

AGENDA ITEM #: 33

FILE #: 10-SB-24-C

SUBDIVISION REPORT -CONCEPT/DEVELOPMENT PLAN

►	FILE #: 10-SB-24-C	AGENDA ITEM #: 33
	10-C-24-DP	AGENDA DATE: 12/12/2024
	POSTPONEMENT(S):	10/3/2024, 11/14/2024
►	SUBDIVISION:	TIPTON STATION SUBDIVISION
►	APPLICANT/DEVELOPER:	D.R. HORTON
	OWNER(S):	Schubert Family Limited Partnership
	TAX IDENTIFICATION:	148 049 View map on KGIS
	JURISDICTION:	County Commission District 9
	STREET ADDRESS:	2814 TIPTON STATION RD
Þ	LOCATION:	South side of Tipton Station Rd, east of Lowland Ln
	GROWTH POLICY PLAN:	Planned Growth Area, Rural Area
	FIRE DISTRICT:	Rural Metro Fire
	WATERSHED:	Stock Creek
►	APPROXIMATE ACREAGE:	85.81 acres
Þ	ZONING:	PR(k) (Planned Residential) up to 4 du/ac with conditions, F (Floodway), A (Agricultural)
►	EXISTING LAND USE:	Agriculture/Forestry/Vacant Land
►	PROPOSED USE:	Detached residential subdivision
	SURROUNDING LAND USE AND ZONING:	North: Agriculture/forestry/vacant land, single family residential, rural residential - A (Agricultural), RA (Low Density Residential) South: Agriculture/forestry/vacant land, rural residential - A (Agricultural) East: Agriculture/forestry/vacant land, rural residential - A (Agricultural), F (Floodway) West: Agriculture/forestry/vacant land, rural residential - A (Agricultural), F (Floodway)
►	NUMBER OF LOTS:	342
	SURVEYOR/ENGINEER:	Aarron Gray Ardurra
	ACCESSIBILITY:	Access is via Tipton Station Road, a major collector with a pavement width of 19 ft within a right-of-way that varies in width from 40 ft to 60 ft.
►	SUBDIVISION VARIANCES REQUIRED:	VARIANCES None.
		ALTERNATIVE DESIGN STANDARD REQUIRING PLANNING COMMISSION APPROVAL
		1) Reduce the minimum horizontal curve on Road 'B' from 250 ft to 200 ft at C5.

MIKE REYNOLDS

12/6/2024 03:54 PM

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ENGINEERING AND PUBLIC WORKS APPROVAL (PLANNING COMMISSION APPROVAL NOT REQUIRED) 1) Increase the maximum intersection grade of Road 'B' from 1 percent to 3 percent at the intersections of Road 'A' (STA 9+10.32 and STA 33+39.54) - [See condition # 6] 2) Increase the maximum intersection grade of Road 'C' from 1 percent to 1.5 percent at the intersection of Road 'B' 3) Increase the maximum intersection grade of Road 'D' from 1 percent to 2.5 percent at the intersections of Road 'A' and Road 'B' - [See condition # 6] 4) Increase the maximum intersection grade of Road 'E' from 1 percent to 2.5 percent at the intersections of Road 'A' and Road 'G' - [See condition # 61 5) Increase the maximum intersection grade of Road 'G' from 1 percent to 3 percent at the intersections of Road 'A' and Road 'B' 6) Increase the maximum intersection grade of Road 'H' from 1 percent to 1.5 percent at the intersection of Road 'F' and Road 'A' 7) Increase the maximum intersection grade of Road 'l' from 1 percent to 3 percent at the intersection of Road 'F' and Road 'A'

8) Increase the maximum intersection grade of Road 'J' from 1 percent

to 2.5 percent at the intersection of Road 'F' and Road 'A'

STAFF RECOMMENDATION:

Approve the alternative design standard based on the justification provided by the applicant and recommendations of the Knox County Department of Engineering and Public Works.

Approve the Concept Plan subject to 17 conditions.

1. Connection to sanitary sewer and meeting other relevant utility provider requirements.

2. Provision of street names consistent with the Uniform Street Naming and Addressing System within Knox County (County Ord. 91-1-102).

3. The maximum number of lots and/or residential dwelling units permissible is based on the acreage zoned PR(k) (Planned Residential) up to 4 du/ac that is not encumbered by a Tennessee Valley Authority flowage easement as referenced in the 1979 deed for the property (Book 1671, Page 770). The flowage easement must be shown on the final plat unless documentation is presented that the flowage easement is not on the subject property as indicated in the deed referenced above before the first phase of this subdivision is certified for recording.

4. Before the first phase of this subdivision is certified for recording, provide documentation to Planning and Knox County Engineering and Public Works staff that the portion of the property south of Stock Creek has a conservation easement recorded with the Register of Deeds per the zoning condition.

5. Provide a sidewalk on the west side of the boulevard section of Road 'A', between the intersections of Tipton Station Road and Road 'F' per the requirements of Knox County Engineering and Public Works during the design plan phase.

6. Provide an intersection grade of 2 percent or less on Road 'A' at Tipton Station Road, and for all internal streets with a crosswalk, with review and approval by Knox County Engineering and Public Works during the design plan phase.

7. During the design plan phase and before grading permits are issued, a Phase II environmental study must be completed by the applicant per the recommendations of the Tennessee Department of Environment and Conservation (TDEC) (see Exhibit C). The study must be submitted to TDEC for review, and the applicant must complete any remediation recommendations by TDEC before any permits are issued for the site other than those required to complete the remediation.

8. Implementing the recommendations of the Tipton Station Subdivision Transportation Impact Analysis (TIA) (Ardurra, 10/14/2024) as required by Knox County Engineering and Public Works and the Tennessee Department of Transportation (TDOT) during the design plan phase (see Exhibit D). If the TIA is further revised, it must be submitted to the Planning staff for review and approval by all applicable agencies.
 9. No increase in the number of residential dwelling units using the Tipton Station Subdivision streets shall be

permitted without a new concept plan approval by the Planning Commission that includes a second access point adequate to handle the proposed development.

10. Provide a 15-ft non-disturbance buffer around the external boundary of the property, with the allowance for grading within the 15-ft non-disturbance buffer if a Type B landscape screen (see Exhibit B) is installed in these locations per the zoning condition.

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11. Entering into an MOU with Knox County Engineering and Public Works for completing off-site improvements per Chapter 54, Article V of the Knox County Code (Ord. O-23-4-102). The cost of these improvements is the responsibility of the property owner.

12. If during design plan approval or construction of the development, it is discovered that unforeseen off-site improvements within the right-of-way are necessary, the developer will either enter into an MOU with the County for these improvements or reimburse the County for their direct expenses (if completed by County crews) to make corrections deemed necessary.

13. Providing the acreage zoned PR (Planned Residential), F (Floodway), and, if applicable, A (Agricultural) separately on the final plat. The PR-zoned acreage outside the TVA flowage easement must also be provided to verify the maximum number of residential lots (units) permissible in the subdivision.

