



SUBDIVISION REPORT - CONCEPT

▶ **FILE #:** 9-SB-24-C **AGENDA ITEM #:** 40
 POSTPONEMENT(S): 9/12/2024 **AGENDA DATE:** 10/3/2024

▶ **SUBDIVISION:** 0 BROOME RD

▶ **APPLICANT/DEVELOPER:** HOMESTEAD LAND HOLDINGS, LLC

OWNER(S): WANDA L MOODY REVOCABLE LIVING TRUST & KERSTEN MARY P & MILLARD P PLUMLEE JR IRREVOCABLE TRUST & ASHE JOAN P & NEALON MARTHA P; MOODY WANDA L TRUSTEE; MOODY WANDA L TRUSTEE;

TAX IDENTIFICATION: 106 O A 04002, 041, 042 [View map on KGIS](#)
 JURISDICTION: City Council District 2
 STREET ADDRESS: 0 BROOME RD (7700, 7708 MIDDLEBROOK PIKE)

▶ **LOCATION:** Southeast quadrant of the intersection of Broome Rd and Middlebrook Pk

SECTOR PLAN: Northwest City
 GROWTH POLICY PLAN: N/A (Within City Limits)
 FIRE DISTRICT: Knoxville Fire Department
 WATERSHED: Ten Mile Creek

▶ **APPROXIMATE ACREAGE:** 3.12 acres

▶ **ZONING:** RN-5 (General Residential Neighborhood)

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

▶ **PROPOSED USE:** 28-lot townhouse subdivision

SURROUNDING LAND USE AND ZONING: North: Multi-family residential, rural residential - RN-3 (C) (General Residential Neighborhood), (previously approved planned district), HP (Hillside Protection Overlay)
 South: Multi-family residential - RN-2 (C) (Single-Family Residential Neighborhood), (previously approved planned district)
 East: Single-family residential - RN-1 (Single-Family Residential Neighborhood)
 West: Public/quasi-public land (church) - RN-1 (Single-Family Residential Neighborhood)

▶ **NUMBER OF LOTS:** 28

SURVEYOR/ENGINEER: Chris Sharp, P.E. Urban Engineering, Inc.

ACCESSIBILITY: Access is via Broome Road, a minor collector street with a 40-ft pavement width within a right-of-way that varies from 47 ft to 57 ft.

▶ **SUBDIVISION VARIANCES REQUIRED:** **VARIANCES:**
 1. Reduce the minimum intersection separation between the centerlines of Middlebrook Pike and Road 'A' from 300 ft to 185.2 ft (variance from Section 3.04.J.4).
 2. Reduce the minimum common area buffer strip depth required for double frontage lots between lots 18 - 28 and the Middlebrook Pike

right-of-way from 25 ft to 10 ft (variance from Section 3.02.A.4.f).

ALTERNATIVE DESIGN STANDARDS REQUIRING PLANNING COMMISSION APPROVAL:

None.

ALTERNATIVE DESIGN STANDARD REQUIRING ENGINEERING APPROVAL (PLANNING COMMISSION APPROVAL NOT REQUIRED):

1. Increase the maximum intersection grade on Road 'A' at Broome Road from 1% to 1.5% (Section 3.04.H.3).
2. Reduce the minimum private right-of-way width of Road 'A' from 50 ft to 40 ft (Section 3.03.D.3.a).

STAFF RECOMMENDATION:

- Approve the requested variance to reduce the minimum intersection separation between the centerlines of Middlebrook Pike and Road 'A' from 300 ft to 185.2 ft, based on the following evidence of hardship.
- A. There is not sufficient depth or width to meet the required intersection separation along either of Middlebrook Pike or Broome Road. Access via Middlebrook Pike is not desirable here as this is a median-divided major arterial street and would require a right in, right out access. The Tennessee Department of Transportation (TDOT) would also prefer access via Broome Road.
 - B. The shape of the property and its location with respect to the adjacent streets are unique to the property. Broome Road also has a crest on its winding portion to the south that further restricts the location of the proposed access road. The access needs to be closer to Middlebrook Pike to obtain the required sight distance looking to the south.
 - C. Approval of the variance is not anticipated to be detrimental to public safety, health, or welfare because there is no through-connectivity that could generate high traffic volume. Left-turn egress to Broome Road is restricted to reduce potential conflicts with oncoming traffic from the blind hill to the south.

Approve the requested variance to reduce the minimum common area buffer strip depth required for double frontage lots between lots 18 - 28 and the Middlebrook Pike right-of-way from 25 ft to 10 ft, based on the following evidence of hardship.

