



SUBDIVISION REPORT - CONCEPT/DEVELOPMENT PLAN

▶ **FILE #:** 12-SE-23-C **AGENDA ITEM #:** 36
12-E-23-DP **AGENDA DATE:** 2/8/2024

POSTPONEMENT(S): 12/14/2023, 1/11/2024

▶ **SUBDIVISION:** BOTEZAT PROPERTY - MILLERTOWN PIKE

▶ **APPLICANT/DEVELOPER:** ALEXANDER BOTEZAT

OWNER(S): Alexander Botezat

TAX IDENTIFICATION: 60 021,020,022,023 [View map on KGIS](#)

JURISDICTION: County Commission District 8

STREET ADDRESS: 5701 MILLERTOWN PIKE (5703, 5707, 5709 MILLERTOWN PIKE)

▶ **LOCATION:** North side of Millertown Pike, west of Mary Emily Ln.

SECTOR PLAN: Northeast County

GROWTH POLICY PLAN: Urban Growth Area (Outside City Limits)

WATERSHED: Love Creek

▶ **APPROXIMATE ACREAGE:** 44.87 acres

▶ **ZONING:** PR(k) (Planned Residential) up to 2.75 du/ac

▶ **EXISTING LAND USE:** Rural Residential, Agriculture/Forestry/Vacant Land, Single Family Residential

▶ **PROPOSED USE:** Detached residential subdivision

SURROUNDING LAND USE AND ZONING: North: Agriculture/forestry/vacant land - A (Agricultural), PR (Planned Residential) up to 4 du/ac
South: Agriculture/forestry/vacant land - RB (General Residential)
East: Agriculture/forestry/vacant land, rural residential - A (Agricultural), RA (Low Density Residential), RB (General Residential), PR (Planned Residential)
West: Agriculture/forestry/vacant land, public/quasi public land - A (Agricultural)

▶ **NUMBER OF LOTS:** 90

SURVEYOR/ENGINEER: David Harbin Batson Himes Norvell & Poe

ACCESSIBILITY: Access is via Millertown Pike, a minor arterial with a 20-ft pavement width within a 50-ft of right-of-way.

▶ **SUBDIVISION VARIANCES REQUIRED:** VARIANCES
None

ALTERNATIVE DESIGN STANDARDS REQUIRING PLANNING COMMISSION APPROVAL

1) Reduce the minimum horizontal curve radius from 250 ft to 150 ft on Road 'B' at STA 9+50.

- 2) Reduce the minimum horizontal curve radius from 250 ft to 150 ft on Road 'B' at STA 12+50.
- 3) Reduce the minimum horizontal curve radius from 250 ft to 150 ft on Road 'B' at STA 17+00.

ALTERNATIVE DESIGN STANDARDS REQUIRING ENGINEERING APPROVAL (PLANNING COMMISSION APPROVAL NOT REQUIRED)

- 1) Increase the maximum intersection grade with Road 'A' from 1% to 3%, STA 0+13 to 3+00, Road 'B'
- 2) Increase the maximum intersection grade with Road 'B' from 1% to 2%, STA 0+13 to 1+50, Road 'C'
- 3) Increase the maximum intersection grade with Road 'B' from 1% to 2%, STA 0+13 to 3+31, Road 'D'
- 4) Increase the maximum intersection grade with Road 'B' from 1% to 2.67%, STA 0+13 to 1+80, Road 'G'
- 5) Increase the maximum intersection grade with Millertown Pike from 1% to 2.67%, STA 1+80 to 0+13, Road 'G'
- 6) Reduce the minimum public right-of-way width from 50 ft to 40 ft on Road 'A'.
- 7) Reduce the minimum pavement width for a public right-of-way from 26 ft to 20 ft on Road 'A'.

STAFF RECOMMENDATION:

- ▶ **Approve the alternative design standards based on the recommendation of the Knox County Department of Engineering and Public Works.**

Approve the Concept Plan subject to 16 conditions.

- 1) Connection to sanitary sewer and meeting other relevant utility provider requirements.
- 2) Implementing the recommendations of the Millertown Pike Subdivision Transportation Impact Study (AJAX, revised 11/22/2023) as required by Knox County Engineering and Public Works during the design plan phase. A Memorandum of Understanding with Knox County Engineering and Public Works is required per Chapter 54, Article V of the Knox County Code (Ord. O-23-4-102). See Exhibit B.
- 3) As recommended by the Transportation Impact Study and Knox County Engineering and Public Works, a maximum of 46 lots may be platted before the Memorandum of Understanding for the left turn lane on Millertown Pike is approved by Knox County and funded by the applicant.
- 4) Obtaining 250 ft of intersection sight distance within the right-of-way at all internal intersections or providing a 250-ft sight distance easement across lots and/or common area per the requirements of Knox County Engineering and Public Works during the design plan phase. Any driveways on these lots must be located outside the sight distance easement and shown on the plat, or the driveways must have a depth of 20 ft beyond the sight distance easement if they cannot be located outside the sight distance easement.
- 5) Obtaining 400 ft of intersection sight distance entirely within the Millertown Pike right-of-way or providing a 400-ft sight distance easement across lots and/or common area per the requirements of Knox County Engineering and Public Works during the design plan phase.
- 6) Providing access for 5713 Millertown Pike (parcel 060-024) to the Road 'B' cul-de-sac as shown on the concept plan.
- 7) Providing a temporary turnaround at the eastern terminus of Road 'E' and Road 'F' per the requirements of Knox County Engineering and Public Works during the design plan phase. The 50 ft public right-of-way shall be extended to the property boundary as shown on the concept plan with notification of future connection provided per section 3.04.C.2 of the Subdivision Regulations. The temporary turnaround area outside the 50 ft right-of-way may be in an easement with the approval of Knox County Engineering and Public Works. The easement or right-of-way for the temporary turnaround can be eliminated if the public road is extended and the turnaround is no longer required.
- 8) Installing a sidewalk on one side of Road 'G' frontage per Chapter 54, Article IV of the Knox County Code. The final design of the sidewalk will be determined by Knox County Engineering and Public Works during the design plan phase.
- 9) Providing a maximum intersection grade of 2 percent on Road 'G' at Millertown Pike.
- 10) The driveway slope within the right-of-way shall not exceed 2 percent for lots 78-90 for the future installation of sidewalks.
- 11) The grading within the HP (Hillside Protection) area, north of Road 'A', shall be limited to what is proposed on the concept plan or otherwise in conformance with the zoning condition limiting disturbance on slopes of 25

percent or greater.

12) Providing a note on the final plat that all lots shall have vehicular access from internal roads, except for lot 89.

13) Meeting all applicable requirements of the Knox County Department of Engineering and Public Works.

14) Meeting all applicable requirements of the Knox County Zoning Ordinance.

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

16) 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 90 detached dwellings on individual lots and a reduction of the peripheral setback from 35 ft to 25 ft along the western boundary of the development and to 20 ft on the eastern boundary lines of lots 3 and 4, as shown on the concept plan, subject to 1 condition.**

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

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

COMMENTS:

This proposal is for a 90-lot detached residential subdivision on this 44.87-acre site at a density of 2.0 du/ac. The property was rezoned from A (Agricultural) to PR(k) (Planned Residential) up to 2.75 du/ac subject to 1 condition in October 2023 (9-E-23-RZ).

ZONING CONDITION

The zoning condition is that "The rear of the parcel with slopes of 25% or greater shall be left undisturbed." The rezoning staff report does not include a supplemental map delineating the area to be left undisturbed, but the staff comments state this is intended for the northern portion of the property. The interpretation is that this condition applies to the northernmost portion of the site, north of Road 'A' on the concept plan, which is part of the linear McAnnally Ridge formation, not the smaller HP area to the south of Road 'A'.

HILLSIDE PROTECTION

There are 27.4 acres of this 44.9-acre site in the HP (Hillside Protection) area. The slope analysis recommends limiting disturbance in the HP area to 8.7 acres (31.8 percent). This proposal disturbs approximately 10.6 acres (38.7 percent) of the HP area. The upper slopes of McAnnally Ridge remain undisturbed.

TRANSPORTATION

The Transportation Impact Study (TIS) concludes that an eastbound left turn lane on Millertown Pike, at the Road 'A' intersection, is required to be constructed before the 47th house in the development is constructed. The applicant must enter a Memorandum of Understanding (MOU) with Knox County for the construction of the turn lane and that only 46 lots may be platted before the MOU is approved by Knox County and funded by the applicant.

PERIPHERAL SETBACK REDUCTION

The applicant is requesting a reduction of the 35-ft peripheral setback to 25 ft on the western boundary of the development and to 20 ft on the eastern boundary lines of lots 3 and 4. The reductions are primarily needed for the lots where the house's side faces the development's external boundary (peripheral setback), which is less impactful to the adjacent property. The lots that back up to the reduced peripheral setback have a depth of at least 120 ft.

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 2.75 du/ac:

a) The PR zone allows houses and attached houses as a permitted use. The administrative procedures for the PR zone require the Planning Commission to approve the development plan before permits can be issued (Article 5, Section 5.13.15).

- b) This PR(k) zone district is approved for a maximum of 2.75 du/ac, subject to 1 condition. The proposed density is 2.0 du/ac. The condition of the PR zoning has been addressed by the applicant as outlined above in the staff comments and if the conditions are approved as recommended.
- c) The Planning Commission has the authority to reduce the 35 ft peripheral setback to 15 ft when adjacent to residential zones, including the A (Agricultural) zone. The applicant is requesting a 25 ft peripheral setback along the western property boundary and 20 ft on the eastern boundary of lots 3 and 4. See the staff comments above for additional information.

2) GENERAL PLAN – DEVELOPMENT POLICIES

- a) The General Plan's development policy 9.2 encourages residential development practices that respect and fit the natural landscape, minimizing the loss of trees, woodlands and wildlife habitat. The proposed development leaves the upper portion of McAnnally Ridge undisturbed.
- b) The General Plan's development policy 9.3 encourages the scale of new development to be compatible with existing neighborhoods and communities. The development retains two existing houses that will retain the same setback and character that currently exists along the Millertown Pike. The new houses will be of similar scale as nearby residential subdivisions.

