



SUBDIVISION REPORT - CONCEPT/DEVELOPMENT PLAN

► **FILE #:** 7-SB-24-C

AGENDA ITEM #: 22

7-D-24-DP

AGENDA DATE: 7/11/2024

► **SUBDIVISION:** MAYNARDVILLE PIKE SUBDIVISION

► **APPLICANT/DEVELOPER:** CONNOR P. KELLY

OWNER(S): Connor P. Kelly Heritage Land Development Partners

TAX IDENTIFICATION: 29 001

[View map on KGIS](#)

JURISDICTION: County Commission District 7

STREET ADDRESS: 7933 MAYNARDVILLE PIKE

► **LOCATION:** West side of Maynardville Pike, southeast of Gray Road

GROWTH POLICY PLAN: Planned Growth Area

WATERSHED: Beaver Creek

► **APPROXIMATE ACREAGE:** 58.47 acres

► **ZONING:** PR (Planned Residential) < 2.6 du/ac, F (Floodway)

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

► **PROPOSED USE:** Detached residential subdivision

SURROUNDING LAND USE AND ZONING: North: Agriculture/forestry/vacant land, single family residential - A (Agricultural)
South: Agriculture/forestry/vacant land - A (Agricultural)
East: Rural residential, agriculture/forestry/vacant land - A (Agricultural), F (Floodway)
West: Single family residential, agriculture/forestry/vacant land - A (Agricultural), RA (Low Density Residential)

► **NUMBER OF LOTS:** 150

SURVEYOR/ENGINEER:

ACCESSIBILITY: Access is via Maynardville Pike, a four-lane major arterial and center turn lane with 58 ft of pavement width within a right-of-right that varies in width from 340-545 ft.

► **SUBDIVISION VARIANCES REQUIRED:**

VARIANCES

- 1) Reduce the minimum intersection separation along Maynardville Pike, between the centerlines of Road 'A' and Tell Mynatt Road, from 400 ft to 175 ft.
- 2) Reduce the minimum vertical curve K value on Road 'A' at STA 62+69.22 from 25 to 15.

ALTERNATIVE DESIGN STANDARDS REQUIRING KNOXVILLE-KNOX COUNTY PLANNING COMMISSION APPROVAL

- 1) Reduce the minimum horizontal curve radius on Road 'A' from 250 ft to 100 ft at curve C1.

- 2) Reduce the minimum horizontal curve radius on Road 'A' from 250 ft to 200 ft at curve C2.
- 3) Reduce the minimum horizontal curve radius on Road 'A' from 250 ft to 200 ft at curve C4.
- 4) Reduce the minimum horizontal curve radius on Road 'A' from 250 ft to 200 ft at curve C5.
- 5) Reduce the minimum horizontal curve radius on Road 'A' from 250 ft to 200 ft at curve C6.
- 6) Reduce the minimum horizontal curve radius on Road 'A' from 250 ft to 200 ft at curve C7.
- 7) Reduce the minimum horizontal curve radius on Road 'A' from 250 ft to 200 ft at curve C8.

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

1. Reduce the minimum pavement width for a public road from 26 ft to 22 ft on Road 'A' from STA 0+00 to 7+00.
2. Increase the maximum intersection grade from 1 percent to 3 percent on Road 'A' at Maynardville Pike.
3. Increase the maximum intersection grade from 1 percent to 3 percent on Road 'B' at Road 'A'

STAFF RECOMMENDATION:

- **Approve the requested variance to reduce the minimum intersection spacing along Maynardville Pike, between the centerlines of Road 'A' and Tell Mynatt Road, from 400 ft to 175 ft.**
 - A. The site's steep topography on the Maynardville Pike frontage of the property limits options for access placement.**
 - B. Mill Branch stream is between the site and Maynardville Pike. Moving the access point will require constructing a new stream crossing.**
 - C. The granting of the variation will not be detrimental to public safety, health, or welfare because, according to the Maynardville Pike Subdivision Transportation Impact Study, these offset intersections will not have any conflicting movements, will have low turning movements from each, and vehicle queues are not expected to impact operations at either intersection.**

Approve the requested variance to reduce the minimum vertical curve K value on Road 'A' at STA 62+69.22 from 25 to 15.

- A. Due to the topographic conditions on the subject site, the reduced k value will allow the future connection to the adjacent property to follow better the shape and slope of the existing site conditions.**
- B. The existing topographic conditions of the site were not created by any person having an interest in the property.**
- C. The granting of the variation will not be detrimental to public safety, health, or welfare because this segment of Road 'A' will function similarly to a non-continuous leg of T intersection, which allows a k value of 15 at the intersection.**

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

Approve the Concept Plan subject to 12 conditions.

- 1) Connection to sanitary sewer and meeting other relevant utility provider requirements.
- 2) Provision of street names consistent with the Uniform Street Naming and Addressing System within Knox County (County Ord. 91-1-102).
- 3) Implementing the recommendations of the Maynardville Pike Subdivision Transportation Impact Study (TIS) by AJAX Engineering, 5/15/2024, as revised and approved by Planning, Knox County Engineering and Public Works, and the Tennessee Department of Transportation (TDOT) staff (see Exhibit B). A Memorandum of Understanding with Knox County Engineering and Public Works for completing off-site improvements may be required per Chapter 54, Article V of the Knox County Code (Ord. O-23-4-102).
- 4) Providing sight distance easements through the horizontal curve radius less than 250 ft per the requirements

of Knox County Engineering and Public Works during the design plan phase. Any driveways that cannot be located outside the sight distance easement must have a 20 ft depth outside the sight distance easement.

5) Providing a sidewalk on one side of Road 'A' per the requirements of the Knox County Sidewalk Ordinance (Chapter 54, Article IV of the Knox County Code).

6) Providing an engineer report of the culvert over the Mill Branch stream per the requirements of Knox County Engineering and Public Works during the design plan phase. It is the property owner's responsibility to bring any structural deficiencies of the culvert into compliance with Knox County's standards for public streets.

7) Submitting a geotechnical report of the closed contour on the site to be reviewed and approved by Knox County Engineering and Public Works during the design plan phase. If it is not a sinkhole, the certification to be provided by Knox County Engineering and Public Works must be placed on the final plat. If it is a sinkhole, the area shown as a closed contour must be shown on the final plat with a 50-ft buffer as required by Section 3.06.B. of the Subdivision Regulations. If any building construction is proposed within the 50-ft buffer area around the designated sinkholes/depressions (including the depressions), a geotechnical report must be prepared by a registered engineer to determine soil stability and that report must be submitted to the Knox County Department of Engineering and Public Works for consideration. Any construction in these areas is subject to approval by the County following a review of the report. Engineered footings must be designed for these areas. For those lots that do not have a building site outside of the 50-ft buffer, approval by Knox County will be required prior to final plat approval. The sinkholes/depressions and 50-ft buffer shall be designated on the final plat even if they are approved to be filled. Lots that do not have buildable areas outside the sinkholes/depressions shall be combined with other lots to establish a buildable area.

8) Providing the right-of-way stub-out at the western terminus of Road 'A' and notification of future connection per section 3.04.C.2 of the Subdivision Regulations. The curb radii and pavement shall be installed as shown in the concept plan.

9) Access to the detention pond located behind Lot 102 must be approved by Knox County Engineering and Public Works during the design plan phase.

10) Meeting all applicable requirements of the Knox County Zoning Ordinance, including but not limited to the driveway corner clearance spacing requirements of Article 3, Section 3.51.02.C. of the Knox County Zoning Ordinance.

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

12) 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 Concept Plan conditions

► **Approve the development plan for up to 150 detached residential lots, subject to 1 condition.**

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

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

COMMENTS:

This proposal is for a 150-lot detached residential subdivision on 57.83 acres at a density of 2.59 du/ac. In February 2024 (1-C-24-RZ), the property was rezoned from A (Agricultural) and F (Floodway) to PR (Planned Residential) up to 2.6 du/ac and F (Floodway). A single access is provided to Maynardville Pike.

VARIANCES

The Maynardville Pike Subdivision Transportation Impact Study (TIS) evaluated the impact of the proposed Road 'A' intersection being closer than 400 ft to the nearest intersection, Tell Mynatt Road. The study determined that these offset intersections will not have any conflicting movements, will have low turning movements from each, and vehicle queues are not expected to impact operations at either intersection.

The request for a reduced vertical curve k value is appropriate at this location because the intersection will function similarly to a T intersection. If the right-of-way stub-out is connected to and Road 'A' is extended to the adjacent site, there is little need for vehicles to continue straight through this intersection in a northeast/southwest direction.