- A. The shallow depth of the property makes it challenging to meet the required 25 ft buffer yard.
- B. The shape is unique to the property. As stated by the applicant, there are also some topographical challenges on this property with a maximum elevation change of 29 ft from the southern property line to the Middlebrook Pike right-of-way.
- C. Approval of the variance is not anticipated to be detrimental to public safety, health, or welfare. The reduced buffer strip cannot be used for vehicular access to Middlebrook Pike since a retaining wall is proposed along the rear boundaries of lots 18 – 28 for topographical issues. The City of Knoxville Engineering Department and TDOT have shared no safety concerns for the reduced depth or the retaining wall that is approximately 20 ft away from the nearest travel lane.

Approve the concept plan subject to 7 conditions.

1. Meeting all applicable requirements of the City of Knoxville Zoning Ordinance, including but not limited to, ensuring that the driveway of lot 1 meets the 50' corner clearance requirement, as shown on the plan.
2. Meeting all applicable requirements of the City of Knoxville Engineering Department.
3. Obtaining connection to sanitary sewer and meeting any other relevant utility provider requirements.
4. Providing a street name that is consistent with the Uniform Street Naming and Addressing System within the City of Knoxville (City Ord. 0-280-90).
5. Before certification of the final plat for the subdivision, establishing a property owners association or other legal entity responsible for maintaining common facilities, such as common areas, amenities, and/or stormwater drainage systems.
6. Ensuring that the retaining wall along the northern boundary is identical or similar to the shared example, as shown in Exhibit B.
7. Installing a vegetative buffer along the southern boundary, as shown on the plan. During the design plan phase, a detailed landscape plan shall be provided for review and approval by Planning staff.

COMMENTS:

This proposal is for a 28-lot subdivision for a townhouse development, which is permitted by right in the RN-5 district. Seven groups of townhouses are proposed, accumulating 28 dwelling units on this 3.12-acre property. The two existing houses will be demolished. The requested alternative design standards do not require Planning Commission approval.

VARIANCE: The first variance, related to intersection separation, is primarily tied to the shape and location of the property. The distance between the centerline of Middlebrook Pike and the southern boundary of the property is approximately 310 ft. Therefore, there is not sufficient depth to meet the required 300 ft intersection separation along a collector street (Broome Road) since the centerline of the entrance would need to be located north of the property line. Sight distance issues on Broome Road further restrict the location of the proposed access, as stated before. At the proposed intersection separation of 185.2 ft, the road meets the minimum required sight distance of 290 ft looking to the south (Exhibit C).

An access on Middlebrook Pike would also require a variance because Broome Road and Bennett Place are only 660 ft apart. These streets would need to be at least 800 ft apart for a new intersection to meet the minimum intersection separation distance of 400 ft along an arterial street. Access via Middlebrook Pike, a busy state route, is not preferable by TDOT.

The second variance that is related to the common area buffer strip is mainly requested because of the shallow depth of the property. The required buffer strip reduces the buildable area of these lots since they are also subject to the 25-ft rear and front setback requirements. The 25-ft rear setback provides additional distance between the buildings and the right-of-way, essentially creating a 35 ft buffer. The applicant pointed out that some right-of-way acquisition by TDOT in the 1990s contributed to the shallow depth of the property. However, the property has since been subdivided via a 2019 plat.

The City of Knoxville Engineering Department and TDOT have no objections to this reduction. All lots shall have access via the interior private road, and the proposed retaining wall will restrict vehicular access to Middlebrook Pike. Planning staff also contacted the Knoxville Utility Board (KUB), and they confirmed that KUB does not have any public utility facilities located within or near the northern portion of that boundary. Staff believes a variance to reduce the width of the buffer strip is more desirable than a possible alternative variance to reduce the depth of the double frontage lots. The common area buffer strip between the proposed retaining wall and the Middlebrook Pike right-of-way is preferable than individual ownership of strips of land that are disconnected from the main property by the retaining wall. The urbanized nature of this area with its higher densities, and the fact that Middlebrook Pike is not likely to be widened further, also support the variance request.

ESTIMATED TRAFFIC IMPACT: 304 (average daily vehicle trips)

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

ESTIMATED STUDENT YIELD: 2 (public school children, grades K-12)

Schools affected by this proposal: West Hills Elementary, Bearden Middle, and Bearden 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 request is final, unless the action is appealed to Knox County Chancery Court. The date of the Knox County Chancery Court appeal hearing will depend on when the appeal application is filed.