14. Providing a sight distance easement on the inside of any horizontal curve with a radius less than 250 ft, per the requirements of Knox County Engineering and Public Works during the design plan phase. Any driveway that cannot be located outside the sight distance easement must have a 20 ft depth outside the sight distance easement.

15. Meeting all applicable requirements of the Knox County Department of Engineering and Public Works. 16. Meeting all applicable requirements of the Knox County Zoning Ordinance.

17. 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 342 detached residential lots, subject to 2 conditions.

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

2. Reducing the number of lots on the concept plan to be consistent with this development plan approval and condition #3 of the associated concept plan (10-SB-24-C).

With the conditions noted, this plan meets the requirements for approval in the PR zone and the criteria for approval of a development plan.

COMMENTS:

This proposal is for 342 detached residential house lots on 85.63 acres of this 155-acre site. The 85+ acres north of Stock Creek were rezoned from A (Agricultural) to PR(k) (Planned Residential) up to 4 du/ac in July 2024 (5-K-24-RZ), with the area south of Stock Creek retaining the A zoning. The PR zoning was approved subject to two conditions: 1) a 35 ft peripheral setback with a 15 ft non-disturbance area. Any disturbed area shall have a type B landscape screen, and 2) the 70 acres south of the creek shall be a conservation zone.

The subdivision has a single access point from Tipton Station Road. A wide boulevard will extend approximately half the depth of the subdivision, with 20-ft travel lanes on each side of a 10-ft median. The width of the travel lanes and median will allow vehicles to make a U-turn at a median openning while vehicles are parked on the street.

TRANSPORTATION IMPACT ANALYSIS (TIA)

The applicant submitted a level 3 TIA, which studied the proposed access point with Tipton Station Road and the intersections of W. Martin Mill Pike to the east and Maryville Pike to the west (see Exhibit D). The applicant is responsible for the recommended improvements, including turn lanes or a roundabout at the W. Martin Mill Pike intersection, with the preference of Knox County Engineering and Public Works being a roundabout because of the proximity of Goddard Road to this intersection.

ENVIRONMENTAL STUDY

The applicant has completed a Phase 1 Environmental Site Assessment for this site because it was formerly owned by Atlas Powder Company and used for TNT storage within several small buildings centrally located on the site. TDEC reviewed the Phase 1 study and determined there is a data gap that could not rule out the potential that Atlas manufactured TNT on the site, constituting a recognized environmental condition (REC) that would warrant conducting a Phase II Environmental Site Assessment (see Exhibit C). Condition #7, if approved, requires the applicant to complete the Phase II study during the design plan phase and before grading permits are issued and the applicant is responsible for remediating any contaminants found on the site.

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(k) (Planned Residential) up to 4 du/ac, subject to 2 conditions.

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A. The PR zone allows single-family 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 (Knox County Zoning Ordinance Article 5, Section 5.13.15).

B. The PR zoning allows consideration of up to 4 du/ac. The proposed subdivision has a density of 3.99 du/ac based for the 85.63 acres of PR zoning that is not encumbered by the TVA flowage easement.C. If conditions #4 and 10 are approved as recommended, the proposal is consistent with the two zoning conditions.

2) COMPREHENSIVE PLAN - IMPLEMENTATION POLICIES

A. Encourage development practices that conserve and connect natural features and habitat (Policy 7). The proposed development is located on the portion of the site north of Stock Creek which is not within the HP (Hillside Protection) area. The portion south of Stock Creek is the north face of Rambo Mountain, which will remain undisturbed because of the zoning condition requiring it to have a conservation easement.

B. The developer must improve the Tipton Station Road and W. Martin Mill Pike intersection, consistent with Policy 9, to coordinate infrastructure improvements with development.

C. Consistent with Policy 2, the developer must maintain a 15-ft non-disturbance buffer or provide a Type B landscape screen where it is not feasible to ensure that development is sensitive to existing community character.

3) COMPREHENSIVE PLAN - FUTURE LAND USE MAP

A. The 85+ acres north of Stock Creek have the RC (Rural Conservation) place type, and the 70+ acres to the south have the RL (Rural Living) and HP (Hillside Protection) place types. The land use mix of the RC place type lists detached houses as a primary use and recommends preserving 50% or more of open space. The RC area will largely be developed, except for the buffers around the streams on the site. While the RL area does not have the recommendation of retaining a percentage of open space, it is the same property and will have a conservation easement, providing permanent protections.

B. The proposal conforms to the Form Attributes of the RC place type, which recommends building heights of 1-2 stories. – The maximum height is 35 ft for houses in the PR zone.

4) KNOXVILLE - FARRAGUT - KNOX COUNTY GROWTH POLICY PLAN

A. The area north of Stock Creek is within the Planned Growth Area on the Growth Plan Map, and the area to the south is in the Rural Area.

B. The purposes of the Planned Growth Area 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.

C. In the Rural Area, the Growth Policy Plan states the Knox County Zoning Ordinance and Zoning Map shall determine land uses permitted in the Rural Area. The rural designation shall not impede the right of a property owner to use or develop the property for a purpose permitted by that property's zoning. – The rural area will remain undeveloped.

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

Schools affected by this proposal: Bonny Kate 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).

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Request to Postpone · Table · Withdraw

11/8/2024



	Applicant Name (as it appears on the cur	rrent Planning Commission agenda)	Date of Request
11/14/24			File Number(s)
Scheduled Meeting Date		10-SB-24-C	
POSTPONE			
POSTPONE: All application the week prior to the Plan applications which are elig be tabled.	ns are eligible for postponement if the reques nning Commission meeting. All requests mus gible for one 30-day automatic postponemen	st is received in writing and paid for b st be acted upon by the Planning Con t. If payment is not received by the c	by noon on Thursday nmission, except new deadline, the item will
SELECT ONE: 🔳 30 days	🗌 60 days 🔲 90 days		
Postpone the above applicati	on(s) until the December 2024	Planning Commiss	ion Meeting.
WITHDRAW			
WITHDRAW: Applications week prior to the Planning Applicants are eligible for after the application subm	may be withdrawn automatically if the reque g Commission meeting. Requests made after a refund only if a written request for withdra nittal deadline and the request is approved by	est is received in writing no later thar this deadline must be acted on by th wal is received no later than close of / the Executive Director or Planning S	n 3:30pm on Thursday th e Planning Commission. business 2 business days ervices Manager.
TABLE		*The refund check will be mai	led to the original payee
AUTHORIZATION	a for tabling must be acted upon by the Plan an item. By signing below, I certify I am the property c	ning Commission before it can be off	representative.
I Birt	/ Isaac Britt	t	
Applicant Signature	Please Print		
865-722-9204	RIBritt@d	Irhorton.com	
Phone Number	Email		
STAFF ON			
201 /4	Michael Reynolds		
Staff Sjønature	Please Print	Date Paid	
Eligible for Fee Refund?	Yes 🗌 No Amount:		
Approved by:		Date:	

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

Tipton Station Subdivsion





CATEGORY	ACRES	RECOMMENDED DISTURBANCE BUDGET (Percent)	DISTURBANCE AREA (Acres)
Total Area of Site	153.2		
Non-Hillside	101.6	N/A	
0-15% Slope	3.5	100%	3.5
15-25% Slope	8.5	50%	4.2
25-40% Slope	25.1	20%	5.0
Greater than 40% Slope	14.5	10%	1.5
Ridgetops			
Hillside Protection (HP) Area	51.6	Recommended disturbance budget within HP Area (acres)	14.2
		Percent of HP Area	27.5%





















EXHIBIT B 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.