3) NORTHEAST COUNTY SECTOR PLAN

- a) The property is classified as LDR (Low Density Residential), which allows consideration of up to 5 du/ac. The proposed density is 2.0 du/ac.
- B) There are 27.4 acres of this 44.9-acre site in the HP (Hillside Protection) area. The slope analysis recommends limiting disturbance in the HP area to 8.7 acres (31.8 percent). This proposal disturbs approximately 10.6 acres (38.7 percent) of the HP area. The upper slopes of McAnnally Ridge remain undisturbed.

4) KNOXVILLE – FARRAGUT – KNOX COUNTY GROWTH POLICY PLAN

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

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

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

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

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

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).



Request to Postpone • Table • Withdraw

Botezat Property - Millertown Pike

1/4/24

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

Date of Request

Jan 11, 2024

Scheduled Meeting Date

12-SE-23-C/12-E-23-DP

File Number(s)

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 Feb 8, 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.

David Harbin

Applicant Signature

Please Print

588-6472

harbin@kn-p.com

Phone Number

Email

STAFF ONLY

Michael Reynolds

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

Botezat Property - Millertown Pike

12/6/23

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

Date of Request

Dec 14, 2023

Scheduled Meeting Date

12
12-SE-23-C/-E-23-DP

File Number(s)

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 January 11, 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.

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AUTHORIZATION

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

David Harbin

Applicant Signature

Please Print

588-6472

harbin@bhn-p.com

Phone Number

Email

STAFF ONLY

Michael Reynolds

Staff Signature

Please Print

Date Paid

No Fee

Eligible for Fee Refund? Yes No

Amount:

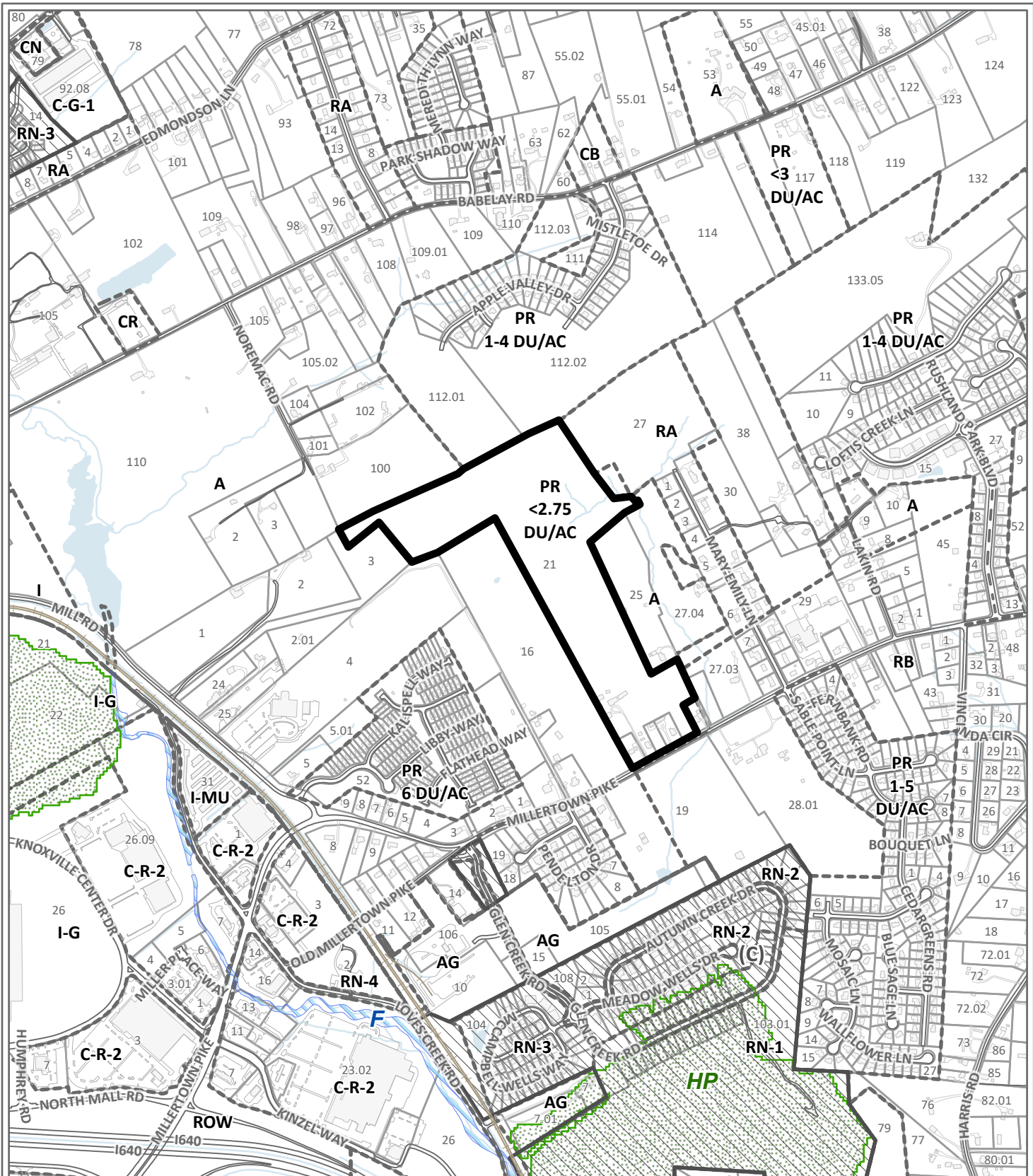
Approved by:

Date:

Payee Name

Payee Phone

Payee Address



CONCEPT PLAN / DEVELOPMENT PLAN

12-SE-23-C / 12-E-23-DP

Petitioner: Alexander Botezat



Detached residential subdivision in PR(k) (Planned Residential) up to 2.75 du/ac

Original Print Date: 11/6/2023

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

Map No: 60

Jurisdiction: County

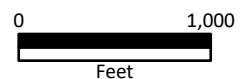
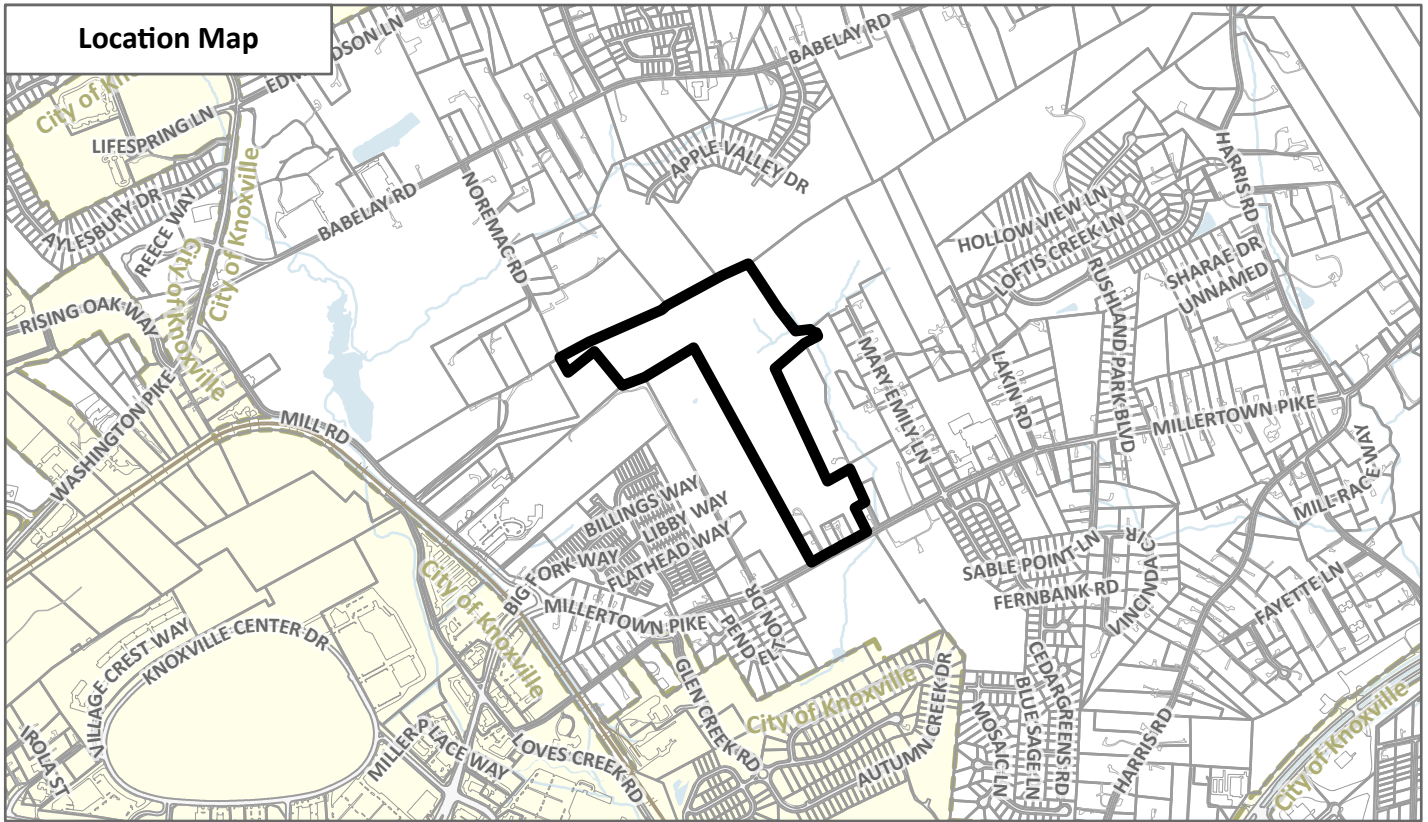
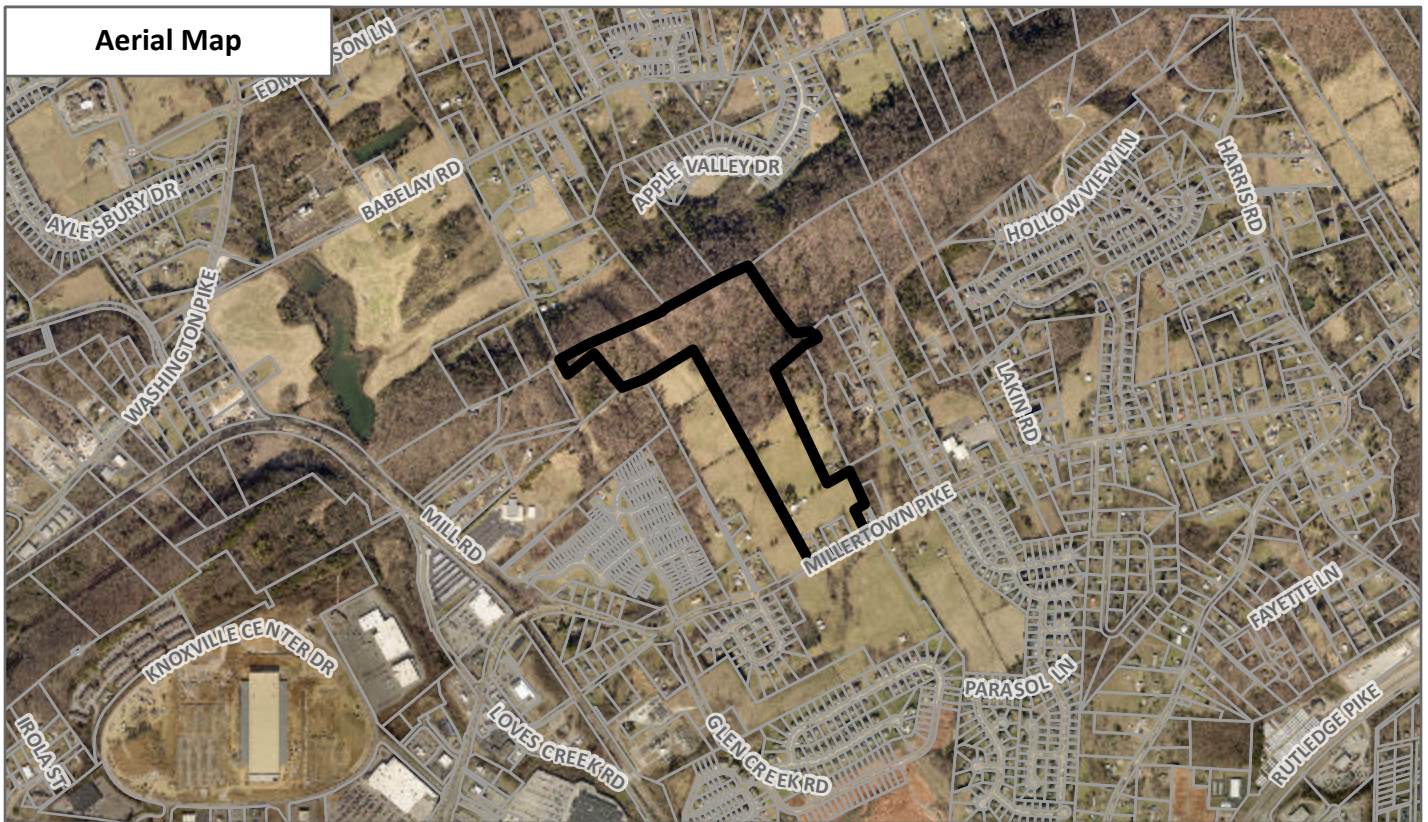


