SUBDIVISION REPORT - CONCEPT/DEVELOPMENT PLAN

▶ **FILE #:**	**6-SB-24-C**	**AGENDA ITEM #:**	**41**
	6-E-24-DP	**AGENDA DATE:**	**8/8/2024**
POSTPONEMENT(S):	6/13/2024, 7/11/2024		
▶ **SUBDIVISION:**	**HOROBET ON BOB GRAY ROAD**		
▶ **APPLICANT/DEVELOPER:**	**ARCIP HOROBET**		
OWNER(S):	Arcip Horobet		
TAX IDENTIFICATION:	118 071	**View map on KGIS**	
JURISDICTION:	County Commission District 3		
STREET ADDRESS:	0 PELLISSIPPI PKWY		
▶ **LOCATION:**	**South side of Bob Gray Rd, west side of Pellissippi Pkwy, northern terminus of Blinken St**		
GROWTH POLICY PLAN:	Planned Growth Area		
FIRE DISTRICT:	Rural Metro Fire		
WATERSHED:	Turkey Creek		
▶ **APPROXIMATE ACREAGE:**	**9.87 acres**		
▶ **ZONING:**	**PR(k) (Planned Residential) up to 10 du/ac, TO (Technology Overlay)**		
▶ **EXISTING LAND USE:**	**Agriculture/Forestry/Vacant Land**		
▶ **PROPOSED USE:**	**Attached residential subdivision**		
SURROUNDING LAND USE AND ZONING:	North: Rural residential - RA (Low Density Residential), TO (Technology Overlay) South: Multifamily residential - PR (Planned Residential) up to 12 du/ac, TO (Technology Overlay) East: Pellissippi Parkway right-of-way West: Single family residential - RA (Low Density Residential), TO (Technology Overlay)		
▶ **NUMBER OF LOTS:**	**94**		
SURVEYOR/ENGINEER:	David Harbin Batson, Himes, Norvell and Poe		
ACCESSIBILITY:	Access is via Bob Gray Rd, a major collector street with 20 ft of pavement width within 48 ft of right-of-way. Access is also via Boyington Dr, a local street with 26 ft of pavement width within 50 ft of right-of-way.		
▶ **SUBDIVISION VARIANCES REQUIRED:**	**None.**		

STAFF RECOMMENDATION:

▶ **Postpone the concept 30 days until the September 12, 2024 Planning Commission meeting at the request of the applicant.**

Postpone the development plan 30 days until the September 12, 2024 Planning Commission meeting at the request of the applicant.

ESTIMATED TRAFFIC IMPACT: 842 (average daily vehicle trips)

Average Daily Vehicle Trips are computed using national average trip rates reported in the latest edition of "Trip Generation," published by the Institute of Transportation Engineers. Average Daily Vehicle Trips represent the total number of trips that a particular land use can be expected to generate during a 24-hour day (Monday through Friday), with a "trip" counted each time a vehicle enters or exits a proposed development.

ESTIMATED STUDENT YIELD: 5 (public school children, grades K-12)

Schools affected by this proposal: Farragut Primary/Intermediate, Hardin Valley Middle, and Hardin Valley Academy.

- Potential new school population is estimated using locally-derived data on public school student yield generated by new housing.
- Students are assigned to schools based on current attendance zones as determined by Knox County Schools. Students may request transfers to different zones, and zone boundaries are subject to change.
- Estimates presume full build-out of the proposed development. Build-out is subject to market forces, and timing varies widely from proposal to proposal.
- Student yields from new development do not reflect a net addition of children in schools. Additions occur incrementally over the build-out period. New students may replace current population that ages through the system or moves from the attendance zone.

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

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).

Planning
KNOXVILLE | KNOX COUNTY

Request to
Postpone • Table • Withdraw

Horobet on Bob Gray — Applicant Name (as it appears on the current Planning Commission agenda)

August 1, 2024 — Date of Request

August 8, 2024 — Scheduled Meeting Date

File Number(s): 6-SB-24-C and 6-E-24-DP

POSTPONE

☒ **POSTPONE:** All applications are eligible for postponement if the request is received in writing and paid for by noon on Thursday the week prior to the Planning Commission meeting. All requests must be acted upon by the Planning Commission, except new applications which are eligible for one 30-day automatic postponement. If payment is not received by the deadline, the item will be tabled.

SELECT ONE: ☒ 30 days ☐ 60 days ☐ 90 days

Postpone the above application(s) until the September 12, 2024 Planning Commission Meeting.

WITHDRAW

☐ **WITHDRAW:** Applications may be withdrawn automatically if the request is received in writing no later than 3:30pm on Thursday the week prior to the Planning Commission meeting. Requests made after this deadline must be acted on by the Planning Commission. Applicants are eligible for a refund only if a written request for withdrawal is received no later than close of business 2 business days after the application submittal deadline and the request is approved by the Executive Director or Planning Services Manager.

TABLE

**The refund check will be mailed to the original payee.*

☐ **TABLE:** Any item requested for tabling must be acted upon by the Planning Commission before it can be officially tabled. There is no fee to table or untable an item.

AUTHORIZATION

By signing below, I certify I am the property owner, and/or the owners authorized representative.

Applicant Signature

Benjamin C. Mullins — Please Print

865-546-9321 — Phone Number

bmullins@fmsllp.com — Email

STAFF ONLY

Whitney Warner — Staff Signature

Whitney Warner — Please Print

Date Paid

☐ No Fee

Eligible for Fee Refund? ☐ Yes ☐ No Amount:

Approved by:

Date:

Payee Name | Payee Phone | Payee Address

Planning
KNOXVILLE | KNOX COUNTY

Request to
Postpone • Table • Withdraw

Horobet on Bob Gray — Applicant Name (as it appears on the current Planning Commission agenda)

6-28-24 — Date of Request

July 11, 2024 — Scheduled Meeting Date

File Number(s): 6-SB-24-C; 6-E-24-DP

POSTPONE

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SELECT ONE: ☑ 30 days ☐ 60 days ☐ 90 days

Postpone the above application(s) until the August 8, 2024 Planning Commission Meeting.

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Applicant Signature

Benjamin C. Mullins — Please Print

865-546-9321 — Phone Number

bmullins@fmsllp.com — Email

STAFF ONLY

Staff Signature — Please Print — Date Paid — ☐ No Fee

Eligible for Fee Refund? ☐ Yes ☐ No Amount:

Approved by: — Date:

Payee Name — Payee Phone — Payee Address

Request to
Postpone • Table • Withdraw

Planning
KNOXVILLE | KNOX COUNTY

Arcip Horobet — Applicant Name (as it appears on the current Planning Commission agenda)

5/23/24 — Date of Request

6/13/24 — Scheduled Meeting Date

File Number(s): 6-C-24-TOB, 6-SB-24-C, 6-E-24-DP

POSTPONE

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SELECT ONE: ■ 30 days ☐ 60 days ☐ 90 days

Postpone the above application(s) until the July Planning Commission Meeting.

WITHDRAW

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**The refund check will be mailed to the original payee.*

TABLE

☐ **TABLE:** Any item requested for tabling must be acted upon by the Planning Commission before it can be officially tabled. There is no fee to table or untable an item.

AUTHORIZATION

By signing below, I certify I am the property owner, and/or the owners authorized representative.

David Harbin — Applicant Signature / Please Print

865-588-6472 — Phone Number

harbin@bhn-p.com — Email

STAFF ONLY

Whitney Warner — Staff Signature

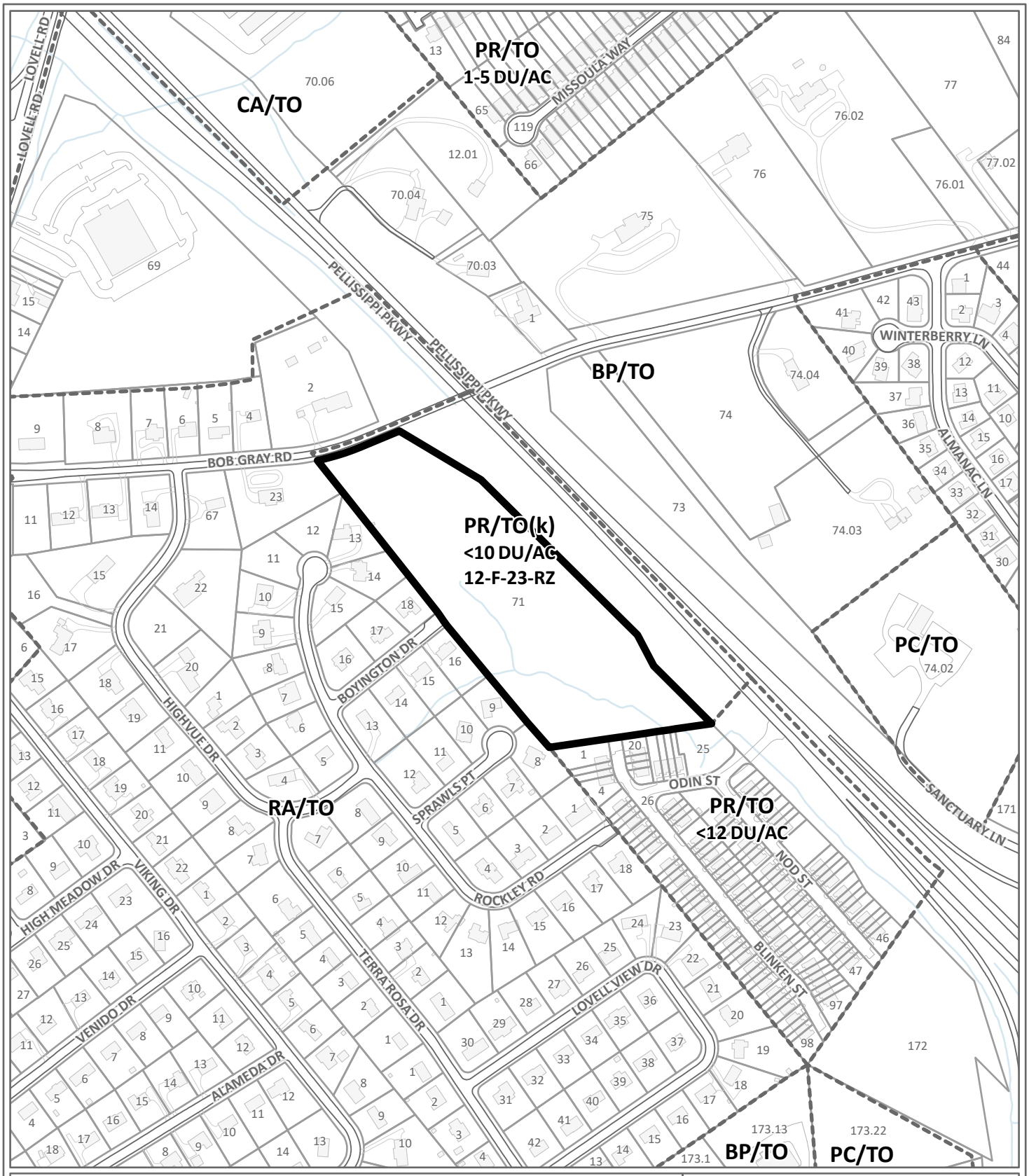
Whitney Warner — Please Print

☐ No Fee — Date Paid

Eligible for Fee Refund? ☐ Yes ☐ No Amount:

Approved by: Date:

