign (W2-7l) with a Street Name Plaque Sign (W16-8aP) below. The Street Name Plaque Sign should denote the intersecting roads, French Road, and the chosen name for the Proposed Entrance Road. The sign should be installed on a single post for the southbound lane on E Governor John Sevier Highway, preferably 500 feet north of French Road.



- 1g) The existing advance intersection warning sign for northbound traffic on E Governor John Sevier Highway must be replaced with an Offset Road Intersection Sign (W2-7l). It should include a Street Name Plaque Sign (W16-8aP) below denoting the intersecting roads, French Road, and the chosen name for the Proposed Entrance Road. This existing sign on E Governor John Sevier Highway is approximately 850 feet south of the intersection of French Road and is currently posted with a Side Road Intersection (W2-2r) sign.



- 1h) Due to the isolated nature of this entrance on E Governor John Sevier Highway, it is recommended that intersection street lighting be provided. The developer should consider installing a single overhead roadway light to delineate the Proposed Entrance at E Governor John Sevier Highway for travel at night or in low-light conditions. This lighting would be ideally placed adjacent to the Proposed Entrance driveway and off E Governor John Sevier Highway and would fully illuminate the intersection.
- 1i) The construction of the Proposed Entrance on E Governor John Sevier Highway will require a TDOT Highway Entrance Permit. The developer will need to apply for this permit and coordinate with TDOT regarding their specific requirements for this entrance.

- 1j) Knox County requires a 400-foot minimum intersection spacing distance on Arterial roads. The intersection of E Governor John Sevier Highway at the Proposed Entrance will be 250 feet away to the southwest from French Road (centerline to centerline).

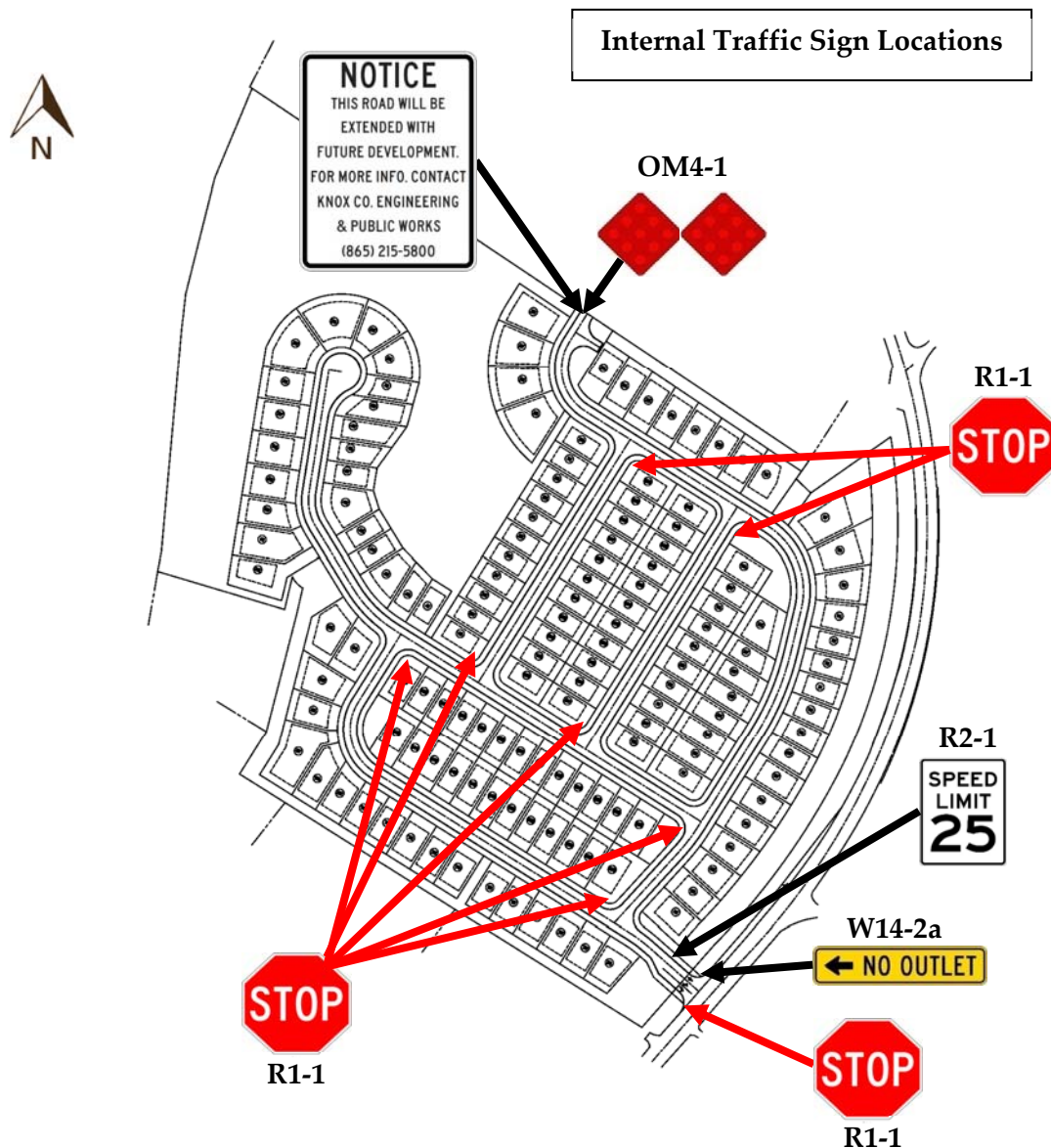
The site designer must request a variance to allow the proposed intersection spacing to be less than the minimum required. This variance should be requested since the development property has a limited access point on E Governor John Sevier Highway that will allow the required sight distance. Shifting the Proposed Entrance further to the south and away from French Road will allow the subdivision to increase the sight distance to the north.