Exhibit A. Contextual Images

Location Map



Aerial Map

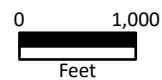


CONTEXTUAL MAPS 1

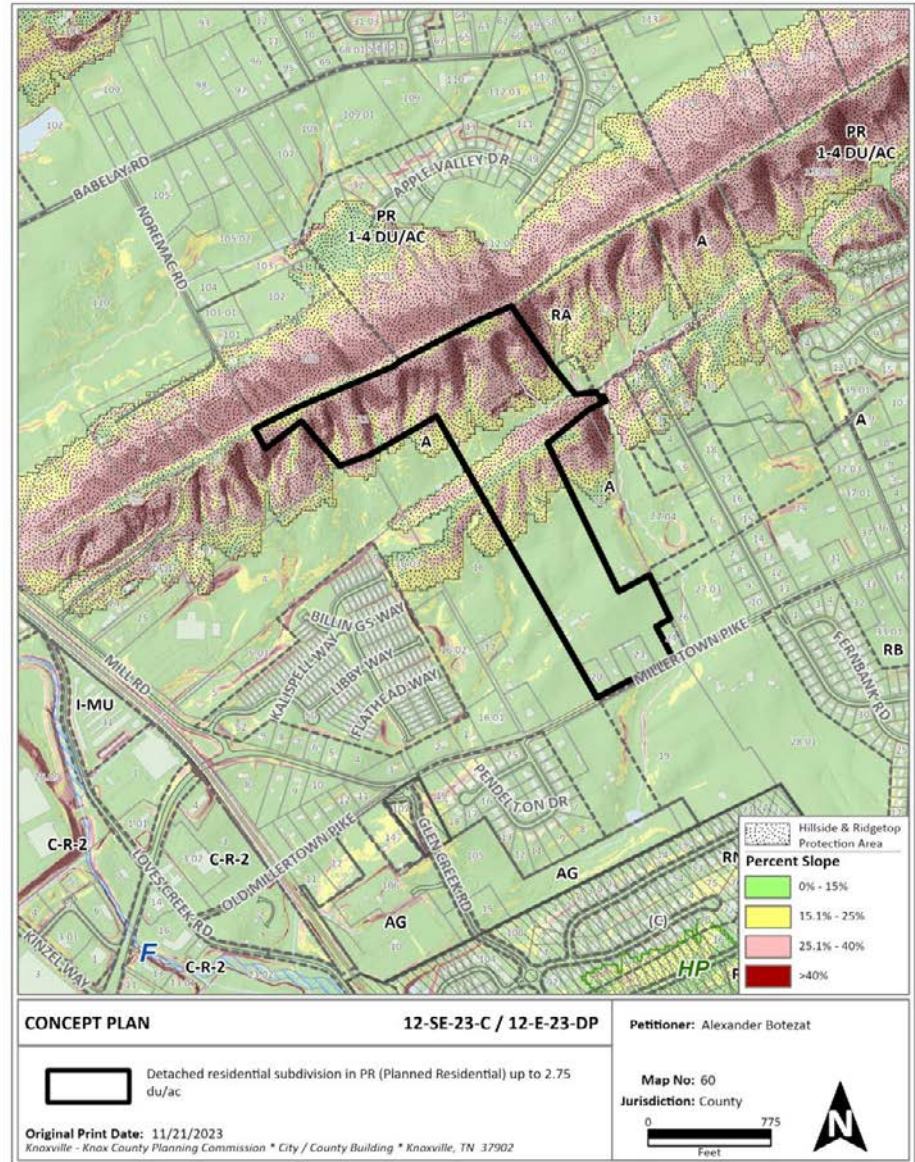
12-E-23-DP / 12-SE-23-C

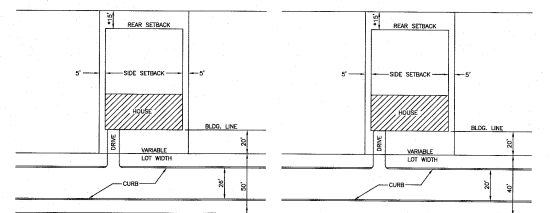
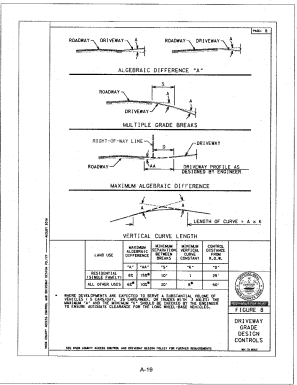
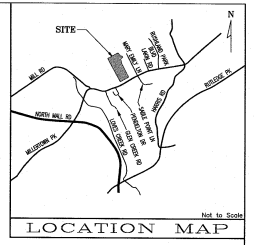
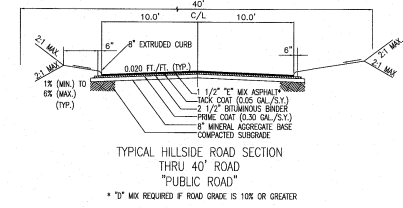
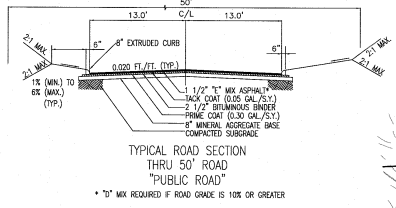


Case boundary



CATEGORY	ACRES	RECOMMENDED DISTURBANCE BUDGET (Percent)	DISTURBANCE AREA (Acres)
Total Area of Site	45.0		
Non-Hillside	17.5	N/A	
0-15% Slope	2.1	100%	2.1
15-25% Slope	7.5	50%	3.8
25-40% Slope	11.2	20%	2.2
Greater than 40% Slope	6.7	10%	0.7
Ridgetops			
Hillside Protection (HP) Area	27.5	Recommended disturbance budget within HP Area (acres)	8.8
		Percent of HP Area	31.9%





TYPICAL LOT LAYOUT NTS
UNLESS CONTROLLED BY A 35' PERIPHERAL SETBACK

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 DOCUMENTED AND REVIEWED THIS CONCEPT PLAN TO THE BEST OF MY KNOWLEDGE, TO ALL APPLICABLE PROVISIONS OF THE TENNESSEE PLANNING AND ZONING ACT AND ALL APPLICABLE ORDINANCES OF THE LOCAL GOVERNMENT. I HAVE REVIEWED AND APPROVED THIS CONCEPT PLAN FOR THE PROJECT DESCRIBED ABOVE.
David B. Harkin
PROFESSIONAL ENGINEER
TENNESSEE LICENSE NO. 101203 DATE: 11/24/22



Revised: 1/24/2024

12-SE-23-C
12-E-23-DP

OWNER/DEVELOPER
ALEXANDR BOTEZAT
4317 BALL CAMP PIKE
KNOXVILLE, TN 37921
(865) 313-5695

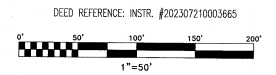
CONCEPT PLAN FOR
BOTEZAT PROPERTY-MILLERTOWN PIKE
TAX MAP 60 PARCELS 20, 21, 22 & 23
6TH CIVIL DISTRICT, KNOX COUNTY, TENNESSEE