Request to Postpone • Table • Withdraw

Homestead Land Holdings, LLC

9/3/24

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

Date of Request

9/12/24

Scheduled Meeting Date

9-SB-24-C

File Number(s)

POSTPONE

POSTPONE: All applications are eligible for postponement if the request is received in writing and paid for by noon on Thursday the week prior to the Planning Commission meeting. All requests must be acted upon by the Planning Commission, except new applications which are eligible for one 30-day automatic postponement. If payment is not received by the deadline, the item will be tabled.

SELECT ONE: 30 days 60 days 90 days

Postpone the above application(s) until the October 3, 2024 Planning Commission Meeting.

WITHDRAW

WITHDRAW: Applications may be withdrawn automatically if the request is received in writing no later than 3:30pm on Thursday the week prior to the Planning Commission meeting. Requests made after this deadline must be acted on by the Planning Commission. Applicants are eligible for a refund only if a written request for withdrawal is received no later than close of business 2 business days after the application submittal deadline and the request is approved by the Executive Director or Planning Services Manager.

TABLE

**The refund check will be mailed to the original payee.*

TABLE: Any item requested for tabling must be acted upon by the Planning Commission before it can be officially tabled. There is no fee to table or untable an item.

AUTHORIZATION

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

Chris Sharp

Applicant Signature

Digitally signed by Chris Sharp
Date: 2024.09.03 09:13:14 -04'00'

Christopher Sharp

Please Print

(865) 966-1924

Phone Number

chris@urban-eng.com

Email

STAFF ONLY

Shelley Gray

Staff Signature

Shelley Gray

Please Print

09/03/2024

Date Paid

No Fee

Eligible for Fee Refund? Yes No

Amount:

Approved by:

Date:

Payee Name

Payee Phone

Payee Address



CONCEPT PLAN

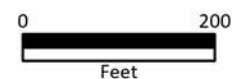
9-SB-24-C

Petitioner: Homestead Land Holdings, LLC



28-lot townhouse subdivision in RN-5 (General Residential Neighborhood)