Southbound right-turn movements from E Governor John Sevier Highway into the proposed subdivision will not create vehicle queues on E Governor John Sevier Highway since it is a free-flow movement and will be provided a separate right-turn lane. Thus, these movements will not interfere with turning movements on E Governor John Sevier Highway at French Road. These offset intersections will not have any conflicting movements, will have low turning movements from each, and vehicle queues are not expected to impact operations at either intersection. Furthermore, the few left turns from French Road onto southbound E Governor John Sevier Highway observed using the center TWLTL will still have an adequate length available to use as a temporary refuge if desired.



Heartland Development Subdivision Internal Roads: The layout plan shows one entrance on E Governor John Sevier Highway constructed for the development, as shown in Figure 3 and below.

- 2a) A 25-mph Speed Limit (R2-1) sign is recommended to be posted near the beginning of the development entrance off E Governor John Sevier Highway. It is also recommended that a “No Outlet” Sign (W14-2a) be posted at the front of the subdivision. This sign can be posted above or below the street name sign.
- 2b) The image below shows the recommended internal road signage for the proposed subdivision.



Dual end-of-roadway object markers (OM4-1) should be installed at the end of the subdivision stub-out road if constructed as shown in the concept plan. An additional sign should be posted at the end of the stub-out road to follow Knoxville-Knox County Subdivision Regulations. This sign is for notification of a possible future street connection. It should state, "NOTICE – This road will be extended with future development – for more info. contact Knox Co. Engineering & Public Works (865) 215-5800".

Stop Signs (R1-1) with 24" white stop bars and other traffic signage are recommended to be installed at the internal road locations, as shown in the above image.

- 2c) Sight distance at the new internal intersections must not be impacted by new signage, parked cars, or future landscaping. With a 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 internal sight distance lengths are met and account for different proposed road grades.
- 2d) If directed by the local post office, the site designer should include a parking area and a centralized mail delivery center within the development for the subdivision residents.
- 2e) All drainage grates and covers for the residential development must be pedestrian and bicycle safe.
- 2f) Some of the new internal roads will have long, straight road segments. Straight road segments encourage higher vehicle speeds. It is recommended that the site designer consider including traffic calming measures on the internal roads, such as speed humps or tables. Specifics regarding this recommendation should be discussed in the design phase with Knox County Engineering.
- 2g) All road grade and intersection elements should be designed to AASHTO, TDOT, and Knox County specifications and guidelines to ensure proper transportation operations.