25500-SP1
SHEET 1 OF 6 SHEET(S)
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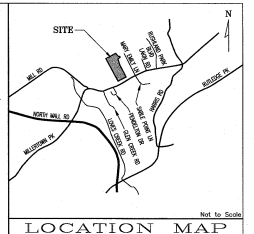
BATSON, HIMES, NORVELL & POE
REGISTERED ENGINEERS & LAND SURVEYORS
4334 PATTERSON DRIVE
KNOXVILLE, TENNESSEE 37909
PHONE: (865) 588-6472
FAX: (865) 588-6473
enr@bhnp-g.com

DESIGNED	DBH	DATE	REVISION	APPR.	NO.	DATE	REVISION	APPR.
DRAWN	TPD							
CHECKED	DBH	11/30/23	PLANNING COMMENTS					

SCALE
HORIZONTAL: 1"=50'
VERTICAL: 2" INTERVAL
DATE
10/03/23



DEED REFERENCE: INSTR. #202307210003665



- NOTES:
1. ALL DIMENSIONS ARE SCALED AND SUBJECT TO CHANGE ON THE FINAL PLAN.
 2. A 15' DRAINAGE UTILITY AND CONSTRUCTION EASEMENT EXISTS NEAR 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. THE PROPERTY CONTAINS APPROXIMATELY 44.87 ACRES SUBDIVIDED INTO 91 SINGLE FAMILY LOTS AND 5 COMMON AREA LOTS.
 5. THE PROPERTY IS ZONED PH-B & 3.75 DU/LAC.
 6. ALL ROAD PROFILES ARE BASED ON LEAK CONTOURS.
 7. UTILITIES:
SEWER: KNOXVILLE UTILITIES BOARD
ELECTRIC: KNOXVILLE UTILITIES BOARD
GAS: KNOXVILLE UTILITIES BOARD
TELEPHONE: AT&T
 8. GEOTECHNICAL ENGINEER SHALL CERTIFY THE SLOPE STABILITY ON ALL FILL SLOPES.
 9. BUILDING SETBACKS ARE AS FOLLOWS:
FRONT: 30'
REAR: 15'
SIDE: 5'
A 30' PERIPHERAL SETBACK SUPERCEDES ALL OTHER SETBACKS. SEE MAP FOR LOCATIONS.
 10. EXISTING UTILITY LOCATIONS SHOWN HEREIN ARE APPROXIMATE AND ARE BASED ON AVAILABLE INFORMATION. CONTRACTOR IS RESPONSIBLE TO FIELD LOCATE ALL UTILITIES, BOTH HORIZONTALLY AND VERTICALLY PRIOR TO CONSTRUCTION.
 11. ALTERNATE DESIGN STANDARDS APPROVED BY KNOX COUNTY ENGINEERING ARE AS FOLLOWS:
(1) ROADWAY GRADE AT INTERSECTION WITH ROAD "A" FROM 14+ TO 30+ STA. 0+13 TO STA. 3+00, ROAD "B"
(2) ROADWAY GRADE AT INTERSECTION WITH ROAD "B" FROM 14+ TO 26+ STA. 0+13 TO STA. 1+50, ROAD "C"
(3) ROADWAY GRADE AT INTERSECTION WITH ROAD "B" FROM 14+ TO 26+ STA. 0+13 TO STA. 3+31, ROAD "D"
(4) ROADWAY GRADE AT INTERSECTION WITH ROAD "B" FROM 14+ TO 26+ STA. 0+13 TO STA. 1+80, ROAD "E"
(5) ROADWAY GRADE AT INTERSECTION WITH MILLERTOWN PIKE FROM 14+ TO 26+ STA. 1+80 TO STA. 0+13, ROAD "F"
 12. ALTERNATE DESIGN STANDARDS APPROVED BY KNOXVILLE/KNOX COUNTY PLANNING ARE AS FOLLOWS:
(a) ROAD "B" HORIZONTAL CURVE RADIUS FROM 250' TO 150' STA. 9+50.
(b) ROAD "B" HORIZONTAL CURVE RADIUS FROM 250' TO 150' STA. 12+50.
(c) ROAD "B" HORIZONTAL CURVE RADIUS FROM 250' TO 150' STA. 17+00.
 13. VEHICULAR ACCESS FOR ALL IS LIMITED TO INTERNAL ROAD SYSTEM, EXCEPT LOT 89.
 14. HELLSIDE DEVELOPMENT REMAINS OF 40' OF RIGHT-OF-WAY AND 20' OF PAVEMENT WIDTH IS REQUESTED FOR ROAD "A".
 15. GRASSINS WITHIN THE HELLSIDE PROTECTION AREA IS AS FOLLOWS:
SOUTHERN PORTION 67.3 ACRES
NORTHERN PORTION 2.87 ACRES

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 CONSENT TO THE PREPARATION AND RECORDING OF THIS PLAN, INCLUDING TO ALL APPLICABLE PROVISIONS OF THE KNOXVILLE-KNOX COUNTY SUBDIVISION REGULATIONS, WHICH HAVE BEEN REVIEWED AND DESCRIBED IN A REPORT FILED WITH THE KNOX COUNTY PLANNING COMMISSION.

DAVID B. HAYDEN
REGISTERED ENGINEER
TENNESSEE LICENSE NO. 10725, DATE 11/24/20

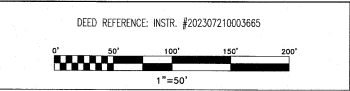


Revised: 1/24/2024 OWNER/DEVELOPER
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REGISTERED ENGINEERS & LAND SURVEYORS
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KNOXVILLE, TENNESSEE 37909
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FAX: (865) 588-6473
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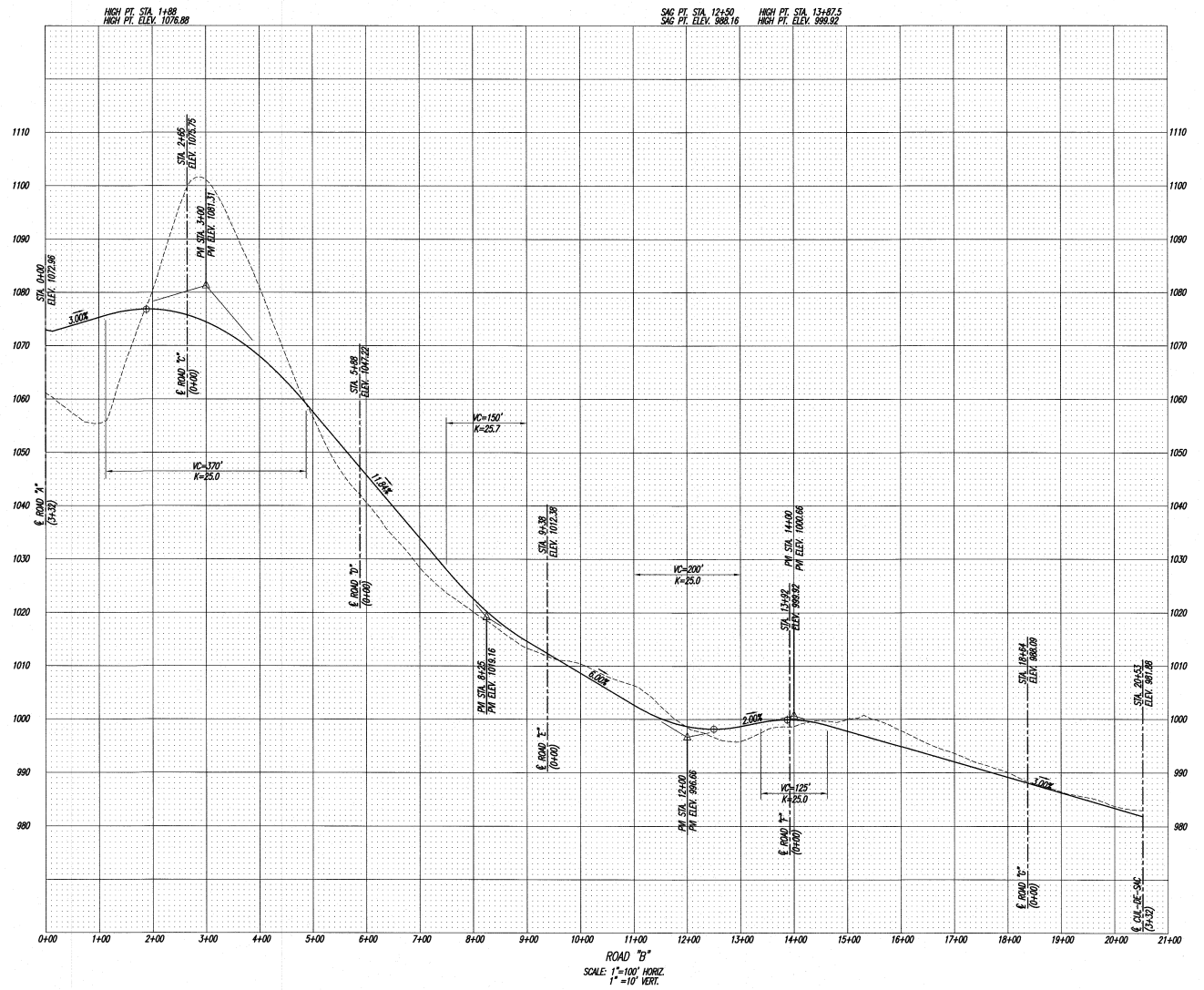
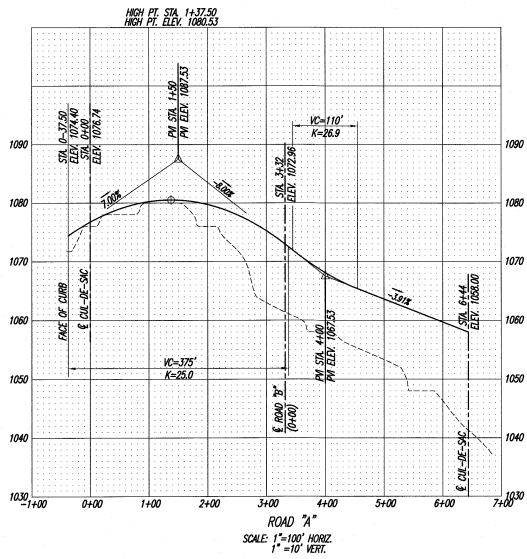
DESIGNED	DBH	DATE	REVISION	APPR.	NO.	DATE	REVISION	APPR.
DRAWN	TPD							
CHECKED	DBH	11/30/23	PLANNING COMMENTS					