Map No: 106
Jurisdiction: City

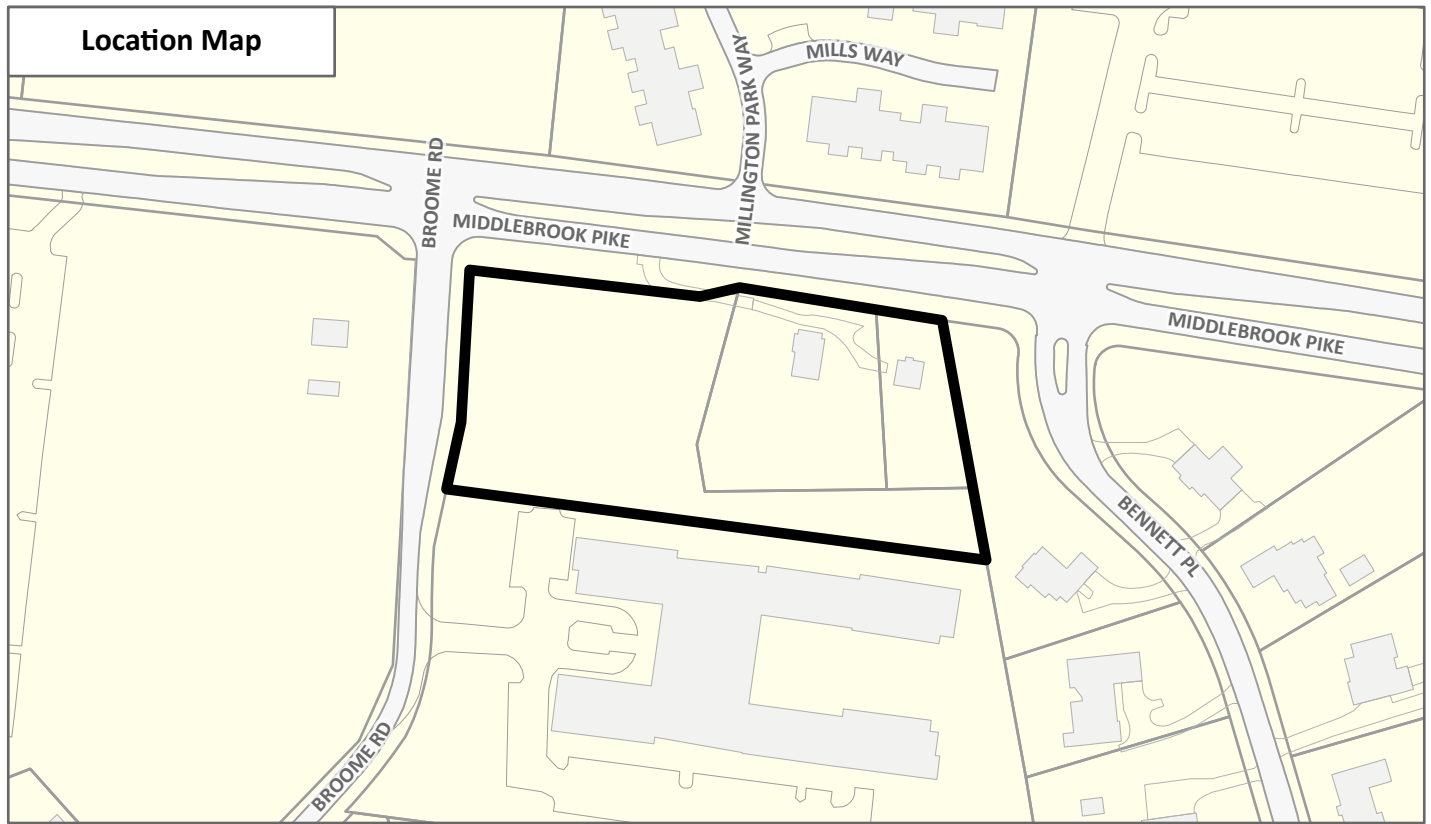


Original Print Date: 8/21/2024

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

Exhibit A. Contextual Images

Location Map



Aerial Map



CONTEXTUAL MAPS 1

9-SB-24-C



Case boundary

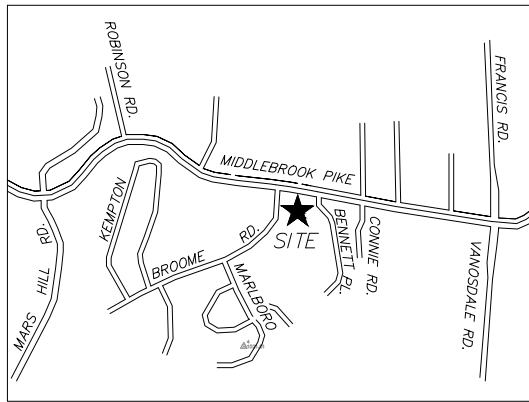


CONCEPT PLAN

U.E.I. PROJECT NO. 2407025

0 BROOME ROAD

SITE ADDRESS: 0 BROOME ROAD, KNOXVILLE, TENNESSEE 37909
 PARCEL ID'S #1060A04002, #1060A041, #1060A042



LOCATION MAP - N.T.S.

DEVELOPER:
HOMESTEAD LAND HOLDINGS, LLC
 122 PERIMETER PARK DRIVE
 KNOXVILLE, TN 37922

SITE ENGINEER:
URBAN ENGINEERING, INC.
 CHRIS SHARP
 10330 HARDIN VALLEY ROAD, SUITE 201
 KNOXVILLE, TENNESSEE 37932
 (865) 966-1924

SPECIFICATIONS
 EXCEPT WHERE DIRECTED OTHERWISE BY THE PLANS, WORKMANSHIP AND MATERIAL (BUT NOT MEASUREMENT AND PAYMENT) FOR THIS PROJECT SHALL BE IN ACCORDANCE WITH THE FOLLOWING SPECIFICATIONS AND STANDARDS.

ELECTRICAL - AS DIRECTED BY KNOXVILLE UTILITIES BOARD
 GAS - AS DIRECTED BY KNOXVILLE UTILITIES BOARD
 WATER & SEWER - AS DIRECTED BY KNOXVILLE UTILITIES BOARD
 TELEPHONE - AS DIRECTED BY AT&T
 CABLE - AS DIRECTED BY COMCAST
 SITE DEVELOPMENT - CITY OF KNOXVILLE STANDARDS AND SPECIFICATIONS

SHEET INDEX

TITLE	SHEET
TITLE SHEET	C-0
SITE PLAN	C-1
PRELIMINARY GRADING PLAN	C-2
ROAD 'A' PROFILE	C-3
TOWNHOME ELEVATIONS	A-1

Revision 09.27.2024

MPC FILE# 9-SB-24-C

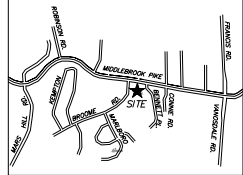
VARIANCE / ALTERNATIVE DESIGN STANDARD REQUESTS:

- 1) REDUCE THE REQUIRED BUFFER STRIP WIDTH FROM 25' TO 10' (APPLIES TO WOULD BE DOUBLE FRONTAGE LOTS)
- 2) INCREASE THE INTERSECTION GRADE FROM 1% TO 1.5%.
- 3) DECREASE THE REQUIRED INTERSECTION SPACING FROM 300' TO 185'.
- 4) DECREASE THE REQUIRED RIGHT OF WAY WIDTH FROM 50' TO 40' (PRIVATE ROAD)

Certification of Concept Plan by Registered Engineer

I hereby certify that I am a registered engineer, licensed to practice engineering under the laws of the State of Tennessee. I further certify that the plan and accompanying drawings, documents and statements conform, to the best of my knowledge, to all applicable provisions of the Knoxville-Knox County Subdivision Regulations except as has been remitted and described in a report filed with the engineering commission.
 Registered Engineer: *Christopher A. Sharp*
 Christopher A. Sharp, P.E.
 Tennessee License No. 108984
 Date: 7/25/2024

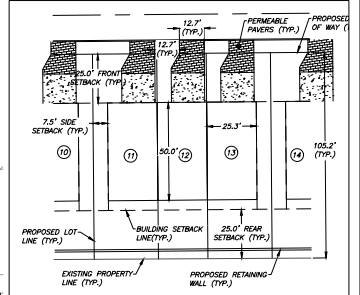
ISSUE NO.	DATE	DESCRIPTION
5	9/27/24	REVISED SOUTH WALL
4	9/12/24	SUBMITTAL 4
3	8/22/24	SUBMITTAL 3
2	8/13/24	SUBMITTAL 2



LOCATION MAP - N.T.S.

SITE PLAN NOTES:

1. THE PARCEL IS ZONED RM-5. SETBACKS ARE PER THE CITY OF KNOXVILLE ZONING ORDINANCE, AND ARE AS FOLLOWS:
FRONT YARD: 25' OR THE AVERAGE OF BLOCKFACE, WHICHEVER IS LESS
SIDE: 5' OR 15% OF LOT WIDTH, WHICHEVER IS LESS; IN NO CASE LESS THAN 15' COMBINED
CORNER: 12'
2. REAR: 25'
2. THE LOCATIONS OF ALL UNDERGROUND UTILITIES SHOWN HEREON ARE APPROXIMATE AND ARE BASED ON FIELD LOCATION OF HOBBLE STRUCTURES SUCH AS CATCH BASINS, MANHOLES, WATER VALVES, ETC. AND TAPPING INFORMATION FROM PLANS SUPPLIED BY CONTRACTORS. UTILITY COMPANIES AND GOVERNMENT AGENCIES SHOULD BE NOTIFIED IN WRITING BY ALL UTILITY COMPANIES AND GOVERNMENT AGENCIES AND ALSO CALL TENSILE LOCAL PRIOR TO ANY UTILIZATION WORK. TO VERIFY INFORMATION SHOWN AND DETERMINE THE LAYOUT OF THE IRRIGATION SYSTEM AND IF ADDITIONAL IMPROVEMENTS MAY EXIST.
3. ALL WORK SHALL BE IN ACCORDANCE WITH THE CITY OF KNOXVILLE'S SPECIFICATIONS FOR SITE DEVELOPMENT.
4. TOTAL AREA OF THE DEVELOPMENT IS 3.12 ACRES.
5. PROPOSED OPEN SPACE = 20,769 S.F. (15.38)
6. THE PROPOSED LOTS SHALL ONLY HAVE VEHICULAR ACCESS TO THE INTERNAL SYSTEM.
7. ALL PROPOSED UNITS TO HAVE 2-CAR GARAGES.
8. SIGNAGE AND STRIPING TO BE IN ACCORDANCE WITH THE MUTCD (LATEST EDITION).
9. POPULATION DENSITY: 28 DWELLING UNITS / 3.12 AC = 9.0 UNITS / ACRE
10. SEE THIS SHEET FOR INTERNAL STREET TYPICAL SECTION.
11. AVAILABLE SOIL TESTS TERMINATE MEETS OR EXCEEDS THE MINIMUM AS REQUIRED BY AASHTO.