Payee Name Payee Phone Payee Address



CONCEPT PLAN / DEVELOPMENT PLAN **6-SB-24-C / 6-E-24-DP**

Petitioner: Arcip Horobet

Attached residential subdivision in PR(k) (Planned Residential),

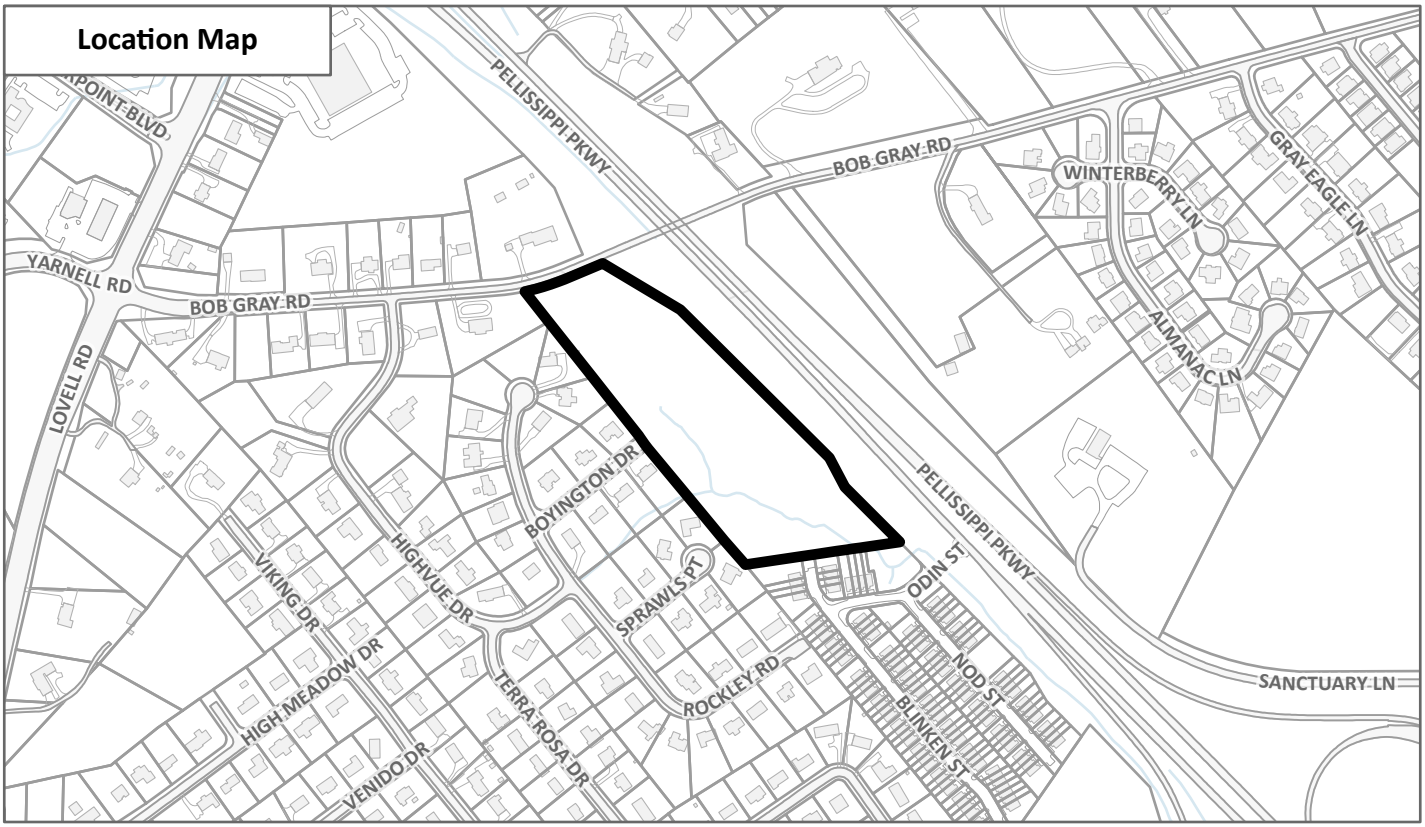
Map No: 118
Jurisdiction: County

0 410
Feet

Original Print Date: 5/6/2024
*Knoxville - Knox County Planning Commission * City / County Building * Knoxville, TN 37902*

Exhibit A. Contextual Images

Location Map



Aerial Map

CONTEXTUAL MAPS 1 **6-E-24-DP / 6-SB-24-C**

Case boundary

0 660

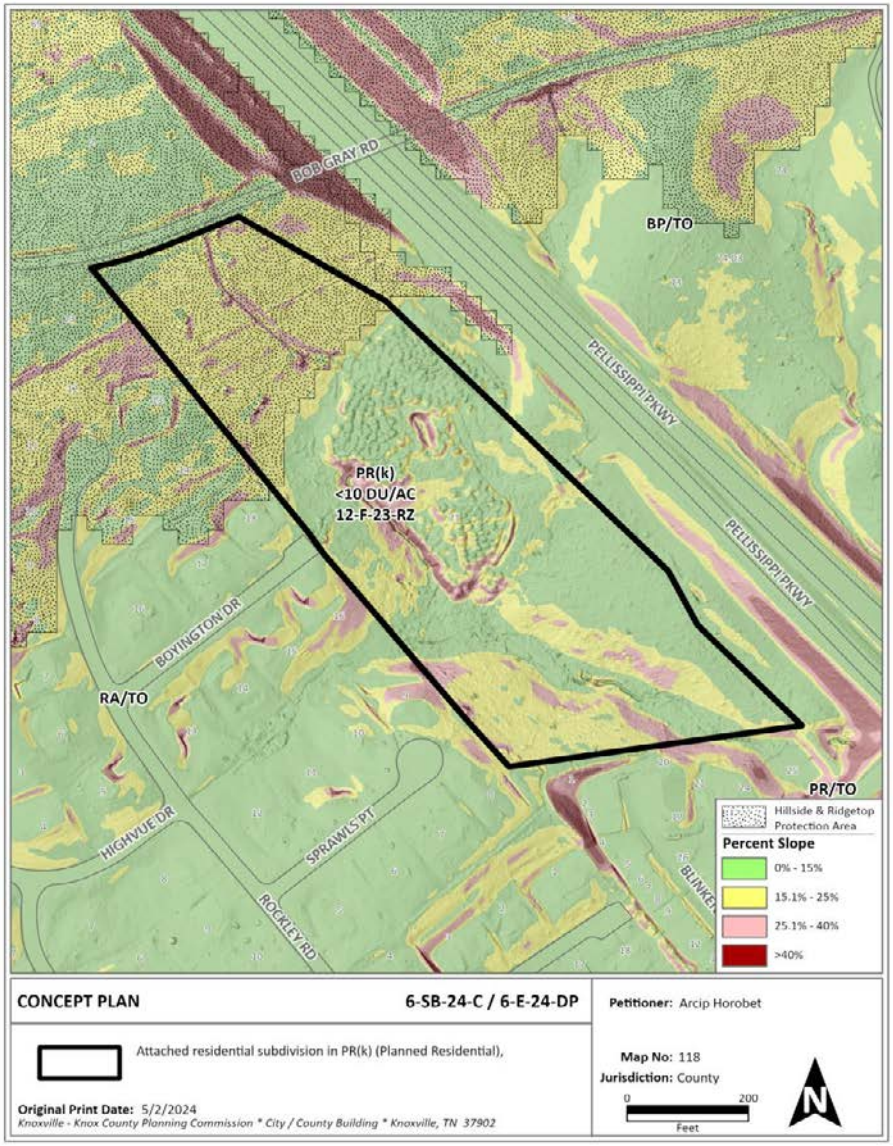
Feet

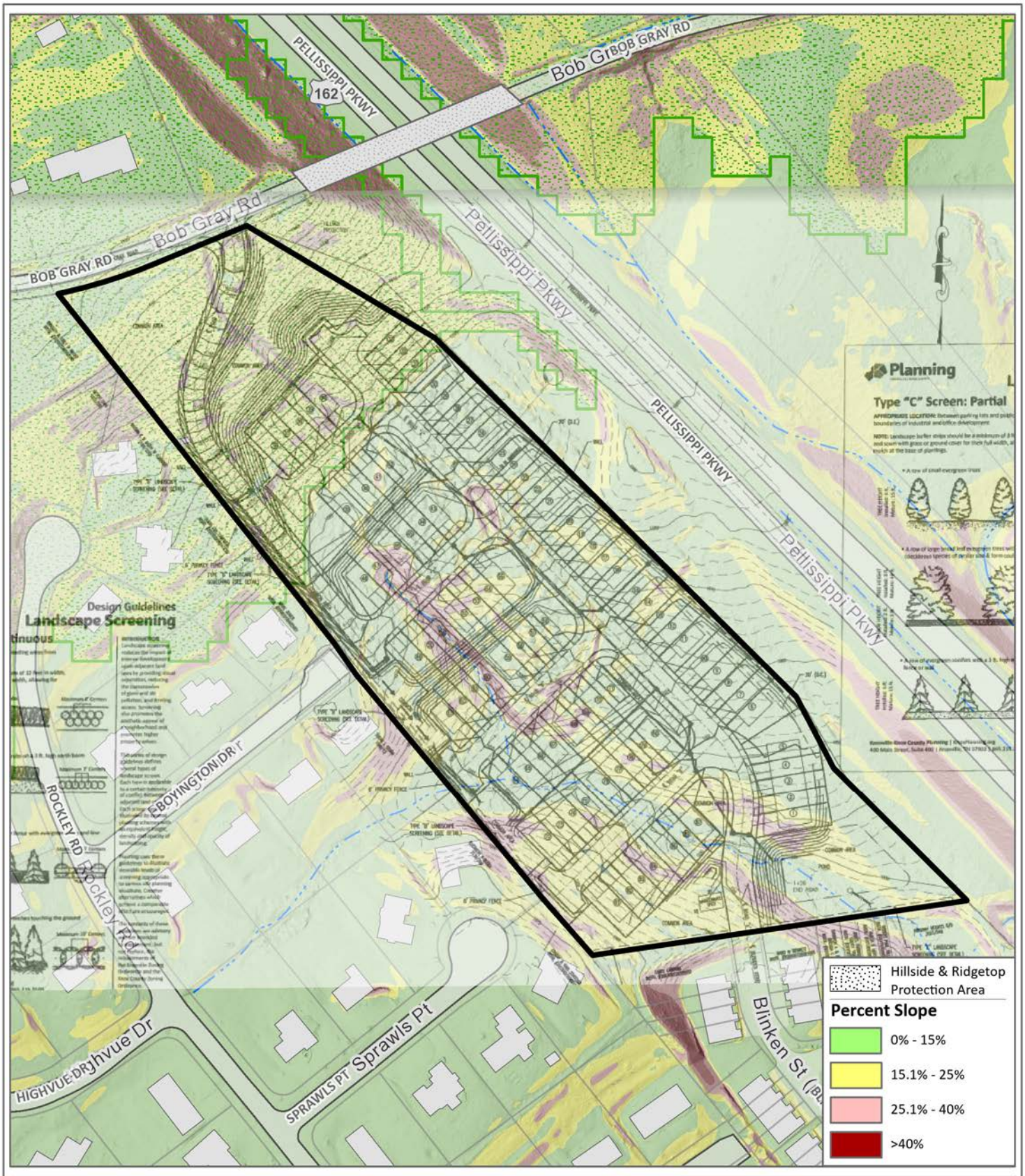
N

DEVELOPMENT REQUEST APPLICATION

Staff - Slope Analysis
Case: 6-SB-24-C

CATEGORY	ACRES	RECOMMENDED DISTURBANCE BUDGET (Percent)	DISTURBANCE AREA (Acres)
Total Area of Site	**9.8**		
Non-Hillside	7.4	N/A	
0-15% Slope	0.17	100%	0.17
15-25% Slope	1.95	50%	0.98
25-40% Slope	0.25	20%	0.05
Greater than 40% Slope	0.01	10%	0.00
Ridgetops			
Hillside Protection (HP) Area	2.4	Recommended disturbance budget within HP Area (acres)	**1.20**
		Percent of HP Area	**50.3%**





Supplemental Map

6-SB-24-C/6-E-24-DP

Petitioner: Lovell Place LLC & Lovell Place at Cornerstone LLC

Case Boundary

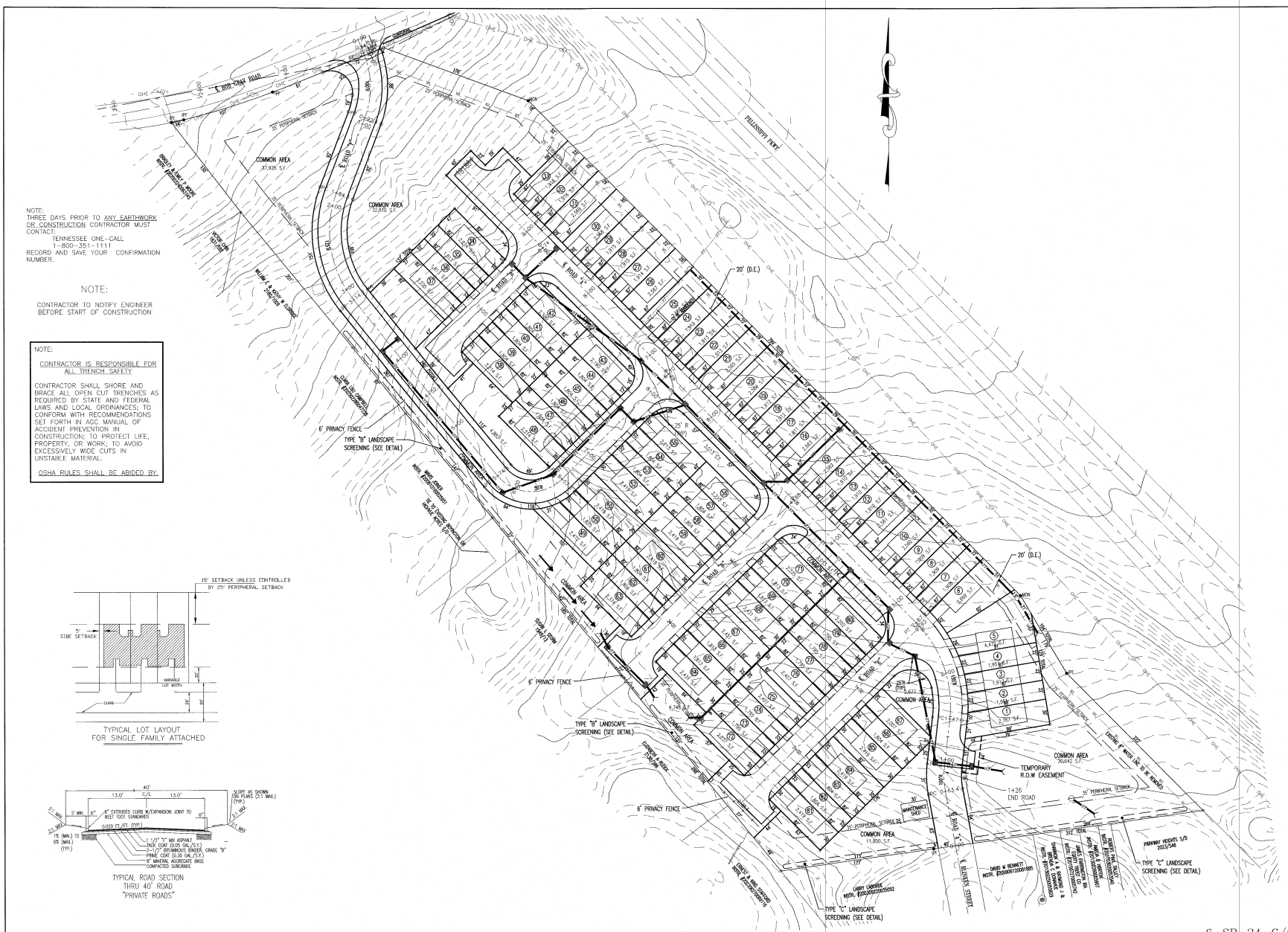
Map No: 118
Jurisdiction: County

0 175
Feet

N

Original Print Date: 7/31/2024

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



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

NOTE:

CONTRACTOR TO NOTIFY ENGINEER BEFORE START OF CONSTRUCTION

NOTE:

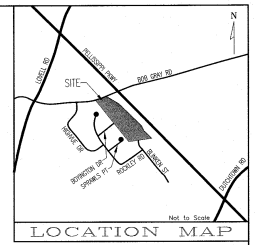
CONTRACTOR IS RESPONSIBLE FOR ALL TRENCH SAFETY

CONTRACTOR SHALL SHORE AND BRACE ALL OPEN CUT TRENCHES AS REQUIRED BY STATE AND FEDERAL LAWS AND LOCAL ORDINANCES; TO CONFORM WITH RECOMMENDATIONS SET FORTH IN AGC MANUAL OF ACCIDENT PREVENTION IN CONSTRUCTION; TO PROTECT LIFE, PROPERTY, OR WORK; TO AVOID EXCESSIVELY WIDE CUTS IN UNSTABLE MATERIAL.