SCALE
HORIZONTAL: 1"=50'
VERTICAL: 2" INTERVAL
DATE
11/30/23



CONCEPT PLAN FOR
BOTEZAT PROPERTY-MILLERTOWN PIKE
TAX MAP 60 PARCELS 20, 21, 22 & 23
6TH CIVIL DISTRICT, KNOX COUNTY, TENNESSEE

25500-SP2
SHEET 2 OF 6 SHEET(S)
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12-SE-23-C / 12-E-23-DP
Revised: 1/24/2024

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

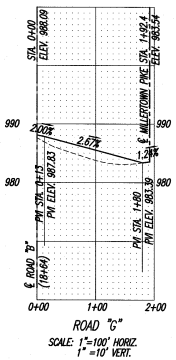
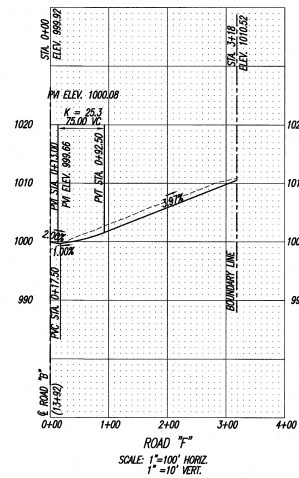
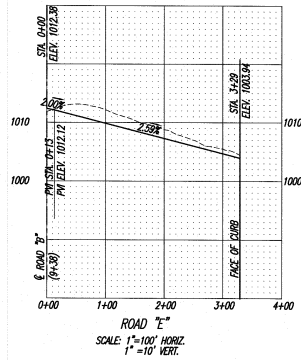
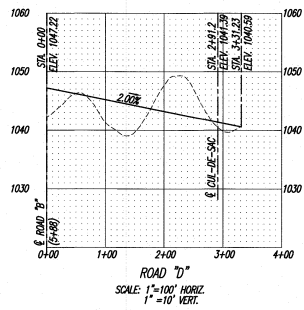
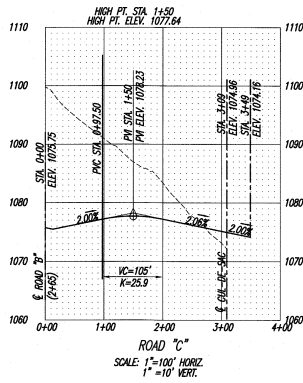
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DRAWN	TPD				
CHECKED	DBH				
NO.	DATE	REVISION	APPR.	NO.	DATE
1	11/20/23	PLANNING COMMENTS			

DATE
11/28/23

ROAD PROFILE FOR
BOTEZAT PROPERTY-MILLERTOWN PIKE
TAX MAP 60 PARCELS 20, 21, 22 & 23
6TH CIVIL DISTRICT, KNOX COUNTY, TENNESSEE

25500-RP1
SHEET 3 OF 6 SHEET(S)

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12-SE-23-C / 12-E-23-DP
Revised: 1/24/2024

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KINGSVILLE, TENNESSEE 37909
PHONE: (865) 598-6472
FAX: (865) 598-6473
email@bhn-p.com

DESIGNED	DBH	NO.	DATE	REVISION	APPR.	NO.	DATE	REVISION	APPR.
DRAWN	TPO								
CHECKED	DBH	1	11/20/23	PLANNING COMMENTS					

DATE
11/28/23

ROAD PROFILE FOR
BOTEZAT PROPERTY-MILLERTOWN PIKE
TAX MAP 60 PARCELS 20, 21, 22 & 23
6TH CIVIL DISTRICT, KNOX COUNTY, TENNESSEE

25500-RP2

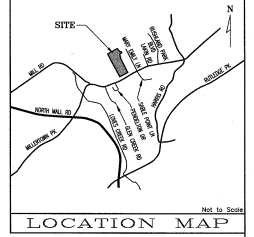
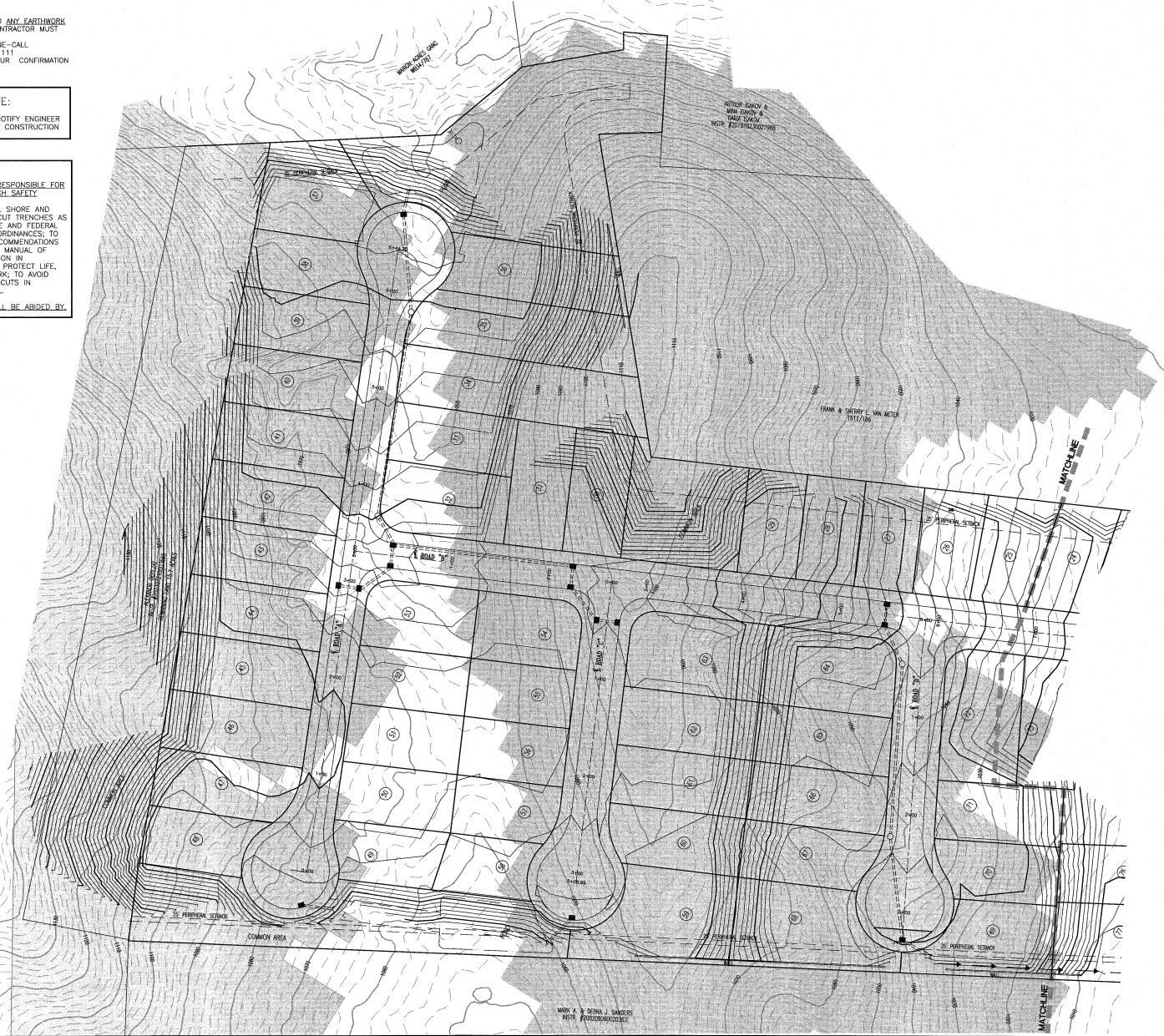
SHEET 4 OF 6 SHEET(S)

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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.



- NOTES:
1. ALL DIMENSIONS ARE SCALED AND SUBJECT TO CHANGE ON THE FINAL PLAN.
 2. A 10' PERIPHERAL 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 INDICATED.
 4. THIS PROPERTY CONTAINS APPROXIMATELY 44.87 ACRES SUBDIVIDED INTO 61 SINGLE FAMILY LOTS AND 3 COMMON AREA LOTS.
 5. THIS PROPERTY IS ZONED RR @ 2.75 GAL/AC.
 6. ALL ROAD PROFILES ARE BASED ON LEGAL CONTOURS.
 7. UTILITIES:
WATER: KNOXVILLE UTILITIES BOARD
SEWER: KNOXVILLE UTILITIES BOARD
ELECTRIC: KNOXVILLE UTILITIES BOARD
GAS: KNOXVILLE UTILITIES BOARD
TELEPHONE: AT&T
 8. GEOTECHNICAL ENGINEER SHALL CERTIFY THE SLOPE STABILITY ON ALL FILL SLOPES.
 9. BUILDING SETBACKS ARE AS FOLLOWS:
FRONT- 30'
REAR- 15'
SIDE- 5'
 10. A 35' PERIPHERAL SETBACK SUPERCEDES ALL OTHER SETBACKS. SEE MAP FOR LOCATIONS.
 11. 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.
 12. ALTERNATE DESIGN STANDARDS APPROVED BY KNOX COUNTY ENGINEERING ARE AS FOLLOWS:
1) ROADWAY GRADE AT INTERSECTION WITH ROAD "A" FROM 1X TO 3X, STA 0+13 TO STA 1+00, ROAD "C"
2) ROADWAY GRADE AT INTERSECTION WITH ROAD "B" FROM 1X TO 3X, STA 0+13 TO STA 1+00, ROAD "C"
3) ROADWAY GRADE AT INTERSECTION WITH ROAD "D" FROM 1X TO 3X, STA 0+13 TO STA 1+00, ROAD "C"
4) ROADWAY GRADE AT INTERSECTION WITH ROAD "E" FROM 1X TO 2.67X, STA 0+13 TO STA 1+00, ROAD "C"
5) ROADWAY GRADE AT INTERSECTION WITH MILLERTOWN PIKE FROM 1X TO 2.67X, STA 1+00 TO STA 0+13, ROAD "C"
 13. ALTERNATE DESIGN STANDARDS APPROVED BY KNOXVILLE/KNOX COUNTY PLANNING ARE AS FOLLOWS:
a) ROAD "B" HORIZONTAL CURVE RADIUS FROM 250' TO 150' STA 9+50.
b) ROAD "B" HORIZONTAL CURVE RADIUS FROM 250' TO 150' STA 12+50.
c) ROAD "B" HORIZONTAL CURVE RADIUS FROM 250' TO 150' STA 17+00.
 14. SCHEDULED ACCESS FOR ALL IS LIMITED TO INTERNAL ROAD SYSTEM, EXCEPT LOT 69.
 15. HELIASE DEVELOPMENT STANDARDS OF 40' OF RIGHT-OF-WAY AND 30' OF PAVEMENT WIDTH IS REQUESTED FOR ROAD "A".
 16. GRADING WITHIN THE HELIASE PROTECTION AREA IS AS FOLLOWS:
SOUTHERN PORTION 61.2 ACRES
NORTHERN PORTION 3.67 ACRES

