



SUBDIVISION REPORT - CONCEPT/DEVELOPMENT PLAN

▶ **FILE #:** 1-SC-24-C
1-B-24-DP

AGENDA ITEM #: 37
AGENDA DATE: 1/11/2024

▶ **SUBDIVISION:** CMH HOMES, INC ON TIPTON STATION ROAD

▶ **APPLICANT/DEVELOPER:** CMH HOMES, INC.

OWNER(S): CMH Homes, Inc

TAX IDENTIFICATION: 148 108 04, 108 06

[View map on KGIS](#)

JURISDICTION: County Commission District 9

STREET ADDRESS: 2116 TIPTON STATION RD (2120 TIPTON STATION RD)

▶ **LOCATION:** South side of Tipton Station Rd, northeast of Poplar Wood Trl

SECTOR PLAN: South County

GROWTH POLICY PLAN: Planned Growth Area

WATERSHED: Stock Creek

▶ **APPROXIMATE ACREAGE:** 20.21 acres

▶ **ZONING:** PR(k) (Planned Residential) up to 3.7 du/ac

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

▶ **PROPOSED USE:** Detached residential subdivision

SURROUNDING LAND USE AND ZONING: North: Rural residential, single family residential - A (Agricultural), PR (Planned Residential) up to 4 du/ac
South: Agriculture/forestry/vacant land, single family residential - A (Agricultural)
East: Rural residential, public/quasi-public land - A (Agricultural)
West: Rural residential, single family residential - RB (General Residential), PR (Planned Residential) up to 3 du/ac

▶ **NUMBER OF LOTS:** 74

SURVEYOR/ENGINEER: David Harbin Batson, Himes, Norvell and Poe

ACCESSIBILITY: Access is via Tipton Station Road, a major collector street with a 20-ft pavement width within a 40-ft right-of-way.

▶ **SUBDIVISION VARIANCES REQUIRED:** VARIANCES
1. None required

ALTERNATIVE DESIGN STANDARDS REQUIRING KNOXVILLE-KNOX COUNTY PLANNING COMMISSION APPROVAL
1. Reduce the minimum horizontal curve radius on Road "B" from 250 ft to 100 ft at STA 6+50

ALTERNATIVE DESIGN STANDARDS REQUIRING KNOX COUNTY ENGINEERING AND PUBLIC WORKS APPROVAL (PLANNING COMMISSION APPROVAL NOT REQUIRED)

1. Increase the maximum road grade at an intersection from 1% TO 3%, STA 5+25 TO STA 5+86, ROAD "A"
2. Increase the maximum road grade at an intersection from 1% TO 2%, STA 0+13 TO STA 1+75, ROAD "B"
3. Increase the maximum road grade at an intersection from 1% TO 3%, STA 0+13 TO STA 1+25, ROAD "C"
4. Increase the maximum road grade at an intersection from 1% TO 3%, STA 2+75 TO STA 3+66, ROAD "C"
5. Increase the maximum road grade at an intersection from 1% TO 3%, STA 0+13 TO STA 1+00, ROAD "E"
6. Increase the maximum road grade at an intersection from 1% TO 2%, STA 5+00 TO STA 6+64, ROAD "E"

STAFF RECOMMENDATION:

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

Approve the Concept Plan subject to 11 conditions.

- 1) Connection to sanitary sewer and meeting other relevant utility provider requirements.
- 2) Provision of street names consistent with the Uniform Street Naming and Addressing System within Knox County (County Ord. 91-1-102), including but not limited to addressing reassignment for the existing residences that will access the new internal roads.
- 3) Construction of a sidewalk connection to the school property from the Road 'D' cul-de-sac, as shown on the Concept Plan. The sidewalk shall be located in a common area. The design details will be worked out with Knox County Engineering and Public Works during the design plan phase.
- 4) Providing the Road 'D' stub-out as shown on the concept plan and providing notification of future connection per section 3.04.C.2 of the Subdivision Regulations. The paved surface of the stub-out can be stopped short of the adjacent property line if determined necessary by Knox County Engineering and Public Works during the design plan phase to more easily allow for connection from the adjacent property in the future.
- 5) Implementation of the recommendations outlined in the Transportation Impact Analysis, prepared for CMH Homes Development by Ajax Engineering (Revised 12/14/2023), as revised and approved by the Knox County Department of Engineering and Public Works and Planning staff (see Exhibit B). The design details and implementation of the recommendations shall be worked out with the Knox County Department of Engineering and Public Works during the design plan stage for the subdivision.
- 6) Replacement of all existing sidewalks disrupted by the proposed development.
- 7) Road 'A' must be graded to accommodate future sidewalks.
- 8) Provision of access to the properties to the south via the existing 50-ft joint permanent access easement until new driveway connections to those properties are constructed.
- 9) Providing a sight-distance easement on Lot 53 if required by Knox County Engineering and Public Works during the design plan phase. If required, the driveway must have a depth of 20 ft outside of the sight-distance easement.
- 10) Meeting all applicable requirements of the Knox County Department of Engineering and Public Works.
- 11) Meeting all applicable requirements of the Knox County Zoning Ordinance.

- **Approve the development plan for a residential subdivision with up to 74 detached houses on individual lots and reduction of the peripheral setback on lot 1 from 35 ft to 25 ft along the eastern property boundary, subject to 2 conditions.**

- 1) Meeting all applicable requirements of the Knox County Zoning Ordinance.
- 2) Providing a Type 'B' landscape screen (Exhibit C) along the southern boundary of the development, excluding the wetland and wetland buffer within six months of the issuance of an occupancy permit, or posting a bond with the Knox County Department of Engineering and Public Works to guarantee such installation.

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 adds 3 lots to a concept plan and development plan that was approved by the Planning Commission in October 2023 (10-SB-23-C/10-B-23-DP). The addition of these 3 lots yields a total of 74 lots in this subdivision, which comprises approximately 20.21 acres (3.6 du/ac). The property was rezoned from A

(Agricultural) to PR(k) (Planned Residential) up to 3.7 du/ac in September 2023 (8-F-23-RZ).

ROAD STUB-OUT

The revised layout retains a road stub-out at the southern terminus of Road 'D'. This is also a condition of approval (#4). The concept plan shows the paved road surface extending to the southern boundary of the development. The recommended condition allows Knox County Engineering and Public Works to approve the pavement to stop short of the southern boundary if it will more easily allow the future road connection to tie in.

TRANSPORTATION AND SIDEWALK IMPROVEMENTS

A sidewalk connection is being provided from the Road 'D' cul-de-sac to the South-Doyle High School property line. Condition #7 requires Road 'A' to be graded to accommodate future sidewalk installation.

