

SUBDIVISION REPORT - CONCEPT/DEVELOPMENT PLAN

► **FILE #:** 11-SB-24-C

AGENDA ITEM #: 57

11-B-24-DP

AGENDA DATE: 11/14/2024

► **SUBDIVISION:** HARVEY LANE SUBDIVISION

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

OWNER(S): Sam Harvey

TAX IDENTIFICATION: 169 009

[View map on KGIS](#)

JURISDICTION: County Commission District 5

STREET ADDRESS: 1630 HARVEY RD

► **LOCATION:** East side of Harvey Road, north side of Northshore Drive

GROWTH POLICY PLAN: Planned Growth Area

FIRE DISTRICT: Rural Metro Fire

WATERSHED: Tennessee River

► **APPROXIMATE ACREAGE:** 42.44 acres

► **ZONING:** PR (Planned Residential) < 3 du/ac

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

► **PROPOSED USE:** Detached residential subdivision

SURROUNDING LAND USE AND ZONING: North: Agriculture/forestry/vacant, single family residential - A (Agricultural)
South: Single family residential, public/quasi-public land (church), agriculture/forestry/vacant - PR (Planned Residential) 1-3 du/ac and 1-3.5 du/ac, A (Agricultural)
East: Multifamily residential, agriculture/forestry/vacant - RA (Low Density Residential), A (Agricultural)
West: Agriculture/forestry/vacant, single family residential - A (Agricultural), PR (Planned Residential) < 2 du/ac and 3 du/ac

► **NUMBER OF LOTS:** 116

SURVEYOR/ENGINEER: Aaron Gray Ardurra

ACCESSIBILITY: Access is via S Northshore Drive, a minor arterial street with a 20-ft pavement width within a right-of-way width of 50-76 ft; and via Harvey Road, a minor collector street with a 20-ft pavement width within a 54-ft right-of-way.

► **SUBDIVISION VARIANCES REQUIRED:** VARIANCES
None

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 curve C7.

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

- 1. Increase the maximum intersection grade from 1% to 2% on Road 'C' at Road 'A'.**
- 2. Increase the maximum intersection grade from 1% to 2% on Road 'B' at Road 'E'.**
- 3. Increase the maximum intersection grade from 1% to 1.5% on Road 'D' at Road 'B'.**
- 4. Increase the maximum intersection grade from 1% to 2% on Road 'E' at Road 'A' and Northshore Drive.**

STAFF RECOMMENDATION:

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

Approve the Concept Plan subject to 10 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) If during design plan approval or construction of the development, it is discovered that unforeseen off-site improvements within the right-of-way are necessary, the developer will either enter into a memorandum of understanding (MOU) with the County for these improvements or reimburse the County for their direct expenses (if completed by County crews) to make corrections deemed necessary.
- 4) Implementing the recommendations of The Enclave at Harvey Transportation Impact Study (TIS) (AJAX Engineering, 10/28/2024) as required by Knox County Engineering and Public Works during the design plan phase. The property owner shall partner by providing all necessary clearing and grading to achieve subgrade elevations with Knox County providing design, stone, and asphalt to construct a westbound left turn lane into Falcon Pointe Subdivision and an eastbound left turn lane into their subdivision within the confines of the existing right-of-way.
- 5) Entering into a memorandum of understanding with Knox County Engineering and Public Works for completing off-site improvements per Chapter 54, Article V of the Knox County Code (Ord. O-23-4-102).
- 6) Install sidewalks per Chapter 54, Article IV of the Knox County Code, including but not limited to an internal connection between the Harvey Road and Northshore Drive access points, and along the Northshore Drive frontage. The location of the sidewalks will be determined by Knox County Engineering and Public Works during the design plan phase. Any sidewalks installed that are not required must be maintained by the home owners association.
- 7) All double frontage lots must meet the requirements of Section 3.02.A.4. of the Subdivision Regulations.
- 8) Meet all applicable requirements of the Knox County Zoning Ordinance.
- 9) Meet all applicable requirements of the Knox County Department of Engineering and Public Works.
- 10) Before certification of the final plat for the subdivision, establish a property owners association or other legal entity responsible for maintaining common facilities, such as common areas, amenities, private roads, and/or stormwater drainage systems.

- **Approve the development plan for up to 116 detached residential lots and reduction of the 35 ft peripheral setback to 25 ft along the north and east boundaries and with the common area lots with 25 ft depth along the Northshore Drive frontage, subject to 3 conditions.**

- 1) Meeting all other applicable requirements of the Knox County Zoning Ordinance.
- 2) Providing a Type B landscape screen (Exhibit C) along the north and east boundary where the peripheral setback is reduced to 25 ft.
- 3) Providing a Type C landscape screen (Exhibit D) along the Northshore Drive frontage. Existing trees that remain can count toward this requirement. A detailed landscape plan must be submitted to Planning staff for review and approval before grading permits are issued.

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 116-lot detached residential subdivision on this 42.44-acre property at a 2.76 du/ac

density. The development will have access to Northshore Drive, across from Falcon Pointe Drive, and access to Harvey Road. The property was rezoned from A (Agricultural) to PR (Planned Residential) < 3 du/ac in February 2024 (1-E-24-RZ). The Knox County Sidewalk Ordinance requires a sidewalk along the Northshore Drive frontage and an internal sidewalk that connects the Harvey Road and Northshore Drive points. The applicant is encouraged to reach out to Knox County Parks and Recreation to determine if the land area on the west side of the creek near the Northshore Drive and Harvey Road intersections could be used as a pocket park.

TRANSPORTATION IMPACT STUDY (TIS)

The TIS studied the impact of the additional traffic at the proposed access points on Northshore Drive and Harvey Road, and the existing intersection of Northshore Drive and Harvey Road. The most significant recommendation is the installation of a westbound left turn lane on Northshore Drive at the Falcon Pointe Road intersection. The TIS also recommends installing an eastbound left turn lane at the same intersection to reduce interruptions and facilitate the thru movements on Northshore Drive.

Because the recommended left turn lane is warranted without the subject development, the developer will partner with Knox County to make this improvement by providing all necessary clearing and grading to achieve subgrade elevations, with Knox County providing design, stone, and asphalt to construct a westbound left turn lane into Falcon Pointe Subdivision and an eastbound left turn lane into their subdivision within the confines of the existing right-of-way.

ALTERNATIVE DESIGN STANDARDS

The applicant requests to reduce the minimum horizontal curve radius from 250 ft to 100 ft on Road 'B', east of the roundabout. While the full length of Road 'B' exceeds 1,000 ft, requiring a minimum 250 ft radius, the road length from the roundabout is only about 450 ft. Roads less than 1,000 ft require a minimum 100 ft radius. In addition, sight distance easements are required through the inside of curves with less than 250 ft radius to ensure sight lines remain clear. The applicant also requests to increase the maximum intersection grade from 1% to 1.5% for one intersection and 2% at four intersections. Knox County Engineering and Public Works can approve an intersection grade of up to 2% when there is a crosswalk and 3% when there is no crosswalk.

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) < 3 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 2.73 du/ac.

C. There are two streams on the site that are branches of Little Turkey Creek. The larger of the two crosses the southwest corner of the property near the Northshore Drive and Harvey Road intersections. The other stream begins west of Road 'D' and flows west to Harvey Road.

2) COMPREHENSIVE PLAN – IMPLEMENTATION POLICIES

A. Northshore Drive is a state scenic highway. Staff is recommending Type C landscape screen along the Northshore Drive frontage, which can consist of a combination of existing and new trees. This is consistent with Policy 7, to encourage development practices that conserve and connect natural features and habitat.

B. The County is partnering with the developer to install left turn lanes on Northshore Drive. This is consistent with Policy 9, to coordinate infrastructure improvements with development.

3) FUTURE LAND USE MAP

A. The property is classified as the RL (Rural Living) place type on the Future Land Use Map. Rural Living areas are primarily made up of single family residential within a rural setting. These areas may include agriculture, open space, and some limited commercial that support agriculture and civic uses.

B. Single family residential on a wide range of lot sizes is a primary use in the RL place type. Primary uses are intended to be the predominant focus of the place. – The proposed single family development with varying lot sizes is consistent with the RL place type.

C. The proposal conforms to the form attributes of the RL place type, which recommends building heights of 1-2 stories. – The maximum height is 35 ft for houses in the PR zone.

D. The RL place type allows consideration of PR (Planned Residential) up to 2 du/ac as a partially related zone per the Place Type and Zoning Correspondence Matrix (Appendix H of the Comprehensive Plan).