12-SE-23-C / 12-E-23-DP
Revised: 1/24/2024

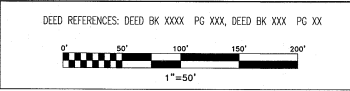


OWNER/DEVELOPER
ALEXANDR BOTEZAT
4317 BALL CAMP PIKE
KNOXVILLE, TN 37921
(866) 313-5695

BATSON, HIMES, NORVELL & POE
REGISTERED ENGINEERS & LAND SURVEYORS
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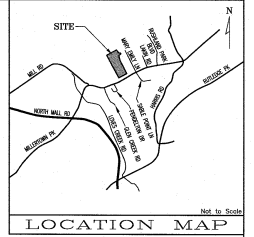
DESIGNED	DBH	DATE	REVISION	APPR.	NO.	DATE	REVISION	APPR.
DRAWN	TFD							
CHECKED	DBH	11/20/23	PLANNING COMMENTS					

SCALE
HORIZONTAL: 1" = 50'
VERTICAL: 2" INTERVAL
DATE
11/28/23



GRADING & DRAINAGE PLAN FOR
BOTEZAT PROPERTY-MILLERTOWN PIKE
TAX MAP 60 PARCELS 20, 21, 22 & 23
6TH CIVIL DISTRICT, KNOX COUNTY, TENNESSEE

25500-GP1
SHEET 5 OF 6 SHEET(S)
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- NOTES:
1. ALL DIMENSIONS ARE SCALED AND SUBJECT TO CHANGE ON THE FINAL PLAN.
 2. A 10' PERIPHERAL UTILITY AND CONSTRUCTION EASEMENT EXISTS HEREIN ALONG ALL EXTERIOR LOT LINES AND ROAD LINES, 5' EACH SIDE OF INTERIOR ROAD LINES.
 3. A 10' UTILITY EASEMENT EXISTS 7.5' EACH SIDE OF CENTERLINE OF SANITARY SEWER AS INSTALLED.
 4. THIS PROPERTY CONTAINS APPROXIMATELY 44.87 ACRES SUBDIVIDED INTO 91 SINGLE FAMILY LOTS AND 18 COMMON AREA LOTS.
 5. THIS PROPERTY IS ZONED PK @ 3.75 DU/AC.
 6. ALL ROAD PROFILES ARE BASED ON LDMR CONTOURS.
 7. UTILITIES:
 - WATER: KNOXVILLE UTILITIES BOARD
 - SEWER: KNOXVILLE UTILITIES BOARD
 - ELECTRIC: KNOXVILLE UTILITIES BOARD
 - GAS: KNOXVILLE UTILITIES BOARD
 - TELEPHONE: AT&T
 8. GEOTECHNICAL ENGINEER SHALL CERTIFY THE SLOPE STABILITY ON ALL FILL SLOPES.
 9. BUILDING SETBACKS ARE AS FOLLOWS:
 - FRONT: 20'
 - REAR: 10'
 - SIDE: 5'
 10. A 30' PERIPHERAL SETBACK SUPERCEDES ALL OTHER SETBACKS. SEE MAP FOR LOCATIONS.
 11. EXISTING UTILITY LOCATIONS SHOWN HEREIN ARE APPROXIMATE AND ARE BASED ON AVAILABLE INFORMATION. CONTRACTOR IS RESPONSIBLE TO FIELD LOCATE ALL UTILITIES, BOTH HORIZONTALLY AND VERTICALLY PRIOR TO CONSTRUCTION.
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 - (2) ROADWAY GRADE AT INTERSECTION WITH ROAD "B" FROM 1X TO 2X, STA 0+13 TO STA 1+50, ROAD "C"
 - (3) ROADWAY GRADE AT INTERSECTION WITH ROAD "B" FROM 1X TO 2X, STA 0+13 TO STA 3+31, ROAD "D"
 - (4) ROADWAY GRADE AT INTERSECTION WITH ROAD "B" FROM 1X TO 2.67X, STA 0+13 TO STA 1+80, ROAD "E"
 - (5) ROADWAY GRADE AT INTERSECTION WITH MILETOWN PIKE FROM 1X TO 2.67X, STA 1+80 TO STA 0+13, ROAD "C"
 13. ALTERNATE DESIGN STANDARDS APPROVED BY KNOXVILLE/KNOX COUNTY PLANNING ARE AS FOLLOWS:
 - (1) ROAD "B" HORIZONTAL CURVE RADIUS FROM 250' TO 150' STA 0+50.
 - (2) ROAD "D" HORIZONTAL CURVE RADIUS FROM 250' TO 150' STA 12+50.
 - (3) ROAD "E" HORIZONTAL CURVE RADIUS FROM 250' TO 150' STA 17+00.
 14. VEHICULAR ACCESS FOR ALL IS LIMITED TO INTERNAL ROAD SYSTEM, EXCEPT LOT 69.
 15. HILLSIDE DEVELOPMENT STANDARDS OF 40% OF RIGHT-OF-WAY AND 20% OF PAVEMENT WIDTH IS REQUESTED FOR ROAD "A".
 16. GRADING WITHIN THE HILLSIDE PROTECTION AREA IS AS FOLLOWS:
 - SOUTHERN PORTION 6.73 ACRES
 - NORTHERN PORTION 3.87 ACRES

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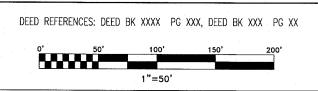


OWNER/DEVELOPER
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KNOXVILLE, TN 37921
(865) 313-5695

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CHECKED	DBH	11/30/23	PLANNING COMMENTS					

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GRADING & DRAINAGE PLAN FOR
BOTEZAT PROPERTY-MILETOWN PIKE
TAX MAP 60 PARCELS 20, 21, 22 & 23
6TH CIVIL DISTRICT, KNOX COUNTY, TENNESSEE

25500-GP2
SHEET 6 OF 6 SHEET(S)
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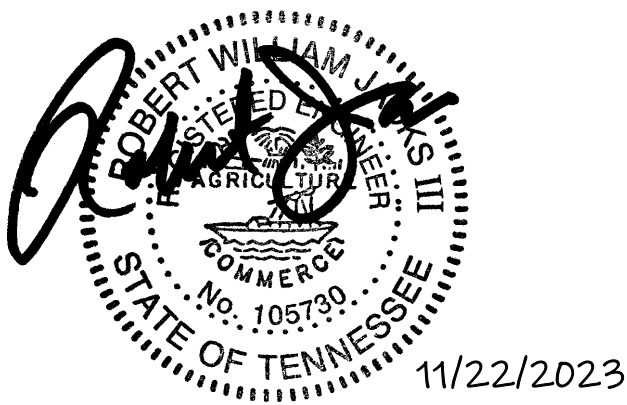


Transportation Impact Study Millertown Pike Subdivision Knox County, Tennessee



Revised November 2023

Prepared for:
Elite Construction
4317 Ball Camp Pike
Knoxville, TN 37921



12-SE-23-C / 12-E-23-DP
Version 2
11/22/2023

CONCLUSIONS & RECOMMENDATIONS

The following is an overview of recommendations to minimize the transportation impacts of the Millertown Pike Subdivision development on the adjacent transportation system while attempting to achieve an acceptable traffic flow and safety level.

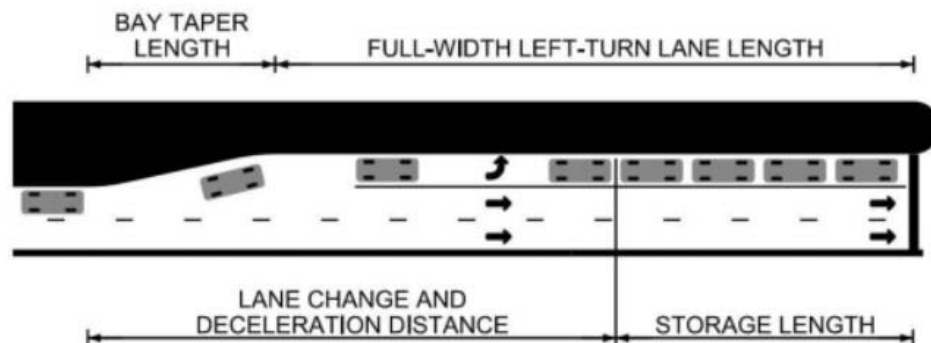


Millertown Pike at the Proposed Entrance: The 2027 projected level of service calculations for this intersection resulted in reasonable vehicle delays and LOS.

- 1a) The construction of a separate left-turn lane on Millertown Pike for entering vehicles at the Proposed Entrance is warranted and recommended based on the projected 2027 PM peak hour traffic volumes. A separate westbound right-turn lane on Millertown Pike is not warranted.