ALTERNATIVE DESIGN STANDARDS

The applicant is requesting several reductions to the minimum horizontal curve radius and maximum intersection grades. The increase of the intersection grade to 3 percent is consistent with the maximum allowed to be approved by Knox County Engineering and Public Works when there is no crosswalk. This does not impact the intersection's functionality or safety.

There are six requests to reduce the minimum horizontal curve radius from 250 ft to 200 ft, and one request for a 100 ft radius. The 100 ft radius and four of the 200 ft radii are in the portion of Road 'A' between Maynardville Pike and the first intersection of the subdivision. This is due to the topography of the site. The reduced horizontal curves will allow less grading into the HP (Hillside Protection) area. Sight distance easements are required through these curves per the requirement of Knox County Engineering and Public Works during the design plan phase. The reduced horizontal curves act as traffic calming, which is needed because of the long, uninterrupted downhill section of Road 'A'.

TRANSPORTATION IMPACT STUDY (TIS)

The TIS studied the impact of the proposed subdivision, as well as a separate multi-family (apartment) development on an adjacent property that was part of the same rezoning application (1-D-24-RZ). They are being considered a common development from a traffic impact standpoint. The TIS concludes that turn lanes are not warranted for the Ebenezer Road Subdivision; however, lengthening the northbound Ebenezer Road right turn lane at the Kingston Pike intersection is warranted, and a southbound left turn lane on Ebenezer Road at the apartment driveway is warranted (Exhibit B). The applicant and the developer of the apartment complex are responsible for funding the improvements at the intersection of Ebenezer Road and Kingston Pike. The developer of the apartment complex is responsible for the turn lane on Ebenezer Road at their driveway.

ROAD CONNECTIVITY

The proposed subdivision has 150 lots using a single entrance, which exceeds the long-standing unwritten design policy requiring a second entrance or a boulevard entrance road when a subdivision has 150 or more lots. The purpose of this policy is to address access for emergency services, but it also has the secondary benefit of increasing connectivity when multiple entrances are established. The boulevard option should only be used when there are no feasible or logical connections that can provide secondary access to an external road, and the boulevard must extend into the subdivision far enough to provide a benefit, such as the first intersection that provides access to a significant portion of the lots, or preferably, a loop road.

A boulevard is not feasible for this subdivision because of the existing narrow stream crossing and grading needed to construct the road in the HP (Hillside Protection) area. A right-of-way stub-out is provided at the first road intersection within the subdivision to the property to the north. This will allow for potential street connections and obtaining secondary access.

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 2.6 du/ac:

A. The PR zone allows detached 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. The proposed density is 2.59 du/ac, excluding the land area with the F (Floodway) zoning on the subject parcel.

C. The zoning ordinance requires a 50-ft separation for driveways at the intersection of two local streets. During the design plan phase, the corner lots will be evaluated to confirm compliance with this standard.

2) HP (HILLSIDE PROTECTION)

A. Approximately 30.3 acres of this 58-acre property is within the HP area. The slope analysis recommends a disturbance budget of 18.90 acres (62.3 percent) within the HP area. This proposal disturbs approximately 19.5 acres within the HP area, exceeding the recommended disturbance budget by 0.6 acres, 2 percent of the HP area. The steepest slopes are in the northeast corner of the site, which will largely be left undisturbed.

3) COMPREHENSIVE PLAN – RC (RURAL CONSERVATION) PLACE TYPE

A. The property is classified as the RC place type on the Future Land Use Map. Rural conservation areas are appropriate for residential development in a conservation pattern with lots that are smaller than typical rural lots and are clustered to leave natural areas undeveloped. This proposal meets the intent of the RC place type by preserving the vegetated steep hillside in the northeast corner of the property in common area.

B. The RC place type allows consideration of Planned Residential up to 5 du/ac as a partially related zone. The proposed development has a density of 2.59 du/ac.

C. The proposal conforms with the form attributes of the RC place type, which recommends building heights of

1-2 stories, front setbacks of 20-30 ft, meandering streets, and private open spaces.

4) COMPREHENSIVE PLAN – IMPLEMENTATION POLICIES

A. The development preserves the largest area of contiguous steep slopes in the northeast corner of the site, consistent with Policy 7, which encourages development practices that conserve and connect natural features and habitat. The base of these steep slopes is the Mill Branch stream.

B. A sidewalk is required on one side of Road 'A' from Maynardville Pike to the intersection of Road 'A' and Road 'A' and provides a right-of-way stub-out extending west from this same intersection. This is consistent with Policy 11, which promotes connectivity with new development and recommends pedestrian and vehicular connectivity to increase mobility and encourage active transportation and recreation, and Policies 11.2 and 14, which recommend limiting cul-de-sacs (dead-end streets) to provide greater connectivity and redundancy in the travel network rather than a single point.

5) STATE SCENIC ROADWAYS

A. Norris Freeway and Maynardville Pike are designated a scenic parkway by the State of Tennessee (TCA 54-17, Part 2). The purpose is to recognize these "natural and scenic assets and recreational resources for the enjoyment of our citizens and those of other states. Their general welfare will be enhanced by providing a road system that will promote the enjoyment of these assets and resources..."

B. The state scenic parkway law has standards for advertising structures, junkyards, and trash dumping. These standards do not impact the proposed subdivision; however, the proposal should complement the scenic parkway designation. Approximately half of the property facing Maynardville Pike will remain undisturbed, providing a vegetative screen.

6) KNOXVILLE – FARRAGUT – KNOX COUNTY GROWTH POLICY PLAN

A. The purposes of the Planned Growth Area designation are to encourage a reasonably compact pattern of development, promote the expansion of the Knox County economy, offer a wide range of housing choices, and coordinate the actions of the public and private sectors, particularly with regard to the provision of adequate roads, utilities, schools, drainage and other public facilities and services. The proposed development meets the relevant standards of the Growth Policy Plan.

B. The requested proposed density of 2.59 du/ac is consistent with the subject property's location within the Planned Growth Area of the Growth Policy Plan.

ESTIMATED TRAFFIC IMPACT: A traffic impact study was prepared by the applicant. The findings of that study were used in formulating the recommendations of this staff report.

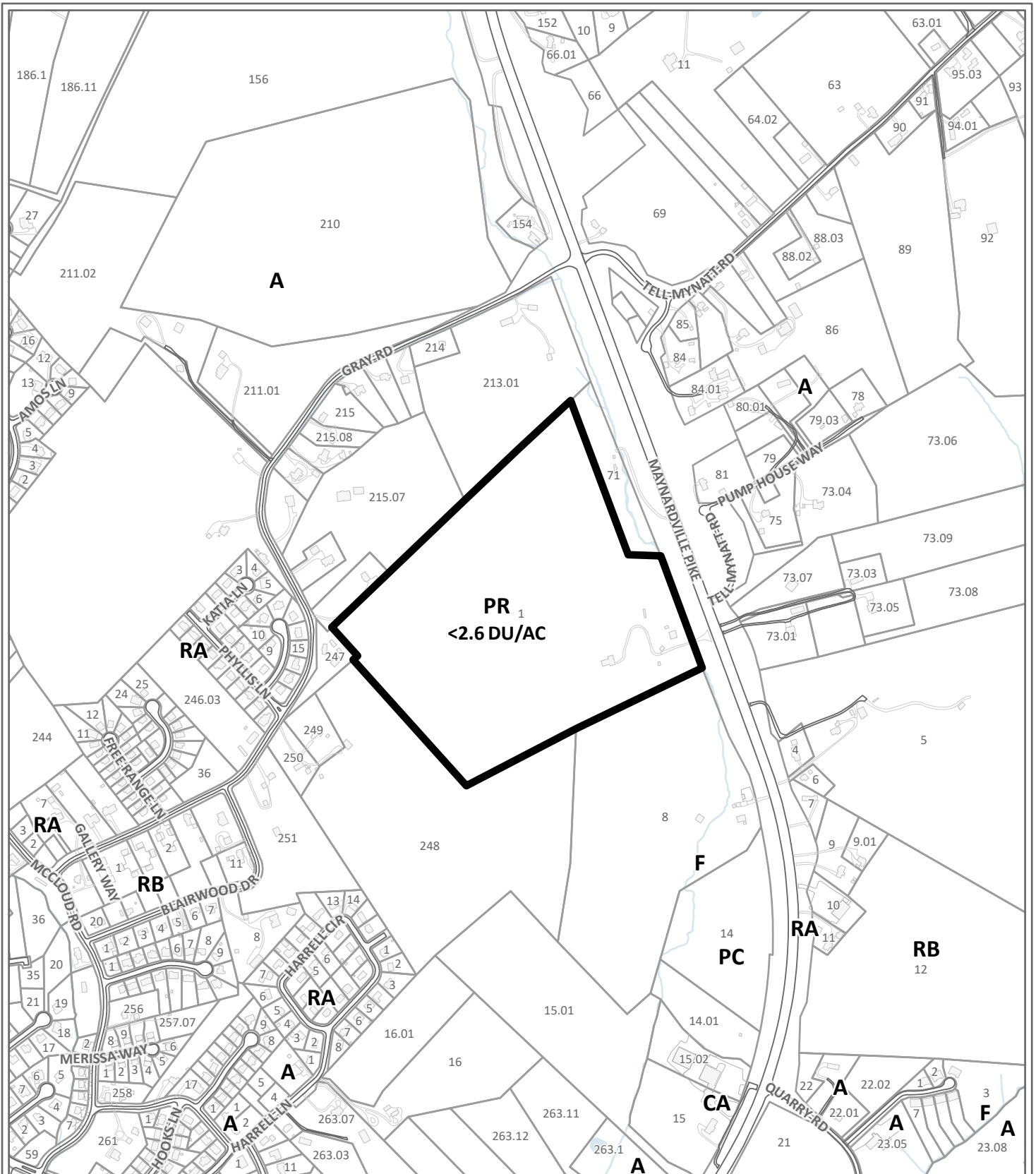
ESTIMATED STUDENT YIELD: 64 (public school children, grades K-12)