TYPICAL LOT DETAIL
SCALE: 1"=30'

Revision 09.27.2024

MPC FILE# 9-SB-24-C

SHEET C-1

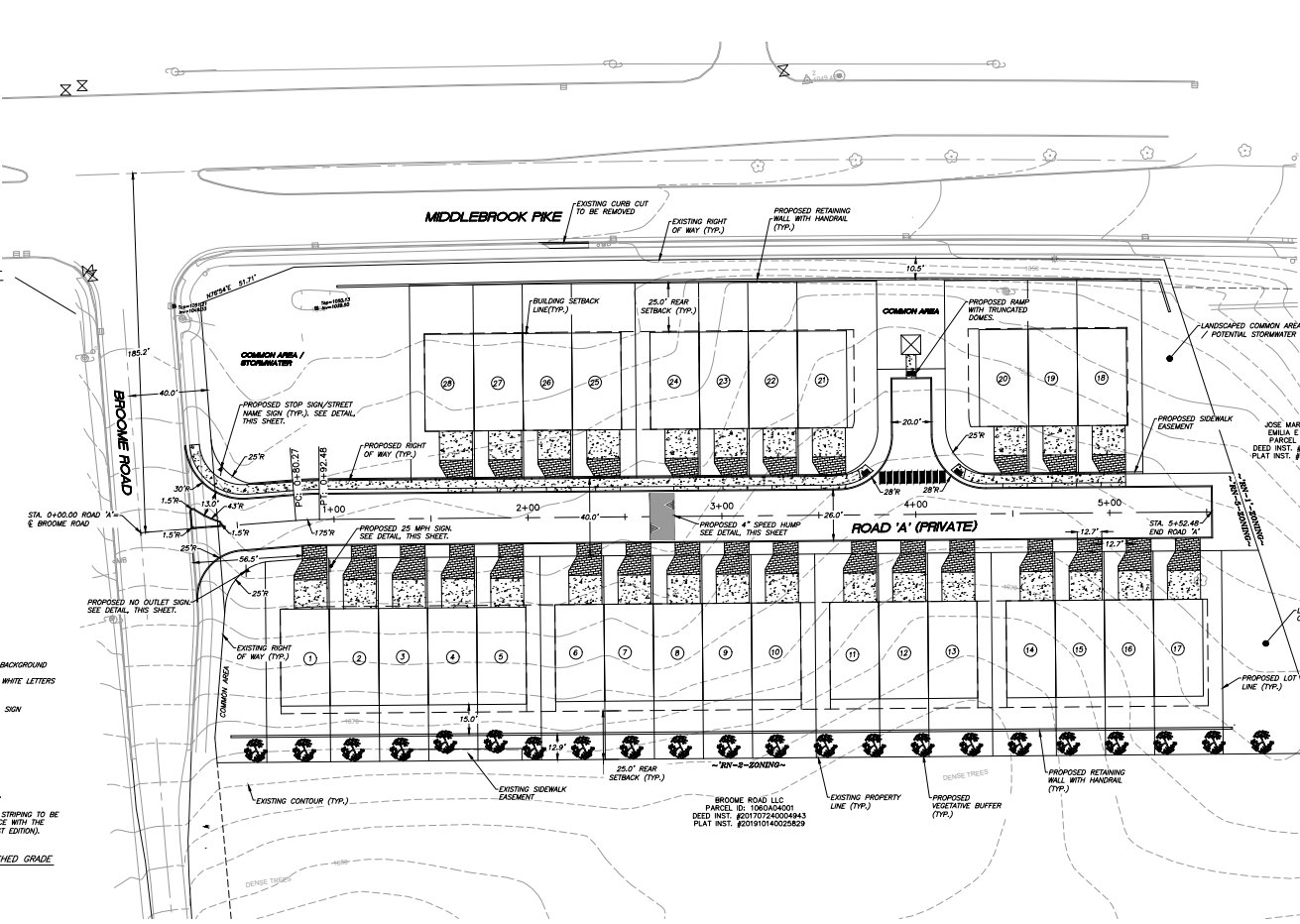
SITE PLAN
0 BROOME ROAD
SITE ADDRESS: 0 BROOME ROAD, KNOXVILLE, TN 37909
CITY OF KNOXVILLE KNOX CO., TN
PARCEL ID'S: #1060A0402, #1060A041, #1060A042
WARD NO. 46 CITY BLOCK NO. 46500
SCALE: 1"=30' JULY 25, 2024

DEVELOPER:
HOMESTEAD LAND HOLDINGS, LLC
122 PERIMETER PARK DRIVE
KNOXVILLE, TENNESSEE 37922

URBAN ENGINEERING, INC.
10330 HAROLD VALLEY ROAD, SUITE 201
KNOXVILLE, TENNESSEE 37932
(865) 966-1924

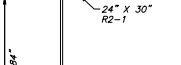
DWG: CLM CHK: CAS DWG NO: 2407025

NO.	DATE	DESCRIPTION	BY
3	9/21/24	MOVED SOUTH WALL & ADDED PLANTINGS	CAS
2	9/12/24	SUBMITTAL 4	CAS
1	8/13/24	SUBMITTAL 2	CAS

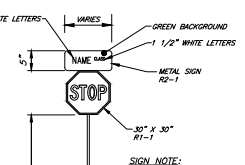


NO OUTLET SIGN DETAIL
N.T.S.