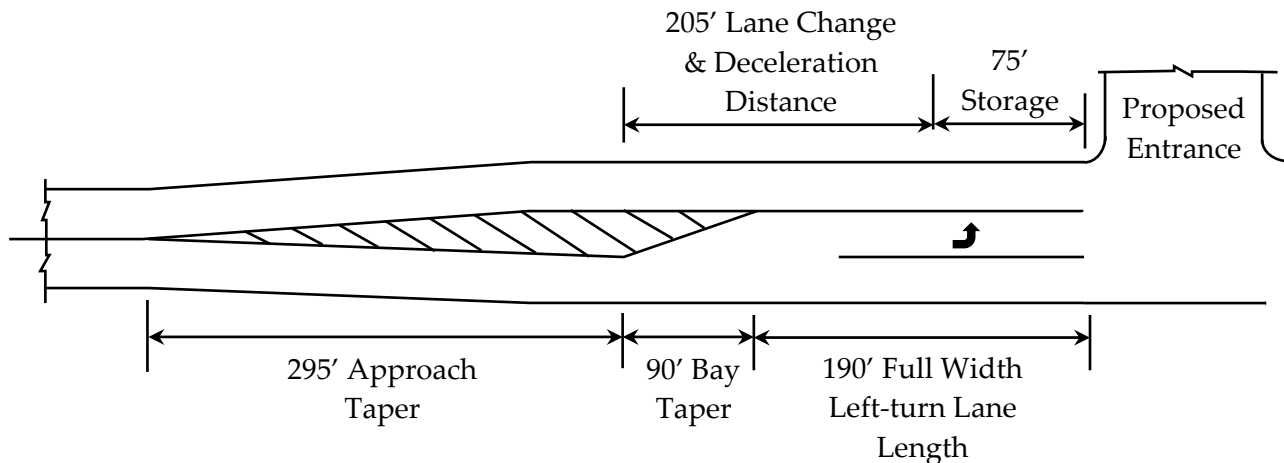
Assuming linear vehicular growth on Millertown Pike and construction of houses in the Millertown Pike Subdivision, it is recommended that the left-turn lane on Millertown Pike be constructed before the 47th house in the development is constructed. See Appendix K for calculations of this threshold.

According to TDOT's Highway System Access Manual, the functional area for an exclusive turn lane includes the "lane change and deceleration distance" and the storage length. The bay taper length is included in the lane change and deceleration distance, as shown in the following TDOT diagram:



The lane change and deceleration distance is a function of vehicle speeds, and in constrained conditions, the designer can assume some deceleration before the lane change. A speed of up to 10 mph less than the design speed can be assumed in these conditions. For this proposed eastbound left-turn lane on Millertown Pike, a vehicle

speed of 35 mph (assuming a design speed of 45 mph) was used in the calculations. Based on this assumption, the calculated and recommended lengths for a proposed 11-foot wide left-turn lane include a bay taper length of 90 feet, a lane change and deceleration distance of 205 feet, and a storage length of 75 feet. The largest 95th percentile vehicle queue length for the eastbound left-turn lane on Millertown Pike was calculated to be 73 feet in the PM peak hour in 2027 and would be contained within a storage length of 75 feet. With a 90-foot bay taper, the full-width left-turn lane will be 190 feet long. Based on a posted speed limit of 40 mph, the approach taper should be 295 feet. The following diagram shows the recommended lengths for the turn lane at the Proposed Entrance. The approach taper on Millertown Pike on the east side approaching the intersection from the opposite side must also be 295 feet.



The eastbound left-turn lane pavement should be marked with a left-turn arrow, as shown in TDOT Standard Drawing T-M-4.

- 1b) 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 Millertown Pike. The stop bar should be applied a minimum of 4 feet away from the edge of Millertown Pike and placed at the desired stopping point that maximizes the sight distance.
- 1c) A single exiting lane for the development entrance at Millertown Pike will be sufficient. The southbound exiting lane of Road "G" at Millertown Pike 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 51 feet in the AM peak hour and 47 feet in the PM peak hour. These queue lengths are reasonable and translate to just two passenger cars, assuming a length of 25 feet per vehicle. The total length of the boulevard entrance road,

Road "G", will be nearly 200 feet and will fully contain the expected queue for exiting vehicles.

- 1d) Intersection sight distance at the Proposed Entrance at Millertown Pike must not be impacted by future landscaping or signage. Based on a posted speed limit of 40-mph on Millertown Pike, the required intersection sight distance is 400 feet for exiting left and right-turning vehicles. The site designer must verify that these distances will be available. The existing driveway entrance walls at 5709 Millertown Pike and the vegetation on



**Existing Driveway Entrance Walls at 5709
Millertown Pike and Vegetation along
Millertown Pike**

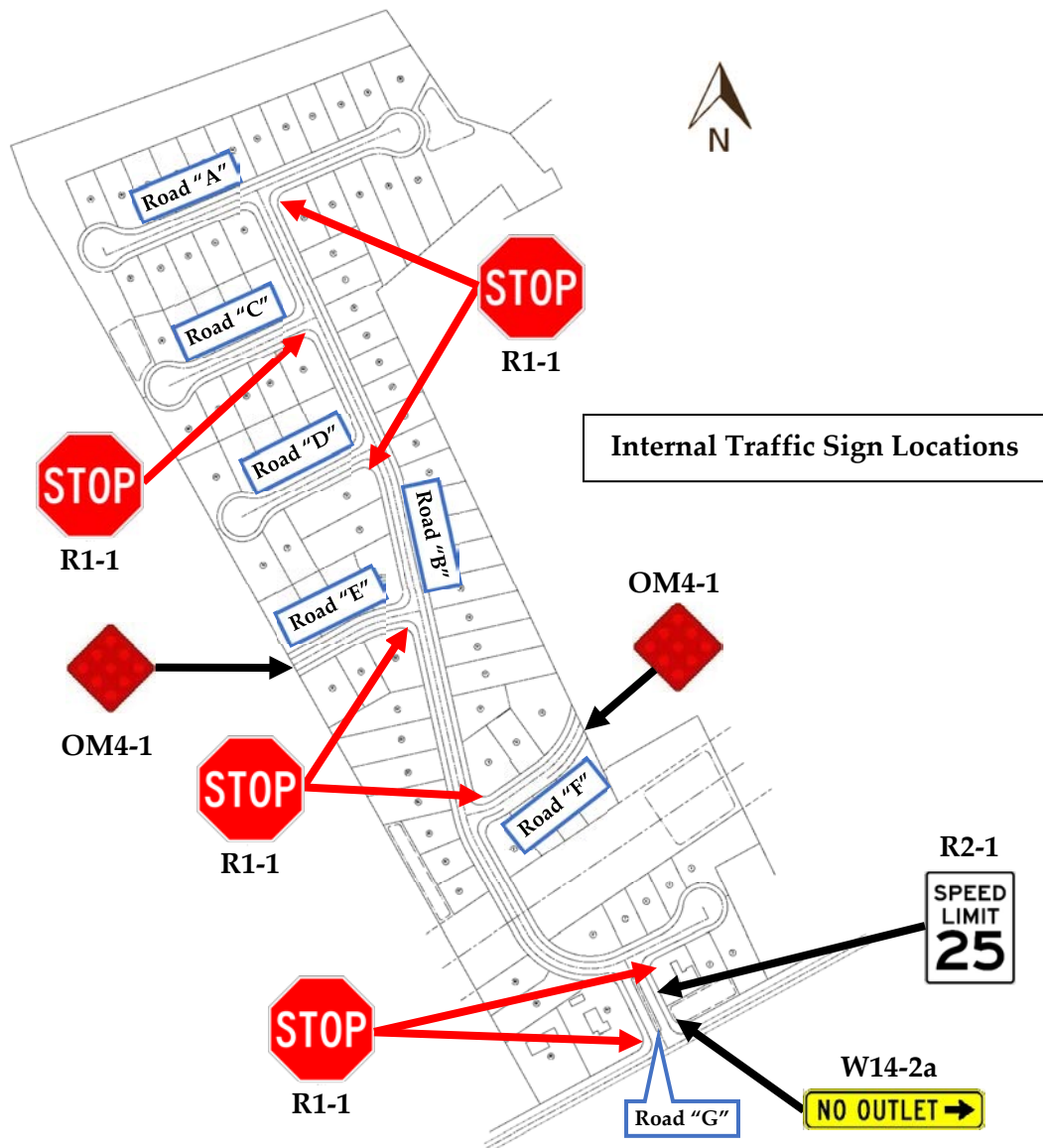
the north side of Millertown Pike along the development property's frontage will need to be removed to maximize the sight distance.

- 1e) At the Proposed Entrance, it is recommended that the entire length of the existing broken yellow centerline on Millertown Pike that allows eastbound motorists to pass other vehicles be removed to accommodate the new eastbound left-turn lane. Outside of the new left-turn lane and its approach tapers on both ends, a double yellow centerline should be applied to the center of Millertown Pike.



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

- 2a) A 25-mph Speed Limit Sign (R2-1) is recommended to be posted near the beginning of the development entrance off Millertown Pike. It is recommended that a “No Outlet” Sign (W14-2a) be installed at the front of the development at Millertown Pike. The “No Outlet” sign can be installed above or below the street name sign or separately posted on the Road “G” entrance road.
- 2b) End of roadway signage (OM4-1) should be installed at the ends of Roads “E” and “F” if stub roads are constructed. Stop Signs (R1-1) with 24” white stop bars are recommended to be installed at the internal intersections, as shown below:



- 2c) Sight distance at the new internal intersections must not be impacted by new signage, parked cars, or future landscaping in the subdivision. 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.

- 2d) All drainage grates and covers for the residential development must be pedestrian and bicycle safe.

- 2e) 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.

- 2f) The new Road "B" in the Millertown Pike Subdivision will have long, straight road segments with a portion having a steep road grade. Straight road segments with steeper grades encourage higher vehicle speeds. It is recommended that the site designer consider traffic calming measures on this internal road.

Speed humps are a prevalent traffic calming measure to install in residential areas to reduce vehicle speeds due to their low cost. However, speed humps are not recommended on roads with grades greater than 8%. Road "B" has a section with a grade of 11.84%. Thus, speed humps would be inappropriate for this section of Road "B". Outside this steep grade section on Road "B", the site designer should consider speed humps on this internal road. Specifics regarding this recommendation should be discussed in the design phase with Knox County Engineering.