However, the Comprehensive Plan recognizes that there will be conflicts between the place type recommendations and the existing zoning by stating, "As of the effective date of this plan, a property's assigned zoning district shall remain unchanged." (page 28) The zoning ordinance authorizes the Planning Commission to approve a development plan where it can be shown that the proposed plan is in harmony with the general purpose and intent of the zoning ordinance and with the comprehensive plan (Article 6.50.06). – The proposal is consistent with the standards and density of the PR < 3 du/ac zoning district and other relevant standards of the zoning ordinance and is in harmony with the general purpose and intent of the RL place type and policies of the Comprehensive Plan as outlined above.

4) 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.

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.

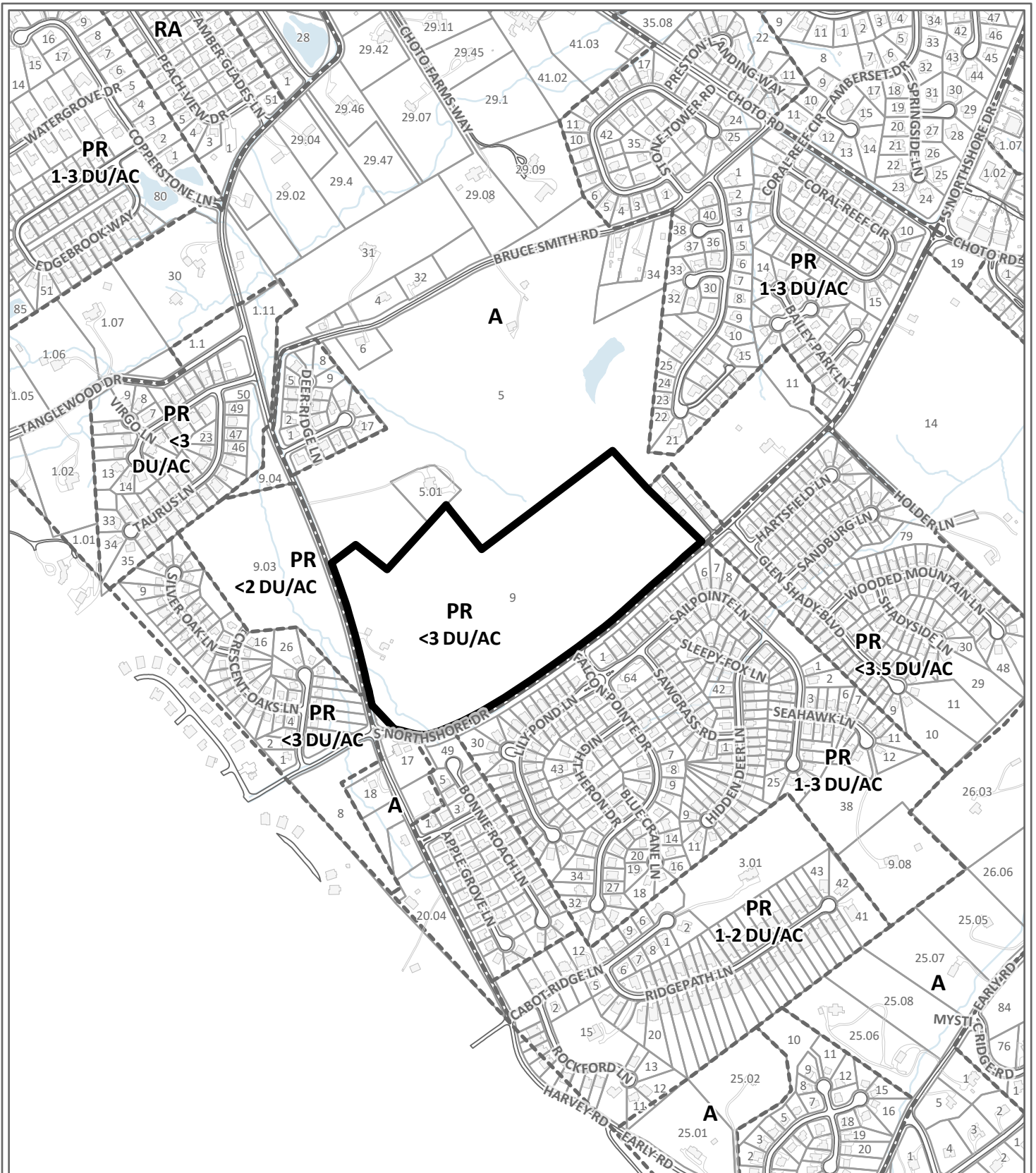
ESTIMATED STUDENT YIELD: 48 (public school children, grades K-12)

Schools affected by this proposal: Northshore Elementary, Farragut Middle, and Farragut 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

11-SB-24-C / 11-B-24-DP

Petitioner: Connor P. Kelly



Detached residential subdivision in PR (Planned Residential) up to 3 du/ac

Original Print Date: 10/9/2024

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

Map No: 169

Jurisdiction: County

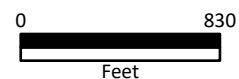
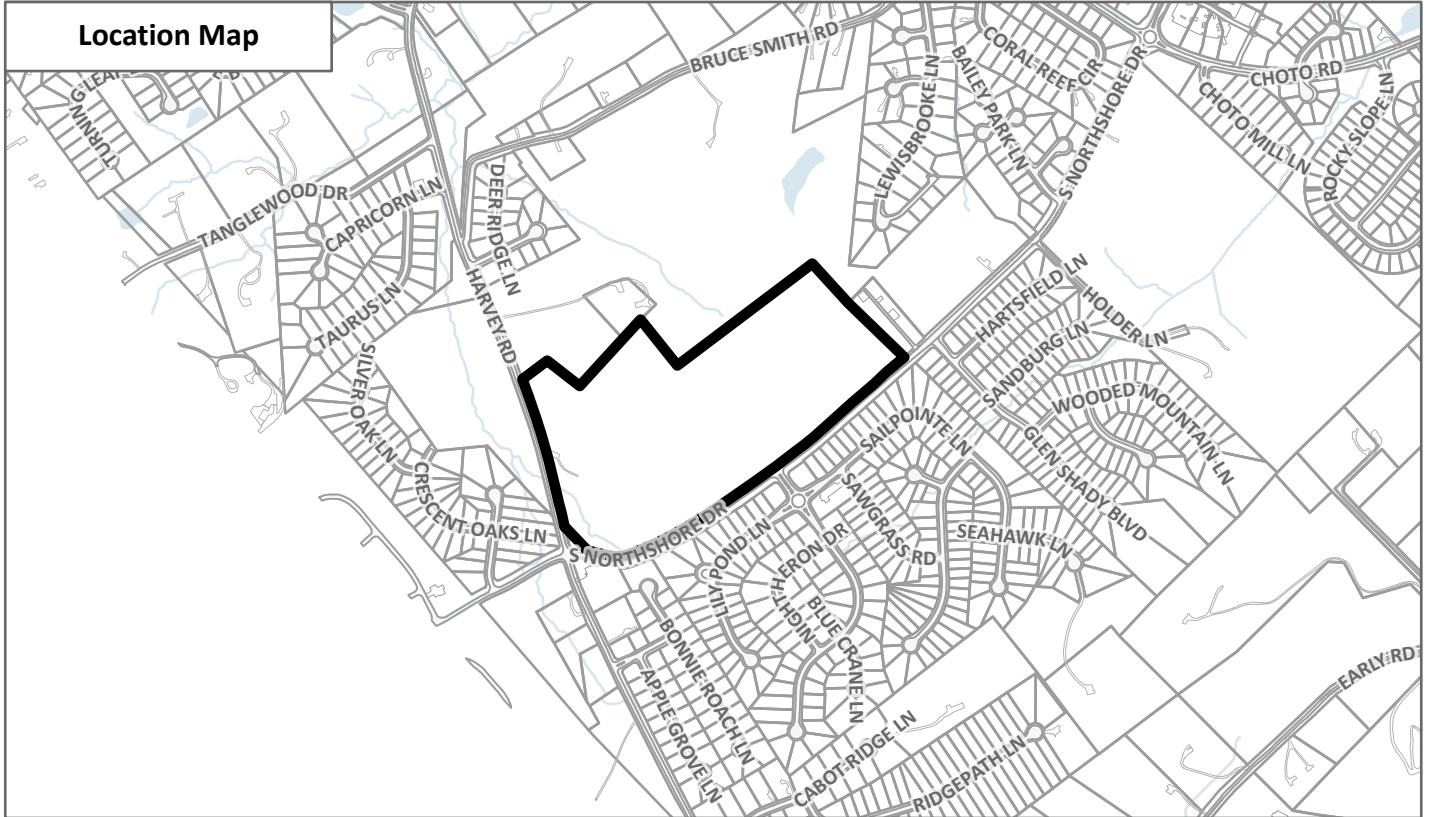