Schools affected by this proposal: Halls Elementary, Halls Middle, and Halls 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

7-SB-24-C / 7-D-24-DP

Petitioner: Connor P. Kelly



Detached residential subdivision in PR (Planned Residential), F (Floodway)

Original Print Date: 6/3/2024

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

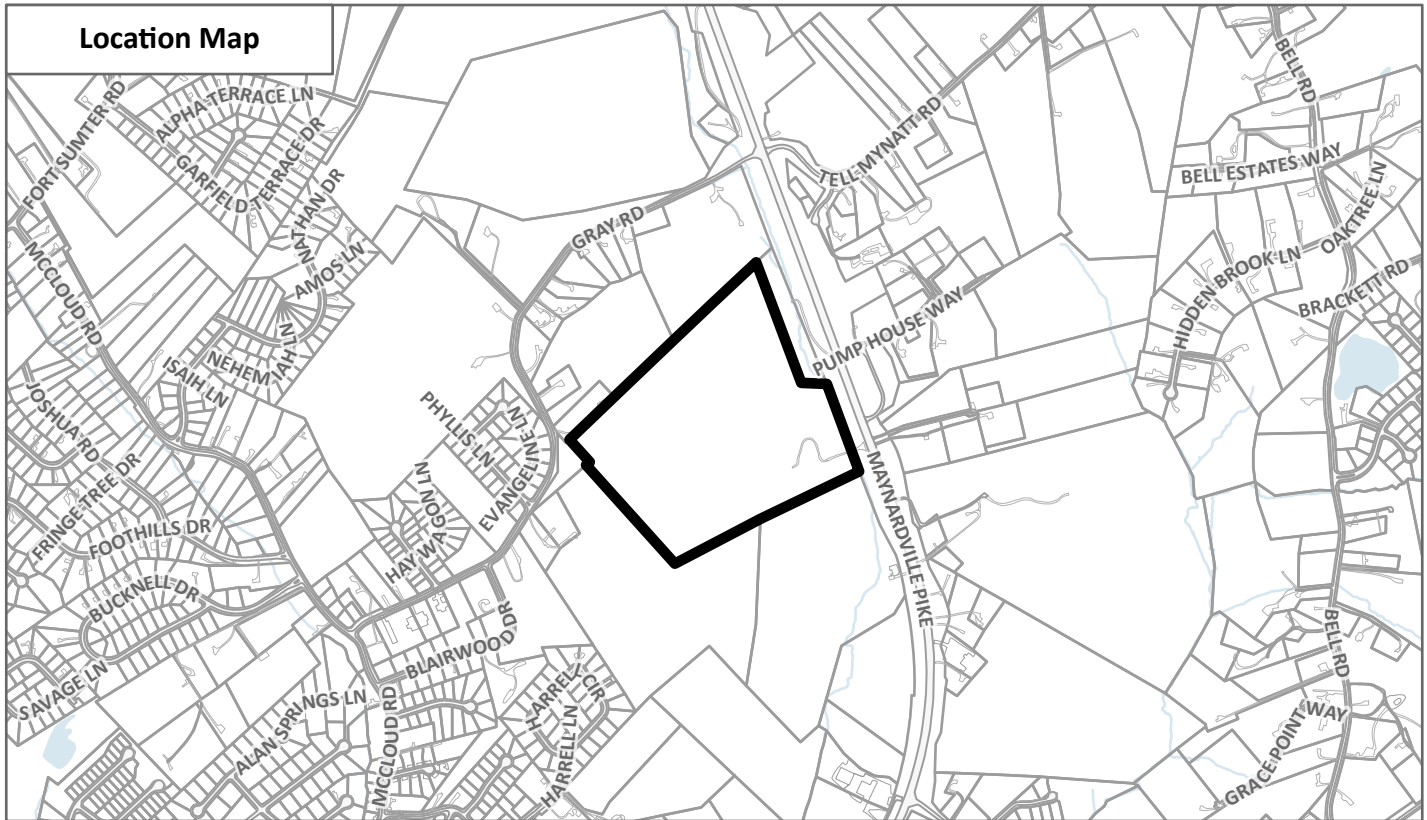
Map No: 29

Jurisdiction: County

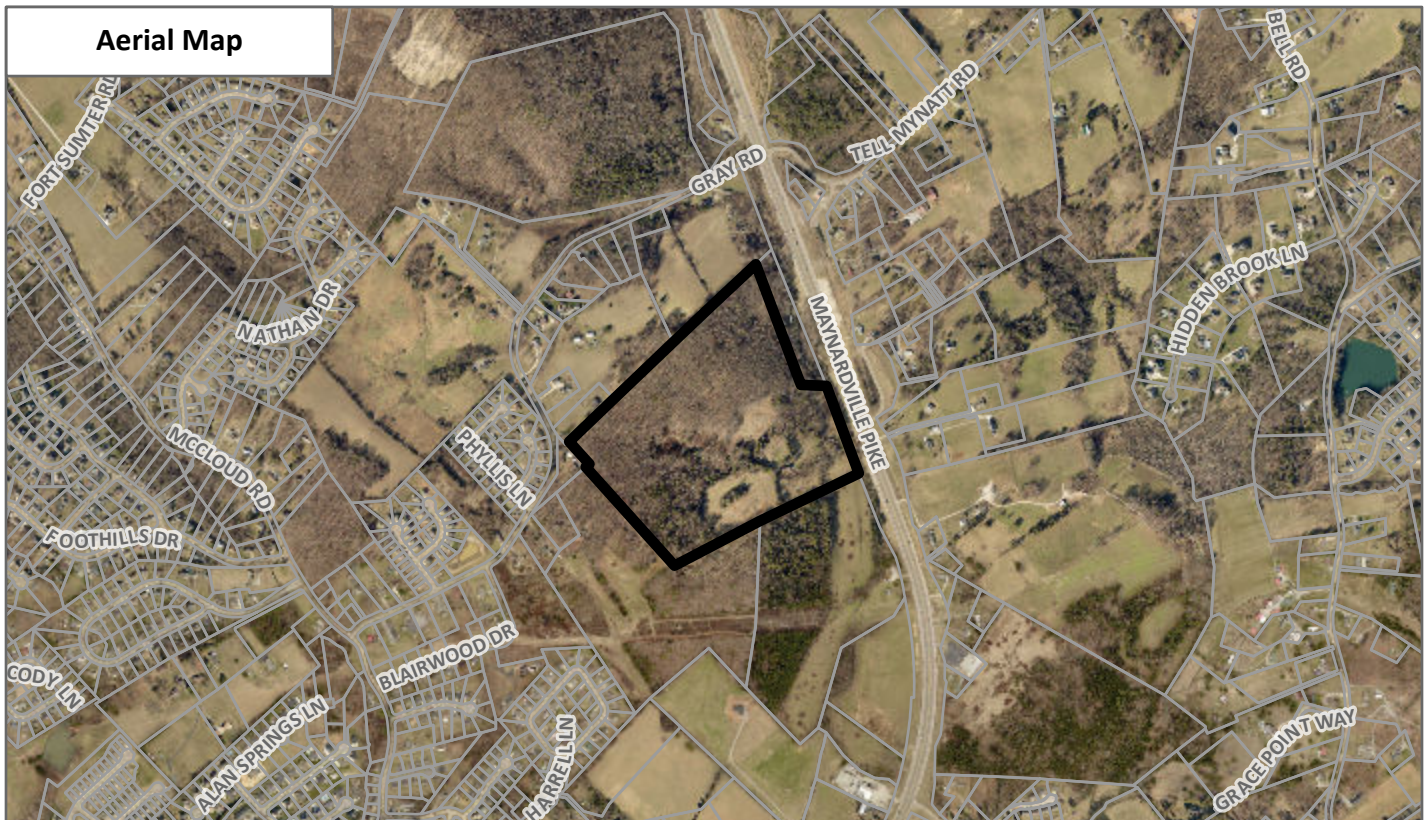


Exhibit A. Contextual Images

Location Map



Aerial Map



CONTEXTUAL MAPS 1

7-SB-24-C / 7-D-24-DP

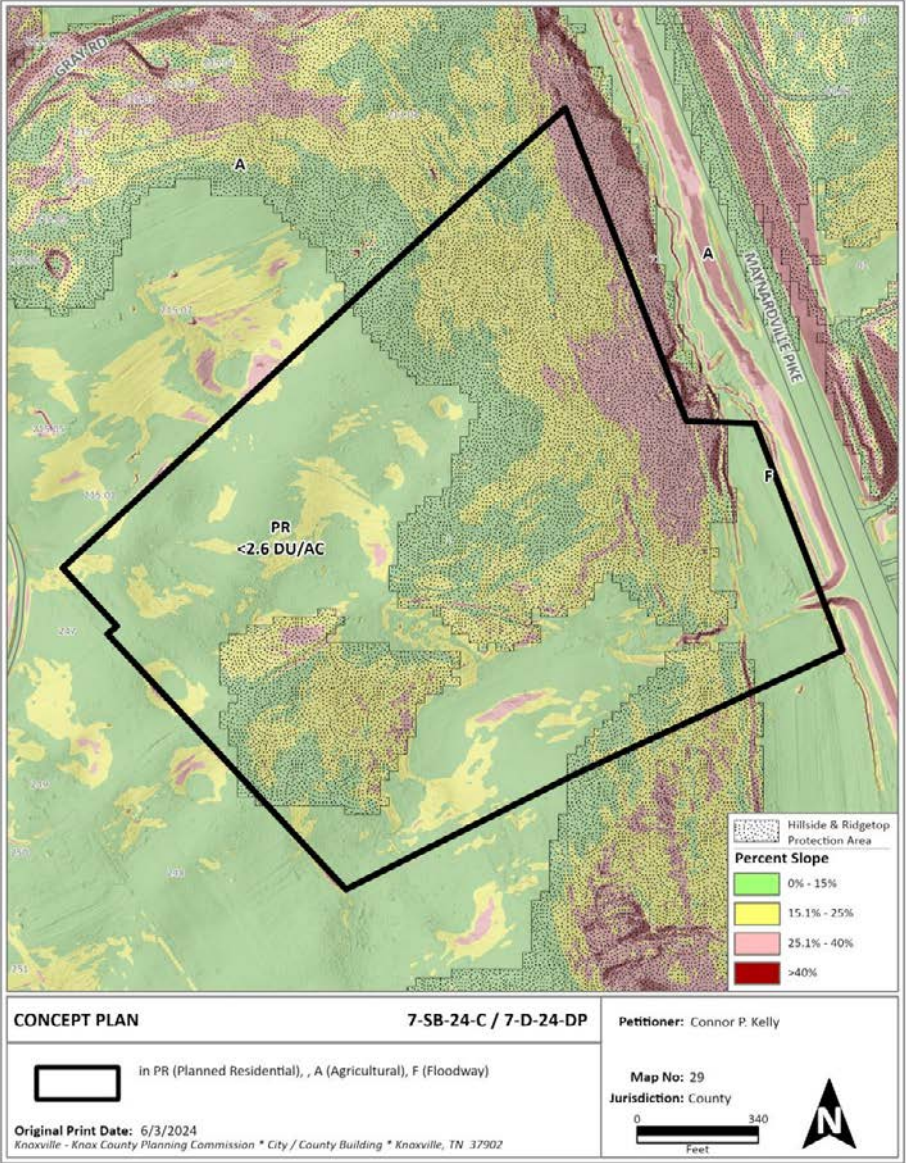


Case boundary

0 1,000
Feet



CATEGORY	ACRES	RECOMMENDED DISTURBANCE BUDGET (Percent)	DISTURBANCE AREA (Acres)
Total Area of Site	58.5		
Non-Hillside	28.2	N/A	
0-15% Slope	10.4	100%	10.41
15-25% Slope	15.1	50%	7.54
25-40% Slope	4.7	20%	0.93
Greater than 40% Slope	0.2	10%	0.02
Ridgetops			
Hillside Protection (HP) Area	30.3	Recommended disturbance budget within HP Area (acres)	18.90
		Percent of HP Area	62.3%





HORIZONTAL CURVE DATA TABLE						
CURVE	PI NORTHING	PI EASTING	DELTA	RADIUS	TANGENT	LENGTH
C1	655,204.8181	2,585,415.8592	41°22'23"	100.00	37.76	72.21
C2	653,315.9962	2,585,105.8080	86°54'58"	200.00	189.51	303.39
C3	652,928.2801	2,584,956.9010	60°52'28"	310.00	182.18	329.36
C4	652,904.3037	2,584,672.5649	27°48'07"	200.00	49.50	97.05
C5	652,901.3504	2,584,668.6310	81°21'08"	200.00	171.88	283.97