Condition #5 requires the applicant to implement the recommendations of the transportation impact letter (TIL) (see Exhibit B). These during the design plan phase to evaluate the need for a right or left turn lane on Tipton Station Road. Due to the proximity of the school, a TIL was provided and a left turn lane is not warranted at this time.

ALTERNATIVE DESIGN STANDARD REQUIRING PLANNING COMMISSION APPROVAL

Alternative Design Standard #1: When a road is longer than 1,000 ft, the subdivision regulations require the horizontal curve radius to be a minimum of 250 ft. Otherwise, the minimum horizontal curve radius is 100 ft. Road 'B' is approximately 1,050 ft long from its intersection with Road 'D' to its terminus south of its Road 'E' intersection. While the road is longer than 1,000 ft, the road segments on either side of the Road 'A' intersection are significantly less than 1,000 ft. Very little vehicle traffic will travel the full distance of Road 'B'. The proposed 100 ft radius is near Road 'A', which is where most traffic will come from. The sharp curve will naturally keep speeds below the posted 25 mph speed limit through the curve because of the short distance for acceleration. The minimum horizontal curve radius for AASHTO at 20 mph is 86 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 (Planned Residential) up to 3.7 du/ac:

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

b) This PR zone district is approved for a maximum of 3.7 du/ac. The proposed density for the subdivision is 3.66 du/ac.

c) The peripheral setback is 35 ft and the Planning Commission has the authority to reduce the setback to 15 ft when adjacent to agricultural and residential zones. The existing house on Lot 1 is approximately 25 ft from the eastern lot line. The reduction will ensure the existing structure remains conforming with regard to setbacks.

2) GENERAL PLAN - DEVELOPMENT POLICIES

a) Policy 4.2, Require vehicular and pedestrian connections between subdivisions to encourage safe access to community facilities and to reduce reliance on the automobile. A stub-out is provided on the southeastern boundary of the development. In addition, a sidewalk connection is provided to the South-Doyle High School property boundary.

b) Policy 9.3, Ensure that the context of new development, including scale and compatibility, does not impact existing neighborhoods and communities. The existing house on the east side of the entrance road will remain, which has a consistent setback as the house on the adjacent property to the east.

c) Policy 10.11, Allow higher densities, smaller yards and narrower lots for portions of planned developments that do not abut or face conventional suburban developments. In exchange, deeper setbacks, wider lots or landscape buffers shall be provided where the new development abuts lower density housing. Previous public comment also requested a fence, but that will not be part of staff's recommendation. Large lot residential properties are to the south. Staff is recommending a Type 'B' landscape screen along the southern boundary outside the wetland and wetland buffer.

3) SOUTH COUNTY SECTOR PLAN

a) The property is classified as LDR (Low Density Residential) on the sector plan, which allows consideration of up to 5 du/ac in the County's Planned Growth Area. The proposed density is 3.66 du/ac.

b) The southwest portion of the property is in the SP (Stream Protection) area. The SP area includes the FEMA 100- and 500-year floodplains. The 100-year floodplain can be filled up to half the distance between the outer

edge of the floodplain and the floodway. The floodplain on the subject property is a significant distance from the floodway and can be entirely filled on this site.

4) KNOXVILLE - FARRAGUT - KNOX COUNTY GROWTH POLICY PLAN

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

ESTIMATED TRAFFIC IMPACT: 765 (average daily vehicle trips)

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

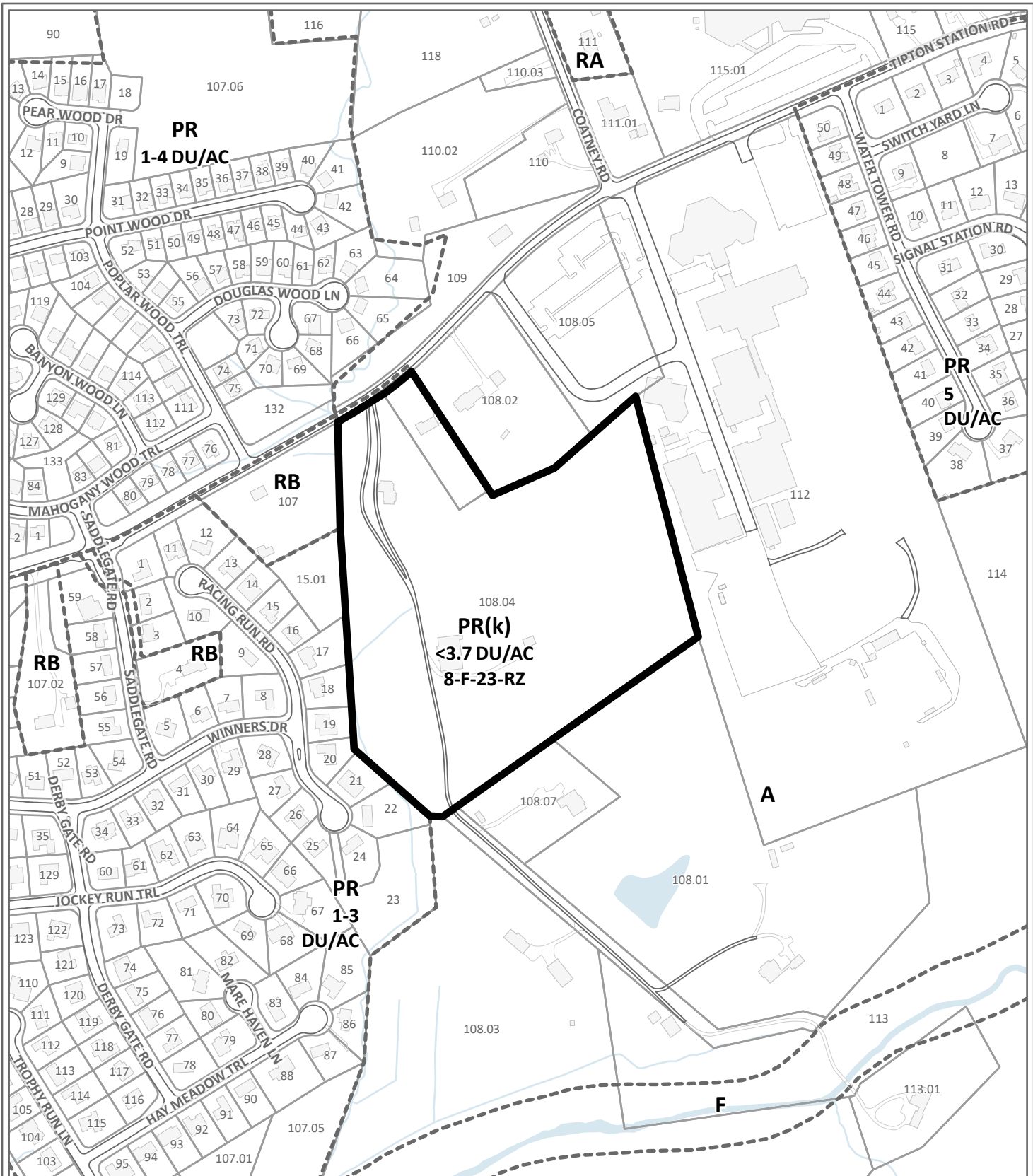
ESTIMATED STUDENT YIELD: 16 (public school children, grades K-12)

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).