Exhibit A. Contextual Images

Location Map



Aerial Map



CONTEXTUAL MAPS 1

11-B-24-DP / 11-SB-24-C



Case boundary

0 1,000
Feet



GENERAL NOTES:

1. THE BOUNDARY DATA WAS TAKEN FROM KGIS
2. PROPERTY CONCERNED REFLECTS PARCELS 169 009 AS SHOWN IN KNOX COUNTY CLT MAP 169. ZONING FOR THE PROPERTY IS PR, PLANNED RESIDENTIAL. TOTAL PARCEL AREA = 42.44 ± AC.
- OWNER: HERITAGE LAND DEVELOPMENT, LLC
3571 LOUISVILLE ROAD
LOUISVILLE, TN 37777
3. BUILDING SETBACKS ARE 20-FT. IN FRONT, 5-FT. ON SIDE, AND 15-FT. IN REAR. THE PERIPHERAL SETBACK IS 35-FT. ALONG NORTHSHORE DRIVE AND HARVEY ROAD AND 25FT ALONG THE NORTHERN PROPERTY LINES.
4. ACCESS TO LOTS IS RESTRICTED TO INTERNAL STREETS.
5. 10' UTILITY & DRAINAGE EASEMENT INSIDE ROAD FRONTAGE AND S/D PERIMETER LOT LINES. 5' EACH SIDE OF ALL INTERIOR LOT LINES.
6. PROPOSED IMPROVEMENTS INCLUDE: 26" WIDE PUBLIC ROAD, EXTRUDED CURB, STORM SEWER, SANITARY SEWER, WATER, ELECTRIC, TELEPHONE, AND CABLE TV
7. LOT 88 WILL ONLY BE ACCESSED FROM THE PROPOSED INTERNAL ROADS. LOTS 69 AND 70 WILL ONLY ACCESS ROAD "B".
8. SPW HAS NOT PROVIDED FEEDBACK REGARDING 1% GRADE RETAINED ON ROAD "A". ADDITIONAL CATCH BASINS MAY BE REQUIRED, AND THIS WILL BE DETERMINED DURING THE DESIGN PLAN PHASE.

PROPOSED DENSITY:

TOTAL PR AREA: 42.44 AC.
TOTAL PROPOSED UNITS: 116 UNITS
TOTAL PROPOSED DENSITY: 2.73 UNITS/AC.

UTILITY OWNERS:

WATER & SEWER
FIRST UTILITY DISTRICT
122 DUNWOODY RD
KNOXVILLE, TN 37922
CONTACT: MR. EDWIN DEVTON
OFFICE PHONE: 865.966.9741

ELECTRIC
LENOIR CITY UTILITY BOARD (LCUB)
P.O. BOX 449
LENOIR CITY, TN 37771
CONTACT: MR. MITCH LEDBETTER
OFFICE PHONE: 865.988.0707

GAS
KNOXVILLE UTILITIES BOARD (KUB)
P.O. BOX 59017
KNOXVILLE, TN 37950-9017
CONTACT: MR. CHRIS MCCORMICK
OFFICE PHONE: 865.558.2123

TELEPHONE
AT&T
9733 PARKSIDE DRIVE
KNOXVILLE, TN 37922
CONTACT: MS. VICKIE DALEY
OFFICE PHONE: 865.539.8571

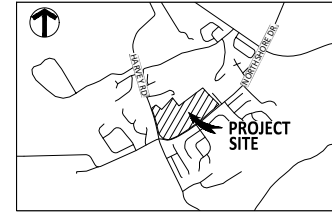
LEGEND:

- PROPOSED ASPHALT PAVEMENT
- PROPOSED LOT NUMBER
- PROPOSED PROPERTY BOUNDARY
- PROPOSED ROW LINE
- EXISTING ROW LINE
- ROAD CENTERLINE
- PROPOSED PERIPHERAL SETBACK
- PROPOSED STREAM BUFFER

ENGINEERING CERTIFICATION:

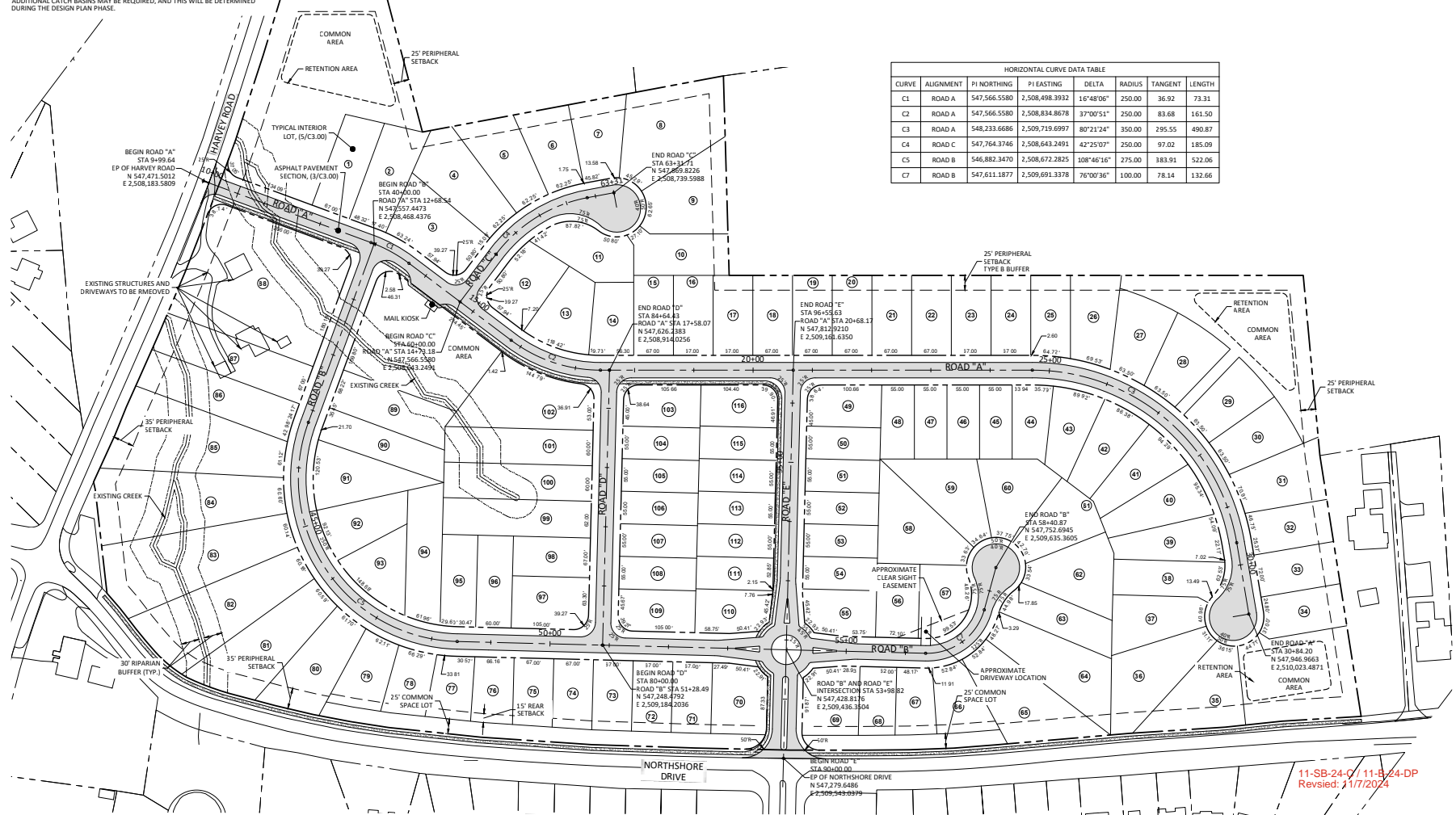
I HEREBY CERTIFY THAT I AM A REGISTERED ENGINEER, LICENSED TO PRACTICE ENGINEERING UNDER THE LAWS OF THE STATE OF TENNESSEE. I HAVE PREPARED THIS PLAN AND ACCOMPANYING DRAWINGS, DOCUMENTS AND REPORTS IN ACCORDANCE WITH THE PROFESSIONAL STANDARDS AND ETHICS OF THE ENGINEERING PROFESSION AND I AM NOT PROVIDING ENGINEERING SERVICES TO ANY OTHER PARTY FOR THIS PROJECT. I AM NOT PROVIDING ENGINEERING SERVICES TO ANY OTHER PARTY FOR THIS PROJECT.