OSHA RULES SHALL BE ABIDED BY.

TYPICAL LOT LAYOUT
FOR SINGLE FAMILY ATTACHED

TYPICAL ROAD SECTION
THRU 40' ROAD
"PRIVATE ROADS"



LOCATION MAP

NOTES:

1. ALL DIMENSIONS ARE SCALED AND SUBJECT TO CHANGE ON THE FINAL PLAT.
2. A 10' DRAINAGE, UTILITY AND CONSTRUCTION EASEMENT EXISTS INSIDE ALL EXTERIOR LOT LINES AND ROAD LINES, 5' EACH SIDE OF INTERIOR ROAD LINES.
3. A 15' UTILITY EASEMENT EXISTS 7.5' EACH SIDE OF CENTERLINE OF SANITARY SEWER AS INSTALLED.
4. THIS PROPERTY CONTAINS APPROXIMATELY 9.870 ACRES SUBDIVIDED INTO 87 SINGLE FAMILY ATTACHED LOTS AND 8 COMMON AREAS.
5. THIS PROPERTY IS ZONED PRC 10 DU/AC.
6. ALL ROAD PROFILES ARE BASED ON LIDAR CONTOURS.
7. UTILITIES:
   WATER: WEST KNOX UTILITY DISTRICT
   SEWER: WEST KNOX UTILITY DISTRICT
   ELECTRIC: LCUB
   GAS: KUB
   TELEPHONE: BELLSOUTH
8. GEOTECHNICAL ENGINEER SHALL CERTIFY THE SLOPE STABILITY ON ALL FILL SLOPES.
9. BUILDING SETBACKS ARE AS FOLLOWS:
   FRONT- 20'
   REAR- 15'
   SIDE- 5' (0' UNDER BUILDINGS)
10. EXISTING UTILITY LOCATIONS SHOWN HEREON ARE APPROXIMATE AND ARE BASED ON AVAILABLE INFORMATION. CONTRACTOR IS RESPONSIBLE TO FIELD LOCATE ALL UTILITIES, BOTH HORIZONTALLY AND VERTICALLY PRIOR TO CONSTRUCTION.
11. ALTERNATIVE DESIGN STANDARDS APPROVED BY KNOX COUNTY ENGINEERING FOR INTERSECTION ROADWAY GRADES ARE AS FOLLOWS:
    a) FROM 1.00% TO 3.00% STA 0+13 TO STA 0+55 ROAD "B"
    b) FROM 1.00% TO 2.47% STA 6+00 TO STA 8+16 ROAD "F"
    c) FROM 1.00% TO 3.00% STA 0+13 TO 0+45 ROAD "G"
    d) FROM 1.00% TO 2.00% STA 0+13 TO STA 1+00 ROAD "E"
    e) FROM 1.00% TO 5.00% STA 0+10 TO STA 1+30 ROAD "I"
    f) ROADWAY GRADE FROM 12.00% TO 15.00% STA 1+30 TO STA 6+00 ROAD "I"
    g) RIGHT-OF -WAY WIDTH FOR ALL PRIVATE ROADS FROM 50' TO 40'.
12. ALTERNATIVE DESIGN STANDARDS APPROVED BY KNOXVILLE / KNOX COUNTY PLANNING ARE AS FOLLOWS:
    a) REDUCING LOT FRONTAGE FROM 25' TO 22'.
    b) HORIZONTAL CURVE RADIUS FROM 100' TO 50' STA 6+25 ROAD "F"
13. GROUND AREA COVER RATIO: (BUILDING FOOTPRINT/GROSS LAND AREA):80,388/ 429,937=18.70%.
14. FLOOR AREA RATIO: (FLOOR AREA / GROSS LAND AREA): 153,890 / 429,937=35.80%
15. IMPERVIOUS AREA RATIO: (IMPERVIOUS AREA / GROSS LAND AREA:178,594 / 429,937 =41.54%
16. PERIPHERAL SETBACK REDUCTION ALONG PELLISSIPPI PARKWAY IS REQUESTED FROM 30' TO 25'.
17. 2.56 ACRES IS IN THE HILLSIDE PROTECTION AREA. 1.67 ACRES IS BEING DISTURBED IN THIS AREA. (65%). ALL SLOPES ARE BETWEEN 15 AND 25 PERCENT.
18. 2 CANOPY TREE ARE REQUIRED IN THE PARKING AREA.

CERTIFICATION OF CONCEPT PLAN BY REGISTERED ENGINEER

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

PROFESSIONAL ENGINEER

TENNESSEE LICENSE NO. 101266 DATE: 7/16/24

OWNER/DEVELOPER
ARCIP HOROBET
3105 W. GALLAHER FERRY RD.
KNOXVILLE, TN 37932
PHONE: (865) 607-1167

6-SB-24-C/6-E-24-DP

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

DESIGNED DBH
DRAWN TPD
CHECKED DBH

NO.	DATE	REVISION	APPR.
2	7-16-24	KKCP COMMENTS	
1	6-21-24	KKCP COMMENTS	

NO.	DATE	REVISION	APPR.

SCALE
HORIZONTAL: 1"= 50'
VERTICAL: 2' INTERVAL

DATE
5/29/24

DEED REFERENCE: INSTR. #202402010036844

0' 50' 100' 150' 200'
1"=50'

CONCEPT & DEVELOPMENT PLAN FOR
HOROBET ON BOB GRAY ROAD
TAX MAP118 PARCEL 71
6TH CIVIL DISTRICT, KNOX COUNTY, TENNESSEE

25545-SP

SHEET 1 OF 3 SHEET(S)

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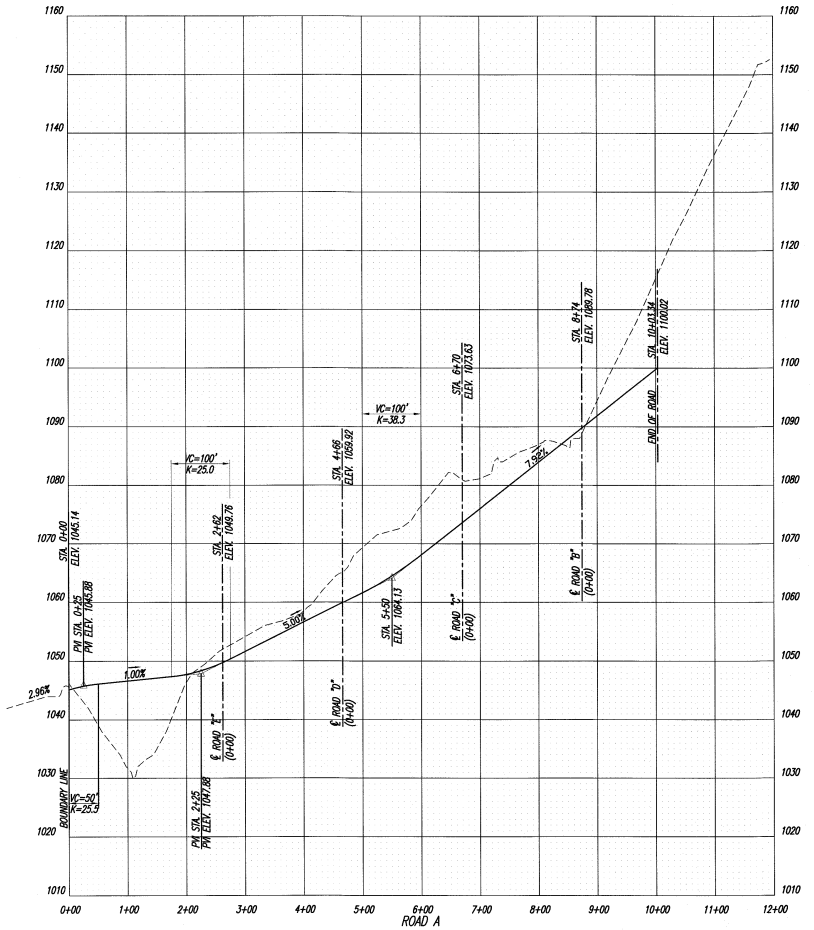
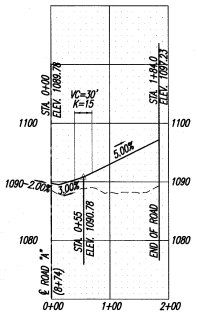
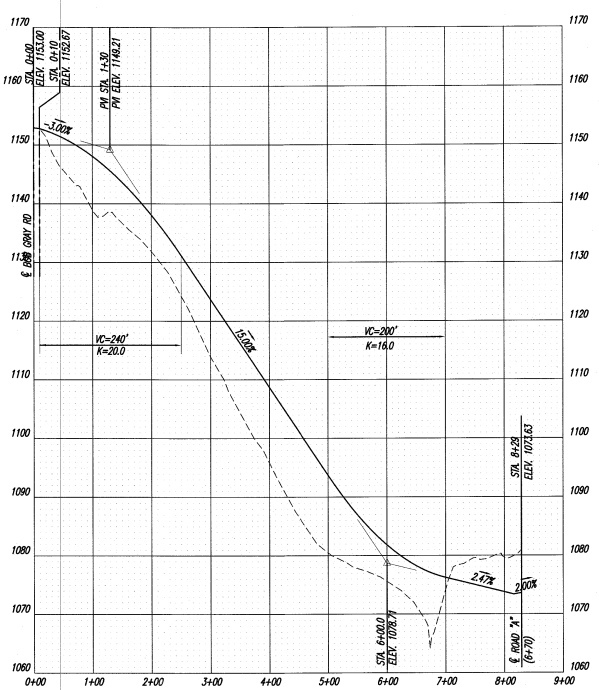


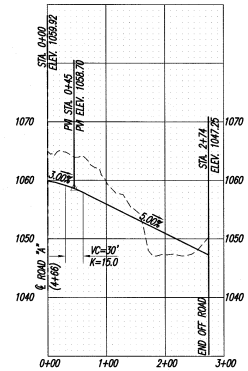
ROAD "A"
SCALE: 1"=100' HORIZ.
1" =10' VERT.



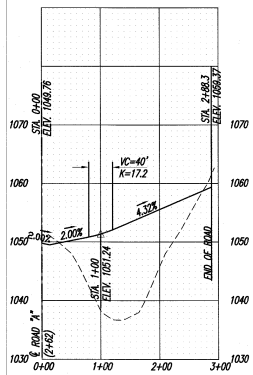
ROAD "B"
PRIVATE ROAD
SCALE: 1"=100' HORIZ.
1" =10' VERT.



ROAD "F"
SCALE: 1"=100' HORIZ.
1" =10' VERT.



ROAD "D"
PRIVATE ROAD
SCALE: 1"=100' HORIZ.
1" =10' VERT.



ROAD "E"
PRIVATE ROAD
SCALE: 1"=100' HORIZ.
1" =10' VERT.

DAVID B. HARBIN
REGISTERED
LAND SURVEYOR
NO. 101325
STATE OF TENNESSEE
4/16/24

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

DESIGNED DBH
DRAWN TPD
CHECKED DBH

NO.	DATE	REVISION	APPR.
2	7-16-24	KKCP COMMENTS	
1	6-21-24	KKCP COMMENTS	

NO.	DATE	REVISION	APPR.