C6	653,279.9654	2,583,354.7865	87°54'08"	200.00	192.81	306.84
C7	653,970.6674	2,584,285.1052	79°59'17"	200.00	167.67	279.21
C8	653,519.8664	2,584,987.4991	105°08'49"	200.00	261.36	367.03

FIGURATION:

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

REGISTERED ENGINEER: AARRON M. GRAY

TENNESSEE CERTIFICATE NO.: 0108410

GENERAL NOTES:

1. THE TOPOGRAPHIC DATA WAS TAKEN FROM KGIS. THE BOUNDARY DATA WAS PROVIDED BY LNCV SURVEY ON 04/18/24
2. PROPERTY CONCERNED REFLECTS PARCEL 029 Q01 AS SHOWN IN KNOX COUNTY CLT MAP ZONING FOR THE PROPERTY IS RP, PLANNED RESIDENTIAL. TOTAL PARCEL AREA = 58.47± AC. APPROVED DENSITY: 2.60 UNITS/ACRE
- OWNER: HERITAGE LAND DEVELOPMENT PARTNERS, LLC
3571 LOUISVILLE ROAD
LOUISVILLE, TN 37277
3. BUILDING SETBACKS ARE 20 FT. IN FRONT, 5 FT. ON SIDE, AND 15-FT IN REAR. THE PERIPHERAL SETBACK IS 25 FT.
4. ACCESS TO LOTS IS RESTRICTED TO INTERNAL STREETS.
5. 10' UTILITY & DRAINAGE EASEMENT INTERNAL ROAD FRONTAGE AND S/D PERIMETER LOT LINES. 5' EACH SIDE OF ALL INTERIOR LOT LINES.
6. PROPOSED IMPROVEMENTS INCLUDE: 76" WIDE PUBLIC ROAD, EXTRUDED CURB AND GUTTER, SANITARY SEWER, WATER, ELECTRIC, TELEPHONE, AND CABLE TV.
7. MFE FOR LOTS 103A AND 102 1086± 4' x 102' & 1080± 0'

PROPOSED DENSITY:

TOTAL F ZONE AREA:	0.64 AC.
TOTAL PR ZONE AREA:	57.83 AC.
TOTAL PROPOSED UNITS	150 UNITS
TOTAL PROPOSED DENSITY:	2.59 UNITS/AC.