REGISTERED ENGINEER: AARON M. GRAY
TENNESSEE CERTIFICATE NO.: 0108410



LOCATION MAP
(NOT TO SCALE)

HORIZONTAL CURVE DATA TABLE						
CURVE	ALIGNMENT	PI NORTHING	PI EASTING	DELTA	RADIUS	TANGENT LENGTH
C1	ROAD A	547,566.5580	2,508,498.3932	16°48'06"	250.00	36.92
C2	ROAD A	547,566.5580	2,508,834.8678	37°00'51"	250.00	83.68
C3	ROAD A	548,233.6686	2,509,719.6997	80°21'24"	350.00	295.55
C4	ROAD C	547,764.3746	2,508,643.2491	42°25'07"	250.00	97.02
C5	ROAD B	546,882.3470	2,508,672.2825	108°46'16"	275.00	383.91
C7	ROAD B	547,611.1877	2,509,691.3378	76°00'36"	100.00	78.14



SCALE: FEET



HERITAGE LAND DEVELOPMENT PARTNERS, LLC
3571 LOUISVILLE ROAD
LOUISVILLE, TN 37777
MELINDA LUNSFORD
MLUNSFORD@CH2M.HILL.COM
865.853.7573

NO.	DATE	REVISION
1	11/7/2024	ISSUED FOR PERMIT
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HARVEY LANE SUBDIVISION
1630 HARVEY ROAD (PARCEL 169 009)
KNOXVILLE, TN 37922
CONCEPT LAYOUT AND PAVING PLAN
PLANNING FILE NUMBERS: 11-SB-24-C / 11-B-24-DP

PRELIMINARY
NOT FOR
CONSTRUCTION

JOB NO: 776 003
DATE: 8/15/24

C1.00
CONCEPT

11-SB-24-C / 11-B-24-DP
Revised: 11/7/2024

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LEGEND:

- 150 PROPOSED CONTOUR
100 EXISTING CONTOUR
PROPOSED PROPERTY/ROW LINE
EXISTING PROPERTY LINE
PROPOSED ROAD CENTER LINE
PROPOSED ASPHALT PAVEMENT



11-B-24-DP / 11-B-24-DP
Revision 11/7/2024



0 50 100
SCALE FEET



HERITAGE LAND
DEVELOPMENT
PARTNERS, LLC
3571 LOUISVILLE ROAD
LOUISVILLE, TN 37777
MELINDA LUNSFORD
MLUNSFORD@CH2M.COM
615.853.7573

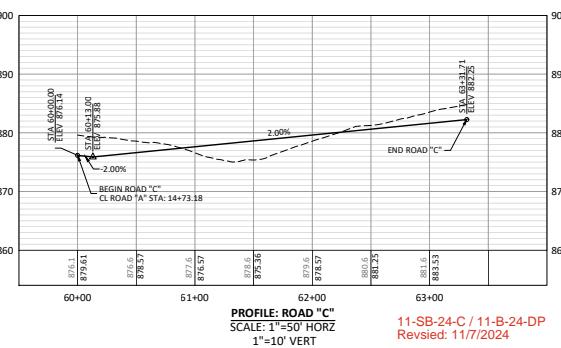
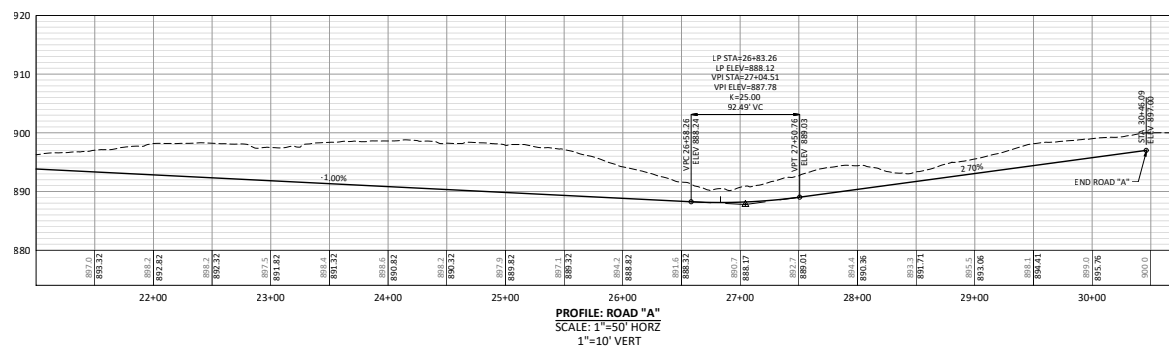
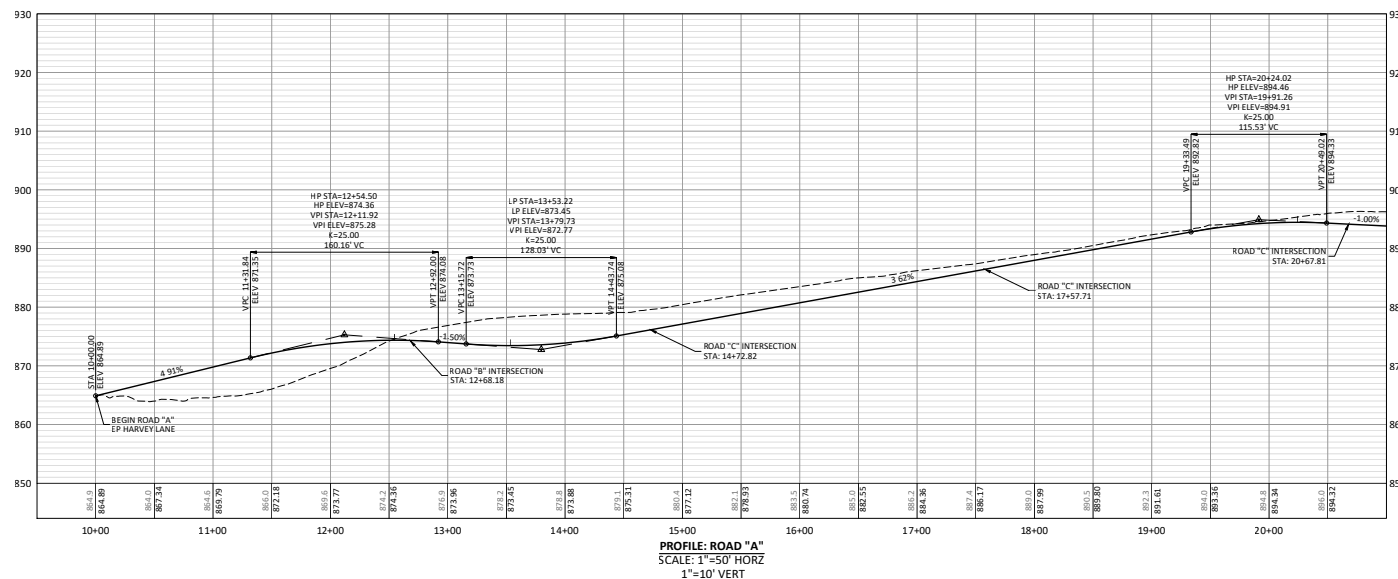
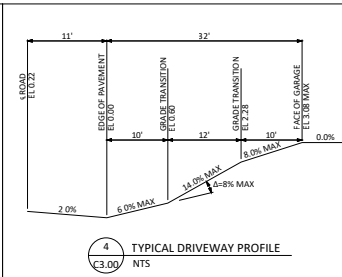
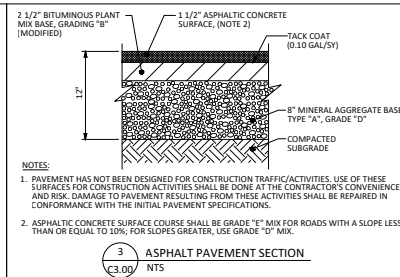
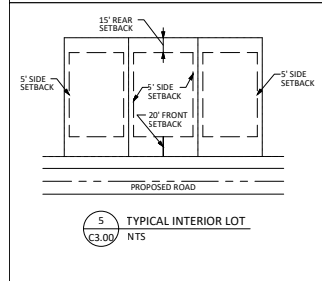
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HARVEY LANE SUBDIVISION
1630 HARVEY ROAD (PARCEL 169 009)
KNOXVILLE, TN 37922
CONCEPT GRADING PLAN
PLANNING FILE NUMBERS: 11-SB-24-C / 11-B-24-DP