DATE
4/17/24

ROAD PROFILES FOR
HOROBET ON BOB GRAY ROAD
TAX MAP118 PARCEL 71
6TH CIVIL DISTRICT, KNOX COUNTY, TENNESSEE

25545-RP

SHEET 2 OF 3 SHEET(S)

Q:\25545\25545.DWG

NOTE:
THREE DAYS PRIOR TO ANY EARTHWORK OR CONSTRUCTION CONTRACTOR MUST CONTACT:
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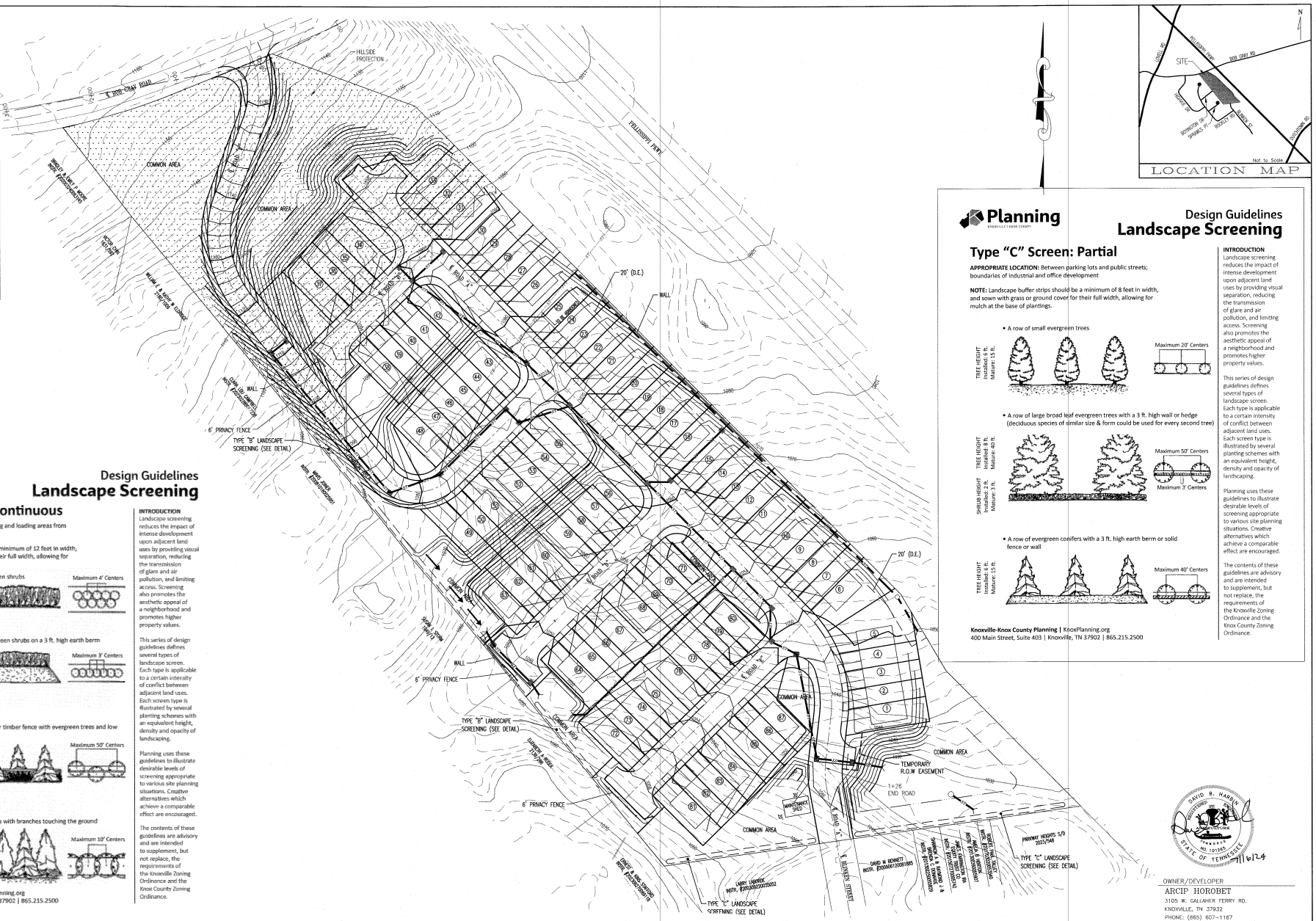

LOCATION MAP

Planning
KNOXVILLE | KNOX COUNTY

Design Guidelines
Landscape Screening

Type "B" Screen: Continuous

APPROPRIATE LOCATION: Screening parking and loading areas from adjoining residential and office districts

NOTE: Landscape buffer strips should be a minimum of 12 feet in width, and sown with grass or ground cover for their full width, allowing for mulch at the base of plantings.

- Two offset rows of evergreen shrubs — Maximum 4' Centers
  SHRUB HEIGHT Installed: 4 ft. Mature: 6 ft.
- A continuous row of evergreen shrubs on a 3 ft. high earth berm — Maximum 3' Centers
  SHRUB HEIGHT Installed: 3 ft. Mature: 8 ft.
- A 5 ft. high masonry wall or timber fence with evergreen trees and low shrubs or climbing vines — Maximum 50' Centers
  TREE HEIGHT Installed: 8 ft. Mature: 35 ft.
- One row of evergreen trees with branches touching the ground — Maximum 10' Centers
  TREE HEIGHT Installed: 8 ft. Mature: 20 ft.

INTRODUCTION
Landscape screening reduces the impact of intense development upon adjacent land uses by providing visual separation, reducing the transmission of glare and air pollution, and limiting access. Screening also promotes the aesthetic appeal of a neighborhood and promotes higher property values.

This series of design guidelines defines several types of landscape screen. Each type is applicable to a certain intensity of conflict between adjacent land uses. Each screen type is illustrated by several planting schemes with an equivalent height, density and opacity of landscaping.

Planning uses these guidelines to illustrate desirable levels of screening appropriate to various site planning situations. Creative alternatives which achieve a comparable effect are encouraged.

The contents of these guidelines are advisory and are intended to supplement, but not replace, the requirements of the Knoxville Zoning Ordinance and the Knox County Zoning Ordinance.

Knoxville-Knox County Planning | KnoxPlanning.org
400 Main Street, Suite 403 | Knoxville, TN 37902 | 865.215.2500

Planning
KNOXVILLE | KNOX COUNTY

Design Guidelines
Landscape Screening

Type "C" Screen: Partial

APPROPRIATE LOCATION: Between parking lots and public streets; boundaries of industrial and office development

NOTE: Landscape buffer strips should be a minimum of 8 feet in width, and sown with grass or ground cover for their full width, allowing for mulch at the base of plantings.

- A row of small evergreen trees — Maximum 20' Centers
  TREE HEIGHT Installed: 8 ft. Mature: 15 ft.
- A row of large broad leaf evergreen trees with a 3 ft. high wall or hedge (deciduous species of similar size & form could be used for every second tree) — Maximum 50' Centers, Maximum 3' Centers
  TREE HEIGHT Installed: 8 ft. Mature: 40 ft.
  SHRUB HEIGHT Installed: 2 ft. Mature: 3 ft.
- A row of evergreen conifers with a 3 ft. high earth berm or solid fence or wall — Maximum 40' Centers
  TREE HEIGHT Installed: 8 ft. Mature: 15 ft.

INTRODUCTION
Landscape screening reduces the impact of intense development upon adjacent land uses by providing visual separation, reducing the transmission of glare and air pollution, and limiting access. Screening also promotes the aesthetic appeal of a neighborhood and promotes higher property values.

This series of design guidelines defines several types of landscape screen. Each type is applicable to a certain intensity of conflict between adjacent land uses. Each screen type is illustrated by several planting schemes with an equivalent height, density and opacity of landscaping.

Planning uses these guidelines to illustrate desirable levels of screening appropriate to various site planning situations. Creative alternatives which achieve a comparable effect are encouraged.

The contents of these guidelines are advisory and are intended to supplement, but not replace, the requirements of the Knoxville Zoning Ordinance and the Knox County Zoning Ordinance.

Knoxville-Knox County Planning | KnoxPlanning.org
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5/29/24

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DESIGNED DBH
DRAWN TPD
CHECKED DBH

NO.	DATE	REVISION	APPR.
2	7-16-24	KKCP COMMENTS	
1	6-21-24	KKCP COMMENTS	

SCALE
HORIZONTAL: 1"= 50'
VERTICAL: 2' INTERVAL

DATE
5/29/24

DEED REFERENCE: INSTR. #202402010036844

0' 50' 100' 150' 200'
1"=50'

CONCEPT GRADING & DRAINAGE PLAN FOR
HOROBET ON BOB GRAY ROAD
TAX MAP118 PARCEL 71
6TH CIVIL DISTRICT, KNOX COUNTY, TENNESSEE

25545-GP
SHEET 3 OF 3 SHEET(S)
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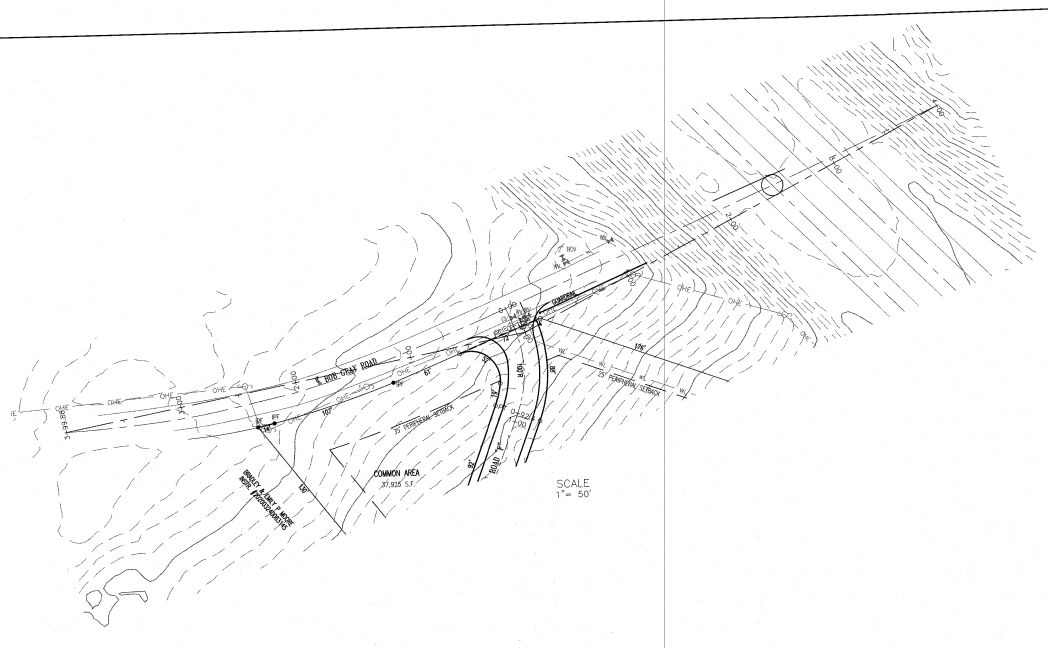
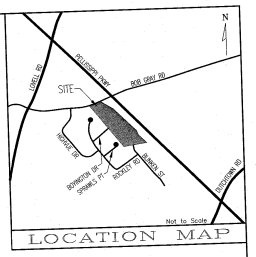
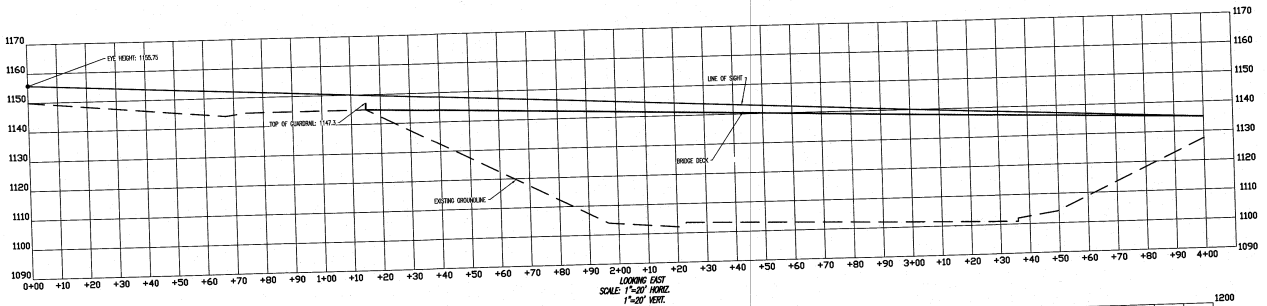
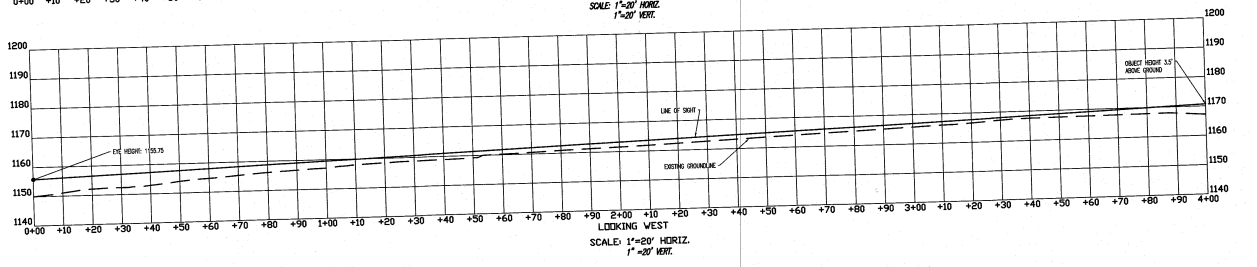




LOCATION MAP





DAVID B. HARBIN REGISTERED XXI ENGINEER TENNESSEE NO. 101265 STATE OF TENNESSEE
5/16/24

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SCALE
HORIZONTAL: 1" = 50'
VERTICAL: 2' INTERVAL

DATE
5/29/24

DEED REFERENCE: INSTR. #202402010036844

0' 50' 100' 150' 200'
1"=50'

SIGHT DISTANCE PLAN & PROFILE
HOROBET ON BOB GRAY ROAD
TAX MAP118 PARCEL 71
6TH CIVIL DISTRICT, KNOX COUNTY, TENNESSEE

25545-SD

SHEET 4 OF 4 SHEET(S)

Q:\25545\25545.DWG

JURISDICTIONAL STREAM DETERMINATION

FOR

BOB GRAY ROAD AT PELLISSIPPI PARKWAY

KNOX COUNTY, TENNESSEE

Prepared for:
Batson, Himes, Norvell & Poe
4334 Papermill Drive
Knoxville, Tennessee 37909

Prepared by:

GEOServices, LLC
2561 Willow Point Way
Knoxville, Tennessee 37931

December 11, 2023

GEOServices Project A23109.00497.000

December 11, 2023

Batson, Himes, Norvell & Poe
4334 Papermill Drive
Knoxville, TN 37909

Attention: Mr. David Harbin
harbin@bhn -p.com

Subject: **Jurisdictional Stream Determination**
Bob Gray Road at Pellissippi Parkway
Knox County, Tennessee
GEOServices Project No. A23109.00497.000

Dear Mr. Harbin:

GEOServices, LLC has completed a Jurisdictional Stream Determination to assess the status of hydrologic features at the proposed project site, located at the intersection of Bob Gray Road and Pellissippi Parkway in Knox County, Tennessee. Attached you will find a copy of our report, as well as a property access form for the Tennessee Department of Environment and Conservation. Please have the landowner sign and return this form for jurisdictional confirmation. GEOServices will defend the findings of this report for **6 months** after delivery.