CONCEPT PLAN / DEVELOPMENT PLAN

1-SC-24-C / 1-B-24-DP

Petitioner: CMH Homes, Inc.



Detached residential subdivision in PR(k) (Planned Residential)

Original Print Date: 12/7/2023

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

Map No: 148
Jurisdiction: County

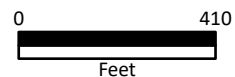
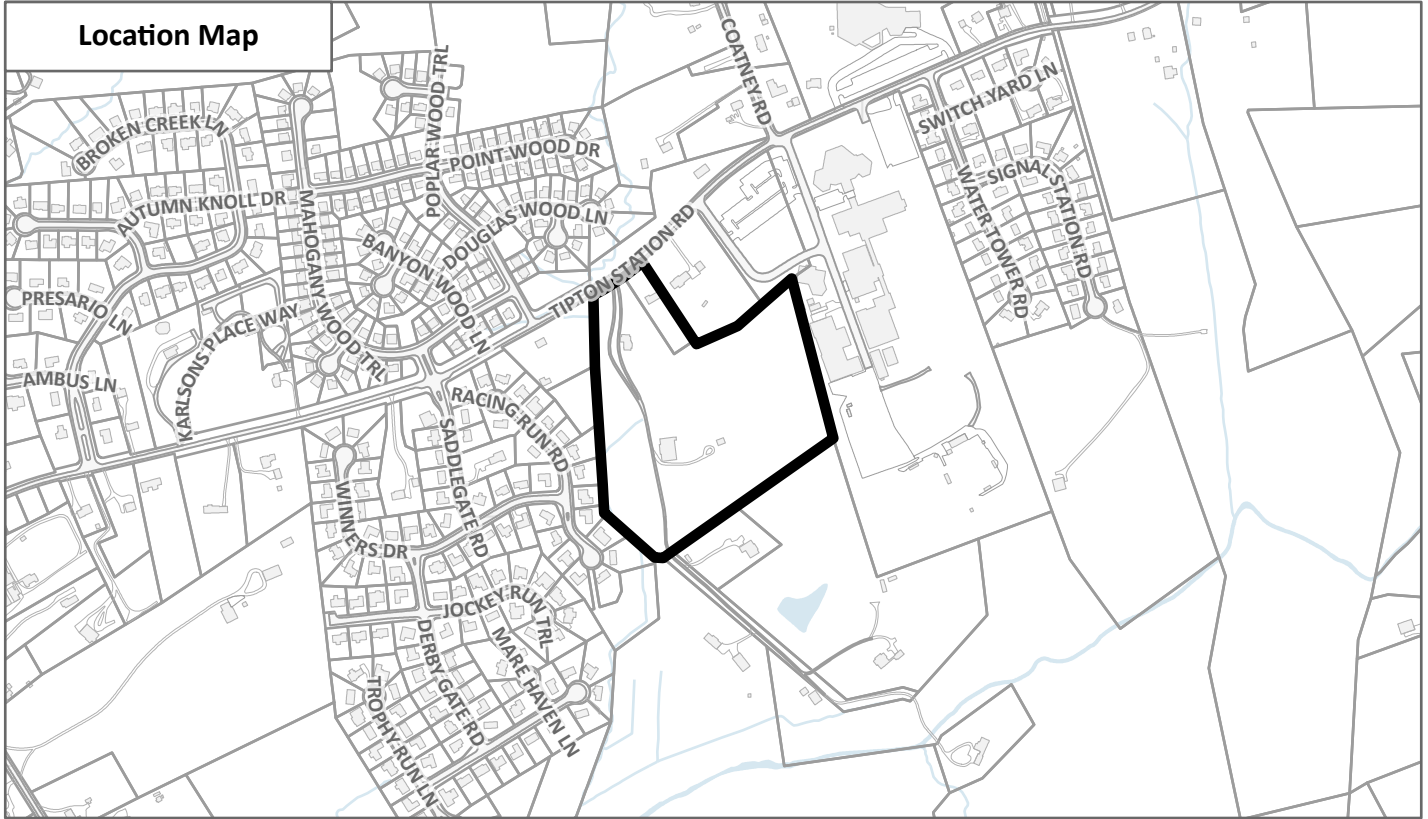


Exhibit A. Contextual Images

Location Map



Aerial Map

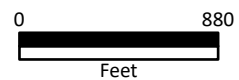


CONTEXTUAL MAPS 1

1-B-24-DP / 1-SC-24-C



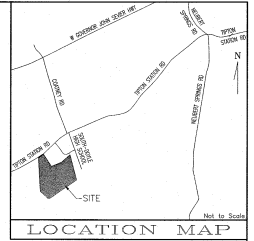
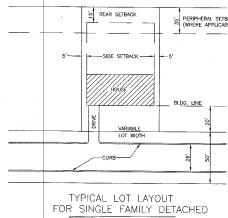
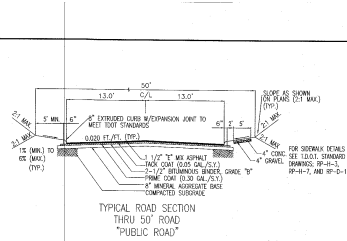
Case boundary