JOB NO: 11-B-24-DP
DATE: 8/15/24

C2.00
CONCEPT



**HERITAGE LAND
DEVELOPMENT
PARTNERS, LLC**
3571 LOUISVILLE ROAD
LOUISVILLE, TN 37777

MELINDA LUNSFORD
MLUNSFORD@CBH.EMAIL
865-851-7373

[illegible]

HARVEY LANE SUBDIVISION
1630 HARVEY ROAD (PARCEL 169 009)
KNOXVILLE, TN 37922

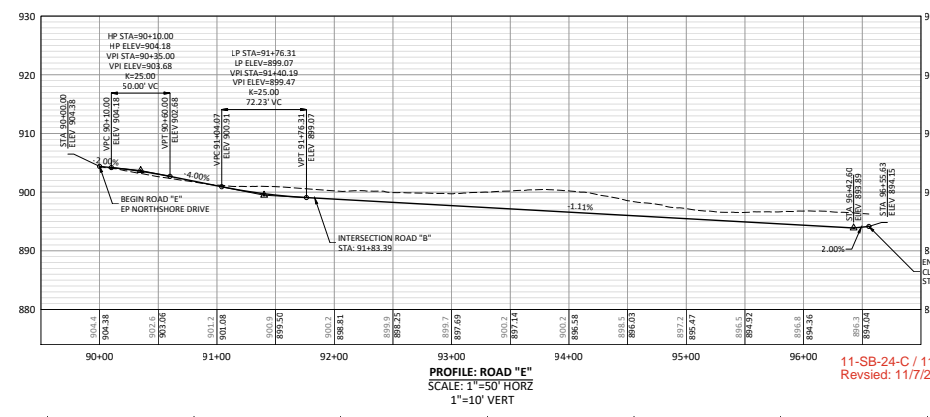
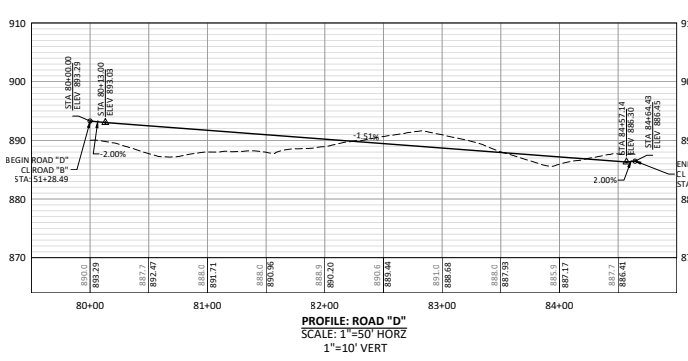
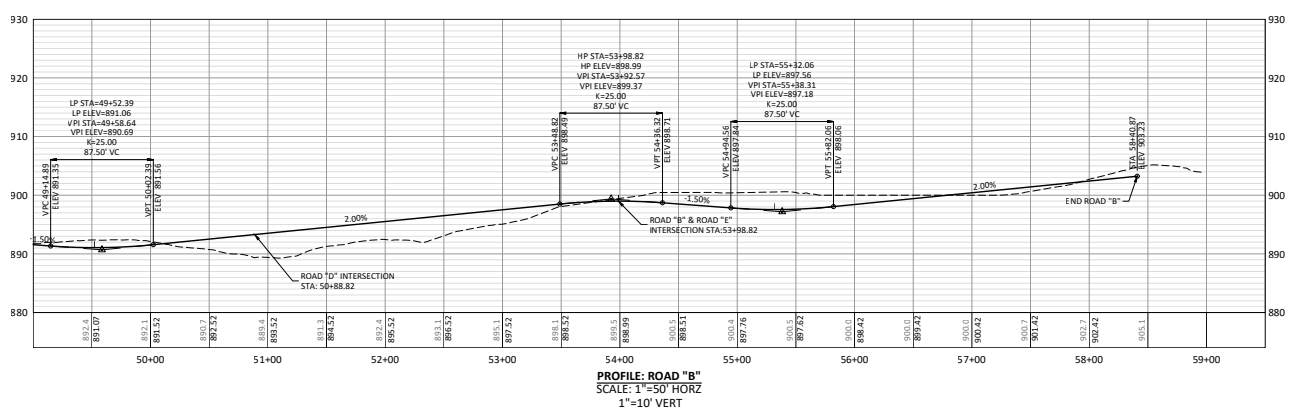
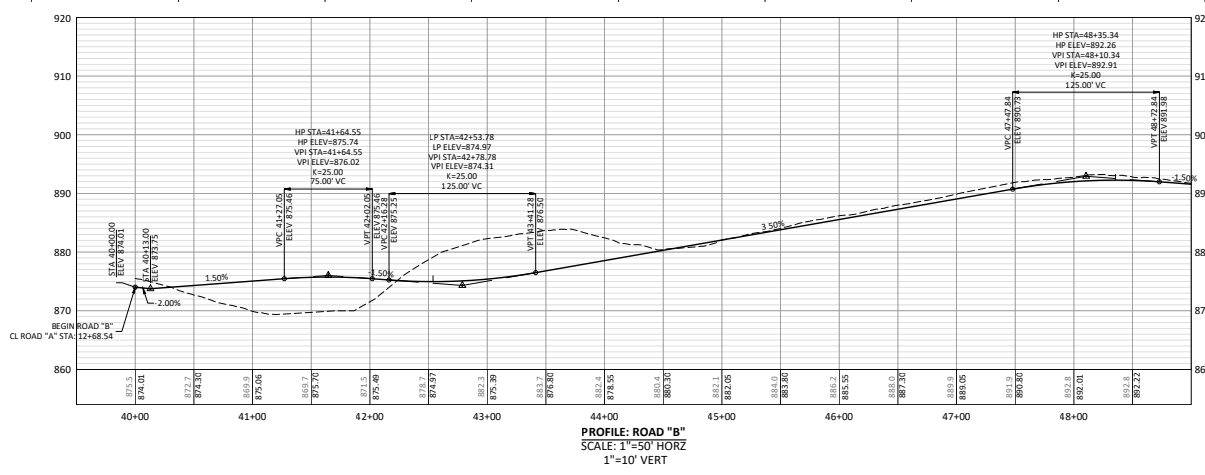
CONCEPT ROAD PROFILES
PLANNING FILE NUMBERS: 11-SB-24-C / 11-B-24-D



JOB NO:	776 003
DATE:	8/19/24

C3.00
CONCEPT

November 7, 2024 C:\Users\jguy\OneDrive\Documents\11-SB-24-C\11-SB-24-C.dwg User: jguy Plot Scale: 1"=50' HORZ 1"=10' VERT