GEOServices appreciates the opportunity to continue providing services to you and looks forward to working with you in the future. If you have any questions, please do not hesitate to contact us at your convenience.

Sincerely,
GEOServices, LLC

Daniel Douglas, AWB
Senior Biologist

Jason Mann, PE, TN-QHP #1042-TN10
Stormwater Engineer

1.0 INTRODUCTION

GEOServices, LLC (GEOServices) performed a Jurisdictional Stream Determination at the property located at the intersection of Bob Gray Road and Pellissippi Parkway (henceforth, subject property) located in southwestern Knox County, Tennessee. The subject property is located within the Turkey Creek watershed (HUC12 060102010208) and all hydrologic features on site drain to Turkey Creek. The Stream Determination was performed on November 28, 2023.

The subject property is located on Parcel ID: 118 073 according to the Knox County Property Assessor. The approximate coordinates of the subject property are lat/long 35.82895°, -84.13981°, it is approximately 10-acres in size, and consists of mixed pine and hardwood forest surrounded by residential properties (**Figure 1**, **Appendix A**).

The USGS 7.5-minute topographic map (Lovell quadrangle) shows two dashed blue line features, indicating intermittent streams, present within the boundaries of the subject property (**Figure 2**, **Appendix A**). The topography of the subject property is typical of that of the Ridge and Valley physiographic province of east Tennessee with steep, elongate ridges and deep valleys/ravines with shales, dolomite, and limestone dominating the areas geology (Miller 1974). Additionally, the subject property has an approximate elevation between 1040 and 1160 feet above mean sea level.

The subject property is underlain by three soil types, all of which are characterized as non-hydric (USDA 2023) (**Figure 3**, **Appendix A**). Additionally, both the National Wetlands Inventory (NWI) (USFWS 2023) and the National Hydrography Dataset (NHD) (Terziotti and Archuleta 2020) maps (**Figures 4 and 5**, **Appendix A**) were also examined to determine if any hydrologic features are present on the subject property. The NWI map shows two riverine features present on the subject property, while the NHD map also shows two intermittent features present within the boundaries of the project.

2.0 METHODS

Hydrologic features were evaluated using the most current hydrologic determination guidance for the state of Tennessee (TDEC 2020). Potential wetland areas were analyzed following the routine three parameter approach to wetland delineations as published by the United States Army Corps of Engineers (USACE 1987 and 2012). Photographs taken during the investigation and field data sheets completed during the determinations are provided in **Appendices B** and **C**, respectively. Weather calculations, jurisdictional documents (i.e., TDEC Hydrologic Determinations and Site Access form), and a copy of QHP Certification 1042-TN10 are provided in **Appendices D-F**, respectively.

3.0 RESULTS

One hydrologic feature was found on the subject property (**Figure 6**, **Appendix A**). This feature was evaluated using the TDEC (2020) guidance and classified accordingly (**Table 1**). The feature on the subject property displayed characteristics of a wet weather conveyance (**Appendix B**) and scored as such (**Appendix C**). No hydric soils or wetland vegetation were observed anywhere on the subject property.

Table 1: Channel locations and classifications.

Feature	Upstream Lat/Long:	Downstream Lat/Long:	Waters of the State Classification
Channel 1	35.92996° -84.14096°	35.92870° -84.13890°	Wet Weather Conveyance

3.1 Soils

Hydrologic features found on the subject property are underlain by non-hydric soils (**Table 2** and **Figure 3**). Soils on the subject property were typical of an area with topography of this nature in that it is very well drained.

Table 2: Soil types***** underlying hydrologic features found on the subject property.

Feature	Soil Name	Symbol	Hydric Rating
Channel 1	Minvale-Bodine-Fullerton Complex	MfE	No
	Etowah-Minvale Complex	EvB	No

***Source:** USDA (2023)

3.2 Hydrologic Feature Characterization

Channel 1 - Unnamed tributary to Turkey Creek: **Wet Weather Conveyance** due to secondary indicator scoring. A secondary indicator score of **17** was calculated using a rigorous and reasonable amount of effort.

Literature Cited

Miller, R. A. 1974. The geologic history of Tennessee. State of Tennessee Department of Conservation, Division of Geology, Bulletin No. 74. Nashville, TN. 63 pp.

United States Army Corps of Engineers Environmental Laboratory 1987. Wetland delineation manual. Technical Report Y-87-1. Vicksburg, MS. 92 pp.

United States Army Corps of Engineers Environmental Laboratory 2012. Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Eastern Mountains and Piedmont Region (Version 2.0). Technical Report ERDC/EL TR-12-9. Vicksburg, MS. 161 pp.

Tennessee Department of Environment and Conservation 2020. Guidance for making hydrologic determinations, version 1.5. Division of Water Resources. Nashville, TN. 78 pp.

Terziotti, S., and Archuleta, C.M., 2020, Elevation-Derived Hydrography Acquisition Specifications: U.S. Geological Survey Techniques and Methods, book 11, chap. B11, 74 pp., https://doi.org/10.3133/tm11B11. Accessed 13 November 2023.

United States Department of Agriculture 2023. Soil Survey Geographic (SSURGO) database for Knox County Area, Tennessee. Natural Resource Conservation Service. Fort Worth, TX. https://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx. Accessed 13 November 2023.

United States Fish and Wildlife Service 2023. National Wetlands Inventory. Digital data available at https://www.fws.gov/wetlands. Accessed 13 November 2023.

CONCLUSIONS & RECOMMENDATIONS

The following is an overview of recommendations to minimize the transportation impacts of the Bob Gray Road Subdivision development on the adjacent transportation system while attempting to achieve an acceptable traffic flow and safety level. The recommendations also take into account if Parkway Heights loses its access to Pellissippi Parkway and its trips are routed through the Bob Gray Road Subdivision.

Lovell Road at Bob Gray Road and Yarnell Road: The 2027 projected level of service calculations for this intersection resulted in high vehicle delays and poor LOS for the westbound and eastbound approaches of Bob Gray Road and Yarnell Road, particularly in the PM peak hour. The Synchro software was used to optimize the traffic signal phases to combat these poor results.

The signal timing for the projected 2027 PM peak hour volumes was optimized in the Synchro software while keeping the same cycle lengths in the AM and PM peak periods since the intersection is in a coordinated system. This optimization substantially reduced vehicle delays for the westbound and eastbound approaches and reduced the vehicle queue lengths. However, the optimization results in the mainline traffic on Lovell Road having slightly increased vehicle delays and queue lengths in the PM peak hour.

The capacity analysis results of this modified AM and PM signal timing are shown below in Tables 9a and 9b. The capacity analysis results are included in Appendix G. The optimization results are presented for the two scenarios included in the report, one for the Bob Gray Road Subdivision only (plus the Lovell Crossing Development) and the other for the combined residential subdivisions (plus the Lovell Crossing Development).

The results in Tables 9a and 9b show the potential reduction in vehicle delays and queues in the AM and PM peak hours due to software optimization compared to the AM and PM peak hour results (Tables 7a and 8a), leaving the traffic signal timing as-is. The results shown in Tables 9a and 9b are for the Bob Gray Road Subdivision only scenario (plus the Lovell Crossing Development). Green and red in the table denote the changes, showing the decreases and increases, respectively.

TABLE 9a
2027 INTERSECTION CAPACITY ANALYSIS RESULTS -
PROJECTED TRAFFIC CONDITIONS WITH THE PROJECT - MODIFIED SIGNAL TIMING
Bob Gray Road Subdivision Only + Lovell Crossing Development

INTERSECTION	TRAFFIC CONTROL	APPROACH/ MOVEMENT	AM PEAK			PM PEAK		
			LOS [a]	DELAY [b] (seconds)	CHANGE [c] (seconds)	LOS [a]	DELAY [b] (seconds)	CHANGE [c] (seconds)
Lovell Road (SB & NB) at Bob Gray Road (WB) and Yarnell Road (EB)	Signalized	Eastbound	D	37.3	-4.8	D	51.2	-138.6
		Westbound	D	38.7	-9.1	D	48.5	-15.0
		Northbound	B	15.9	-4.1	C	23.2	5.7
		Southbound	C	27.9	-4.8	C	32.4	8.9
		Summary	C	27.6	-5.2	C	33.4	-16.9

Note: All analyses were calculated in Synchro 12 software and reported with HCM 7th Edition methodology
[a] Level of Service , [b] Average Delay (sec/vehicle)
[c] Difference between 2027 Projected Vehicle Delay (Table 7a) versus 2027 Projected Vehicle Delay with Revised Signal Timing (Table 9a, this table)

TABLE 9b
TURN LANE STORAGE & VEHICLE QUEUE SUMMARY -
2027 PROJECTED PEAK HOUR TRAFFIC WITH THE PROJECT - MODIFIED SIGNAL TIMING
Bob Gray Road Subdivision Only + Lovell Crossing Development

INTERSECTION	APPROACH/ MOVEMENT	SIMTRAFFIC 95th PERCENTILE QUEUE LENGTH (ft)			
		AM PEAK HOUR	CHANGE [a] (feet)	PM PEAK HOUR	CHANGE [a] (feet)
Lovell Road (SB & NB) at Bob Gray Road (WB) and Yarnell Road (EB)	Eastbound Left	214	-2	270	-47
	Eastbound Thru	183	9	389	-168
	Eastbound Right	77	-3	171	-429
	Westbound Left	148	17	233	25
	Westbound Thru	139	13	321	93
	Westbound Right	58	0	135	91
	Northbound Left	111	-5	220	27
	Northbound Thru	180	-17	359	34
	Northbound Right	42	-3	117	28
	Southbound Left	102	-15	233	33
	Southbound Thru	302	-26	432	36
	Southbound Thru/Right	257	-22	397	36

Note: 95th percentile queues were calculated in SimTraffic 11 software
[a] Difference between 2027 Projected Vehicle Queue (Table 8a) versus 2027 Projected Vehicle Queue with Modified Signal Timing (Table 9b, this table)

The results in Tables 10a and 10b below show the potential reduction in vehicle delays and queues in the AM and PM peak hours due to software optimization compared to the AM and PM peak hour results (Tables 7b and 8b), leaving the traffic signal timing as-is. These results are for the combined residential subdivisions plus the Lovell Crossing Development scenario. Green and red in the table denote the changes, showing the decreases and increases, respectively.

TABLE 10a
2027 INTERSECTION CAPACITY ANALYSIS RESULTS -
PROJECTED TRAFFIC CONDITIONS WITH THE PROJECT - MODIFIED SIGNAL TIMING
Combined Residential Subdivisions + Lovell Crossing Development

INTERSECTION	TRAFFIC CONTROL	APPROACH/ MOVEMENT	AM PEAK			PM PEAK		
			LOS [a]	DELAY [b] (seconds)	CHANGE [c] (seconds)	LOS [a]	DELAY [b] (seconds)	CHANGE [c] (seconds)
Lovell Road (SB & NB) at Bob Gray Road (WB) and Yarnell Road (EB)	Signalized	Eastbound	D	36.1	-6.5	D	49.6	-163.9
		Westbound	D	39.6	-9.3	D	50.3	-22.9
		Northbound	B	16.7	-3.8	C	24.5	6.8
		Southbound	C	28.6	-5.3	C	34.9	11.4
		Summary	C	28.2	-5.7	C	34.9	-20.5

Note: All analyses were calculated in Synchro 12 software and reported with HCM 7th Edition methodology
[a] Level of Service , [b] Average Delay (sec/vehicle)
[c] Difference between 2027 Projected Vehicle Delay (Table 7b) versus 2027 Projected Vehicle Delay with Revised Signal Timing (Table 10a, this table)

TABLE 10b
TURN LANE STORAGE & VEHICLE QUEUE SUMMARY -
2027 PROJECTED PEAK HOUR TRAFFIC WITH THE PROJECT - MODIFIED SIGNAL TIMING
Combined Residential Subdivisions + Lovell Crossing Development

INTERSECTION	APPROACH/ MOVEMENT	SIMTRAFFIC 95th PERCENTILE QUEUE LENGTH (ft)			
		AM PEAK HOUR	CHANGE [a] (feet)	PM PEAK HOUR	CHANGE [a] (feet)
Lovell Road (SB & NB) at Bob Gray Road (WB) and Yarnell Road (EB)	Eastbound Left	225	5	275	-55
	Eastbound Thru	187	-7	407	-189
	Eastbound Right	80	-20	181	-421
	Westbound Left	163	13	235	-9
	Westbound Thru	151	7	280	-66
	Westbound Right	60	0	80	-94
	Northbound Left	110	-9	235	49
	Northbound Thru	181	-27	368	55
	Northbound Right	42	-3	114	21
	Southbound Left	81	-38	245	34
	Southbound Thru	298	-30	439	47
	Southbound Thru/Right	254	-28	406	57

Note: 95th percentile queues were calculated in SimTraffic 11 software
[a] Difference between 2027 Projected Vehicle Queue (Table 8b) versus 2027 Projected Vehicle Queue with Modified Signal Timing (Table 10b, this table)

Based on these results, Knox County Engineering is recommended to modify the traffic signal timing to reduce the considerable vehicle delays for the westbound and eastbound approaches on Bob Gray Road and Yarnell Road in the existing and projected conditions. The recommended optimization signal timing changes for the green times are shown in Table 11.