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 ACC. 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:
- ALL DIMENSIONS ARE SCALED AND SUBJECT TO CHANGE ON THE FINAL PLAN.
 - A 10' DRAINAGE, UTILITY AND CONSTRUCTION EASEMENT EXISTS INSIDE ALL EXTERIOR LOT LINES AND ROAD LINES, 5' EACH SIDE OF INTERIOR ROAD LINES.
 - A 10' UTILITY EASEMENT EXISTS 7.5' EACH SIDE OF CENTERLINE OF SANITARY SEWER AS INSTALLED.
 - THIS PROPERTY CONTAINS 20.21 ACRES SUBDIVIDED INTO 74 DETACHED SINGLE FAMILY LOTS AND 3 COMMON AREA LOTS OF 1.822 ACRES.
 - THIS PROPERTY IS ZONED P1.
 - ALL SURVEY AND TOPOGRAPHIC INFORMATION BASED ON SURVEY MAP PROVIDED BY MEI ASSOCIATES ON AUGUST 16, 2023. ROAD PROFILES ARE BASED ON THIS INFORMATION.
 - UTILITIES:
WATER: KNOX CHAMPAIGN UTILITY DISTRICT
SEWER: KNOX CHAMPAIGN UTILITY DISTRICT
ELECTRIC: KNOXVILLE UTILITIES BOARD
GAS: KNOXVILLE UTILITIES BOARD
TELEPHONE: AT&T
CABLE TV: COMCAST
 - GEOTECHNICAL ENGINEER SHALL CHECK THE SLOPE STABILITY ON ALL FILL SLOPES.
 - BUILDING SETBACKS ARE AS FOLLOWS:
FRONT- 20'
REAR- 10'
SIDE- 6'
A 35' PERIPHERAL SETBACK SUPERCEDES ALL OTHER SETBACKS
 - EXISTING UTILITY LOCATIONS SHOWN HEREON ARE APPROXIMATE AND ARE BASED ON SURVEY PROVIDED BY MEI ASSOCIATES. CONTRACTOR IS RESPONSIBLE TO FIELD LOCATE ALL UTILITIES, BOTH HORIZONTALLY AND VERTICALLY PRIOR TO CONSTRUCTION.
 - 50' WIDE PERMANENT ACCESS AND UTILITY EASEMENT TO REMAIN OPEN AND TRAVELABLE DURING THE CONSTRUCTION PROCESS.
 - ALTERNATE DESIGN STANDARDS APPROVED BY KNOX COUNTY ENGINEERING ARE AS FOLLOWS:
a) ROWWAY GRADE AT INTERSECTION FROM HS TO 30E STA 5+25 TO STA 5+48, ROAD "C"
b) ROWWAY GRADE AT INTERSECTION FROM HS TO 30E STA 0+13 TO STA 1+25, ROAD "C"
c) ROWWAY GRADE AT INTERSECTION FROM HS TO 30E STA 2+15 TO STA 2+48, ROAD "C"
d) ROWWAY GRADE AT INTERSECTION FROM HS TO 30E STA 0+13 TO STA 1+00, ROAD "C"
e) ROWWAY GRADE AT INTERSECTION FROM HS TO 2E STA 5+00 TO STA 6+44, ROAD "C"
f) ROWWAY GRADE AT INTERSECTION FROM HS TO 2E STA 5+00 TO STA 6+44, ROAD "C"
 - ALTERNATE DESIGN STANDARDS APPROVED BY KNOXVILLE/KNOX COUNTY PLANNING ARE AS FOLLOWS:
a) 20' HORIZONTAL CURVE RADIUS FROM 250' TO 100' STA 5+50
 - THE 20' STREAM BUFFER MUST REMAIN IN ITS UNDISTURBED STATE. GRADING MAY BE ALLOWED BETWEEN THE 20' AND 50' BUFFER PROVIDED NO PAVEMENT OR OTHER IMPERVIOUS SURFACE IS ALLOWED. SLOPES MUST BE RE-VEGETATED.
 - THE EXISTING ACCESS EASEMENT WILL BE RELEASED BY AGREEMENT WITH THE AFFECTED PARTIES. NEW ACCESS WILL BE PROVIDED AT THE TERMINUS OF PUBLIC ROAD "D".

Planning Design Guidelines Landscape Screening

Type "B" Screen: Continuous

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

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

Two offset rows of evergreen shrubs
SURFACE HEIGHT: 4' to 6' (MAX. HEIGHT 6')
Minimum 4' Centers

A continuous row of evergreen shrubs on a 3 ft. high earth berm
SURFACE HEIGHT: 4' to 6' (MAX. HEIGHT 6')
Maximum 4' Centers

A 5 ft. high masonry wall or timber fence with evergreen trees and low shrubs or climbing vines
TREE HEIGHT: 10' to 12' (MAX. HEIGHT 12')
Maximum 5' Centers

One row of evergreen trees with branches touching the ground
TREE HEIGHT: 10' to 12' (MAX. HEIGHT 12')
Maximum 10' Centers

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 provides 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 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.



CERTIFICATION OF CONCEPT PLAN
I HEREBY CERTIFY THAT I AM A REGISTERED ENGINEER, LICENSED TO PRACTICE ENGINEERING UNDER THE LAWS OF THE STATE OF TENNESSEE, AND THAT I HAVE REVIEWED THE PLAN AND ACCOMPANYING DRAWINGS, AND THAT I AM AWARE OF THE CONTENTS OF THE PLAN AND ACCOMPANYING DRAWINGS, AND THAT I AM AWARE OF THE REQUIREMENTS OF THE KNOXVILLE ZONING ORDINANCE AND THE KNOX COUNTY ZONING ORDINANCE.
REGISTERED ENGINEER: David B. Harris
TENNESSEE CERTIFICATE NO.: 101215

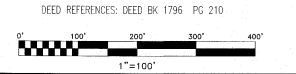
OWNER/DEVELOPER
CMH HOMES, INC.
300 CLAYTON ROAD
MARTINE, TN 37604
865-350-3000

1-SC 24-C/1-B-24-DP

BATSON, HIMES, NORVELL & POE
REGISTERED ENGINEERS & LAND SURVEYORS
4234 PAPERBOWL DRIVE
KNOXVILLE, TENNESSEE 37909
PHONE: (865) 588-6472
FAX: (865) 588-6473
email: bhn@bhnp.com

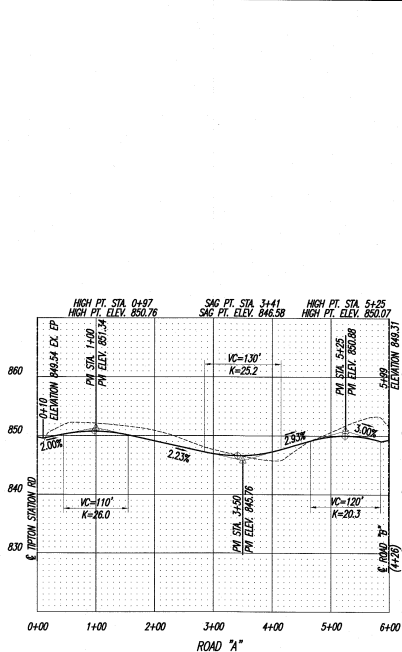
DESIGNED	DBH	DATE	REVISION	APPR	NO.	DATE	REVISION	APPR
DRAWN	TPD	2/10/03/23	REVISED PER KKCP COMMENTS					
CHECKED	DBH	1/9/15/23	REVISED PER KKCP COMMENTS					