11-SB-24-C / 11-B-24-DP
Revised: 11/7/2024

HERITAGE LAND DEVELOPMENT PARTNERS, LLC
3571 LOUISVILLE ROAD
LOUISVILLE, TN 37777

MELINDA LUNSFORD
MLUNSFORD@CH2MILL.COM
865.853.7573

NO.	DATE	BY	CHKD	REVISION
1	11/7/2024	JGUY	MLUNSFORD	11-SB-24-C / 11-B-24-DP

HARVEY LANE SUBDIVISION
1630 HARVEY ROAD (PARCEL 169 009)
KNOXVILLE, TN 37922

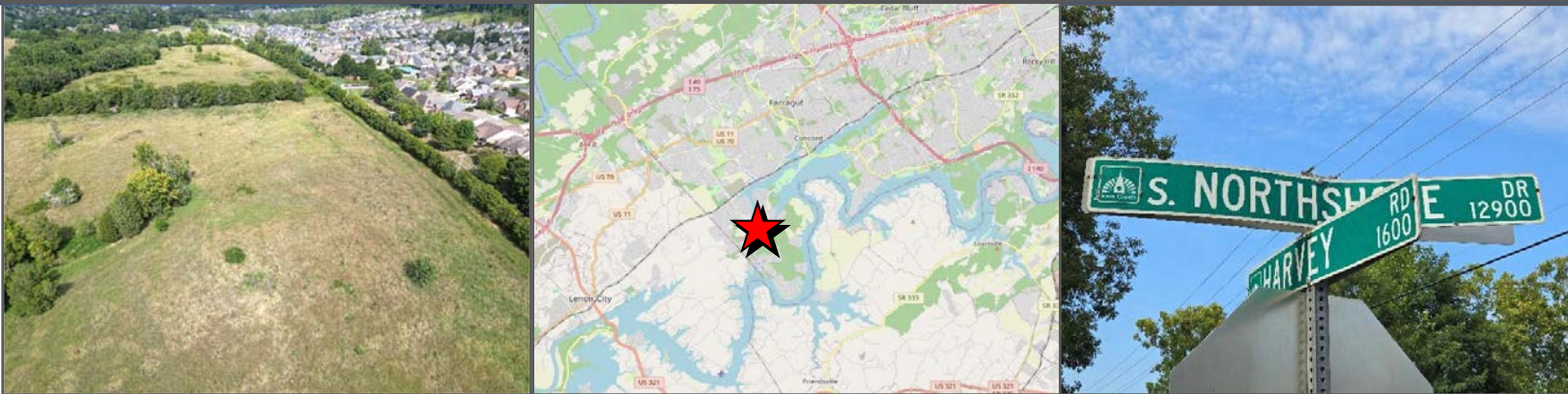
CONCEPT ROAD PROFILES
PLANNING FILE NUMBERS: 11-SB-24-C / 11-B-24-DP

JOB NO: 176 003
DATE: 8/15/24

C3.01
CONCEPT

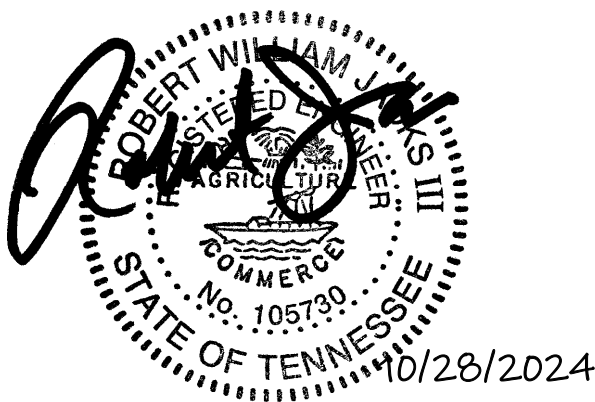


Transportation Impact Study The Enclave at Harvey Knox County, Tennessee



Revised October 2024

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



11-SB-24-C
11-B-24-DP
Version 2
10/28/2024

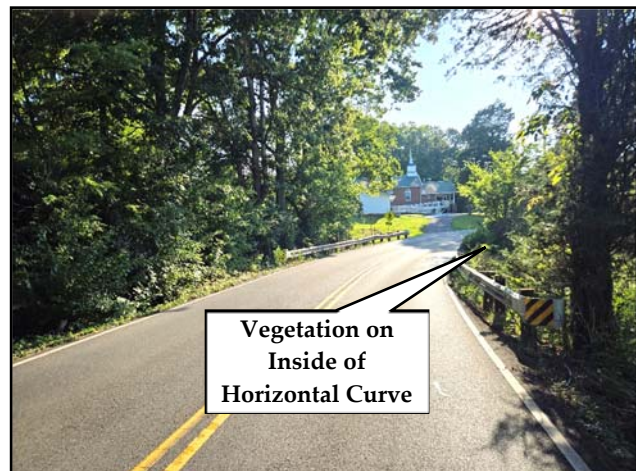
CONCLUSIONS & RECOMMENDATIONS

The following is an overview of recommendations to minimize the transportation impacts of The Enclave at Harvey on the adjacent transportation system while attempting to achieve an acceptable traffic flow and safety level. The recommendations also consider the nearby non-related proposed residential subdivisions on S Northshore Drive and Harvey Road.



S Northshore Drive at Harvey Road: The 2028 projected level of service calculations for this intersection resulted in minimal to average vehicle delays and LOS for all the approaches in the AM and PM peak hours. It is expected that the overall vehicle delays in the projected 2028 conditions will be minimally increased compared to the existing conditions. Overall, the intersection was calculated to only increase the overall average vehicle stop delay by 1 second in the AM peak hour and 2.6 seconds in the PM peak hour between the existing 2024 and projected 2028 conditions.

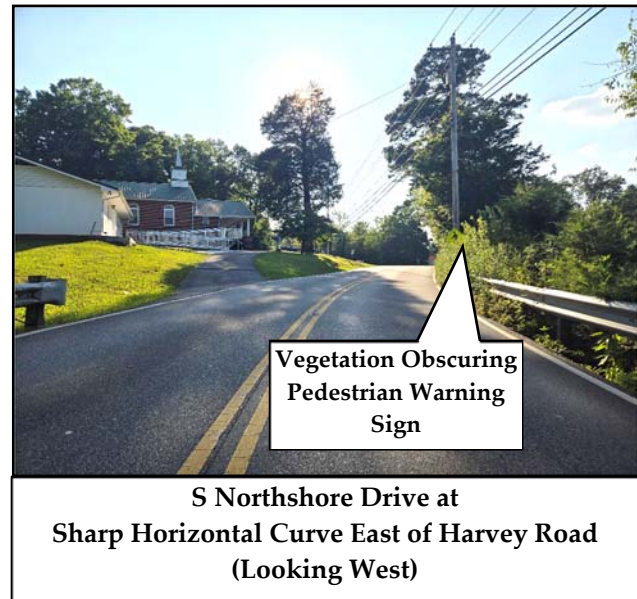
- 1a) There are no particular recommendations for this intersection other than improving the sight distance for westbound traffic on S Northshore Drive as it approaches Harvey Road. Removing the existing vegetation and maintaining it in the future will significantly increase road safety.



**S Northshore Drive at
Sharp Horizontal Curve East of Harvey Road
(Looking West)**

S Northshore Drive intersects Harvey Road, just west of a horizontal curve. Along this curve, guardrails delineate the edges, and vegetation has overtaken the inside curve of S Northshore Drive on the north side, severely restricting stopping sight distance for motorists approaching Harvey Road. Furthermore, Pedestrian (W11-2) Signs with supplemental “Church” plaques are posted on both sides of S Northshore Drive just east of Harvey Road. The Pedestrian (W11-2) sign on the inside curve of S Northshore Drive is nearly obscured due to vegetation. These pedestrian signs are installed for the Shady Grove Missionary Baptist Church. The vegetation on the inside curve of S Northshore Drive creates dangerous conditions by obscuring potential stopped traffic backing up

from Harvey Road or pedestrians crossing the roadway to and from the Church's overflow parking. This vegetation must be removed and maintained in the future conditions.



- 1b) It is recommended that the County install matching warning signs on the right (north) side of S Northshore Drive facing westbound traffic. Currently, a Stop Ahead (W3-1) Sign and a Reverse Curve (W1-4R) are posted on the left (south) side of S Northshore Drive. These signs should also be installed on the opposite side, facing westbound traffic.



S Northshore Drive at Falcon Pointe Drive and Proposed South Entrance: The 2028 projected level of service calculations for this intersection resulted in minimal to average vehicle delays and good LOS for all the approaches in the AM and PM peak hours. Vehicle queues at this intersection are expected to be minimal, and entering left- and right-turn lanes on S Northshore Drive are not warranted due to trips generated by The Enclave at Harvey. Overall, minimal entering left turns from S Northshore Drive is expected.

- 2a) It is recommended that a Stop Sign (R1-1) be installed and a 24" white stop bar be applied to the Proposed South Entrance approach at S Northshore Drive. The stop bar should be applied a minimum of 4 feet away from the edge of S Northshore Drive and placed at the desired stopping point that maximizes the sight distance.
- 2b) A single exit lane for the Proposed South Entrance will be sufficient. The southbound exiting lane at S Northshore Drive is proposed as a shared left/thru/right lane.

The longest vehicle queue in the projected 2028 conditions on this exiting approach is calculated to be 52 feet in the AM peak hour and 48 feet in the PM peak hour. These queue lengths are reasonable and translate to just two passenger cars, assuming a length of 25 feet per vehicle. The longest vehicle queue is calculated to be 70 feet in the AM peak hour and 57 feet in the PM peak hour on Falcon Pointe Drive.