TABLE 11
TRAFFIC SIGNAL GREEN TIME MODIFICATIONS
LOVELL ROAD AT BOB GRAY ROAD AND YARNELL ROAD

AM PEAK HOUR				
PHASE #	MOVEMENT	EXISTING GREEN TIME (seconds)	OPTIMIZED GREEN TIME * (seconds)	CHANGE (seconds)
1	Southbound Left	15	11	-4
2	Northbound Thru/Right	42	51	9
3	Eastbound Left	25	21	-4
4	Westbound Thru/Right	18	17	-1
5	Northbound Left	15	15.4	0.4
6	Southbound Thru/Right	42	46.6	4.6
7	Westbound Left	20	15	-5
8	Eastbound Thru/Right	23	23	0
PM PEAK HOUR				
PHASE #	MOVEMENT	EXISTING GREEN TIME (seconds)	OPTIMIZED GREEN TIME * (seconds)	CHANGE (seconds)
1	Southbound Left	22	14	-8
2	Northbound Thru/Right	62	61	-1
3	Eastbound Left	18	20	2
4	Westbound Thru/Right	18	25	7
5	Northbound Left	19	17.5	-1.5
6	Southbound Thru/Right	65	57.5	-7.5
7	Westbound Left	18	17	-1
8	Eastbound Thru/Right	18	28	10

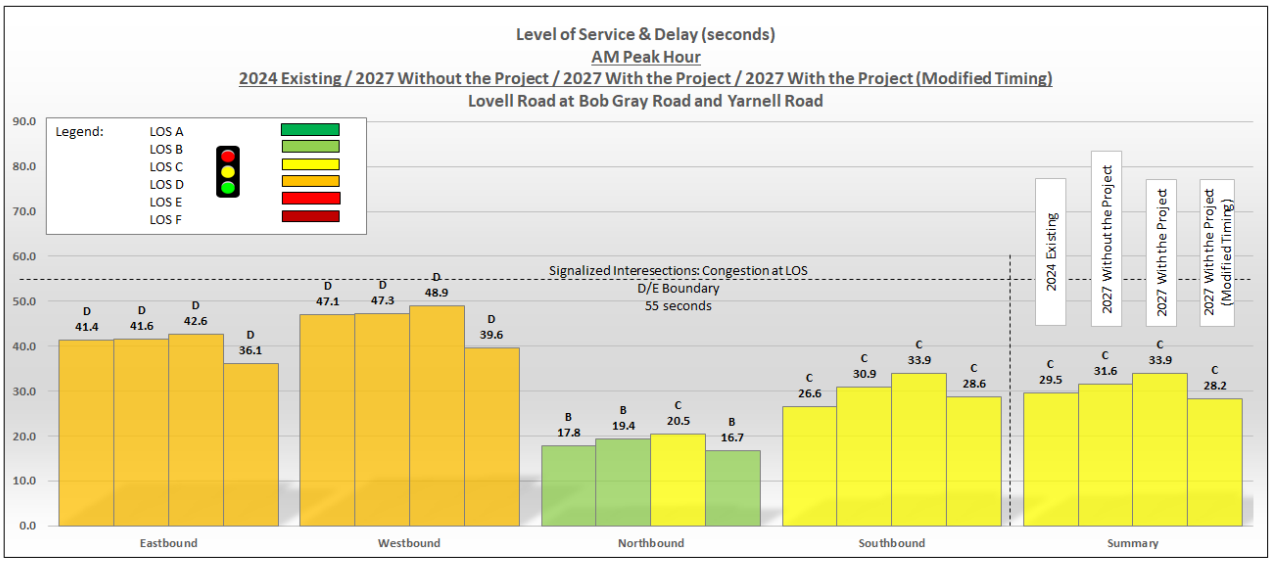
* Optimized output from Synchro 12

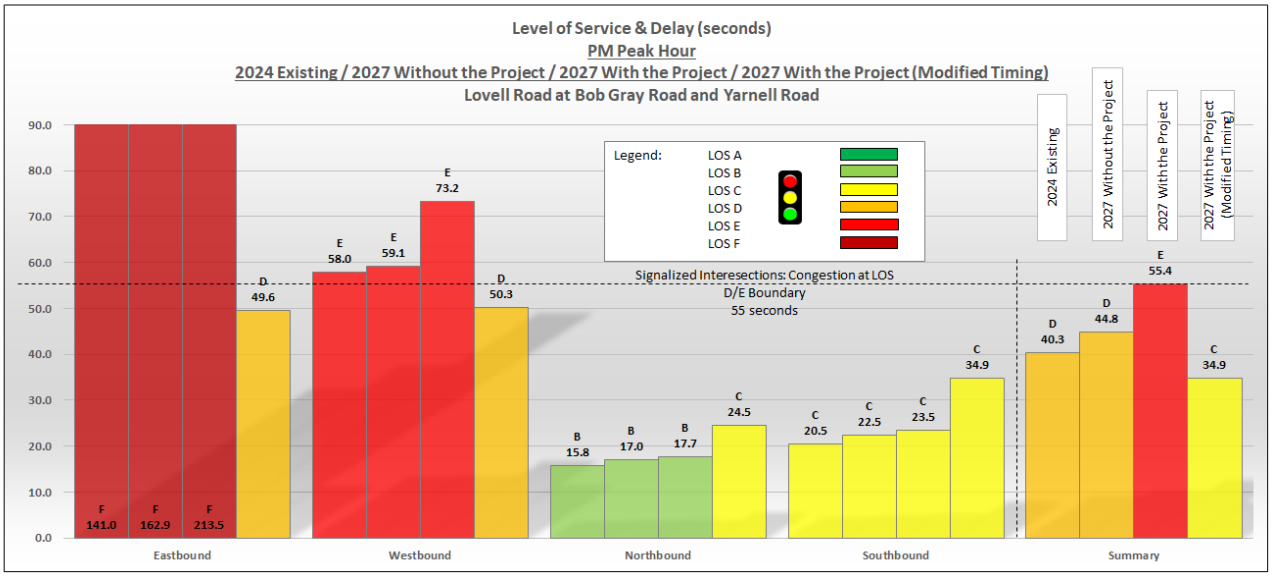
A summary of the Lovell Road at Bob Gray Road and Yarnell Road intersection capacity analyses are presented in Table 12. This table provides a side-by-side summary and comparison of the intersection for the 2024 existing conditions, projected conditions in 2027 without the project, the projected conditions in 2027 with the project (with the Bob Gray Road Subdivision, Parkway Heights Townhouses, and Lovell Crossing Development), and the projected conditions in 2027 (with all the developments) with the modified signal timing. As can be seen in Table 12, the optimization provided significant benefits in reducing vehicle delays in the projected 2027 conditions.

TABLE 12
INTERSECTION CAPACITY ANALYSIS SUMMARY
LOVELL ROAD AT BOB GRAY ROAD AND YARNELL ROAD

APPROACH / PEAK HOUR MOVEMENT	2024 EXISTING		2027 WITHOUT THE PROJECT		2027 WITH THE PROJECT *		2027 WITH THE PROJECT * (MODIFIED TIMING)	
	LOS[a]	Delay[b]	LOS[a]	Delay[b]	LOS[a]	Delay[b]	LOS[a]	Delay[b]
AM Peak								
Eastbound	D	41.4	D	41.6	D	42.6	D	36.1
Westbound	D	47.1	D	47.3	D	48.9	D	39.6
Northbound	B	17.8	B	19.4	C	20.5	B	16.7
Southbound	C	26.6	C	30.9	C	33.9	C	28.6
Summary	C	29.5	C	31.6	C	33.9	C	28.2
PM Peak								
Eastbound	F	141.0	F	162.9	F	213.5	D	49.6
Westbound	E	58.0	E	59.1	E	73.2	D	50.3
Northbound	B	15.8	B	17.0	B	17.7	C	24.5
Southbound	C	20.5	C	22.5	C	23.5	C	34.9
Summary	D	40.3	D	44.8	E	55.4	C	34.9

Note: All analyses were calculated in Synchro 12 software and reported with HCM 7th Edition methodology
[a] Level of Service , [b] Average Delay (sec/vehicle)
* Includes Bob Gray Road Subdivision, Parkway Heights Townhouses, and Lovell Crossing Development





Bob Gray Road at the Proposed Entrance: The 2027 projected level of service calculations for this intersection resulted in average vehicle delays and LOS. Poorer LOS results were calculated for the northbound exiting approach in the PM peak hour.

2a) For the scenario that only includes the Bob Gray Road Subdivision, separate turn lanes on Bob Gray Road at the Proposed Entrance will not be warranted based on the projected peak hour 2027 traffic volumes. For the scenario which includes the Bob Gray Road Subdivision and the diverted trips from the Parkway Heights Townhouses, a separate eastbound right-turn lane and a separate westbound left-turn lane on Bob Gray Road at the Proposed Entrance will be warranted based on the projected PM peak hour 2027 traffic volumes.

Due to the limited development property road frontage along Bob Gray Road, the eastbound right-turn lane would need to be designed and constructed with a minimal lane taper and maximum deceleration length possible within the confines of the property road frontage. Based on the site plan, the horizontal distance between the centerline of the Proposed Entrance and the western property line at Bob Gray Road is 230 feet. The civil site designer would need to coordinate the design of this turn lane with Knox County and include a white right-turn arrow and lane lines on the pavement for this exclusive lane.

A separate westbound left-turn lane is shown to be warranted in this study in the projected 2027 conditions if Parkway Heights loses its road access to Pellissippi Parkway and is diverted through the new Bob Gray Road Subdivision for road access to Bob Gray Road. The Proposed Entrance location on Bob Gray Road will be just west of the overpass bridge on Bob Gray Road over Pellissippi Parkway. Providing a westbound left-turn lane at the Proposed Entrance on Bob Gray Road would necessitate substantial construction costs due to the limited width of the overpass bridge on Bob Gray Road over Pellissippi Parkway. This overpass bridge has a width of approximately 30 feet between barrier faces. This width would not be conducive for three lanes of traffic while providing an adequate safe buffer from the barrier walls. Furthermore, the future greenway referenced earlier stated that this overpass bridge would be the preferred route, which would not be achievable if three lanes for automobile traffic were proposed without widening the overpass bridge.

Furthermore, according to the local trip generation calculations, the entering volumes for the 123 townhouses in the Parkway Heights Townhouses are calculated to be 51 trips in the PM peak hour, which, in combination with the trips from the Bob Gray Road Subdivision, meets the threshold for a westbound left-turn lane. However, the traffic counts determined that 18 vehicles entered the Parkway Heights Townhouses during the PM peak hour, which is substantially less (nearly three times less) than the calculated theoretical value. Thus, due to these realities, a separate westbound left-turn lane on Bob Gray Road is not likely feasible and recommended even if the Parkway Heights Townhouses traffic is diverted. Likewise, due to the probability of over-estimating generated tips, the projected LOS E conditions for the exiting lane at Bob Gray Road are not expected, as shown in Table 7b, and will have much shorter vehicle delays.

2b) Due to the vertical curve on Bob Gray Road to the west and the overpass bridge to the east, it is recommended that advance intersection warning signs be installed on Bob Gray Road to the east and west of the Proposed Entrance. These warning signs should be Side Road Intersection Signs (W2-2r and W2-2l). The signs should be installed in both directions on Bob Gray Road, preferably no less than 450 feet in advance of the Proposed Entrance.

2c) 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 Bob Gray Road. The stop bar should be applied a minimum of 4 feet away from the edge of Bob Gray Road and placed at the desired stopping point that maximizes the sight distance.

2d) A single exit lane for the Bob Gray Road development entrance will be sufficient. The northbound exiting lane at Bob Gray Road is proposed as a shared left/right turn lane.