400 Main Street, Suite 403 | Knoxville, TN 37902 | 865.215.2500

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.



STATE OF TENNESSEE DEPARTMENT OF ENVIRONMENT AND CONSERVATION Division of Remediation, Knoxville Environmental Field Office 3711 Middlebrook Pike Knoxville, Tennessee 37921

December 5, 2024

D.R. Horton, Inc. 1341 Horton Circle Arlington, TX 76011

RE: Response to Information Request Former Atlas Powder Company 2814 Tipton Station Road, Knoxville, Tennessee

To Whom It May Concern:

Thank you for your response to the Department's request for information regarding the former Atlas Powder Company (Atlas) site, located at 2814 Tipton Station Road, Knoxville, Tennessee. The Department's Division of Remediation has reviewed the Phase I Environmental Site Assessment provided and identified data gaps.

First, the potential for Atlas's past TNT manufacturing operations on the property was not considered in the Phase I. TDEC believes the potential that Atlas manufactured TNT during their period of ownership should have been either ruled out through historical research or considered a data gap constituting a recognized environmental condition (REC), which would warrant conducting a Phase II Environmental Site Assessment.

Second, the February 1955 deed for the property contains a restrictive covenant stating that no dwellings should be located on the property "closer to the now existing powder magazines of the Atlas Powder Company" and the covenant and restrictions were to "run with the following property in whomsoever the title may be vested." A copy of this Warranty Deed is attached to this letter. Placement of this covenant would have pre-dated any environmental regulations requiring this action. The potential for contamination and impacts on the health and safety of anyone in proximity to the site is a reason the covenant may have been placed on the property.

To better understand any RECs and as a next step, the Division recommends a Phase II be conducted on the site. The Phase II should include soil sampling around the existing powder magazines to determine if there is any contamination or risk to human health prior to their demolition and development of the site for residential housing. If D.R. Horton continues with the purchase of the property following results of the Phase II, the Division recommends D.R. Horton join the Division of Remediation's Brownfields Voluntary Cleanup Oversight and Assessment Program (VOAP); this program encourages a prospective purchaser to redevelop Brownfield properties by limiting the liability for new owners and providing oversight in the investigation and clean-up process. VOAP provides prospective purchasers of impacted properties to work with the Department on properties contaminated by hazardous substances, solid waste, or any other pollutant, including petroleum. VOAP also offers relief from liability under all environmental statutes that is transferable to successors in title. Additional information on the VOAP can be found at the following link: <u>https://www.tn.gov/environment/programareas/rem-remediation/voap.html</u>.

Please feel free to contact me with any questions or concerns regarding this letter or next steps. In addition, we would be happy to set up time for a meeting with your team on this site.

Sincerely,

Christina McNaughton

Christina R. McNaughton, PhD East Tennessee Regional Manager TDEC Division of Remediation Knoxville Environmental Field Office

Cc: Isaac Britt, D.R. Horton- Knoxville (email) Mike Reynolds, Knox County Planning Commission (email)