UTILITY OWNERS:

WATER & SEWER

WATER & SEWER
HALLSDALE-POWELL UTILITY DISTRICT
3745 CUNNINGHAM RD
KNOXVILLE, TN 37918
OFFICE PHONE: 865.922.7547

GAS AND ELECTRIC

KNOXVILLE UTILITIES BOARD (KUB)
BOX 59017
KNOXVILLE, TN 37950-9017
OFFICE PHONE: 865.558.2123

LEGEND:



PROPOSED ASPHALT PAVEMENT

HILLSIDE PROTECTION AREA

PROPOSED LOT NUMBER

TOP MOST CLOSED CONTOUR (SINKHOLE)

PROPOSED 50' SINKHOLE BUFFER REFERENCE
GEOTECHNICAL REPORT FOR RECOMMENDATIONS

PROPOSED PROPERTY BOUNDARY

PROPOSED ROW LINE

EXISTING ROW LINE

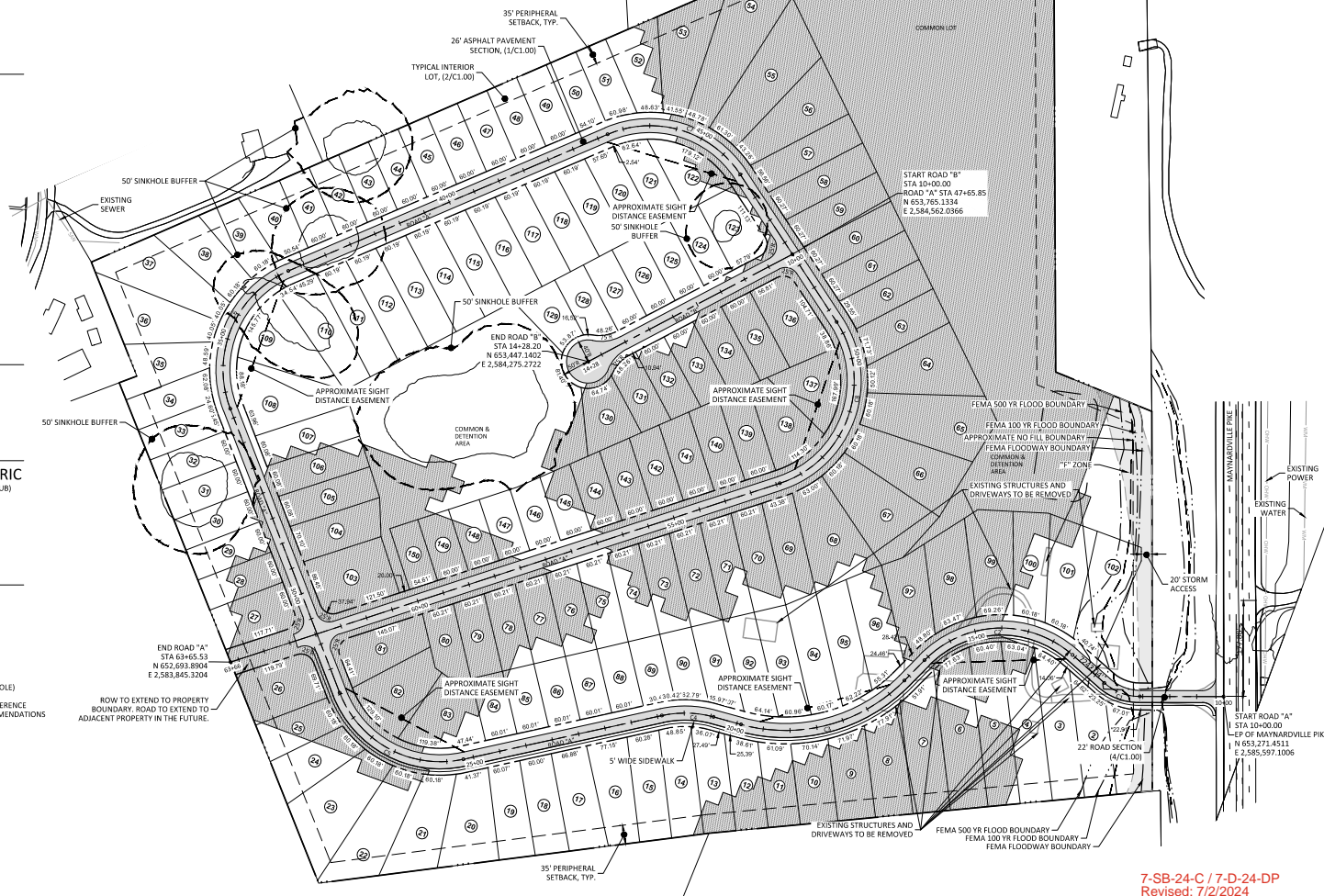
EXISTING OVERHEAD POWER

EXISTING OVERHEAD

EXISTING WATER MAIN

EXISTING SANITARY SEWER

EXISTING SANITARY SEWER



7-SB-24-C / 7-D-24-DP
Revised: 7/2/2024



0 100 200
SCALE - FEET



2160 Lakeside Centre Way, Suite 2
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Phone: (865) 690-6419
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**HERITAGE LAND
DEVELOPMENT
PARTNERS, LLC**
3571 LOUISVILLE ROA
LOUISVILLE, TN 3777

CONNOR KELLY
CKELLY@CBHEMAIL
805-851-7373

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MAYNARDVILLE PIKE SUBDIVISION
MAYNARDVILLE PIKE (PARCEL 029 001)

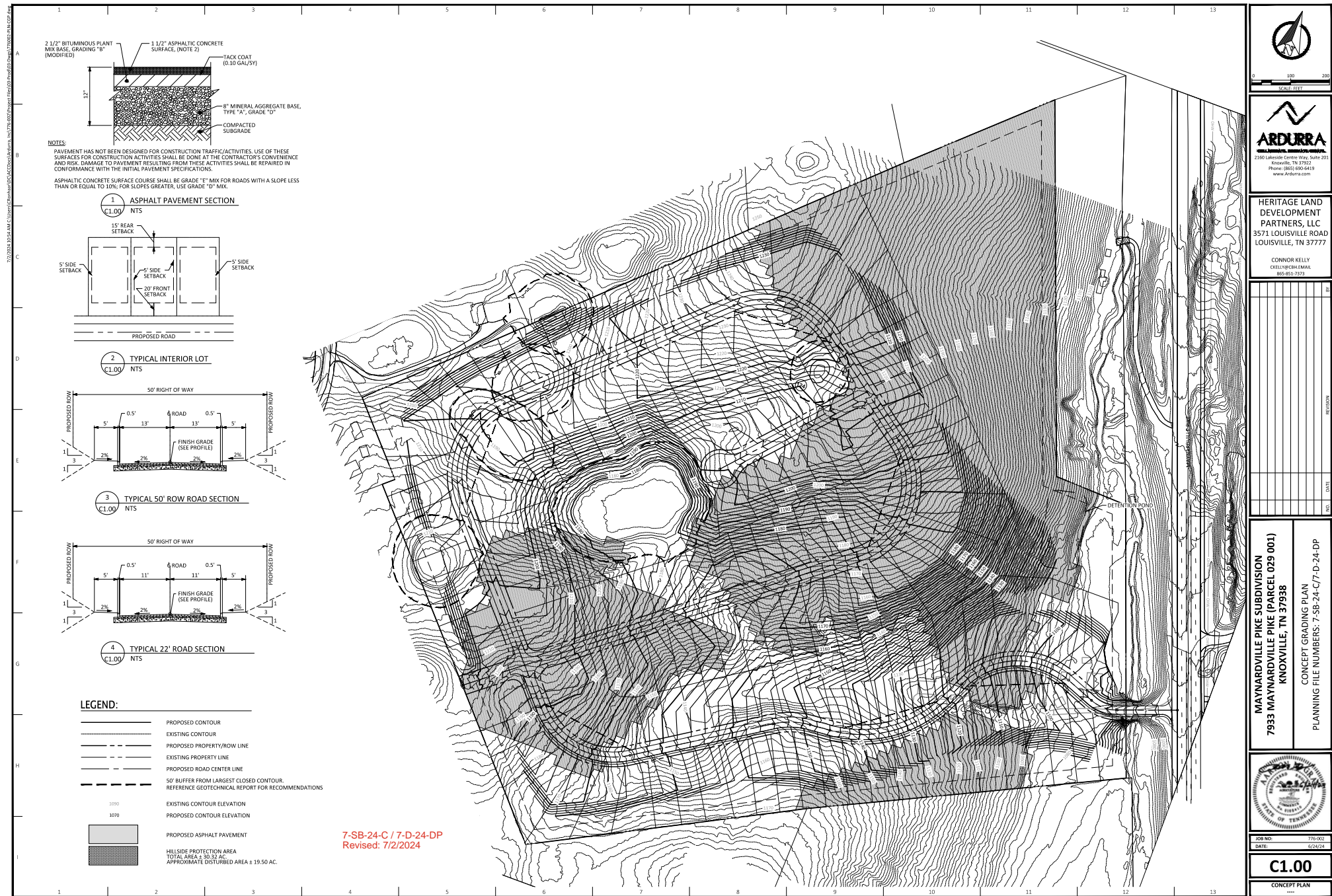
ARDVILLE PIKE (PARCEL 029 001)
KNOXVILLE, TN 37938

CONCEPT PLAN

JOB NO:	776-00
DATE:	6/24/2

CO.00

CONCEPT PLAN



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

HARDSHIP CONDITIONS TO BE MET:

- 1 **Conditions Required:** Where the Planning Commission finds that extraordinary hardships or particular difficulties may result from the strict compliance with these regulations, they may, after written application, grant variations to the regulations, subject to specified conditions, so that substantial justice may be done and the public interest secured, provided that such variations shall not have the effect of nullifying the intent and purpose of these regulations or the comprehensive plan.
- 2 **Evidence of Hardship Required:** The Planning Commission shall not grant variations to these regulations if the purpose of the variation is solely for financial gain. The Planning Commission shall not grant variations to the Subdivision Regulations unless they make findings based upon the evidence presented to them in each specific case that the following hardships are met:
 - a. Because of the particular surroundings, shape, or topographical conditions of the specific property involved, a particular hardship to the owner would result, as distinguished from a mere inconvenience, if the strict letter of the regulations were adhered to.
 - b. The conditions upon which the request for a variation is based is unique to the property for which the variation is sought and is not applicable, generally, to other property, and has not been created by any person having an interest in the property.
 - c. The granting of the variation will not be detrimental to the public safety, health, or welfare, or injurious to other property or improvements in the neighborhood in which the property is located.