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

- 3a) The northbound lane of E Governor John Sevier Highway has a Reduced Speed Limit Ahead (W3-5) sign posted to the south of French Road that indicates an upcoming reduction of the speed limit from 50-mph to 45-mph. However, a 45-mph Speed Limit (R2-1) sign is not posted to the north of this sign, designating the start of the 45-mph speed zone. According to the Manual of Uniform Traffic Control Devices (MUTCD) in Section 2C.38, it states that “if used, Reduced Speed Limit Ahead signs shall be followed by a Speed Limit (R2-1) sign installed at the beginning of the zone where the speed limit applies.” Since this is located on a state route, TDOT should install a 45-mph Speed Limit (R2-1) sign where the 45-mph speed zone officially begins on the highway.
- 3b) TDOT should consider installing a Two-Way Left Turn Only (R3-9b) sign for southbound traffic on E Governor John Sevier Highway. It would be appropriate to install this sign just south of the bridge crossing the French Broad River, where the TWLTL begins. It is recommended that this sign be installed to notify and remind motorists of the purpose of the TWLTL and that the center lane should not be used for passing other vehicles.
- 3c) Knox County is recommended to install a 30-mph Speed Limit (R2-1) sign on French Road off E Governor John Sevier Highway for motorists traveling east on French Road due to the lack of a speed limit sign in this direction.
- 3d) As part of the revised study and during the site revisit for the spot speed study, it was noted that the existing 50 mph Speed Limit Sign (R2-1) on the west of E Governor John Sevier Highway adjacent to the development property for southbound highway traffic had been knocked down and the sign was missing. TDOT should replace this sign.



**Two-Way Left
Turn Only
(R3-9b)**



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

Heartland Development, LLC

Applicant Name

Affiliation

2/26/2024

Date Filed

4/11/2024

Meeting Date (if applicable)

4-SE-24-C / 4-G-24-DP

File Number(s)

CORRESPONDENCE

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

Greg Presnell, PE LJA Engineering

Name / Company

265 Brookview Centre Way Ste 201 Knoxville TN 37919

Address

865-850-9950 / gpresnell@lja.com

Phone / Email

CURRENT PROPERTY INFO

BGD Development LLC

Owner Name (if different)

307 Blue Peacock Way Seymour TN 37865

Owner Address

865-654-6236

Owner Phone / Email

0 E GOVERNOR JOHN SEVIER HWY

Property Address

111 058, 036 05

Parcel ID

Part of Parcel (Y/N)?

36.87 acres

Tract Size

Knox-Chapman Utility District

Sewer Provider

Knox-Chapman Utility District

Water Provider

Septic (Y/N)

STAFF USE ONLY

West side of E. Governor John Sevier Hwy, west of French Rd

General Location

☐ City Commission District 9 PR (Planned Residential) < 4.5 du/ac, PR (Planned Residential) < 3.9 du/ac Agriculture/Forestry/Vacant Land, Water

☒ County District Zoning District Existing Land Use

South County

Planning Sector

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

Sector Plan Land Use Classification

Planned Growth Area

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) Detached residential subdivision			

SUBDIVISION REQUEST

Prices Point	Related Rezoning File Number
Proposed Subdivision Name	
Unit / Phase Number	151 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)

4.163 du/ac

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

☐ I declare under penalty of perjury the foregoing is true and correct: 1) He/she/it is the owner of the property, AND 2) the application and all associated materials are being submitted with his/her/its consent.