- 2c) Intersection sight distance at the Proposed South Entrance at S Northshore Drive must not be impacted by future landscaping, signage, or existing or future vegetation. Based on a posted speed limit of 40 mph on S Northshore Drive, the required intersection sight distance is 400 feet for exiting left and right-turning vehicles. The existing sight distances at the Proposed South Entrance location were estimated visually to be likely adequate in both directions. However, due to existing vegetation along the north side of S Northshore Drive, it is recommended that the sight distance be certified by a registered land surveyor. The site designer must ensure that the intersection sight distances are accounted for and provided in the design plans.
- 2d) Due to the higher classification of S Northshore Drive, the higher vehicle speeds, and to facilitate westbound right turn movements off the roadway into the development, it is recommended that the intersection radius be increased from the standard 25 feet. To facilitate this movement, it is recommended that the intersection radius at this corner be 50 feet.

- 2e) As requested after the initial review of this study, an examination of the need for a separate left-turn lane for residents entering the Falcon Pointe Subdivision to the south was conducted. In the projected 2028 conditions, due to general traffic growth and the trips generated by the Falcon Pointe Subdivision, a separate westbound left turn at this intersection is warranted in the PM peak hour. This warrant threshold is met even without the proposed The Enclave at Harvey development. These additional turn lane warrant evaluations are provided in Appendix H. As part of the construction of the Proposed South Entrance at S Northshore Drive, a separate westbound left turn lane on S Northshore Drive at the intersection is recommended due to meeting this warrant.

In addition, while this intersection undergoes modifications, the construction would provide an opportune time to construct an eastbound left-turn lane on S Northshore Drive as well, even though this movement is projected to have minimal left turns into The Enclave at Harvey. Providing this additional turn lane would reduce interruptions and facilitate the thru movements on S Northshore Drive.



Harvey Drive at Proposed West Entrance: The 2028 projected level of service calculations for this intersection resulted in minimal to average vehicle delays and excellent LOS for all the approaches in the AM and PM peak hours. Vehicle queues at this intersection are expected to be minimal, and entering left- and right-turn lanes on Harvey Road are not warranted due to trips generated by The Enclave at Harvey. Overall, minimal entering and exiting traffic is expected at the entrance.

- 3a) It is recommended that a Stop Sign (R1-1) be installed and a 24" white stop bar be applied to the Proposed West Entrance approach at Harvey Road. The stop bar should be applied a minimum of 4 feet away from the edge of Harvey Road and placed at the desired stopping point that maximizes the sight distance.
- 3b) A single exit lane for the Proposed West Entrance will be sufficient. The westbound exiting lane at Harvey Road is proposed as a shared left/thru/right lane.

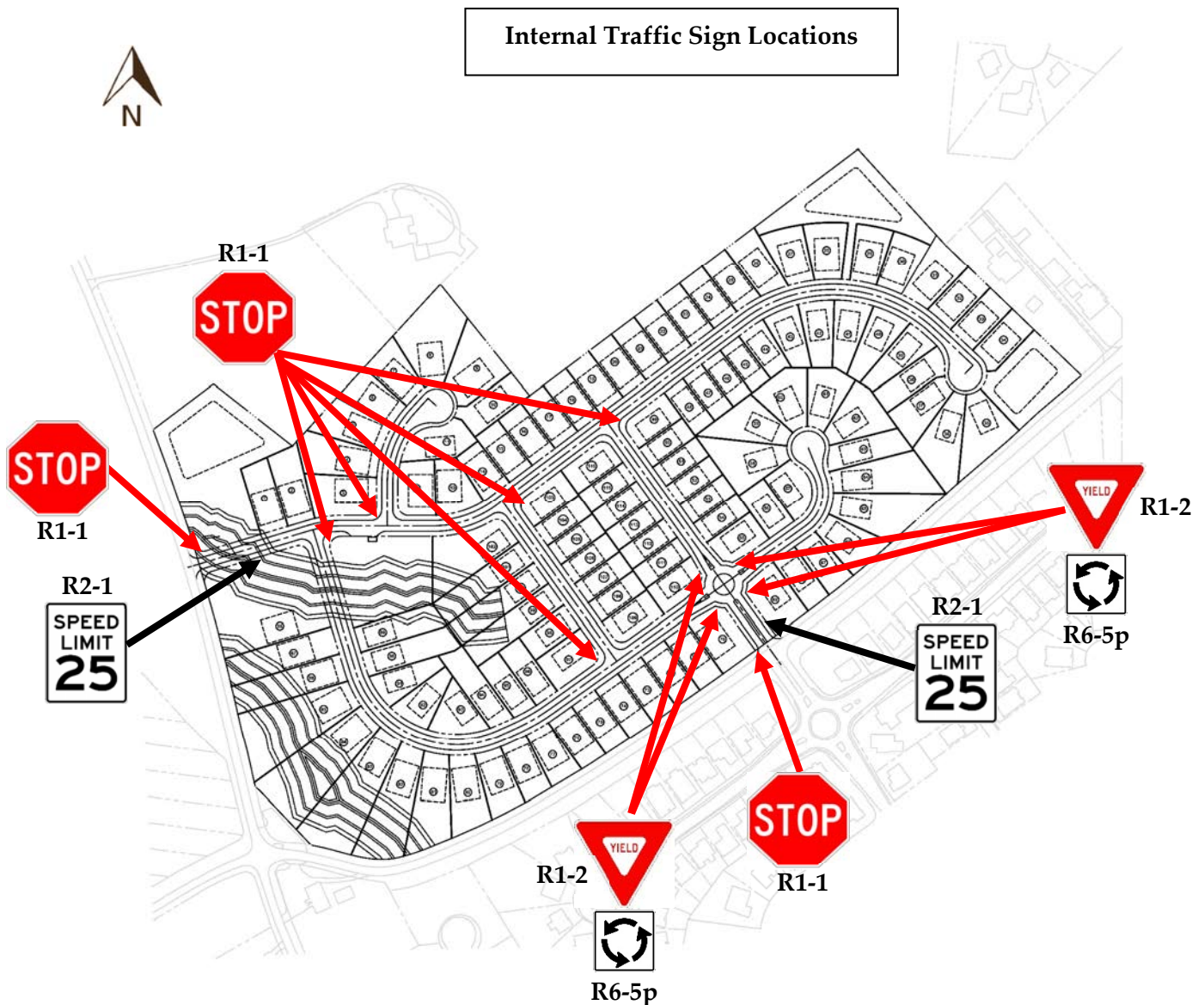
The longest vehicle queue in the projected 2028 conditions on this exiting approach is calculated to be 24 feet in the AM peak hour and 19 feet in the PM peak hour. These queue lengths are reasonable and translate to one passenger car, assuming a length of 25 feet per vehicle.

- 3c) Intersection sight distance at the Proposed West Entrance at Harvey Road must not be impacted by future landscaping, signage, or existing or future vegetation. Based on a posted speed limit of 30 mph on Harvey Road, the required intersection sight distance is 300 feet for exiting left and right-turning vehicles. The existing sight distances at the Proposed West Entrance location were estimated visually to be adequate in both directions. The site designer must ensure that the intersection sight distances are accounted for and provided in the design plans.



The Enclave at Harvey Internal Roads: The layout plan shows two entrances constructed for the development, one at S Northshore Drive and the other at Harvey Road, as shown in Figure 3.

- 4a) A 25 mph Speed Limit (R2-1) sign is recommended to be posted near the beginning of the development entrances off S Northshore Drive and Harvey Road.
- 4b) 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. It is recommended that the proposed internal mini-roundabout be signed and the pavement approaches marked as shown in Figure 2B-21 in the Manual on Uniform Traffic Control Devices (MUTCD).



- 4c) 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 site designer should ensure that internal sight distance lengths are met.
- 4d) 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.
- 4e) All drainage grates and covers for the residential development must be pedestrian and bicycle-safe.
- 4f) A few internal roads in the proposed subdivision will have long, straight road segments. Straight road segments encourage higher vehicle speeds. It is recommended that the civil site designer consider including traffic calming measures on the internal roads, such as speed humps or tables. Specifics regarding this recommendation should be discussed in the design phase with Knox County Engineering.
- 4g) The internal sidewalk system should be connected to the proposed sidewalk along the road frontage of S Northshore Drive. Sidewalks should have appropriate ADA-compliant ramps at intersection corners, and the internal sidewalks should be 5 feet minimum in width to meet Knox County regulations. White crosswalks should be marked internally on the road pavement where pedestrians are expected to cross.
- 4h) All road and intersection elements should be designed to AASHTO and Knox County specifications and guidelines to ensure proper transportation operations.