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

Signature

Connie Kelly
Printed Name

Date

7/2/24

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

1. VARIANCE REQUESTED:

Reduce the intersection separation requirement from 400ft to 175ft between Road "A" and Tell Mynatt Road.

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

- A. Pertaining to the particular surroundings, shape, or topographical conditions of the subject property:

Meeting the intersection separation criteria would require that a new crossing be installed to access the property. This reduction request will allow the utilization of the crossing that currently exists at the property.

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

Meeting the intersection separation criteria would require that a new crossing be installed to access the property. This reduction request will allow the utilization of the crossing that currently exists at the property.

- C. Pertaining to the granting of a variance will not be detrimental to public safety, health, or welfare, or injurious to other property or improvements in the neighborhood in which the property is located.

To our knowledge, the variance will not be a detriment to public safety, health, or welfare, or be injurious to other properties and improvements in the neighborhood.

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

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

Engineering Comments:

The current access exists and the turning movements for the intersections would not be in conflict so Knox County supports. SE

SE

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

2. ~~VARIANCE REQUESTED:~~ Alternative Design Standard

Reduce the horizontal curve radius for C1 to 100ft from 250ft

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

- A. Pertaining to the particular surroundings, shape, or topographical conditions of the subject property:

The proposed reduction in the horizontal curve radius is based on the topographic conditions on the existing site. The reduction in the radius will allow the road to better follow the shape and slope of the existing site conditions.

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

The topographic conditions on the site are unique and extraordinary and have not been created by any person having interest in the property.

- C. Pertaining to the granting of a variance will not be detrimental to public safety, health, or welfare, or injurious to other property or improvements in the neighborhood in which the property is located.

To our knowledge, the variance will not be a detriment to public safety, health, or welfare, or be injurious to other properties and improvements in the neighborhood.

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

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

Engineering Comments:

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

3. VARIANCE REQUESTED:

Reduce the vertical curve "K" value on Road "A" (STA 62+69.22) from 25 to 15

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

- A. Pertaining to the particular surroundings, shape, or topographical conditions of the subject property:

The proposed reduction in the "K" value is based on the topographic conditions on the existing site in order to make a future connection to the adjacent property. The reduction will allow the road to better follow the shape and slope of the existing site conditions.

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

The topographic conditions on the site are unique and extraordinary and have not been created by any person having interest in the property.

- C. Pertaining to the granting of a variance will not be detrimental to public safety, health, or welfare, or injurious to other property or improvements in the neighborhood in which the property is located.

To our knowledge, the variance will not be a detriment to public safety, health, or welfare, or be injurious to other properties and improvements in the neighborhood.

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

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

Engineering Comments:

No unsafe conditions are created with this request so Knox County supports.

SE

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

4. VARIANCE REQUESTED:

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

- A. Pertaining to the particular surroundings, shape, or topographical conditions of the subject property:

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

- C. Pertaining to the granting of a variance will not be detrimental to public safety, health, or welfare, or injurious to other property or improvements in the neighborhood in which the property is located.

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

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

Engineering Comments:

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

5. VARIANCE REQUESTED:

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

- A. Pertaining to the particular surroundings, shape, or topographical conditions of the subject property:

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

- C. Pertaining to the granting of a variance will not be detrimental to public safety, health, or welfare, or injurious to other property or improvements in the neighborhood in which the property is located.

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

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

Engineering Comments:

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 Ridgeway 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

Printed Name

Date

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

1. ALTERNATIVE DESIGN STANDARD REQUESTED:

Pavement width reduction from 26ft to 22ft from Station 0+00 to Station 7+00

Approval required by: Planning Commission ☒ Engineering ☒

Engineering supports the alternative design standard requested

(to be completed during review process): YES ☒ NO ☐

Engineering Comments:

2. ALTERNATIVE DESIGN STANDARD REQUESTED:

Increase the intersection grade slope at Maynardville Pike to 3% from 1%.

Approval required by: Planning Commission ☒ Engineering ☒

Engineering supports the alternative design standard requested

(to be completed during review process): YES ☒ NO ☐

Engineering Comments:

3. ALTERNATIVE DESIGN STANDARD REQUESTED:

Increase the intersection grade slope at Road "A" and Road "B" to 3% from 1%

Approval required by: Planning Commission ☒ Engineering ☒

Engineering supports the alternative design standard requested

(to be completed during review process): YES ☒ NO ☐

Engineering Comments:

Increase the intersection grade slope of Road "A" and Road "A" to 2% from 1%

4. ALTERNATIVE DESIGN STANDARD REQUESTED:

Reduce the horizontal curve radius of C2, and C4 through C8 to 200ft from 250ft.

Approval required by: Planning Commission ☒ Engineering ☒

Engineering supports the alternative design standard requested

(to be completed during review process): YES ☒ NO ☐

Engineering Comments:

5. ALTERNATIVE DESIGN STANDARD REQUESTED:

Approval required by: Planning Commission ☐ Engineering ☐

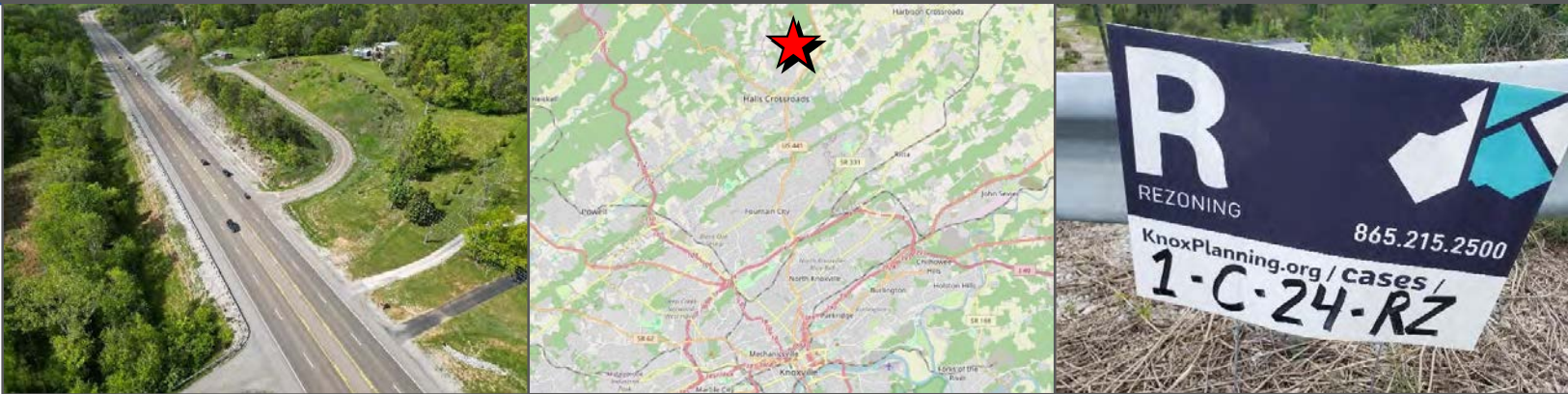
Engineering supports the alternative design standard requested

(to be completed during review process): YES ☐ NO ☐

Engineering Comments:

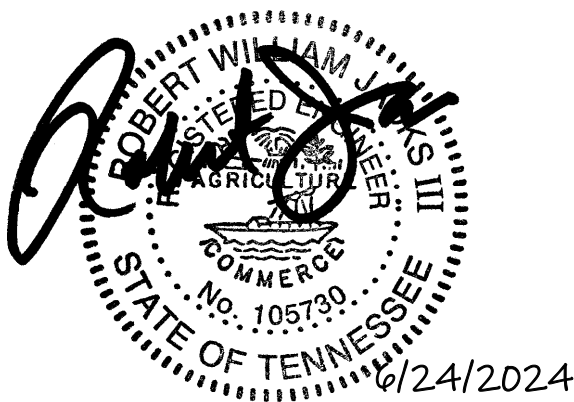


Transportation Impact Study Maynardville Pike Subdivision Knox County, Tennessee



Revised June 2024

Prepared for:
Heritage Land Development Partners, LLC
3571 Louisville Road
Louisville, TN 37777



7-SB-24-C
TIS Version 2
6/24/2024

CONCLUSIONS & RECOMMENDATIONS

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

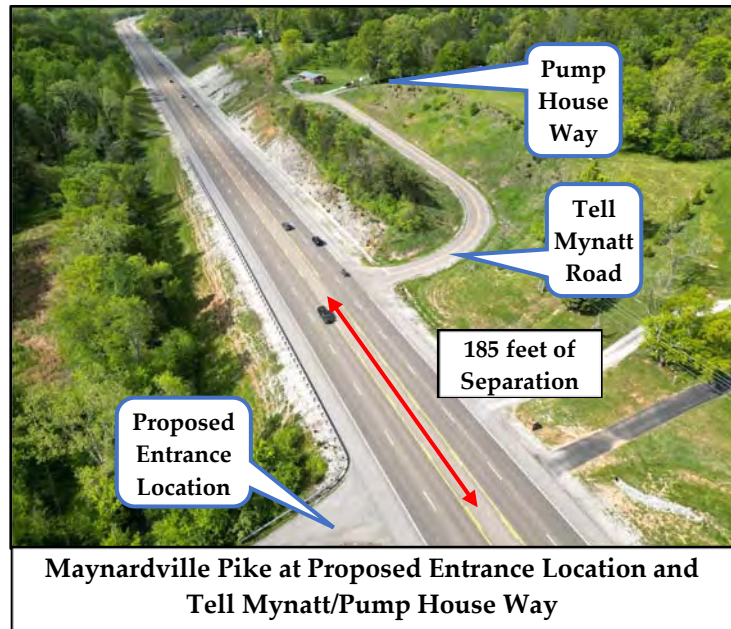


Maynardville Pike at the Proposed Entrance: The projected 2028 level of service calculations for the intersection of Maynardville Pike at the Proposed Entrance resulted in reasonable LOS and vehicle delays. Overall, the exiting left- and right-turning vehicles from the subdivision will experience minimal queue lengths, with a maximum of just over one passenger vehicle in the 2028 AM and PM peak hours.

- 1a) It is recommended that the center two-way left-turn lane (TWLTL) pavement markings on Maynardville Pike be removed within the extent of the new Proposed Entrance intersection to match the existing public side road breaks in the pavement markings. Any striping modifications will need to be approved by TDOT at the driveway permit stage.
- 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 Maynardville Pike. The stop bar should be applied a minimum of 4 feet away from the edge of Maynardville Pike and placed at the desired stopping point that maximizes the sight distance.
- 1c) Sight distances at the Proposed Entrance approach must not be impacted by future landscaping, signage, or vegetation. The site designer must ensure that the intersection sight distances are accounted for and provided in the design plans. Based on a posted speed limit of 55 mph, the required ISD is 690 feet. A visual inspection determined that these sight distances are available to the north and south on Maynardville Pike.
- 1d) The construction of the Proposed Entrance on Maynardville Pike will require a TDOT Highway Entrance Permit. The entrance will require widening and improving the pavement where the existing driveway is currently located. This reconstruction will also require modifications to the existing guardrail along the highway that wraps around and terminates at the existing private driveway. The developer will need to apply for this permit and coordinate with TDOT regarding their specific requirements for this entrance.

- 1e) Even though a southbound right-turn lane on Maynardville Pike is not warranted in the projected conditions, the developer is encouraged to begin coordination with TDOT early in the permitting process. Other modifications may be necessary at TDOT's discretion, including an increased radius for southbound right turns and potentially strengthening the asphalt pavement on the shoulder to facilitate vehicles turning off the higher-speed highway.

- 1f) Knox County requires a 400-foot minimum intersection spacing distance on Arterial roads. The intersection of Maynardville Pike, an arterial road, at the Proposed Entrance will be 185 feet away to the southeast from Tell Mynatt Road/Pump House Way (centerline to centerline).



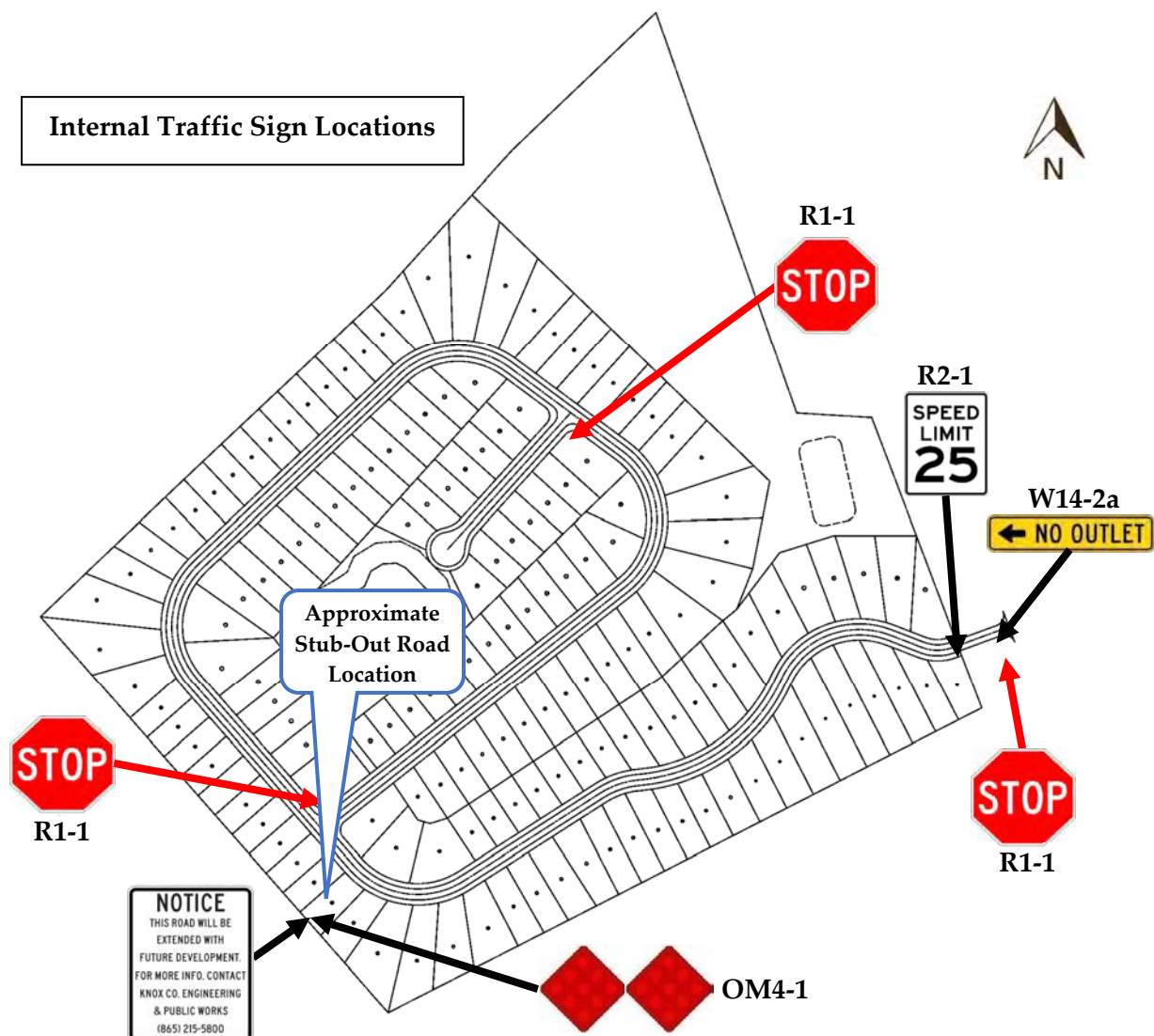
The site designer must request a variance to allow the proposed intersection spacing to be less than the minimum required. This variance should be requested since the development property has limited access opportunities on Maynardville Pike due to the topography and the adjacent creek on the highway's west side.

Since it is a free-flow movement, southbound right-turn movements from Maynardville Pike into the proposed subdivision will not create vehicle queues on Maynardville Pike. Thus, these movements will not interfere with turning movements on Maynardville Pike at Tell Mynatt Road/Pump House Way. These offset intersections will not have any conflicting movements, will have low turning movements from each, and vehicle queues are not expected to impact operations at either intersection.