SCALE
HORIZONTAL: 1"=100'
VERTICAL: 2"=INTERVAL
DATE
11/20/23

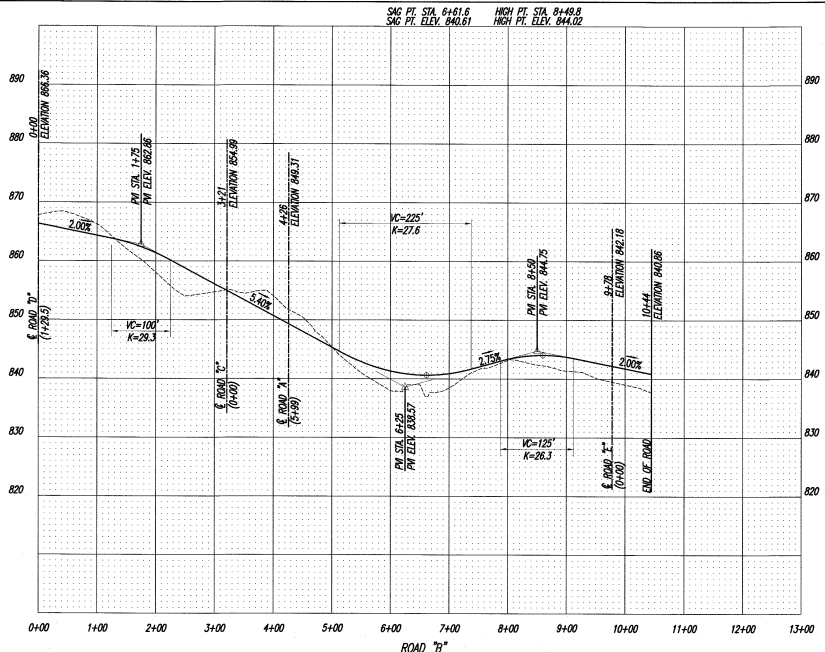


CONCEPT PLAN FOR
CMH HOMES, INC ON TIPTON STATION ROAD
TAX MAP 148 PARCEL 108.04
9TH CIVIL DISTRICT, KNOX COUNTY, TENNESSEE

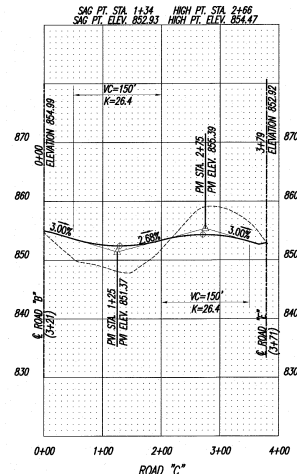
25531-CP
SHEET 1 OF 2 SHEET(S)
03/25531/25531-C-DWG



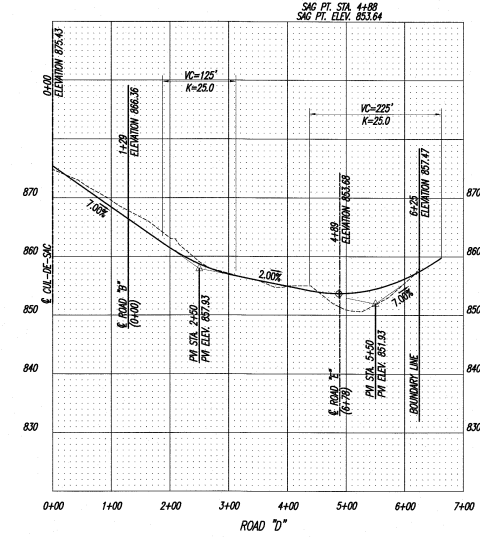
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1"=10' VERT.



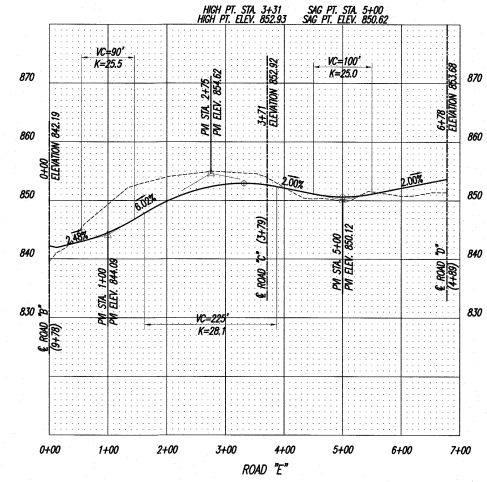
SCALE: 1"=100' HORIZ.
1"=10' VERT.



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



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



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



OWNER/DEVELOPER
CMH HOMES, INC.
500 CLAYTON ROAD
MARTYVILLE, TN 37804
865-385-3000

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

DESIGNED	DBH								
DRAWN	TPD								
CHECKED	DBH	2/19/23	REVISD PER KKCP COMMENTS						
		1/9/23	REVISD PER KKCP COMMENTS						
			REVISION						
				APPR	NO.	DATE	REVISION	APPR	

DATE
8/17/23

ROAD PROFILE FOR
CMH HOMES, INC ON TIPTON STATION ROAD
TAX MAP 148 PARTON 108.04
9TH CIVIL DISTRICT, KNOX COUNTY, TENNESSEE

25531-RP
SHEET 2 OF 2 SHEET(S)
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ALTERNATIVE DESIGN STANDARDS

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

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

Alternative Design Standards Requiring Planning Commission Approval

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

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

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

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

David Harbin
Signature

David Harbin
Printed Name

1/3/24
Date

Alternative Design Standards Requested:

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 Highway and Transportation Officials (AASHTO) or Public Right-of-Way Accessibility Guidelines (PROWAG).