2814 Tipton Station Road

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2814 Tipton Station Road

Munition & Explosives of Concern

7

Back File Automation

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14.4 Beginning at a point in the conter line of Tipton Station Read approximately 0.3 miles southwest of its intersection right Martin Mill Pike, said point of beginning being the morthorn corner of the M. A. Goldard farm on sail Tipton Station Read: thence from said point of beginning and running with the center line of Tipton Station Road: thence for the said the said Tract 4 of the Goldard Form; thénce with the said Tract 4 the following three calls, to-wit: South 29 dog. 05 min. Set 282 foot to a concrete monument; thence both 10 dog. 35 min. Vest 206 foot to a concrete monument; thence both 10 dog. 35 min. Vest 206 foot to a concrete monument; there be the 2, 25 fast to a concrete monument; there be the 3, 60 dard farm South 35 deg. 30 min. Vest 1, 125 fast to a 20 dar. 55 min. Vest 1, 125 fast to a 20 dar. 55 min. Vest 1, 125 fast to a point; thence South 46 deg. 35 min. Vest 277 feet to a post; thence South 3 deg. 35 min. Vest 277 feet to a post; thence South 3 deg. 35 min. Vest 277 feet to a point in the center of Stock Creek; thence South 31 deg. East 565 foot to a polar stump; thence South 26 deg. East 515 foot to a point; thence North 12 dog. East 52 foot to a point; thence North 62 deg. East 64 for the a point; thence North 22 deg. East 520 foot to a stone; thence North 82 deg. East 500 foot to a stone; thence North 84 deg. East 200 foot to a stone; thence North 73 deg. East 520 foot to a stone; thence North 84 deg. East 200 foot to a stone; thence North 74 deg. West 200 feet to a point; thence North 2 deg. Set 200 foot to a stone; 13 deg. Set 100 feet to a concrete monument; thence North 82 deg. East 591 feet to a stone; 10 deg. Fast 13 deg. Mass 50 feet to a concrete forme for the 2 deg. West 200 feet to a point; thence North 2 deg. West 200 feet to a concrete forme store of Stock Creek and in the line of Tract 3 of the Goldard farm; there exit 13 foot foot. South 37 deg. 20 min. West 290 feet, North 82 deg. West 200 feet to a concrete conument; thence North 12 deg. West 200 feet to a concrete	14 Beginning at a point in the conter line of Typton Station Rend approximately 0.3 miles southwast of its intersection with Markin Mail Piko, said point of beginning being the Station Rend, where of the N. Goddard fare on said Typton Station Rend, where of the N. Goddard fare on said the point of the following three calls, to-wit: South 29 dec, 05 min. Yest 28 foot to a concrete monument; theree both for the following three calls, to-wit: South 29 dec, 05 min. Yest 28 foot to a concrete monument; theree both for the following three calls, to-wit: South 29 dec, 05 min. Yest 28 foot to a concrete monument; theree both for the following three calls, to-wit: South 29 dec, 05 min. Yest 28 foot to a concrete monument; theree both for the A. Goddard farm South 53 dec, 30 min. Yest 75 feet to a concrete monument; theree both 72 dec, 15 min. Yest 75 feet to a point; thence South 48 dec, 49 min. Yest 15/2 feet to a point; thence South 48 dec, 49 min. Yest 397 feet to a point; thence South 20 dec, 50 min. Yest 75 feet to a point in the conter of Steek Creek; thence South 12 dec, East 15/2 feet to a point; thence North 20 dec, East 15/2 feet to a point; thence North 32 dec, East 15/2 feet to a point; thence North 12 dec, East 15/2 feet to a point; thence North 12 dec, East 15/2 feet to a point; thence North 12 dec, East 15/2 feet to a point; thence North 12 dec, East 15/2 feet to a point; thence North 12 dec, East 15/2 feet to a point; thence North 12 dec, Stat for the Contard of the following calls, to-wit 50 dec, 10 min. Yest 16/2 dec, North 20 dec, 10 min. Yest 20 feet to a point; thence North 12 dec, East 15/2 feet to a point; 15/2 feet to a point; thence North 12 dec, 10 min. Yest 26/8 feet to a concrete monument; theree North 12 dec, 10 min. Yest 26/8 feet to a concrete monument; theree North 12 dec, 10 min. Yest 26/8 feet to a concrete monument; theree North 12 dec, 10 min. Yest 26/8 feet to a concrete monument; theree North 12 dec, 10 min. Yest 26/8 feet to a concrete monument; theree North 12 dec, 10 min. Yest	<text><text><text></text></text></text>		
14 Beginning at a point in the conter line of Tipton Station Rond approximately 0.3 miles southwest of its intersection with Martin Mail Pike, said point of beginning heing the norther corner of the K. A. Goddard fars on said Tipton. Station Road; thence from said point of beginning and running with the conter-line of Tipton Station Road South 55 deg. 30 min. West 90 feet to a point, the north corner of Tract 4 of the Goddard Parm; thence with the said Tract 4 the following three calls, to-wit: South 29 deg. 65 min. East 282 foot to a concrote monument; thence South 54 deg. 45 min. Vest 285 feet to a concrote monument; thence Korth 30 deg. 35 min. Vest 286 feet to a concrete monument; thence for a control on the deg. 35 min. Vest 1,225 feet to a 20 inch post east thence south 24 deg. 30 min. Fast 1,512 foot to a post; thence for the 2 deg. Bast 565 feet to a poplar stump; thence South 21 deg. East 565 feet to a point; thence North 52 deg. East 565 feet to a point; thence North 52 deg. East 560 feet to a point; thence North 52 deg. East 560 feet to a point; thence North 84 deg. Sast 200 feet to a stone; thence North 83 deg. Vest 500 feet to a control 8 deg. East 200 feet to a stone; thence North 73 deg. Sast 500 feet to a control feet feet following calls, thence North 73 deg. Sast 500 feet to a control feet following calls, thence North 74 deg. 30 min. Vest 679 feet, North 86 deg. Kest 185 feet, South 58 deg. 40 min. Vest 679 feet, North 86 deg. Kest 185 feet, South 58 deg. 40 min. Vest 679	Beginning at a point in the center line of Tipton Station Read approximately 0.3 miles southwast of its interfection with Martin Mail Pike, said point of beginning being the northron cornor of the M. A. Goddard fare on said Tipton Station Read: thence from said point of beginning and run- ning with the center line of Tipton Station Read South Sf deg. 30 min. West 90 feet to a point, the north cornor of Tract 4 of the Goddard Farm: theore with the said Tract 4 the following three calls, to-wit: South 29 deg. 05 min. East 282 feet to a concrete monument; thence loaving the said Tract 5 and running with the criginal line of the W. A. Goddard farm South Sf deg. 10 min. West 1,125 feet to a 24 incl white cak; thence South 46 deg. 45 min. Nest 372 feet to a point; thence South 46 deg. 45 min. East 397 feet to a point; thence South 46 deg. 45 min. East 397 feet to a point in the center of Steek Creek; thence South 11 deg. East 565 feet to a posin; thence South 26 deg. Reat 565 feet to a posit; thence South 26 deg. Reat 565 feet to a posit; thence South 26 deg. Reat 565 feet to a posit; thence North 50 deg. Hest 170 feet to an iron pin; thence North 2 deg. East 157 feet to a posit; thence North 32 deg. East 200 feet to a stone; thence North 7 deg. Yest 400 feet to a point; thence North 30 deg. Kast 500 feet to a posit; thence North 24 deg. Vest 280 feet to a point in the conter of Stock Greek and in the line of Tract 3 of the Goddard Array; thence North 32 and the center of Stock Greek to a point; thence North 32 and the center of Stock Greek the following calls, thence North 17 deg. So min. Vest 59 feet; North 88 deg. West 185 feet, South 37 deg. 30 min. Vest 59 feet; North 88 deg. West 185 feet, South 37 deg. 20 min. Vest 59 feet; North 88 deg. West 185 feet, South 37 deg. 30 min. Yest 59 feet; thence leaving Tract 3 and running with the original line of V. A. Goddard Farm North 37 deg. 30 min. Yest 59 feet to the point; thence North 17 deg. 20 min. Yest 59 feet to the point of beginning, containing 155.71 acres.	<text><text><text></text></text></text>		
First parties further convey, sell and release any and all rights in and to the private readway existing on Tract 1 of the Goddard Farm as shown by said Map of record in the Royister's Office with the exception that a right of way for driveway purposes for the benefit of the eveness or accupants of Tract 4 is resorved across the pertion of said private read situated immediately to the northeast of the northeastern line of said Tract 4. There is further conveyed herewith a covenant, agreement and understanding that no dwelling house or building of any description to be used as a dwelling house will be erected or	First parties further convey, sell and release any and all rights in and to the private readway existing on Tract 1 of the Goddard Farm as shown by said Map of record in the Register's Office with the exception that a right of way for driveway purposes for the benefit of the evenes or necupants of Tract 4 is reserved across the pertion of said private read situated immediately to the northeast of the northeastern line of said Tract 4. There is further conveyed herewith a covenant, agreement and understanding that no dwelling house or building of any description to be used as a dwelling house will be erected or located on the property to be hereinbolow described closer to the new existing powder magazines of the Atlas Powder Commany	First parties further convey, sell and release any and all rights in and to the private readway existing on Tract 1 of the Goddard Farm as shown by said Map of record in the Register's Office with the exception that a right of way for driveway purposes for the benefit of the owners or accupants of Tract 4 is reserved across the pertion of said private read situated immediately to the northeast of the northeastern line of said Tract 4. There is further conveyed herewith a covenant, agreement and understanding that no dwelling house or building of any description to be used as a dwelling house will be erected or located on the property to be hereinbolow described closer to the new existing powder magazines of the Atlas Powder Company	14	Beginning at a point in the conter line of Tipton Station Read approximately 0.3 miles southwest of its intersection with Martin Nill Pike, said point of beginning being the orthorn corner of the W. A. Goddard farm on said Tipton Station Read; thereo from said point of beginning and run- ning with the center line of Tipton Station Read South 55 deg. 30 min. West 90 feet to a point, the north corner of Tract 4 of the Goddard Farm; thence with the said Tract 4 the following three calls, to-wit: South 29 deg. 05 min. East 282 foot to a concrete monument; thence South 54 deg. 45 min. West 257 feet to a concrete monument; thence loaving the said Tract 4 and running with the original line of the W.A. Goddard farm South 55 deg. 30 min. West 1,125 feet to a 24 inch white oak; thence South 48 deg. 45 min. East 1,542 feet to a post; thence South 29 deg. 30 min. West 372 feet to a post; thence South 3 deg. 30 min. West 372 feet to a post; thence South 20 deg. 30 min. East 397 feet to a post; thence South 20 deg. 30 min. East 397 feet to a post; thence South 20 deg. 30 min. East 397 feet to a post; thence South 20 deg. 30 min. East 397 feet to a nor post in the center of Stock Creek; thence South 31 deg. East 565 feet to a popular stump; thence South 26 deg. East 845 feet to a point; thence South 32 deg. East 90 feet to an iron pin; thence Worth 84 deg. East 200 feet to a stone; thence North 73 deg. East 525 feet to a point; thence North 60 deg. Fast 560 feet to a point; thence Rorth 50 deg. West 130 deg. Vest 300 feet to a point; thence North 33 deg. Vest 300 feet to a point; thence North 33 deg. Vest 300 feet to a point; thence North 33 deg. Vest 300 feet to a point; thence North 33 deg. Vest 300 feet to a point; thence North 33 deg. Vest 300 feet to a point; thence North 33 deg. Vest 300 feet to a point; thence North 33 deg. Vest 300 feet to a point; thence North 33 deg. Vest 300 feet to a concret toouwent; thence leaving Stock Creek but still running with the line of Tract 3 North 47 deg. Vest 508 feet to a concrete mo
There is further conveyed herewith a covenant, agreement and understanding that no dwelling house or building of any description to be used as a dwelling house will be erected or	There is further conveyed herewith a covenant, agreement and understanding that no dwelling house or building of any description to be used as a dwelling house will be erected or located on the property to be hereinbolow described closer to the new existing powder magazines of the Atlas Powder Company	There is further conveyed herewith a covenant, agreement and understanding that no dwelling house or building of any description to be used as a dwelling house will be erected or located on the property to be hereinbolow described closer to the new existing powfor magazines of the Atlas Powder Company -2-		First parties further convey, Sell and release any and all rights in and to the private readway existing on Tract 1 of the Goddard Farm as shown by said Map of record in the Register's Office with the exception that a right of way for driveray purposes for the henefit of the evers or accupants of Tract 4 is reserved across the portion of said private read situated immediately to the northeast of the northeastern line of said Tract 4.
and understanding that no dwelling house or building of any description to be used as a dwelling house will be erected or	and understanding that no dwelling house or building of any description to be used as a dwelling house will be erected or located on the property to be hereinbolow described closer to the new existing powder magazines of the Atlas Powder Company	and understanding that no dwelling house or building of any description to be used as a dwelling house will be erected or located on the property to be hereinbolow described closer to the new existing powder magazines of the Atlas Powder Company -2-		There is further conveyed herewith a covenant, agreement
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2814 Tipton Station Road