NO OUTLET SIGN DETAIL
N.T.S.

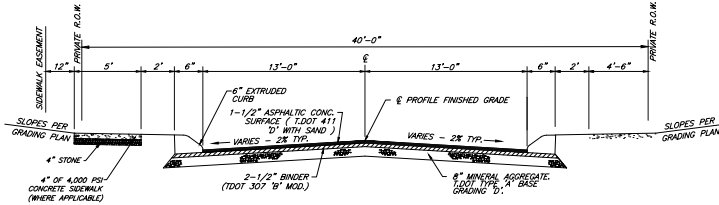


SPEED LIMIT SIGN DETAIL
N.T.S.



COMBINATION STOP SIGN / STREET NAME SIGN DETAIL
N.T.S.

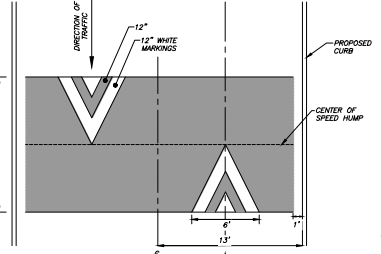
COMBINATION STOP SIGN / STREET NAME SIGN DETAIL
N.T.S.



TYPICAL SECTION - LOCAL STREET
N.T.S.

SPEED HUMP NOTES:

- 1) SPEED HUMPS SHALL MEET THE REQUIREMENTS OF MACTO'S UPDATED GUIDELINES FOR THE DESIGN & APPLICATION OF SPEED HUMPS.
- 2) SLOPES SHALL NOT EXCEED 1:10 OR BE LESS STEEP THAN 1:25.
- 3) SIDE SLOPES ON TAPERS SHOULD BE NO GREATER THAN 1:8.
- 4) THE VERTICAL LIP SHOULD BE NO MORE THAN A QUARTER-INCH HIGH.
- 5) SPEED HUMP SHALL BE ACCOMPANIED BY A SIGN WARNINGS DRIVERS OF THE UPCOMING DEVICE (MUTCD W17-1).

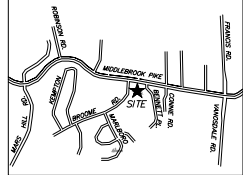


SPEED HUMP DETAIL
N.T.S.