The longest vehicle queue in the projected 2027 conditions on this exiting approach is calculated to be 49 feet in the AM peak hour and 48 feet in the PM peak hour for the scenario that only includes the Bob Gray Road Subdivision. These queue lengths are reasonable and translate to just two passenger cars, assuming a length of 25 feet per vehicle. The longest vehicle queue in the projected 2027 conditions on this exiting approach is calculated to be 63 feet in the AM peak hour and 61 feet in the PM peak hour for the worst-case scenario that includes the Bob Gray Road Subdivision and the

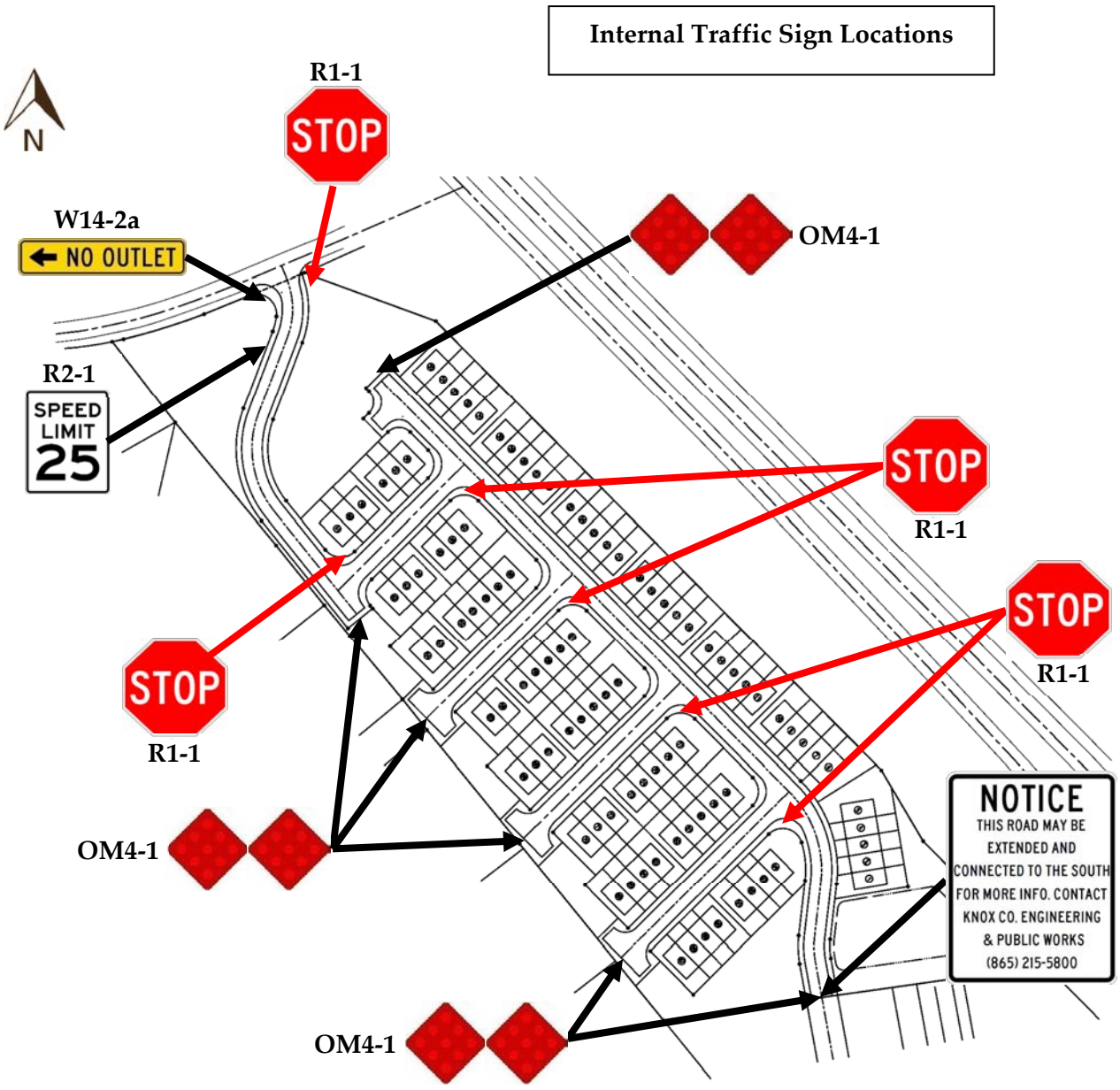
diverted trips from the Parkway Heights Townhouses. These queue lengths are reasonable and translate to nearly three passenger cars.

2e) Intersection sight distance at the Proposed Entrance at Bob Gray Road must not be impacted by future landscaping, signage, or existing or future vegetation. Based on a posted speed limit of 40-mph on Bob Gray Road, the required intersection sight distance is 400 feet for exiting left and right-turning vehicles. The existing sight distances at the Proposed Entrance location were estimated visually to be adequate in both directions and were also certified by a land surveyor.

Bob Gray Road Subdivision Internal Roads: The layout plan shows a single entrance at Bob Gray Road constructed for the development, as shown in Figure 3.

3a) A 25-mph Speed Limit (R2-1) sign is recommended to be posted near the beginning of the development entrance off Bob Gray Road. 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.

3b) 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 internal roads in the subdivision that end in hammerhead turnarounds. These markers should also be installed at the end of Road "F" if the road is not immediately connected to Blinken Street to the south in the Parkway Heights development. Furthermore, if an immediate road connection is not made to Blinken Street, an additional sign should be posted at the end of Road "F" to follow Knoxville-Knox County Subdivision regulations. This sign is for notification of a possible future street connection. It should state, "NOTICE – This road may be extended and connected to the south – for more info. contact Knox Co. Engineering & Public Works (865) 215-5800".

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

3c) 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.

3d) It is recommended that a small strip of the development property be reserved as a potential common area for all Bob Gray Road Subdivision residents to walk or ride their bikes to the east. This strip would allow for a pathway to the future Knox to Oak Ridge Greenway if the greenway is constructed adjacent to the subdivision and on the west side of Pellissippi Parkway.

3e) 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.

3f) All drainage grates and covers for the residential development must be pedestrian and bicycle safe.

3g) Road "F" will have a long, straight road segment. Straight road segments encourage higher vehicle speeds. Additionally, if Parkway Heights loses its access to Pellissippi Parkway, residents from this other development will increase traffic volumes and may contribute to speeding in the Bob Gray Road Subdivision. It is recommended that the civil site designer consider including traffic calming measures on the internal Road "F",

such as speed humps or tables. Specifics regarding this recommendation should be discussed in the design phase with Knox County Engineering.

3h) All road and intersection elements should be designed to AASHTO, TDOT, and Knox County specifications and guidelines to ensure proper transportation operations.

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Variances

The Planning Commission may reduce or otherwise vary the requirements of the Subdivision Regulations when it finds the hardship criteria are met. In granting such variances, the Planning Commission may attach and require whatever conditions it feels are necessary to secure the basic objectives of the varied regulations. Any variance granted by the Planning Commission shall be noted in its official minutes along with the justification for granting the variance (Subdivision Regulations, Section 1.05).

HARDSHIP CONDITIONS TO BE MET:

1 **Conditions Required:** Where the Planning Commission finds that extraordinary hardships or particular difficulties may result from the strict compliance with these regulations, they may, after written application, grant variations to the regulations, subject to specified conditions, so that substantial justice may be done and the public interest secured, provided that such variations shall not have the effect of nullifying the intent and purpose of these regulations or the comprehensive plan.

2 **Evidence of Hardship Required:** The Planning Commission shall not grant variations to these regulations if the purpose of the variation is solely for financial gain. The Planning Commission shall not grant variations to the Subdivision Regulations unless they make findings based upon the evidence presented to them in each specific case that the following hardships are met:

   a. Because of the particular surroundings, shape, or topographical conditions of the specific property involved, a particular hardship to the owner would result, as distinguished from a mere inconvenience, if the strict letter of the regulations were adhered to.

   b. The conditions upon which the request for a variation is based is unique to the property for which the variation is sought and is not applicable, generally, to other property, and has not been created by any person having an interest in the property.

   c. The granting of the variation will not be detrimental to the public safety, health, or welfare, or injurious to other property or improvements in the neighborhood in which the property is located.

By signing this form, I certify that the criteria for a variance have been met for each request, and that any and all requests needed to meet the Subdivision Regulations are requested above or are attached. I understand and agree that no additional variances can be acted upon by the legislative body upon appeal and none will be requested.

Signature	David Harbin	6/24/24
	Printed Name	Date

It is the applicant's responsibility to identify the hardship that would result, as distinguished from a mere inconvenience, if the strict letter of the regulations was adhered to. Each of the variance criteria must be addressed in the comments below with specific facts regarding the unique details of the property and/or project, as applicable.

1. VARIANCE REQUESTED:

Ending a public Road without constructing a turn-around.

Specify the hardship that would result for each of the variance criteria:

A. Pertaining to the particular surroundings, shape, or topographical conditions of the subject property: This road is being extended to tie to a private road on adjoining property

B. Pertaining to conditions unique to the property that are not applicable to other property and has not been created by any person having an interest in the property.

Not created by my client, Trying to comply with the county's request to extend the public road to the adjacent property.

C. Pertaining to the granting of a variance will not be detrimental to public safety, health, or welfare, or injurious to other property or improvements in the neighborhood in which the property is located. The roadway system will function as a normal road network.

To be completed by the City or County Department of Engineering, as applicable:

Engineering supports the variance requested (to be completed during review process): YES ☐ NO ☐

Engineering Comments:

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Alternative Design Standards

The minimum design and performance standards shall apply to all subdivisions unless an alternative design standard is permitted within Article 3 Section 3.01.D, Application of Alternative Design Standards, or Article 4.01.C, Street Standards (within Hillside and Ridgetop Areas).

There are some alternative design standards that require Planning Commission approval, and some that can be approved by the Engineering Departments of the City or County. However, the City or County Engineering Departments, as applicable, will provide review comments on any alternative design proposed. These comments will be provided during the review process.

Alternative Design Standards Requiring Planning Commission Approval

Section 3.03.B.2 - Street frontage in the PR (Planned Residential) zone, Knox County
Section 3.03.E.1.e – Maximum grade of private right-of-way
Section 3.03.E.3.a – Pavement width reduction, private rights-of-way serving 6 or more lots
Section 3.04.H.2 – Maximum grade, public streets
Section 3.04.I.1.b.1 – Horizontal curves, local streets in Knox County

Alternative Design Standards Approved by the Engineering Departments of the City of Knoxville or Knox County

Section 3.03.E.3.a – Right-of-way width reduction, private rights-of-way serving 6 or more lots
Section 3.04.A.3.c – Right-of-way dedication, new subdivisions
Section 3.04.F.1 – Right-of-way reduction, local streets
Section 3.04.G.1 – Pavement width reduction, local streets
Section 3.04.H.3 – Intersection grade, all streets
Section 3.04.J.2 – Corner radius reduction in agricultural, residential, and office zones
Section 3.04.J.3 – Corner radius reduction in commercial and industrial zones
Section 3.11.A.2 – Standard utility and drainage easement

By signing this form, I certify that the criteria for a variance have been met for each request, and that any and all requests needed to meet the Subdivision Regulations are requested above or are attached. I understand and agree that no additional variances can be acted upon by the legislative body upon appeal and none will be requested.

Signature	David Horton	6/24/24
	Printed Name	Date

For each alternative design standard requested, identify how the proposed alternative design either meets the intent of the standard in the Subdivision Regulations or meets an alternative, nationally recognized engineering standard such as The American Association of State Highway and Transportation Officials (AASHTO) or Public Right-of-Way Accessibility Guidelines (PROWAG).

1. ALTERNATIVE DESIGN STANDARD REQUESTED:

Roadway grade from 19o+29o, Sta 0+13 to sta 2+84, Road B

Approval required by: Planning Commission ☐ Engineering ☒

Engineering supports the alternative design standard requested
(to be completed during review process): YES ☐ NO ☐
Engineering Comments:

2. ALTERNATIVE DESIGN STANDARD REQUESTED:

Roadway grade from 19o to 39o, Sta 1+13 to sta 0+85, Road D

Approval required by: Planning Commission ☐ Engineering ☒

Engineering supports the alternative design standard requested
(to be completed during review process): YES ☐ NO ☐
Engineering Comments:

3. ALTERNATIVE DESIGN STANDARD REQUESTED:

Roadway grade from 19o to 29o, Sta 0+13 to Sta 2+93 Road E'

Approval required by: Planning Commission ☐ Engineering ☒

Engineering supports the alternative design standard requested
(to be completed during review process): YES ☐ NO ☐
Engineering Comments:

4. ALTERNATIVE DESIGN STANDARD REQUESTED:

Public Right-of-way width from 50' to 40'

Approval required by: Planning Commission ☐ Engineering ☒

Engineering supports the alternative design standard requested (to be completed during review process): YES ☐ NO ☐

Engineering Comments:

5. ALTERNATIVE DESIGN STANDARD REQUESTED:

Lot frontage from 25' to 22'

Approval required by: Planning Commission ☒ Engineering ☐

Engineering supports the alternative design standard requested (to be completed during review process): YES ☐ NO ☐

Engineering Comments:

Development Request

DEVELOPMENT

- [x] Development Plan
- [ ] Planned Development
- [ ] Use on Review / Special Use
- [ ] Hillside Protection COA

SUBDIVISION

- [x] Concept Plan
- [ ] Final Plat

ZONING

- [ ] Rezoning
- [ ] Plan Amendment
  - [ ] Sector Plan
  - [ ] City OYP / County Comp Plan

Arcip Horobet

Applicant Name | Affiliation

4/29/2024	**6/13/2024**	**6-SB-24-C / 6-E-24-DP**
Date Filed	Meeting Date (if applicable)	File Number(s)

CORRESPONDENCE

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

David Harbin Batson, Himes, Norvell and Poe

Name / Company

4334 Papermill Dr. Dr. Knoxville TN 37909

Address

865-588-6472 / harbin@bhn-p.com

Phone / Email

CURRENT PROPERTY INFO

Arcip Horobet	**3105 W. Gallaher Ferry Rd Knoxville TN 37932**	**865-607-1167**
Owner Name (if different)	Owner Address	Owner Phone / Email