1. Alternative design standard requested:

Reduce the minimum horizontal curve radius on Road "B" from 250 ft to 100 ft at STA 6+50

Approval required by: Planning Commission Engineering

Engineering supports the alternative design standard requested (to be completed during review process):

YES NO

Engineering Comments:

Approve since no unsafe conditions are created

2. Alternative design standard requested:

Increase the maximum road grade at an intersection from 1% TO 3%, STA 5+25 TO STA 5+86, 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 maximum road grade at an intersection from 1% TO 2%, STA 0+13 TO STA 1+75, ROAD "B"

Approval required by: Planning Commission Engineering

Engineering supports the alternative design standard requested (to be completed during review process):

YES NO

Engineering Comments:

4. Alternative design standard requested:

Increase the maximum road grade at an intersection from 1% TO 3%, STA 0+13 TO STA 1+25, ROAD "C"

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:

Increase the maximum road grade at an intersection from 1% TO 3%, STA 2+75 TO STA 3+66, ROAD "C"

Approval required by: Planning Commission Engineering

Engineering supports the alternative design standard requested (to be completed during review process):

YES NO

Engineering Comments:

6. Alternative design standard requested:

Increase the maximum road grade at an intersection from 1% TO 3%, STA 0+13 TO STA 1+00, ROAD "E"

Approval required by: Planning Commission Engineering

Engineering supports the alternative design standard requested (to be completed during review process):

YES NO

Engineering Comments:

7. Alternative design standard requested:

Increase the maximum road grade at an intersection from 1% TO 2%, STA 5+00 TO STA 6+64, ROAD "E"

Approval required by: Planning Commission Engineering

Engineering supports the alternative design standard requested (to be completed during review process):

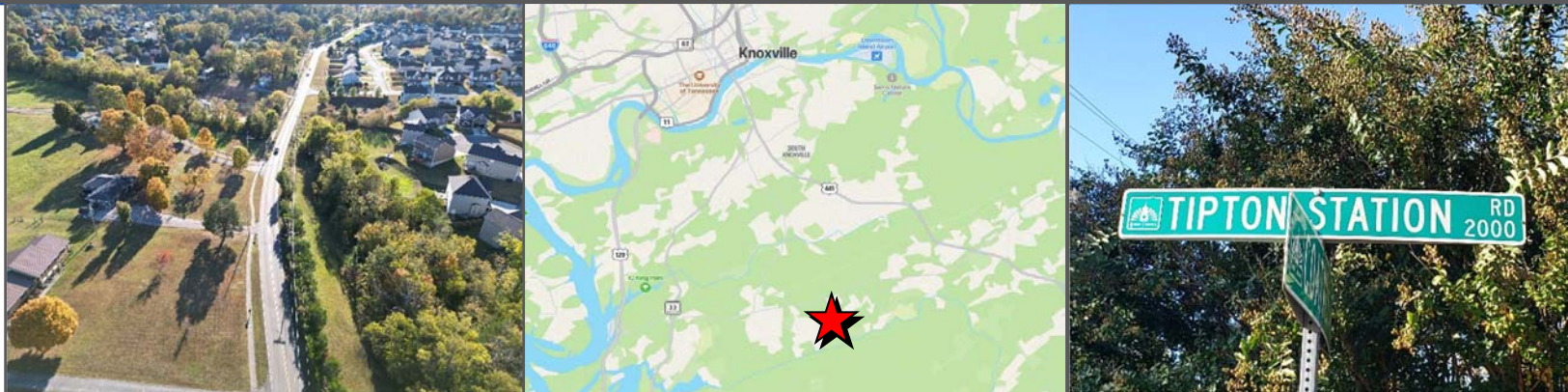
YES NO

Engineering Comments:

Steve Elliott

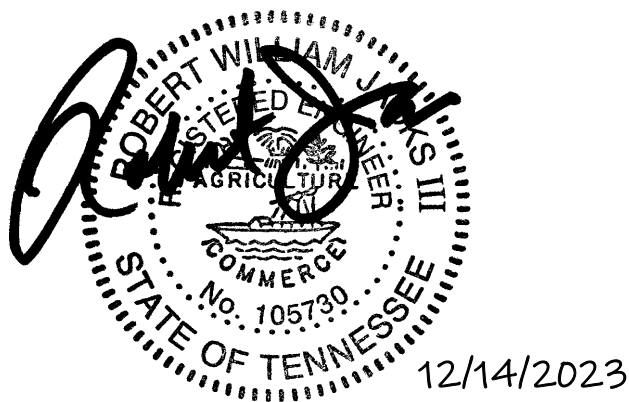


Transportation Impact Letter CMH Homes Development Knox County, Tennessee



Revised December 2023

Prepared for:
CMH Homes, Inc.
5000 Clayton Road
Maryville, TN 37804



1-SC-24-C / 1-B-24-DP
Revised: 12/14/2023

CONCLUSIONS & RECOMMENDATIONS

The following is an overview of recommendations to minimize the transportation impacts of the CMH Homes Development on the adjacent transportation system while attempting to achieve an acceptable traffic flow and safety level.



Tipton Station Road at the Proposed Entrance: The 2027 projected level of service calculations for this intersection resulted in low vehicle delays and LOS.

- 1a) The construction of separate left or right-turn lanes on Tipton Station Road for entering vehicles at the Proposed Entrance is not warranted or recommended.
- 1b) A single exiting lane for the development entrance at Tipton Station Road will be sufficient. The northbound exiting lane of Road "A" at Tipton Station Road is proposed as a shared left/right turn lane. The longest vehicle queue in the projected 2027 conditions on this exiting approach is calculated to be 43 feet in the AM peak hour and 40 feet in the PM peak hour. These queue lengths are reasonable and translate to just under two passenger cars, assuming a length of 25 feet per vehicle.
- 1c) The Proposed Entrance, Road "A", is recommended to be constructed with a 10-foot longitudinal white crosswalk for the existing sidewalk along Tipton Station Road. See TDOT Standard Drawing T-M-4 for crosswalk details.
- 1d) It is recommended that a Stop Sign (R1-1) be installed, and a 24" white stop bar be applied to the Proposed Entrance approach at Tipton Station Road. The stop bar should be applied a minimum of 4 feet away from the edge of the recommended white crosswalk, placed at the desired stopping point that maximizes the sight distance.
- 1e) Intersection sight distance at the Proposed Entrance at Tipton Station Road must not be impacted by future landscaping or signage. Based on a posted speed limit of 40-mph on Tipton Station Road, the required intersection sight distance is 400 feet for exiting left and right-turning vehicles. The available sight distances from the Proposed Entrance on Tipton Station Road will be adequate based on visual observations. The site engineer must verify that these distances will be available in the construction plans.
- 1f) At the Proposed Entrance, it is recommended that the existing double yellow centerline

on Tipton Station Road be removed within the limits of the new intersection.

- 1g) The concept plan states that the two existing driveways for the houses at 2116 and 2120 Tipton Station Road will be removed, and access will be re-configured to tie these into the new internal roads for the subdivision. This modification will require the existing sidewalk along Tipton Station Road to be reconstructed where the existing driveways intersect. It is also recommended to reconstruct the sidewalk crossing at the existing gravel driveway just west of the concrete driveway at 2120 Tipton Station Road to facilitate pedestrian and bicycle traffic. The crossing at the existing gravel driveway is currently in poor condition. The sidewalk along Tipton Station Road at the new Road "A" entrance road should have appropriate ADA-compliant ramps.