EXHIBIT C

Munition & Explosives of Concern

9

Back File Automation

have thirty (30) days from receipt of said notice either to 526 exercise or waive said right of refusal.

The parties of the first part hereby grant, bargain, soll, and convey unto the said party of the second part the property. as hereinaboved sorbed with the hereditaments and apportenances thereto appertaining, hereby releasing all claims to homostoad and dever therein. We HVE AND TO HOLD the said promises to the said party of the second part, its successors and assigns forever.

And the said parties of the first part for themselves and for their granters, heirs, executors, and administrators do hereby covenant with the said party of the second part, its successors and assigns that they are lawfully selved in fee simple of the premises above convoyed and have full power, authority, and right to convey the same, that said premises are free from all encumbrances except a florage easement to the Tennessee Valley Authority as shown by instruments of record in Deed Rock 642, page 526 and Deed Book 647, page 555, of record in the Register's Office of Knox County. Also, an easement along Tipton Station Road in favor of the Tennessee Public Service Corporation, or its successors or assigns, for an electric distribution system and for the State and County taxes for the year 1955, to be provated between the parties.

That the said parties of the first part will forever warrant and defend the said premises and the title thereto against the lawful claims of all persons whomsoever.

IN VITUESS MHERKOP, the said parties of the first part have hereunte set their hands and soals the day and year first above written.

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mrs. mallel Joldon E Hrs. Hablo Coddard Ell ary Adeling Goddard

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11

518 Paul D. Goldard (L.S.) Harry G. Goddard STATE OF Lon County Personally appeared before no Ruth Surger Notary Public injourd for sail County the within gamed bargainers and 2 with whom I am personally acquainted, and who acknowledged that they executed the within instrument for the purposes therein contained. Witness my hand and official seal at office, this _____ day or Februar . Mineteen Hundred and 20,19.58 W 500 STATE 13 Times Kang COUNTY Personally DTAD Notary with whom Who acknowledged that I am personally acquainted, and they executed the within instrument for the purposes therein container. Witness my hand and official seal at office, this 92 day of March . Sincteen Ilon Ired and Fifty-Fine. Muy low. Exp. Jon. 20, 1958 Stote at Large -6-

Ile Auto STATE OF 539 Blaur Persena. Notary harge her; with whom I am personally acquainted, and who acknowledged that prey executed the within instrument for the purposes therein contained. Vitness my band and official scal at office, this day 10 Kineteen Hundred and Pasa 958 TE OF no 2 COUNTY Notary thin named bargainor with whom I am personally acquaintwho acknowledged that he executed the within instrument for the purposes therein contained. Eitness my band and official seal at office, this 12 day Nineteen Kundred and State at STATE OF COUNTY Personally appeared before me Notary Public in and for said County-the within named bargainer Gar baded, with show I am personally acquaint-Sen 48 ad, and why acknowledged that A he executed the within instrument for the surposes therein contained. thess my hand and official scal at office, this 294 Jay Einsteen Hundred and A

EXHIBIT C

Munition & Explosives of Concern

13

 Δ STATE OF Office COUNTY Porsonally appeared boforo mo 520 Notary Public in and for said County the within, named bargainor Jamis S douldarf, with view I am personally acquain ed and the acknowledged that he executed the within instrument for the purposes therein contained. Witness my hand and official seal at office, this Rott day ń Nineteen Hundrod and 55. No. 10-15-57 Public STATE OF LER 0 COUNTY 00 Personally appeared before me The Notary Public in and for said County the within named bargainor Designal, with whom I am personally acquainted who acknowledged that he executed the within instrument for :05 theipurposes therein contained. Witness my hand and official seal at office, this Engl May òf . , Minetoen Hundrod and tary Public STATE OF LE Lugar COUNTY Personally appeared before me Widey hungle in and for said County the within named bargainor Deu lles with whom I are personally acquainted, 101h and the achnowledged that she executed the within instrument for the purposes therein contained. Vitness my hand and official scal at office, this 30 day mar ub) io 1. -8-