Applicant Signature	Heartland Development, LLC	2/26/2024
	Please Print	Date

Phone / Email

Property Owner Signature	BGD Development LLC	2/26/2024
	Please Print	Date



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

Heartland Development, LLC

Developer

Applicant Name		Affiliation
02/26/2024	04/11/2024	File Number(s)
Date Filed	Meeting Date (if applicable)	

CORRESPONDENCE

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

<input type="checkbox"/> Applicant				<input type="checkbox"/> Property Owner	<input type="checkbox"/> Option Holder	<input type="checkbox"/> Project Surveyor	<input checked="" type="checkbox"/> Engineer	<input type="checkbox"/> Architect/Landscape Architect
Greg Presnell PE				LJA Engineering				
Name				Company				
265 Brookview Centre Way, Suite 201				Knoxville	TN	37919		
Address				City	State	ZIP		
865-850-9950				gpresnell@lja.com				
Phone				Email				

CURRENT PROPERTY INFO

BGD Development LLC	307 Blue Peacock Way, Seymour, TN 37865		865-654-6236
Property Owner Name (if different)	Property Owner Address	Property Owner Phone	
0 E Governor John Sevier Highway	111058 & 11103605		
Property Address	Parcel ID		
Knox-Chapman Utility District	Knox-Chapman Utility District	N	
Sewer Provider	Water Provider	Septic (Y/N)	

STAFF USE ONLY

General Location		Tract Size
<input type="checkbox"/> City	<input type="checkbox"/> County	
District	Zoning District	Existing Land Use
Planning Sector	Sector Plan Land Use Classification	Growth Policy Plan Designation

DEVELOPMENT REQUEST

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

Home Occupation (specify) _____

Other (specify) _____

Related City Permit Number(s)

SUBDIVISION REQUEST

Price Point Sub-division

Proposed Subdivision Name

Unit / Phase Number ☐ Combine Parcels ☒ Divide Parcel

151

Total Number of Lots Created

Related Rezoning File Number

☐ Other (specify) _____

☒ Attachments / Additional Requirements

ZONING REQUEST

☐ Zoning Change

Proposed Zoning

☐ Plan Amendment Change

Proposed Plan Designation(s)

Pending Plat File Number

Proposed Density (units/acre)

Previous Rezoning Requests

☐ Other (specify) _____

STAFF USE ONLY

PLAT TYPE

☐ Staff Review ☐ Planning Commission

ATTACHMENTS

☐ Property Owners / Option Holders ☐ Variance Request

ADDITIONAL REQUIREMENTS

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

Fee 1

Total

Fee 2

Fee 3

AUTHORIZATION

☒ I declare under penalty of perjury the foregoing is true and correct:

1) He/she/it is the owner of the property AND 2) The application and all associated materials are being submitted with his/her/its consent

Storm Shular

Applicant Signature

Heartland Development, LLC

Please Print

02/26/2024

Date

865-654-6236

Phone Number

storm@heartlanddevelopmentllc.com

Email

Storm Shular

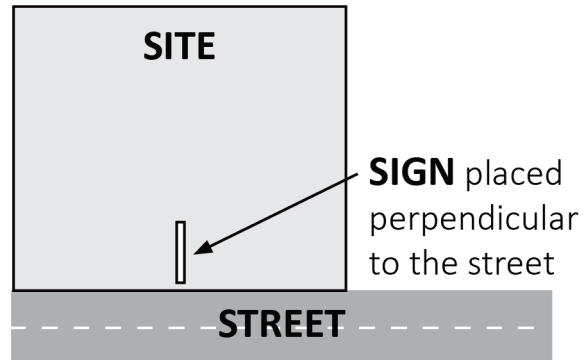
Property Owner Signature

BGD Development LLC

Please Print

Date Paid

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:

_____ March 26, 2024 _____ and _____ April 12, 2024 _____
 (applicant or staff to post sign) (applicant to remove sign)

Applicant Name: Heartland Development, LLC

Date: 02/26/2024

File Number: 4-SE-24-C 4-G-24-DP



Sign posted by Staff



Sign posted by Applicant