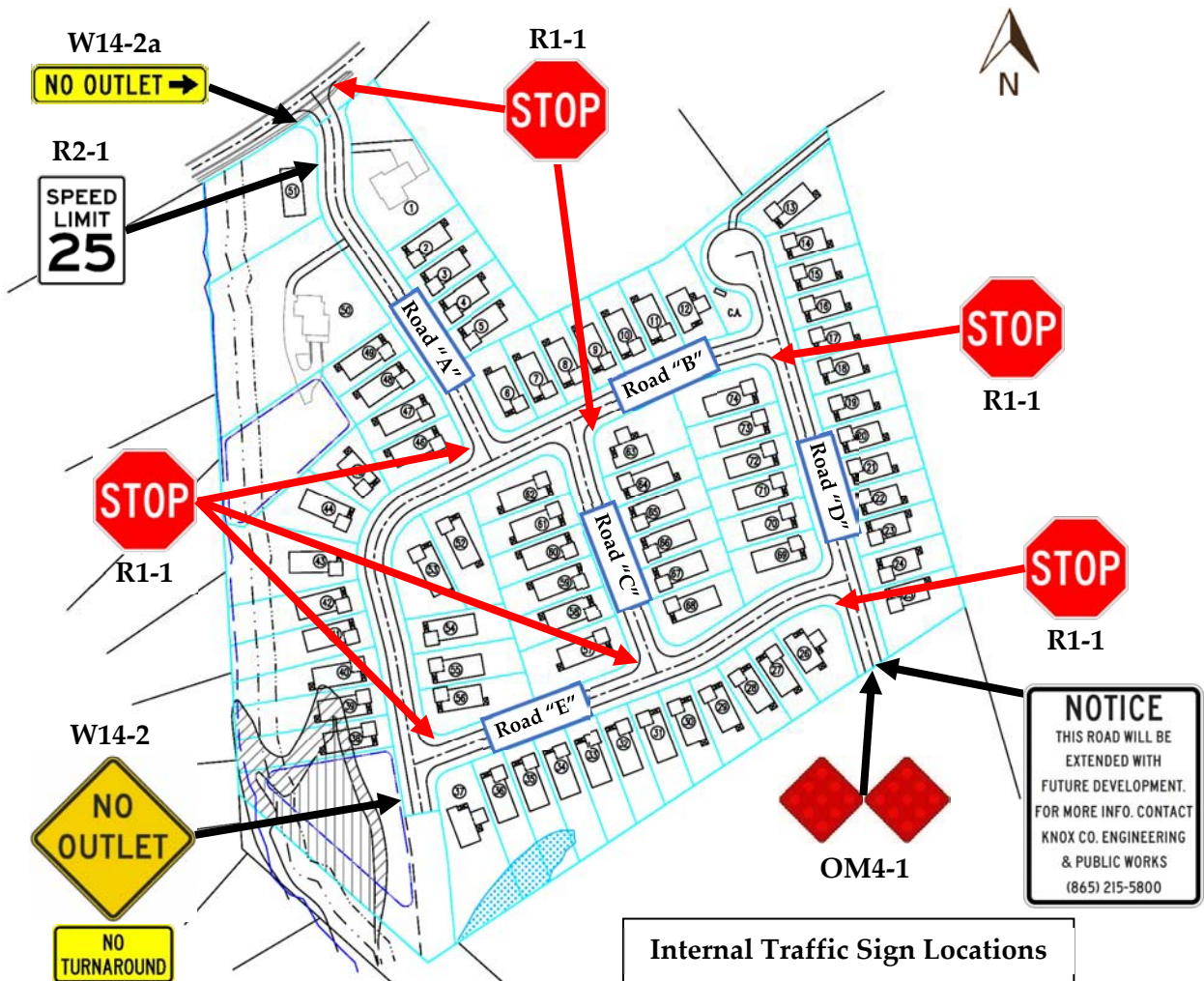


View of Sidewalk Crossing at the Existing Gravel Driveway (Looking West)



CMH Homes Development Internal Roads: The layout plan shows a single entrance at Tipton Station Road 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 Tipton Station Road. It is recommended that a “No Outlet” Sign (W14-2a) be installed at the front of the development at Tipton Station Road. The “No Outlet” sign can be installed above or below the street name sign or separately posted on the Road “A” entrance road.
- 2b) Dual end-of-roadway object markers (OM4-1) should be installed at the end of Road “D” if a stub road is constructed. An additional sign should be posted at the stub road to follow Knoxville-Knox County Subdivision Regulations. This sign is for notification of a possible future street connection and is shown in the image below at the end of Road “D”. A “No Outlet” (W14-2) Sign supplemented with a “No Turnaround” Sign should be installed at the southern end of Road “B”. 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) All road grade and intersection elements should be designed to AASHTO, TDOT, and Knox County specifications and guidelines to ensure proper operation.

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.

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.

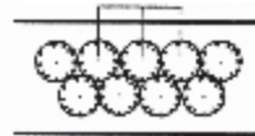
The contents of these guidelines are advisory and are intended to supplement, but not replace, the requirements of the Knoxville Zoning Ordinance and the Knox County Zoning Ordinance.

SHRUB HEIGHT
Installed: 4 ft.
Mature: 6 ft.

- Two offset rows of evergreen shrubs

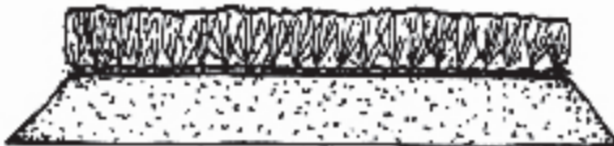


Maximum 4' Centers

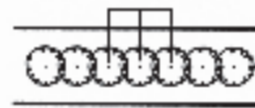


SHRUB HEIGHT
Installed: 2 ft.
Mature: 3 ft.

- A continuous row of evergreen shrubs on a 3 ft. high earth berm



Maximum 3' Centers

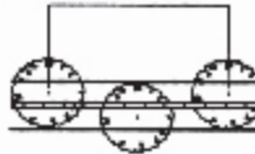


TREE HEIGHT
Installed: 8 ft.
Mature: 15 ft.

- A 5 ft. high masonry wall or timber fence with evergreen trees and low shrubs or climbing vines



Maximum 50' Centers

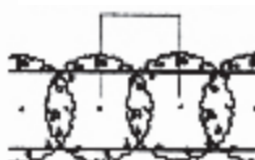


TREE HEIGHT
Installed: 8 ft.
Mature: 20 ft.