0 PELLISSIPPI PKWY

Property Address

118 071		**9.87 acres**
Parcel ID	Part of Parcel (Y/N)?	Tract Size

West Knox Utility District, First Knox Utilit	**West Knox Utility District**	
Sewer Provider	Water Provider	Septic (Y/N)

STAFF USE ONLY

South side of Bob Gray Rd, west side of Pellissippi Pkwy, northern terminus of Blinken St

General Location

☐ City	**Commission District 3**	**PR(k) (Planned Residential) up to 1 du/ac, TO (Technology Overlay)**	**Agriculture/Forestry/Vacant Land**
☑ County	District	Zoning District	Existing Land Use
			Planned Growth Area
Planning Sector	Land Use (City)/Place Type (County)		Growth Policy Plan Designation

DEVELOPMENT REQUEST

☑ Development Plan ☐ Planned Development ☐ Use on Review / Special Use

☐ Hillside Protection COA ☐ Residential ☐ Non-residential

Related City Permit Number(s)

Home Occupation (specify)

Other (specify) **Attached residential subdivision**

SUBDIVSION REQUEST

Horobet on Bob Gray Road

Proposed Subdivision Name

Related Rezoning File Number

Unit / Phase Number

☑ Split Parcels

94

Total Number of Lots Created

Additional Information

☐ Attachments / Additional Requirements

ZONING REQUEST

☐ Zoning Change

Proposed Zoning

Pending Plat File Number

☐ Plan Amendment

Proposed Plan Designation(s)

9.52 du/ac

Proposed Density (units/acre) Previous Rezoning Requests

Additional Information

STAFF USE ONLY

PLAT TYPE

☐ Staff Review ☐ Planning Commission

ATTACHMENTS

☐ Property Owners / Option Holders ☐ Variance Request

☐ Amendment Request (Comprehensive Plan)

ADDITIONAL REQUIREMENTS

☐ Use on Review / Special Use (Concept Plan)

☐ Traffic Impact Study

☐ COA Checklist (Hillside Protection)

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.**

	Arcip Horobet	**4/29/2024**
Applicant Signature	Please Print	Date

Phone / Email

	Arcip Horobet	**4/29/2024**
Property Owner Signature	Please Print	Date

Development Request

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

SUBDIVISION
- ☒ Concept Plan
- ☐ Final Plat

ZONING
- ☐ Plan Amendment
  - ☐ SP ☐ OYP
- ☐ Rezoning

ARCIP HOROBET
Applicant Name

Affiliation

4/29/2024
Date Filed

6/13/2024
Meeting Date (if applicable)

File Number(s)

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

DAVID HARBIN
Name

BATSON HIMES NORVELL + POE
Company

4334 PAPERMILL DR
Address

Knoxville
City

TN
State

37909
ZIP

865-588-6472
Phone

harbin@bhn-p.com
Email

CURRENT PROPERTY INFO

3105 W. GALLAHER FERRY RD
Knoxville, TN 37932
Property Owner Name (if different)

Property Owner Address

865-607-1167
Property Owner Phone

Bob Gray RD
Property Address

TAX MAP 118 PARCEL 71
Parcel ID

WKUD
Sewer Provider

WKUD
Water Provider

NO
Septic (Y/N)

STAFF USE ONLY

General Location

Tract Size

☐ City ☐ 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) Attached residential subdivision

Related City Permit Number(s)

SUBDIVISION REQUEST

Horobet on Bob Gray Road

Proposed Subdivision Name

Related Rezoning File Number

Unit / Phase Number

☐ Combine Parcels ☒ Divide Parcel

94 LOTS

Total Number of Lots Created

☐ Other (specify)

☐ Attachments / Additional Requirements

ZONING REQUEST

☐ Zoning Change

Proposed Zoning

Pending Plat File Number

☐ Plan Amendment Change

Proposed Plan Designation(s)

Proposed Density (units/acre)

Previous Rezoning Requests

☐ Other (specify)

STAFF USE ONLY

PLAT TYPE

☐ Staff Review ☐ Planning Commission

ATTACHMENTS

☐ Property Owners / Option Holders ☐ Variance Request

ADDITIONAL REQUIREMENTS

☐ Design Plan Certification *(Final Plat)*

☐ Use on Review / Special Use *(Concept Plan)*

☐ Traffic Impact Study

☐ COA Checklist *(Hillside Protection)*

Fee 1	Total
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

DAVID HARBIN

Please Print

Date

865-588-6472

Phone Number

harbin@bhn-p.com

Email

Property Owner Signature

ARCIP HOROBET

Please Print

Date Paid

Planning
KNOXVILLE | KNOX COUNTY

Alternative Design Standards

The minimum design and performance standards shall apply to all subdivisions unless an alternative design standard is permitted within Article 3 Section 3.01.D, Application of Alternative Design Standards, or Article 4.01.C, Street Standards (within Hillside and Ridgetop Areas).

There are some alternative design standards that require Planning Commission approval, and some that can be approved by the Engineering Departments of the City or County. However, the City or County Engineering Departments, as applicable, will provide review comments on any alternative design proposed. These comments will be provided during the review process.

Alternative Design Standards Requiring Planning Commission Approval

Section 3.03.B.2 - Street frontage in the PR (Planned Residential) zone, Knox County
Section 3.03.E.1.e – Maximum grade of private right-of-way
Section 3.03.E.3.a – Pavement width reduction, private rights-of-way serving 6 or more lots
Section 3.04.H.2 – Maximum grade, public streets
Section 3.04.I.1.b.1 – Horizontal curves, local streets in Knox County

Alternative Design Standards Approved by the Engineering Departments of the City of Knoxville or Knox County

Section 3.03.E.3.a – Right-of-way width reduction, private rights-of-way serving 6 or more lots
Section 3.04.A.3.c – Right-of-way dedication, new subdivisions
Section 3.04.F.1 – Right-of-way reduction, local streets
Section 3.04.G.1 – Pavement width reduction, local streets
Section 3.04.H.3 – Intersection grade, all streets
Section 3.04.J.2 – Corner radius reduction in agricultural, residential, and office zones
Section 3.04.J.3 – Corner radius reduction in commercial and industrial zones
Section 3.11.A.2 – Standard utility and drainage easement

By signing this form, I certify that the criteria for a variance have been met for each request, and that any and all requests needed to meet the Subdivision Regulations are requested above or are attached. I understand and agree that no additional variances can be acted upon by the legislative body upon appeal and none will be requested.

Signature | DAVID HARBIN Printed Name | Date

For each alternative design standard requested, identify how the proposed alternative design either meets the intent of the standard in the Subdivision Regulations or meets an alternative, nationally recognized engineering standard such as The American Association of State Highway and Transportation Officials (AASHTO) or Public Right-of-Way Accessibility Guidelines (PROWAG).

1. ALTERNATIVE DESIGN STANDARD REQUESTED:

ROADWAY GRADE FROM 12% TO 15% FROM STA 0+90 TO 4+94 ROAD "A"

Approval required by: Planning Commission ☒ Engineering ☐

Engineering supports the alternative design standard requested
(to be completed during review process): YES ☐ NO ☐
Engineering Comments:

2. ALTERNATIVE DESIGN STANDARD REQUESTED:

VERTICAL CURVE LENGTH FROM 200' TO 165', STA 0+90 ROAD "A" (K VALUE FROM 25 TO 15.5)

Approval required by: Planning Commission ☒ Engineering ☐

Engineering supports the alternative design standard requested
(to be completed during review process): YES ☐ NO ☐
Engineering Comments:

3. ALTERNATIVE DESIGN STANDARD REQUESTED:

Approval required by: Planning Commission ☐ Engineering ☐

Engineering supports the alternative design standard requested
(to be completed during review process): YES ☐ NO ☐
Engineering Comments:

4. ALTERNATIVE DESIGN STANDARD REQUESTED:

Approval required by: Planning Commission ☐ Engineering ☐

Engineering supports the alternative design standard requested (to be completed during review process): YES ☐ NO ☐

Engineering Comments:

5. ALTERNATIVE DESIGN STANDARD REQUESTED:

Approval required by: Planning Commission ☐ Engineering ☐

Engineering supports the alternative design standard requested (to be completed during review process): YES ☐ NO ☐

Engineering Comments:

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Alternative Design Standards

The minimum design and performance standards shall apply to all subdivisions unless an alternative design standard is permitted within Article 3 Section 3.01.D, Application of Alternative Design Standards, or Article 4.01.C, Street Standards (within Hillside and Ridgetop Areas).

There are some alternative design standards that require Planning Commission approval, and some that can be approved by the Engineering Departments of the City or County. However, the City or County Engineering Departments, as applicable, will provide review comments on any alternative design proposed. These comments will be provided during the review process.

Alternative Design Standards Requiring Planning Commission Approval

Section 3.03.B.2 - Street frontage in the PR (Planned Residential) zone, Knox County
Section 3.03.E.1.e – Maximum grade of private right-of-way
Section 3.03.E.3.a – Pavement width reduction, private rights-of-way serving 6 or more lots
Section 3.04.H.2 – Maximum grade, public streets
Section 3.04.I.1.b.1 – Horizontal curves, local streets in Knox County

Alternative Design Standards Approved by the Engineering Departments of the City of Knoxville or Knox County

Section 3.03.E.3.a – Right-of-way width reduction, private rights-of-way serving 6 or more lots
Section 3.04.A.3.c – Right-of-way dedication, new subdivisions
Section 3.04.F.1 – Right-of-way reduction, local streets
Section 3.04.G.1 – Pavement width reduction, local streets
Section 3.04.H.3 – Intersection grade, all streets
Section 3.04.J.2 – Corner radius reduction in agricultural, residential, and office zones
Section 3.04.J.3 – Corner radius reduction in commercial and industrial zones
Section 3.11.A.2 – Standard utility and drainage easement

By signing this form, I certify that the criteria for a variance have been met for each request, and that any and all requests needed to meet the Subdivision Regulations are requested above or are attached. I understand and agree that no additional variances can be acted upon by the legislative body upon appeal and none will be requested.

Signature | DAVID HARBIN (Printed Name) | Date

For each alternative design standard requested, identify how the proposed alternative design either meets the intent of the standard in the Subdivision Regulations or meets an alternative, nationally recognized engineering standard such as The American Association of State Highway and Transportation Officials (AASHTO) or Public Right-of-Way Accessibility Guidelines (PROWAG).

1. ALTERNATIVE DESIGN STANDARD REQUESTED:

INTERSECTION ROADWAY GRADE -
FROM 1.00% TO 4.32%, STA 0+10 TO STA 0+90 ROAD "A"

Approval required by: Planning Commission ☐ Engineering ☒

Engineering supports the alternative design standard requested
(to be completed during review process): YES ☐ NO ☐
Engineering Comments:

2. ALTERNATIVE DESIGN STANDARD REQUESTED:

INTERSECTION ROADWAY GRADE -
FROM 1.00% TO 3.00% STA, 0+13 TO STA 0+50 ROAD "B"

Approval required by: Planning Commission ☐ Engineering ☒

Engineering supports the alternative design standard requested
(to be completed during review process): YES ☐ NO ☐
Engineering Comments:

3. ALTERNATIVE DESIGN STANDARD REQUESTED:

INTERSECTION ROADWAY GRADE -
FROM 1.00% TO 3.00% STA 1+50 TO STA 2+12 ROAD "B"

Approval required by: Planning Commission ☐ Engineering ☒

Engineering supports the alternative design standard requested
(to be completed during review process): YES ☐ NO ☐
Engineering Comments:

4. ALTERNATIVE DESIGN STANDARD REQUESTED:

INTERSECTION ROADWAY GRADE -
FROM 1.00% TO 3.00% STA 0+13 TO STA 0+45 ROAD "D"

Approval required by: Planning Commission ☐ Engineering ☒

Engineering supports the alternative design standard requested
(to be completed during review process): YES ☐ NO ☐
Engineering Comments:

5. ALTERNATIVE DESIGN STANDARD REQUESTED:

INTERSECTION ROADWAY GRADE -
FROM 1.00% TO 2.00% STA 0+13 TO STA 2+99 ROAD "E"

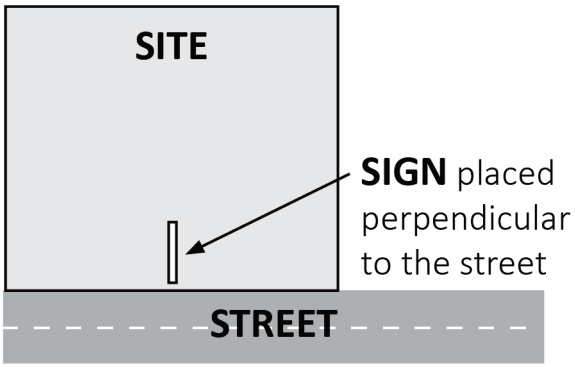
Approval required by: Planning Commission ☐ Engineering ☒

Engineering supports the alternative design standard requested
(to be completed during review process): YES ☐ NO ☐
Engineering Comments:

Sign Posting & Removal Requirement

Revised April 2021

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:

May 10, 2024 and June 14, 2024

(applicant or staff to post sign) **(applicant to remove sign)**

Applicant Name: Arcip Horobet

Date: 4/29/2024

File Number: 6-SB-24-C_6-E-24-DP

☒ Sign posted by Staff

☐ Sign posted by Applicant