Maynardville Pike Subdivision Internal Roads: The layout plan shows one entrance on Maynardville Pike constructed for the development, as shown in Figure 3 and below.

- 2a) A 25-mph Speed Limit (R2-1) sign is recommended to be posted near the beginning of the development entrance off Maynardville Pike. It is also recommended that a “No Outlet” Sign (W14-2a) be posted at the front of the subdivision. This sign can be posted above or below the street name sign.
- 2b) The image below shows the recommended internal road signage for the proposed subdivision. The site plan is undergoing a slight revision, including a stub-out road to the southeast, as requested by Knox County. The image below does not reflect this revision, but where the stub-out will likely occur is noted. Stop Signs (R1-1) with 24” white stop bars are recommended to be installed at the internal road locations, as shown in the image below.



The requested stub-out road should include a dual end-of-roadway object marker (OM4-1) installed at its end. Furthermore, an additional sign should be posted at the end of the stub-out road to follow Knoxville-Knox County Subdivision regulations. This sign is for notification of a possible future street connection. It should state, “NOTICE – This road may be extended with future development – for more info. contact Knox Co. Engineering & Public Works (865) 215-5800”.

- 2c) Sight distance at the new internal intersections must not be impacted by new signage, parked cars, or future landscaping. With a speed limit of 25-mph in the development, the internal intersection sight distance is 250 feet. The required stopping sight distance is 155 feet for a level road grade. The site designer should ensure that internal sight distance lengths are met and account for different proposed road grades.
- 2d) If directed by the local post office, the site designer should include a parking area and a centralized mail delivery center within the development for the subdivision residents.
- 2e) All drainage grates and covers for the residential development must be pedestrian and bicycle safe.
- 2f) The main internal roadway will be looped and have long, straight segments. Straight road segments encourage higher vehicle speeds. It is recommended that the site designer consider including traffic calming measures on these segments, such as speed humps or tables. Specifics regarding this recommendation should be discussed in the design phase with Knox County Engineering.
- 2g) For residential subdivisions with more than 150 housing units, Knox County has a long-standing unwritten design policy requiring a boulevard road typical section at the entrance if a second access is not provided. This policy ensures access to the subdivision during potential emergencies. Since the proposed layout of the Maynardville Pike Subdivision only provides one



**Existing Driveway at Maynardville Pike
(Looking East)**

means of ingress and egress and will have 152 units, the subdivision entrance may need to be designed and constructed with a boulevard roadway section. Providing a boulevard section at the entrance at Maynardville Pike would likely require widening and significant alterations due to the existing width of the concrete box culvert across Mill Branch Creek. Due to this impediment and the proposal of only two additional lots over the design policy, this requirement may not be necessary. A decision regarding this issue should be coordinated with Knox County Engineering.

- 2h) All road and intersection elements should be designed to AASHTO, TDOT, and Knox County specifications and guidelines to ensure proper transportation operations.



Development Request

DEVELOPMENT

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

SUBDIVISION

- ☒ Concept Plan
☐ Final Plat

ZONING

- ☐ Rezoning
☐ Plan Amendment
☐ Sector Plan
☐ City OYP / County Comp Plan

Connor P. Kelly

Applicant Name

Affiliation

5/28/2024

Date Filed

7/11/2024

Meeting Date (if applicable)

7-SB-24-C / 7-D-24-DP

File Number(s)

CORRESPONDENCE

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

Connor P. Kelly Heritage Land Development Partners

Name / Company

3579 Louisville Rd Louisville TN 37777

Address

346-666-8119 / ckelly@cookbroshomes.com

Phone / Email

CURRENT PROPERTY INFO

Connor P. Kelly Heritage Land Developm 3579 Louisville Rd Louisville TN 37777

Owner Name (if different)

Owner Address

346-666-8119 / ckelly@cookbro

Owner Phone / Email

7933 MAYNARDVILLE PIKE

Property Address

29 001

Parcel ID

Part of Parcel (Y/N)?

58.47 acres

Tract Size

Hallsdale-Powell Utility District

Sewer Provider

Hallsdale-Powell Utility District

Water Provider

Septic (Y/N)

STAFF USE ONLY

West side of Maynardville Pike, Southeast of Gray Road

General Location

☐ City Commission District 7 PR (Planned Residential) < 2.6 du/ac, F (Floodway)

Agriculture/Forestry/Vacant Land, Right of Way/Open Space

☒ County District

Zoning District

Existing Land Use

North County

RC (Rural Conservation), SP (Stream Protection), HP (Hillside Ridgtop)

Planned Growth Area

Planning Sector

Land Use (City)/Place Type (County)

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

Maynardville Pike Subdivision	Related Rezoning File Number
Proposed Subdivision Name	
Unit / Phase Number	152 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 Rezoning Requests		
Additional Information _____		

STAFF USE ONLY

PLAT TYPE

☐ Staff Review ☐ Planning Commission

ATTACHMENTS

☐ Property Owners / Option Holders ☐ Variance Request
☐ Amendment Request (Comprehensive Plan)

ADDITIONAL REQUIREMENTS

☒ Use on Review / Special Use (Concept Plan)
☐ Traffic Impact Study
☐ COA Checklist (Hillside Protection)

Fee 1	Total
\$1,600.00	
Fee 2	
Fee 3	

AUTHORIZATION

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

Applicant Signature	Connor P. Kelly Please Print	5/28/2024 Date
---------------------	--	--------------------------

Phone / Email

Property Owner Signature	Connor P. Kelly Heritage Land Development Partners Please Print	5/28/2024 Date
--------------------------	---	--------------------------

1) Download and fill out this form at your convenience.
2) Sign the application digitally (or print, sign, and scan).

(3) Either print the completed form and bring it to the
Knoxville-Knox County Planning offices
OR email it to applications@knoxplanning.org

Reset Form



Development Request

DEVELOPMENT

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

SUBDIVISION

- ☒ Concept Plan
☐ Final Plat

ZONING

- ☐ Plan Amendment
☐ SP ☐ PA
☐ Rezoning

Connor P. Kelly
Applicant Name

Developer
Affiliation

5.28.24
Date Filed

7.11.24
Meeting Date (if applicable)

File Number(s)

7-SB-24-C
7-D-24-DP

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

Connor P. Kelly
Name

Heritage Land Development Partners
Company

3571 Louisville Rd
Address

Louisville
City

TN
State

37177
ZIP

346.666.8119
Phone

cicelly@cookbroshomes.com
Email

CURRENT PROPERTY INFO

Same as above
Property Owner Name (if different)

Property Owner Address

Property Owner Phone

7933 Maynardville Pike
Property Address

029 001
Parcel ID

HPUD
Sewer Provider

HPUD
Water Provider

(N)
Septic (Y/N)

STAFF USE ONLY

General Location

Tract Size

☐ City ☐ County

District

Zoning District

Existing Land Use

Planning Sector

Land Use / Place Type
CITY COUNTY

Growth Policy Plan Designation

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) *Detached residential subdivision*

SUBDIVISION REQUEST

Maynardville Pike Subdivision
Proposed Subdivision Name

Related Rezoning File Number

1-C-24-RZ

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
☐ Amendment Request (*Comprehensive Plan*)

ADDITIONAL REQUIREMENTS

- ☐ 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

C. P. Kelly
Please Print

5.28.24
Date

Phone Number
346.646.8119

ckelly@cookbroshomes.com
Email

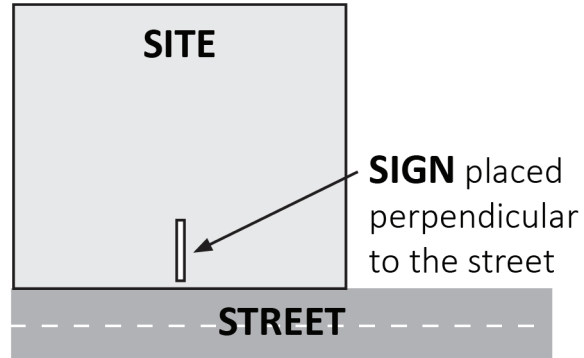
Property Owner Signature

C. P. Kelly
Please Print

5.28.24
Date Paid

05/28/2024, SG

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:

_____ **06/28/2024** _____ and _____ **07/12/2024** _____
 (applicant or staff to post sign) (applicant to remove sign)

Applicant Name: Connor P. Kelly

Date: 05/29/2024

File Number: 7-SB-24-C / 7-D-24-DP



Sign posted by Staff



Sign posted by Applicant