EXHIBIT C

Munition & Explosives of Concern 14

STATE OF 521 Los Angeles COUNTY = James C. Personally appeared before me ry Public in and for said County the within named harmainer with Molar with whom I am personally acquainted, and who acknowledged that he executed the within instrument for the purposes therein contained. 9th day Witness my hand and official soal at office, this _ April . Winsteen Hundred and 35 of . Illy Commission Crystee Supt. 15, 1951 STATE OF Ohio montgomonycoustr Personally appeared before me Notary Public in and for said County the within named bargainer Andrew R. Modeland , with whom I am personally acquainted, and who acknowledged that he executed the within instrument for the purposes therein contained. Vitness my hand and official seal at office, this _ 11 day april , Mineteon Hundrod all - appenen Jan 11.1957 Notary Public . STATE OF ____ Brun COUSTY Personally appeared hefore se Notary Public in and for said County the within named bargainor . This a. she , with whom I am personally acquainted, and who acknowledged that he executed the within strument for the purposes therein contained. Witness my hand and official scal at office, this 194 day . Mineteon Rundred and Public otary By Commits on Explore July 11, 1955 -9-

COURTY Personally appeared before me The Notary Public in and for said County the within named bargainory 522 Andland , with whom I am personally acquainted, and who acknowledged that they executed the within instrument for the purnoses therein contained. 54 my hand and official seal at office, this 23 day Rineteen Hundpe or A the STATE Fersonally appeared before Rotary Public in and for said County the within named hergeinors ... with whom I an personally acquainted, and who acknowledged that they executed the within instrument for the purposes therein contained. Wireas my back and official seal at office, this ____ ___ day of ____ ___ Mineteon Hundred and ____ _ • Notary Public -19-

TIPTON STATION SUBDIVISION Transportation Impact Analysis Tipton Station Road

Knoxville, TN

A Transportation Impact Analysis for the Tipton Station Subdivision

Submitted to

Knoxville-Knox County Planning

Updated October 14, 2024 August 19, 2024 Ardurra Project No. 787.001



Submitted By:



10-SB-24-C / 10-C-24-DP Version 2 12/5/2024

Tipton Station Subdivision Transportation Impact Analysis October 14, 2024

A southbound left turn lane is warranted during the existing, background and full buildout conditions. Per the TDOT HSAM "The volume-based warrants indicate situations where a left-turn would help mitigate traffic conflicts, not necessarily situations where a left-turn lane is required or must be constructed."

Per the TDOT HSAM Table 3-11: Lane Change and Deceleration Distance the recommended lane change and deceleration distance for a roadway with a speed limit of 45 mph is 340 feet and the minimum queue storage length for a turn lane is 50 feet. Therefore, the total recommended turn lane length is 390 feet.

The turn lane worksheets and TDOT Highway System Access Manual Figures are included in Attachment 8.

7 Conclusions and Recommendations

7.1 W Martin Mill Pike at Tipton Station Road

The existing, background and full buildout conditions at the two-way stop-controlled intersection of W Martin Mill Pike at Tipton Station Road were analyzed using the Synchro 11 software. The existing intersection is a three-legged stop-controlled intersection.

The existing and background traffic conditions for the two-way stop-controlled intersection of W Martin Mill Pike at Tipton Station Road operates as follows: the northbound approach (Tipton Station Road) operate at a LOS A during both the AM and PM peak hours and the eastbound approach (Tipton Station Road) operates at a LOS B during both the AM and PM peak hours.

After the completion of the Tipton Station Road Subdivision the traffic conditions for the two-way stop-controlled intersection of W Martin Mill Pike at Tipton Station Road operates as follows: the northbound approach (Tipton Station Road) operate at a LOS A during both the AM and PM peak hours and the eastbound approach (Tipton Station Road) operates at a LOS C during both the AM and PM peak hours.

A northbound left turn lane is warranted during the AM peak hour and a southbound right turn lane is not warranted at the intersection of W Martin Mill Pike at Tipton Station Road per the Knox County Department of Engineering and Public Works handbook, "Access Control and Driveway Design Policy."

The northbound left turn lane has a recommended minimum storage length of 50 feet per the AASHTO Greenbook "A Policy on Geometric Design of Highways and Streets."

Tipton Station Subdivision Transportation Impact Analysis October 14, 2024

Per the recommendation of Knoxville-Knox County Planning an alternative intersection analysis was evaluated. The alternative design includes the installation of a roundabout at the existing stop-controlled intersection of W Martin Mill Pike at Tipton Station Road with Goddard Road as a fourth leg to proposed roundabout.

Goddard Road does not currently meet the minimum required separation on a collector; hence fore, the installation of a roundabout at the intersection would mitigate the intersection spacing between Goddard Road and W Martin Mill Pike.

Attachment 10 includes the Synchro 11 capacity analysis worksheets for the roundabout intersection. The results of the capacity analysis are that the intersection as a roundabout would operate at an overall LOS A during both the AM and PM peak hours after the completion of the Tipton Station Subdivision. The installation of a roundabout at this intersection would eliminate the need for a northbound left turn lane.

Ardurra recommends that any future intersection improvements be reviewed, coordinated and approved by Knox County Engineering and Public Works.

7.2 Maryville Pike (SR 33) at Tipton Station Road

The existing, background and full buildout conditions at the two-way stop-controlled intersection of Maryville Pike (SR 33) at Tipton Station Road were analyzed using the Synchro 11 software. The existing intersection is a four-legged stop-controlled intersection.

The existing and background traffic conditions for the two-way stop-controlled intersection of Maryville Pike (SR 33) at Tipton Station Road operates as follows: the northbound and southbound approaches (Maryville Pike) operate at a LOS A during both the AM and PM peak hours and the eastbound approach (S Lake Boulevard) operates at a LOS C during the AM peak hour and LOS D during the PM peak hour and the westbound approach (Tipton Station Road) operates at a LOS C during the AM peak hour and a LOS D during the PM peak hour and the westbound approach (Tipton Station Road) operates at a LOS C during the AM peak hour.

After the completion of the Tipton Station Road Subdivision the traffic conditions for the two-way stop-controlled intersection of Maryville Pike (SR 33) at Tipton Station Road operates as follows: the northbound and southbound approaches (Maryville Pike) operate at a LOS A during both the AM and PM peak hours and the eastbound approach (S Lake Boulevard) operates at a LOS C during the AM peak hour and LOS E during the PM peak hour and the westbound approach (Tipton Station Road) operates at a LOS C during the AM peak hour.

Tipton Station Subdivision Transportation Impact Analysis October 14, 2024

The westbound approach (Tipton Station Road) will operate at a LOS F during the PM peak hour after the completion of the Tipton Station Road Subdivision; however, the overall intersection delay will continue to operate at an acceptable LOS.

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

The westbound approach (Tipton Station Road) has an existing storage length of 200 feet before the queue from the intersection would block the driveway to the retail strip center. The unsignalized intersection capacity analysis shows the full buildout 95% queue length for the westbound approach (Tipton Station Road) of approximately 2.3 vehicles (58 feet) during the AM peak hour and 4 vehicles (100 feet) during the PM peak hour; therefore, the queue is not expected to block the nearest driveway intersection.

A southbound left turn lane is warranted during the existing, background and full buildout conditions. The warrant for a southbound left turn lane is an existing condition and not a result of the Tipton Station Subdivision.