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.

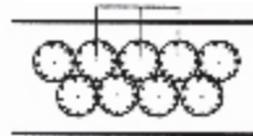
The contents of these guidelines are advisory and are intended to supplement, but not replace, the requirements of the Knoxville Zoning Ordinance and the Knox County Zoning Ordinance.

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

- Two offset rows of evergreen shrubs

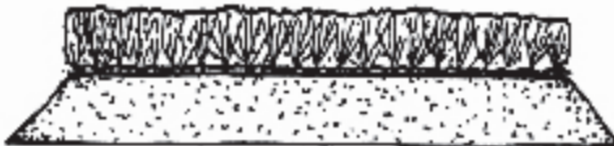


Maximum 4' Centers

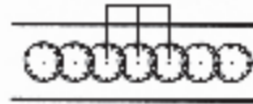


SHRUB HEIGHT
Installed: 2 ft.
Mature: 3 ft.

- 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

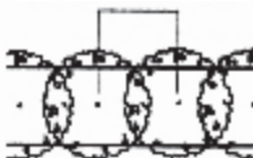


TREE HEIGHT
Installed: 8 ft.
Mature: 20 ft.

- One row of evergreen trees with branches touching the ground



Maximum 10' Centers



Type “C” Screen: Partial

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

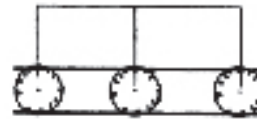
NOTE: Landscape buffer strips should be a minimum of 8 feet in width, and sown with grass or ground cover for their full width, allowing for mulch at the base of plantings.

- A row of small evergreen trees

TREE HEIGHT
Installed: 6 ft.
Mature: 15 ft.



Maximum 20' Centers

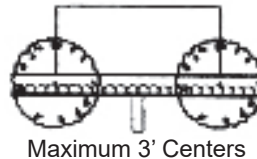


- A row of large broad leaf evergreen trees with a 3 ft. high wall or hedge (deciduous species of similar size & form could be used for every second tree)

TREE HEIGHT
Installed: 8 ft.
Mature: 40 ft.



Maximum 50' Centers



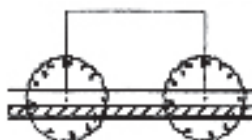
SHRUB HEIGHT
Installed: 2 ft.
Mature: 3 ft.

- A row of evergreen conifers with a 3 ft. high earth berm or solid fence or wall

TREE HEIGHT
Installed: 6 ft.
Mature: 15 ft.



Maximum 40' 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 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.

Alternative Design Standards

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

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

Alternative Design Standards Requiring Planning Commission Approval

Section 3.03.B.2 - Street frontage in the PR (Planned Residential) zone, Knox County

Section 3.03.E.1.e – Maximum grade of private right-of-way

Section 3.03.E.3.a – Pavement width reduction, private rights-of-way serving 6 or more lots

Section 3.04.H.2 – Maximum grade, public streets

Section 3.04.I.1.b.1 – Horizontal curves, local streets in Knox County

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

Section 3.03.E.3.a – Right-of-way width reduction, private rights-of-way serving 6 or more lots

Section 3.04.A.3.c – Right-of-way dedication, new subdivisions

Section 3.04.F.1 – Right-of-way reduction, local streets

Section 3.04.G.1 – Pavement width reduction, local streets

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

Section 3.04.J.2 – Corner radius reduction in agricultural, residential, and office zones

Section 3.04.J.3 – Corner radius reduction in commercial and industrial zones

Section 3.11.A.2 – Standard utility and drainage easement

By signing this form, I certify that the criteria for a variance have been met for each request, and that any and all requests needed to meet the Subdivision Regulations are requested above or are attached.

I understand and agree that no additional variances can be acted upon by the legislative body upon appeal and none will be requested.

Signature

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:

Reduce the horizontal curve radius from 250ft to 100ft on Road "B". At curve C7.

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

2. ALTERNATIVE DESIGN STANDARD REQUESTED:

Increase the intersection grade from 1% to 2% on Road "C" at the intersection of 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:

Steve Elliott

3. ALTERNATIVE DESIGN STANDARD REQUESTED:

Increase the intersection grade from 1% to 2% on Road "B" at the intersection of 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

4. ALTERNATIVE DESIGN STANDARD REQUESTED:

Increase the intersection grade from 1% to 1.5% on Road "D" at the intersection of Road "B" and Road "A"

Approval required by: Planning Commission ☐ Engineering ☐

Engineering supports the alternative design standard requested

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

Engineering Comments:

Steve Elliott

5. ALTERNATIVE DESIGN STANDARD REQUESTED:

Increase the intersection grade from 1% to 2% on Road "E" at the intersection of Road "A" and Northshore Drive

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



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

Developer

Affiliation

9/23/2024

Date Filed

11/14/2024

Meeting Date (if applicable)

11-SB-24-C / 11-B-24-DP

File Number(s)

CORRESPONDENCE

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

Connor Kelly Heritage Land Development Partners, LLC

Name / Company

3571 Louisville Rd Louisville TN 37777

Address

346-666-8119 / cpkelly@heritageldp.com

Phone / Email

CURRENT PROPERTY INFO

Sam Harvey

Owner Name (if different)

3300 Lee St Smyrna GA 30080

Owner Address

Owner Phone / Email

1630 HARVEY RD

Property Address

169 009

Parcel ID

42.44 acres

Tract Size

Part of Parcel (Y/N)?

First Knox Utility District

Sewer Provider

First Knox Utility District

Water Provider

No

Septic (Y/N)

COMMUNITY ENGAGEMENT

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

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

DEVELOPMENT REQUEST

<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

Harvey Lane Subdivision	Related Rezoning File Number
Proposed Subdivision Name	
Unit / Phase Number	116
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 Plan Designation(s)	

2.73 du/ac

Proposed Density (units/acre)	Previous Rezoning Requests
Additional Information	

STAFF USE ONLY

PLAT TYPE

☐ Staff Review ☐ Planning Commission

ATTACHMENTS

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

ADDITIONAL REQUIREMENTS

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

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

AUTHORIZATION

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

Applicant Signature	Connor P. Kelly	9/23/2024
	Please Print	Date

Phone / Email	Sam Harvey	9/23/2024
Property Owner Signature	Please Print	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 ☐ PA
☐ Rezoning

Connor P. Kelly
Applicant Name

Developer
Affiliation

9.20.2024
Date Filed

11/14/2024
Meeting Date (if applicable)

File Number(s)
11-SB-24-C
11-B-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

37777
ZIP

346.666.8119
Phone

CPKelly@heritageidp.com
Email

CURRENT PROPERTY INFO

Sam W. Harvey
Property Owner Name (if different)

3300 Lee Street SE, Smyrna, GA
Property Owner Address

Property Owner Phone

1630 Harvey Rd
Property Address

169 009
Parcel ID

FVP
Sewer Provider

Water Provider

N/A
Septic (Y/N)

COMMUNITY ENGAGEMENT

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

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

DEVELOPMENT REQUEST

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

Home Occupation (specify) _____

Other (specify) _____

Related City Permit Number(s)

SUBDIVISION REQUEST

Proposed Subdivision Name

Unit / Phase Number ☐ Combine Parcels ☐ Divide Parcel

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)

Pending Plat File Number

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
0102	
Fee 2	
	\$1,600.00
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

Please Print

Date

Phone Number

Email

Sam W Harvey
Property Owner Signature

09/23/24

Sam W Harvey
Please Print

09/23/2024, SG
Date Paid



Public Notice and Community Engagement

Sign Posting and Removal

The Administrative Rules and Procedures of the Knoxville-Knox County Planning Commission require a sign to be posted on the property for each application subject to consideration by the Planning Commission.

Planning staff will post the required sign. If a replacement sign(s) is needed, the applicant is responsible for picking up the new sign(s) from Planning and will be charged \$10 for each replacement.

Location and Visibility

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

Timing

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

Community Engagement

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

Acknowledgement

By signing below, you acknowledge that public notice signs must be posted and visible on the property consistent with the guidelines above and between the dates listed below.

11/01/24
Date to be Posted

11/15/2024
~~11/29/24~~
Date to be Removed

Have you engaged the
surrounding property owners
to discuss your request?

☒ Yes ☐ No

☐ No, but I plan to prior to the
Planning Commission meeting

Applicant Signature

Connor P. Kelly
Applicant Name

9/23/24
Date

11-SB-24-C_11-B-24-DP

FILE NUMBER