- One row of evergreen trees with branches touching the ground



Maximum 10' Centers





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

CMH Homes, Inc.

Applicant Name

Affiliation

11/27/2023

Date Filed

1/11/2024

Meeting Date (if applicable)

1-SC-24-C / 1-B-24-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 and Poe

Name / Company

4334 Papermill Dr. Dr. Knoxville TN 37909

Address

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

Phone / Email

CURRENT PROPERTY INFO

CMH Homes, Inc

Owner Name (if different)

500 Clayton Rd Maryville TN 37804

Owner Address

865-380-3000

Owner Phone / Email

2116 TIPTON STATION RD / 2120 TIPTON STATION RD

Property Address

148 108 04, 108 06

Parcel ID

20.21 acres

Tract Size

Part of Parcel (Y/N)?

Knox-Chapman Utility District

Sewer Provider

Knox-Chapman Utility District

Water Provider

Septic (Y/N)

STAFF USE ONLY

South side of Tipton Station Rd, northeast of Poplar Wood Trl

General Location

City **Commission District 9 PR(k) (Planned Residential)**

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

County District

Zoning District

Existing Land Use

South County

Planning Sector

LDR (Low Density Residential), SP (Stream Protection)

Sector Plan Land Use Classification

Planned Growth Area

Growth Policy Plan Designation

DEVELOPMENT REQUEST

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

SUBDIVISION REQUEST

CMH Homes, Inc on Tipton Station Road	Related Rezoning File Number
Proposed Subdivision Name	
Unit / Phase Number	74 Total Number of Lots Created
Additional Information _____	
<input type="checkbox"/> Attachments / Additional Requirements	

ZONING REQUEST

<input type="checkbox"/> Zoning Change	Proposed Zoning	Pending Plat File Number
<input type="checkbox"/> Plan Amendment		
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	\$1,600.00	
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 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	CMH Homes, Inc. Please Print	11/27/2023 Date
---------------------	--	---------------------------

Phone / Email		
Property Owner Signature	CMH Homes, Inc Please Print	11/27/2023 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

CMH HOMES Inc

Applicant Name

Affiliation

11/27/2023

Date Filed

1/11/2024

Meeting Date (if applicable)

File Number(s)

CORRESPONDENCE

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

- Applicant
- Property Owner
- Option Holder
- Project Surveyor
- Engineer
- Architect/Landscape Architect

David Harbin

Batson Himes Norvell & Poe

Name

Company

4334 Papermill Drive

Knoxville

tn

37909

Address

City

State

ZIP

865-588-6472

harbin@bhn-p.com

Phone

Email

CURRENT PROPERTY INFO

Property Owner Name (if different)

500 Clayton RD

MARYVILLE, TN 37804

865-380-3000

Property Owner Phone

2116 & 2120

108.06

Property Address

TIPTON STATION RD

TAX MAP 148

PARCEL 108.04

Parcel ID

Knox Chapman

Sewer Provider

Knox Chapman

Water Provider

no

Septic (Y/N)

STAFF USE ONLY

General Location

Tract Size

City County

District

Zoning District

Existing Land Use

Planning Sector

Sector Plan Land Use Classification

Growth Policy Plan Designation

DEVELOPMENT REQUEST

Development Plan Use on Review / Special Use Hillside Protection COA
 Residential Non-Residential
Home Occupation (specify) _____
Other (specify) Detached residential subdivision

Related City Permit Number(s) _____

SUBDIVISION REQUEST

CMH Homes, Inc. on Tipton Station Road
Proposed Subdivision Name _____
Unit / Phase Number Combine Parcels Divide Parcel 74 LOTS
Total Number of Lots Created _____
 Other (specify) _____
 Attachments / Additional Requirements _____

Related Rezoning File Number _____

ZONING REQUEST

Zoning Change Proposed Zoning _____
 Plan Amendment Change Proposed Plan Designation(s) _____
Proposed Density (units/acre) _____ Previous Rezoning Requests _____
 Other (specify) _____

Pending Plat File Number _____

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

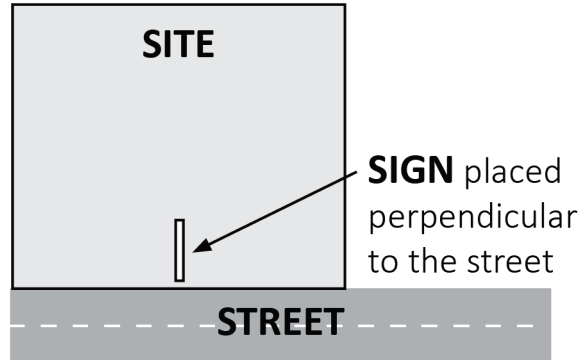
I declare under penalty of perjury the foregoing is true and correct.
1) He/she/it is the owner of the property AND 2) The application and all associated materials are being submitted with his/her/its consent

David Harbin
Applicant Signature David Harbin 11-27-23
Please Print Date

865-588-6472
Phone Number harbin@bhn-p.com
Email

Doug Carathan
Property Owner Signature Doug Carathan for CMH Homes, Inc. 11/27/23
Please Print Date Paid

The Administrative Rules and Procedures of the Knoxville-Knox County Planning Commission require a sign to be posted on the property for each application subject to consideration by the Planning Commission, including the following applications: rezoning, plan amendment, concept plan, use on review/special use, planned development, right-of-way closure, and name change.



The required public notice sign(s) will be provided by Planning to the applicant when an application is submitted. If an application is submitted electronically, Planning staff will post the required sign. If a replacement sign(s) is needed, the applicant is responsible for picking up the new sign(s) from Planning and will be charged \$10 for each replacement.

LOCATION AND VISIBILITY

The sign must be posted on the nearest adjacent/frontage street and in a location clearly visible to vehicles traveling in either direction. If the property has more than one street frontage, the sign should be placed along the street that carries more traffic. Planning staff may recommend a preferred location for the sign to be posted at the time of application.

TIMING

The sign(s) must be posted **not less than 12 days prior to the scheduled Planning Commission public hearing** and must remain in place until the day after the meeting. In the case of a postponement, the sign can either remain in place or be removed and reposted not less than 12 days prior to the next Planning Commission meeting. The applicant is responsible for removing the sign after the application has been acted upon by the Planning Commission.

The individual below is responsible for posting and removing the sign(s) provided consistent with the above guidelines and between the dates of:

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

Applicant Name: CMH Homes, Inc.

Date: 11/27/2023

File Number: 1-SC-24-C & 1-B-24-DP

- Sign posted by Staff
- Sign posted by Applicant