- 2g) All road grade and intersection elements should be designed to AASHTO, TDOT, and Knox County specifications and guidelines to ensure proper operation.

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

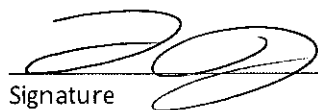
Section 3.04.H.3 – Intersection grade, all streets

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

Dillian Jackson
Printed Name

1-24-24
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 at intersection with Road "A" from 1% to 3%, Sta 0+13 to Sta 3+00, Road "B"
 - Roadway grade at intersection with Road "B" from 1% to 2%, Sta 0+13 to Sta 1+50, Road "C"
 - Roadway grade at intersection with Road "B" from 1% to 2%, Sta 0+13 to Sta 3+31, 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:

Approve based on justification provided by the applicant.

2. ALTERNATIVE DESIGN STANDARD REQUESTED:

- Roadway grade at intersection with Road "B" from 1% to 2.67%, Sta 0+13 to 1+80, Road "G"
 - Roadway grade at intersection with Millertown Pike from 1% to 2.67% Sta 1+80 to Sta 0+13, Road "G"
- Approval required by: Planning Commission Engineering

Engineering supports the alternative design standard requested

(to be completed during review process): YES NO

Engineering Comments:

Deny the request to increase intersection grade since approval would prevent the future installation of pedestrian facilities.

3. ALTERNATIVE DESIGN STANDARD REQUESTED:

- Road "B" horizontal curve radius from 250 to 150 Sta 9+50
 - Road "B" horizontal curve radius from 250 to 150 Sta 12+50
 - Road "B" horizontal curve radius from 250 to 150 Sta 17+00
- Approval required by: Planning Commission Engineering

Engineering supports the alternative design standard requested

(to be completed during review process): YES NO

Engineering Comments:

Approve these variances since these reductions help to reduce the speed on this section of roadway and they do not create unsafe conditions.



Development Request

DEVELOPMENT

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

SUBDIVISION

- Concept Plan
- Final Plat

ZONING

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

Alexander Botezat

Applicant Name

Affiliation

10/31/2023

Date Filed

12/14/2023

Meeting Date (if applicable)

12-SE-23-C / 12-E-23-DP

File Number(s)

CORRESPONDENCE

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

David Harbin Batson Himes Norvell & Poe

Name / Company

4334 Papermill Dr Knoxville TN 37909

Address

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

Phone / Email

CURRENT PROPERTY INFO

Alexander Botezat

Owner Name (if different)

4317 Ball Rd Knoxville TN

Owner Address

865-313-5695

Owner Phone / Email

5701 MILLERTOWN PIKE / 5703, 5707, 5709 MILLERTOWN PIKE

Property Address

60 021,020,022,023

Parcel ID

45.04 acres

Tract Size

Part of Parcel (Y/N)?

Knoxville Utilities Board

Sewer Provider

Northeast Knox Utility District

Water Provider

Septic (Y/N)

STAFF USE ONLY

North side of Millertown Pike, west of Mary Emily Ln.

General Location

City **Commission District 8 PR (Planned Residential) up to 2.75 du/ac**

Rural Residential, Agriculture/Forestry/Vacant Land, Single Family Residential

County District

Zoning District

Existing Land Use

Northeast County

Planning Sector

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

Sector Plan Land Use Classification

Urban Growth Area (Outside City Limit)

Growth Policy Plan Designation

DEVELOPMENT REQUEST

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

SUBDIVISION REQUEST

Botezat Property - Millertown Pike	Related Rezoning File Number
Proposed Subdivision Name	
Unit / Phase Number	91 Total Number of Lots Created
Additional Information	
<input checked="" type="checkbox"/> Attachments / Additional Requirements	

ZONING REQUEST

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

STAFF USE ONLY

PLAT TYPE	Fee 1	Total
<input type="checkbox"/> Staff Review <input type="checkbox"/> Planning Commission	\$3,200.00	
ATTACHMENTS	Fee 2	
<input type="checkbox"/> Property Owners / Option Holders <input type="checkbox"/> Variance Request		
ADDITIONAL REQUIREMENTS	Fee 3	
<input type="checkbox"/> COA Checklist (Hillside Protection)		
<input type="checkbox"/> Design Plan Certification (Final Plat)		
<input checked="" type="checkbox"/> Site Plan (Development Request)		
<input type="checkbox"/> Traffic Impact Study		
<input checked="" type="checkbox"/> Use on Review / Special Use (Concept Plan)		

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	Alexander Botezat Please Print	10/31/2023 Date
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Phone / Email		
Property Owner Signature	Alexander Botezat Please Print	10/31/2023 Date



Development Request

DEVELOPMENT

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

SUBDIVISION

- Concept Plan
- Final Plat

ZONING

- Plan Amendment
- SP OYP
- Rezoning

Alexander Botecat
Applicant Name Owner
Affiliation

10/30/23 Date Filed 12/14/23 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 Homes
Company

4334 Papermill Dr. Address Knoxville TN City State 37909
ZIP

588-6472 Phone harbin@khn-p.com Email

CURRENT PROPERTY INFO

Alexander Botecat Property Owner Name (if different) 4317 Ball Rd Property Owner Address 313-5695 Property Owner Phone

5703 Millertown Pk Property Address 60/20, 21, 22/23 Parcel ID

KUB Sewer Provider KVB Water Provider N Septic (Y/N)

STAFF USE ONLY

General Location Tract Size

City County District Zoning District Existing Land Use

DEVELOPMENT REQUEST

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

Related City Permit Number(s)

Home Occupation (specify) _____

Other (specify) _____

SUBDIVISION REQUEST

Proposed Subdivision Name

Related Rezoning File Number

Unit / Phase Number
 Combine Parcels
 Divide Parcel

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 *David Harbin*

Date *10/23/23*

Phone Number *588-6472*

Email *harbin@bhn-p.com*

Property Owner Signature *[Signature]*

Please Print

Date Paid

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 grant, by way of application, variations to the Subdivision 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 the Subdivision Regulations unless they make findings based upon the evidence presented to them in each specific case that:
 - 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 purpose of the variation is not based exclusively upon a desire for financial gain.
 - d. The granting of the variation will not be detrimental to the public safety, health, or welfare, or injurious to other property or improvements in the neighborhood in which the property is located.

Variances Requested:

For each variance requested, identify the hardship that would result, as distinguished from a mere inconvenience, if the strict letter of the regulations was adhered to.

1. Variance requested:

Horizontal curve radius on Rd "B" at sta 17+00 from 250' to 150'

Identify the hardship that would result for each of the above criteria as noted in item 2 above:

- a. Shape of property lends itself to the smaller radius
- b. Request was not created by the owner.
- c. Request is not for a financial reason
- d. DOT design allows a 100'R for low volume residential roads

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

Engineering Comments: _____

2. Variance requested:

Identify the hardship that would result for each of the above criteria as noted in item 2 above:

a. _____

b. _____

c. _____

d. _____

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

Engineering Comments: _____

3. Variance requested:

Identify the hardship that would result for each of the above criteria as noted in item 2 above:

a. _____

b. _____

c. _____

d. _____

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

Engineering Comments: _____

4. Variance requested:

Identify the hardship that would result for each of the above criteria as noted in item 2 above:

a. _____

b. _____

c. _____

d. _____

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

Engineering Comments: _____

5. Variance requested:

Identify the hardship that would result for each of the above criteria as noted in item 2 above:

- a. _____
- b. _____
- c. _____
- d. _____

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

Engineering Comments: _____

6. Variance requested:

Identify the hardship that would result for each of the above criteria as noted in item 2 above:

- a. _____
- b. _____
- c. _____
- d. _____

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

Engineering Comments: _____

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.

David Harlan
Signature

David Harlan
Printed Name

10/25/23
Date

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. as identified below or as permitted through Article 4 Alternative Design Standards and Required Improvements (Subdivision Regulations, 3.01.D).

Alternative Design Standards Requested:

For each alternative design standard requested, identify the hardship that would result, as distinguished from a mere inconvenience, if the strict letter of the regulations was adhered to.

1. Alternative design standard requested: Road grade at an intersection from 1% to 3%
Sta 0+13 to Sta 3+00 Road "B"

Approval required by: Planning Commission Engineering

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

Engineering Comments: _____

2. Alternative design standard requested: Road grade at an intersection from 1% to 2%
Sta 0+13 to Sta 4+50, Road "C"

Approval required by: Planning Commission Engineering

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

Engineering Comments: _____

3. Alternative design standard requested: Road grade at an intersection from 1% to 2%
Sta 0+13 to Sta 3+06, Road "D"

Approval required by: Planning Commission Engineering

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

Engineering Comments: _____

4. Alternative design standard requested: Road grade at an intersection from 1% to 2%
sta 0+13 to sta 0+50, Rd "G"

Approval required by: Planning Commission Engineering

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

Engineering Comments: _____

5. Alternative design standard requested: Road Grade at an intersection from 1% to 2%
sta 1+50 to sta 1+85, Road "G"

Approval required by: Planning Commission Engineering

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

Engineering Comments: _____

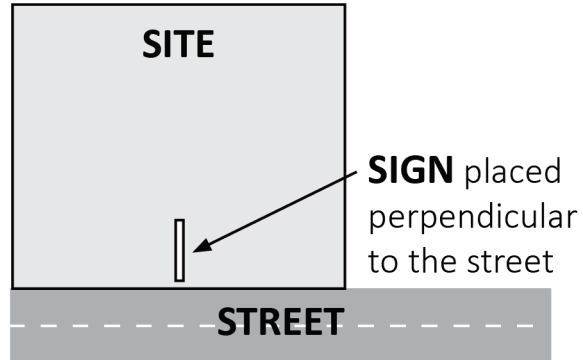
By signing this form, I certify that the criteria for a variance have been met for each request, and that any and all requests needed to meet the Subdivision Regulations are requested above or are attached. I understand and agree that no additional variances can be acted upon by the legislative body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

Signature

Printed Name

Date

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:

_____ and _____
 (applicant or staff to post sign) (applicant to remove sign)

Applicant Name: Alexander Botezat

Date: 10/31/2023

File Number: 12-SE-23-C & 12-E-23-DP

- Sign posted by Staff
- Sign posted by Applicant