Per the TDOT Highway System Access Manual (HSAM) Volume 3: Geometric Design Criteria dated April 2021. "The volume-based warrants indicate situations where a left-turn would help mitigate traffic conflicts, not necessarily situations where a left-turn lane is required or must be constructed."

Any future improvements to the intersection or the various traffic management infrastructure, would need to be reviewed, coordinated, and approved by both Tennessee Department of Transportation and Knox County Engineering and Public Works.

7.3 Tipton Station Road at Roadway Connection

The proposed full buildout conditions at the two-way stop-controlled intersection of Tipton Station Road at the Subdivision Roadway were analyzed using the Synchro 11 Software.

After the completion of the full buildout of the Tipton Station Subdivision the intersection of Tipton Station Road at Subdivision Roadway will operate as follows. The northbound approach (Subdivision Roadway) will operate at a LOS B during both the AM and PM peak hours and the westbound approach (Tipton Station Road) will operate at a LOS A during both the AM and PM peak hours.

Tipton Station Subdivision Transportation Impact Analysis October 14, 2024

The standard practice for a residential development with 150 or more lots/units is to require at least two access points to provide alternative access opportunities in the event that one access is blocked by a fallen tree, crash, or other. For the Tipton Station Subdivision the roadway connection proposes a boulevard entrance with a single lane for entering and exiting traffic. The boulevard entrance extends from Tipton Station Road to the first internal intersection in order to provide an alternate access.

Neither an eastbound right turn lane nor a westbound left turn lane is warranted at the intersection of Tipton Station Road at Subdivision Roadway per the Knox County Department of Engineering and Public Works handbook, "Access Control and Driveway Design Policy."

Tipton Station Road is classified as Major Collector per the Major Road Plan. The minimum intersection spacing required on a collector road is 300 feet per the "Knoxville-Knox County Subdivision Regulations" amended through October 6, 2022. The Subdivision Roadway is located approximately 890 feet east of Galyon Lane and 1,635 feet west of Goddard Road; therefore, the minimum separation on a collector is met and no change is necessary.

The minimum required sight distance for a road with a posted speed limit of 40 mph is 400 feet in each direction in accordance with the "Knoxville-Knox County Subdivision Regulations" amended through October 6, 2022.

At 15 feet from the edge of pavement the intersection sight distance is approximately 800 feet looking left (westbound) and 625 feet looking right (eastbound). Attachment 9 includes pictures of the intersection sight distance at the intersection of Tipton Station Road at Subdivision Roadway.

Ardurra recommends that the intersection sight distance be certified by a land surveyor prior to construction in order to verify that Tipton Station Road has adequate intersection sight distance at the proposed subdivision roadway connection to comply with Knox County Engineering and Public Works guidelines.

Ardurra recommends that the signs and pavement markings be installed in accordance with the standards provided in the *Manual on Uniform Traffic Control Devices* (MUTCD).

Any future improvements to the intersection or the various traffic management infrastructure, would need to be reviewed, coordinated, and approved by Knox County Engineering and Public Works.



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.

Robert I Brit	Digitally signed by Robert I Britt Date: 2024.12.04 13:41:26 -05'00'	Isaac Britt	12/4/24
Signature		Printed Name	Date
4	Knoxville-Knox Count	y Planning KnoxPlanning.org Knoxville, TN 37902 865,215,2500	

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:

Decrease the horizontal radius to 100ft on Road "B" (C5).

Approval required by: Planning Commission ■ Engineering □

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

Engineering Comments:

Approve since no unsafe conditions are being created.

2. ALTERNATIVE DESIGN STANDARD REQUESTED:

Increase the intersection grade from 1% to 3% on Road "B" at the intersection of Road "A" (Sta 9+10.32 and Sta 33+39.54)

Approval required by: Planning Commission □ Engineering ■

Engineering supports the alternative design standard requested

(to be completed during review process): YES ■ NO □	As modified below
Engineering Comments:	

Sidewalks are required along this portion of Road "A". Engineering supports a maximum intersection grade of 2% where crosswalks are provided as recommended in the conditions of approval.

3. ALTERNATIVE DESIGN STANDARD REQUESTED:

Increase the intersection grade from 1% to 1.5% on Road "C" at the intersection of Road "B"

Approval required by: Planning Commission □ Engineering ■

Engineering supports the alternative design standard requested

(to be completed during review process): YES \blacksquare NO \Box

Engineering Comments:

4. ALTERNATIVE DESIGN STANDARD REQUESTED:

Increase the intersection grade from 1% to 2.5% on Road	"D" at the intersection of Road "A"
and Road "B"	

Approval required by: Planning Commission □ Engineering ■

Engineering supports the alternative design standard requested

(to be completed during review process): YES \blacksquare NO \Box	As modified below
Engineering Comments:	

Sidewalks are required along this portion of Road "A". Engineering supports a maximum intersection grade of 2% where crosswalks are provided as recommended in the conditions of approval.

5. ALTERNATIVE DESIGN STANDARD REQUESTED:

Increase the intersection grade from 1% to 2.5% on Road "E" at the intersection of Road "A" and Road "G" $\,$

Approval required by: Planning Commission □ Engineering ■

Engineering supports the alternative design standard requested

(to be completed during review process): YES ■ NO □	As modified below
Engineering Comments:	

Sidewalks are required along this portion of Road "A". Engineering supports a maximum intersection grade of 2% where crosswalks are provided as recommended in the conditions of approval.



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.

Robert I E	Digitally signed by Robert I Britt Date: 2024.12.04 13:41:45 -05'00'	Isaac Britt	12/4/24
Signature		Printed Name	Date
	Knoxville-Knox Count 400 Main Street. Suite 403	y Planning KnoxPlanning.org Knoxville. TN 37902 865.215.2500	

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:

Increase the intersection grade from 1% to 3% on Road "G" at the intersection of Road "A" and 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:

Increase the intersection grade from 1% to 1.5% on Road "H" at the intersection of Road "F" and 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:

3. ALTERNATIVE DESIGN STANDARD REQUESTED:

Increase the intersection grade from 1% to 3% on Road "I" at the intersection of Road "F" and 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:

4. ALTERNATIVE DESIGN STANDARD REQUESTED:

Increase the intersection grade from 1% to 2.5% on Road "J" at the intersection of Road "F" and 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:

5. ALTERNATIVE DESIGN STANDARD REQUESTED:

Approval required by: Planning Commission \Box Engineering \Box

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



Development Request

DEVELOPMENT

✓ Development Plan

□ Planned Development

□ Hillside Protection COA

Use on Review / Special Use

SUBDIVISION

✔ Concept Plan↓ Final Plat

ZONING

🗌 Rezoning

Plan Amendment

Sector Plan

City OYP / County Comp Plan

D.R. Horton			
Applicant Name		Af	filiation
8/19/2024	10/3/2024	10-SB-24-0	C / 10-C-24-DP
Date Filed	Meeting Date (if applicable)	File Numbe	er(s)
CORRESPONDENCE	All correspondence related to this applicatior	n should be directed to	o the approved contact listed below.
Isaac Britt DR Horton			
Name / Company			
1431 Centerpoint Blvd Ste 110 Knd	oxville TN 37931		
Address			
859-268-1191 / ribritt@drhorton.o	com		
Phone / Email			
CURRENT PROPERTY INFO			
Schubert Family Limited Partnersh	ip 1601 Third Creek Rd Knoxville	TN 37921	865-690-9558
Owner Name (if different)	Owner Address		Owner Phone / Email
2814 TIPTON STATION RD			
Property Address			
148 049			153.15 acres
Parcel ID	Part o	f Parcel (Y/N)?	Tract Size
Knox-Chapman Utility District	Knox-Chapman l	Jtility District	

Sewer Provider

Water Provider

Septic (Y/N)

COMMUNITY ENGAGEMENT

Sign and return the **Public Notice and Community Engagement** form with this application.

Planning strives to provide community members with information about upcoming cases in a variety of ways. In addition to posting public notice signs, our agency encourages applicants to provide information and offer opportunities for dialogue related to their upcoming case(s). **We require applicants to acknowledge their role in this process.**

DEVELOPMENT REQUEST	
Development Plan Planned Development Use on Review / Special Use	Related City Permit Number(s)
Hillside Protection COA Residential Non-residential	
Home Occupation (specify)	
Other (specify) Detached residential subdivision	1
SUBDIVSION REQUEST	
Tinton Station Subdivision	Related Rezoning File Number
Proposed Subdivision Name	-
2//2	
Unit / Phase Number Split Parcels	
Additional Information	
Attachments / Additional Requirements	
ZONING REQUEST	
	Pending Plat File Number
Change Proposed Zoning	-
Plan	
Amendment Proposed Plan Designation(s)	
2.5	
Proposed Density (units/acre) Previous Rezoning Requests	
Additional Information	
STAFF USE ONLY	
PLAT TYPE Fee 1	Total
Staff Review Planning Commission	
ATTACHMENTS	
Property Owners / Option Holders Variance Request Fee 2	
Amendment Request (Comprehensive Plan)	
ADDITIONAL REQUIREMENTS	
Traffic Impact Study	
COA Checklist (Hillside Protection)	
AUTHORIZATION	
I declare under penalty of perjury the foregoing is true and correct: 1) He/she/it is the owner of the pro all associated materials are being submitted with his/her/its consent.	perty, AND 2) the application and

	D.R. HUILUII	0/19/2024
Applicant Signature	Please Print	Date
Phone / Email		
	Schubert Family Limited Partnership	8/19/2024
Property Owner Signature	Please Print	Date

n the application digitally (or print, sign, and s	can). Knoxville-Knox County P OR email it to applicatio	a jorni and oring it t lanning offices ns@knoxplanning.or	g Reset Fo
Planning KNOXVILLE I KNOX COUNTY COUN	elopment Plan ned Development on Review / Special Use de Protection COA	t Requ UBDIVISION Concept Plan Final Plat	Jest zoning □ Plan Amendmen □ SP □ PA □ Rezoning
D.R. Horton			
Applicant Name		Affiliation	
August 19, 2024 C	october 3, 2024		File Number
Date Filed M	eeting Date (if applicable)	1) 1)	0-SB-24-C 0-C-24-DP
CORRESPONDENCE All correspond	ence related to this application shoul	d be directed to the a	oproved contact listed belo
🗌 Applicant 🗌 Property Owner 🔳 Opti	on Holder 🛛 Project Surveyor 🛛] Engineer 🔲 Arch	itect/Landscape Architect
Isaac Britt	D.R. Hort	on	
Name	Company		
1431 Centerpoint Boulevard	Knoxville	TN	37932
Address	City	State	ZIP
(865) 338-5650 r	ibritt@drhorton.com		
Phone Ei	mail		
CURRENT PROPERTY INFO			
Schubert Family Limited Partnership	2814 Tipton Station Roa	d	(865) 389-0795
Property Owner Name (if different)	Property Owner Address		Property Owner Phone
2814 Tipton Station Road	14	18 049	
Property Address	Pai	cel ID	
Knox-Chapman Utility District	Knox-Chapman U	tility District	N
inter enapritait ethicy biserier			

DEVELOPMENT REQUEST

Development Plan	🗌 Use on Review / Special Use	Hillside Protection COA	Related City Permit Number(s)
🗌 Residential	🗌 Non-Residential		
Home Occupation (spe	cify)		
Other (specify)			

SUBDIVISION REQUEST

Tipton Station Subdivision				Related Rezoning File Number
Proposed Subdivision Name 343			5-K-24-KZ	
	Combine Parcels	Divide Parcel		
Unit / Phase Number			Total Number of Lots Created	

Other (specify)

Attachments / Additional Requirements

ZONING REQUEST

Zoning Change		Pending Plat File Number
	Proposed Zoning	
🗌 Plan Amendmei	nt Change	
	Proposed Plan Designation(s)	

Proposed Density (units/acre)

Previous Rezoning Requests

Other (specify)

STAFF USE ONLY

PLAT TYPE	Fee 1		Total
Staff Review 🔽 Planning Commission	0102	\$1.600.00	
ATTACHMENTS	100 C	+ ,	
🗌 Property Owners / Option Holders 🛛 🗌 Variance Request	Fee 2		¢1 600 00
Amendment Request (Comprehensive Plan)			φ1,000.00
ADDITIONAL REQUIREMENTS			
Use on Review / Special Use (Concept Plan)	Fee 3		
Traffic Impact Study			
COA Checklist (Hillside Protection)			

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

Robert I Britt	Digitally signed by Robert 18tm DN SurRelateBunktonen con Chiefloten 18tm DUHUsen. DUHKonwik DUHIFormasse Oth-East DUHHomeBuilder DCudhortan DC-acom Dee 2024 06 19 11 55 t2 0400	D.R. Horton	8/19/24
Applicant Signature		Please Print	Date
(865) 722.9204		ribritt@drhorton.com	
Phone Number	(()	Email	
Masch	http	M.A. SCHUBERT JA	8/19/2024, SG
Property Owner Signatur	re	Please Print MEMBEE Schubert Franky	Date Paid



Public Notice and Community Engagement

Sign Posting and Removal

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.

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.

Community Engagement

Planning strives to provide community members with information about upcoming cases in a variety of ways. In addition to posting public notice signs, our agency encourages applicants to provide information and offer opportunities for dialogue related to their upcoming case(s).

Acknowledgement		Have you engaged the
By signing below , you acknowledge that public notice signs must be posted and visible on the property consistent with the guidelines above and between the dates listed below.		surrounding property owners to discuss your request?
09/20/2024	10/03/2024	No, but I plan to prior to the Planning Commission meeting
Date to be Posted	Date to be Removed	
Robert I Britt	gitally signed by Robert I Britt ERIBint@dhorton.com, CN=Robert I Britt, OU=Users, J=Knoxville, OU=Tennessee, OU=East, J=HomeBuilder, DC=dhorton, DC=com at: 2024.08.20 11:14:27-0400	8/20/24
Applicant Signature	Applicant Na	ame Date
		10-SB-24-C; 10-C-2

FILE NUMBER