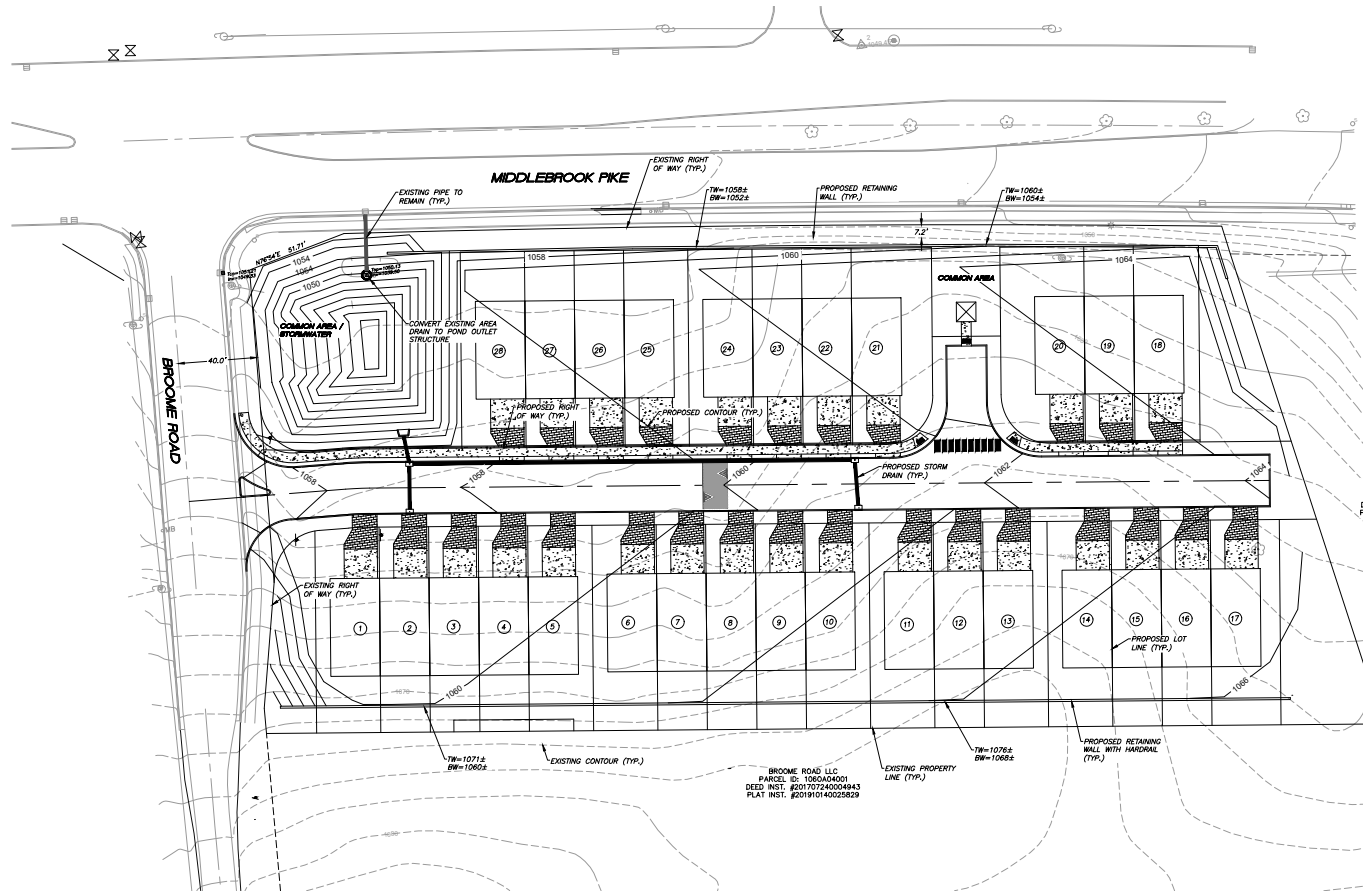
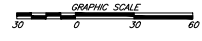
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PLAT INST. #20191014022829
- PARCEL ID #1060A041
DEED INST. #200408160014039
PLAT INST. #20191014022829
- PARCEL ID #1060A042
DEED INST. #200408160014039
PLAT INST. #20191014022829





LOCATION MAP - N.T.S.



GENERAL NOTES:

1. THE LOCATIONS OF ALL UNDERGROUND UTILITIES SHOWN HEREON ARE APPROXIMATE AND ARE BASED ON FIELD LOCATION OF VISIBLE STRUCTURES SUCH AS CATCH BASINS, MANHOLES, WATER VALVES, ETC., AND COMPLYING INFORMATION FROM PLANS SUPPLIED BY VARIOUS UTILITY COMPANIES AND GOVERNMENT AGENCIES. THE CONTRACTORS SHALL NOTIFY IN WRITING ALL UTILITY COMPANIES AND GOVERNMENT AGENCIES AND ALSO CALL TOWN ONE-CALL PRIOR TO ANY EXCAVATION WORK, TO VERIFY INFORMATION SHOWN AND DETERMINE THE LAYOUT OF THE IRRIGATION SYSTEM AND IF ADDITIONAL IMPROVEMENTS MAY EXIST.
2. HORIZONTAL COORDINATES ARE TENNESSEE STATE PLANE, VERTICAL DATUM IS NAVD83.
3. ALL WORK SHALL BE IN ACCORDANCE WITH THE CITY OF KNOXVILLE'S SPECIFICATIONS FOR SITE DEVELOPMENT.

JOSE MARCH-LEUBA &
EMILIA E. RICO-HERNANDEZ
PARCEL ID: 10600001
DEED INST: #2001215004213
PLAT INST: #198908020044560

BROOME ROAD LLC
PARCEL ID: 10604001
DEED INST: #201707240004943
PLAT INST: #201910140025829

Revision 09.27.2024

MPC FILE# 9-SB-24-C

SHEET C-2

**PRELIMINARY GRADING PLAN
0 BROOME ROAD**

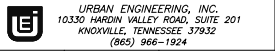
SITE ADDRESS: 0 BROOME ROAD, KNOXVILLE, TN 37909

CITY OF KNOXVILLE KNOX CO., TN
PARCEL ID'S #1060A002, #1060A041, #1060A042
WARD NO. 46 CITY BLOCK NO. 46500
SCALE: 1"=30'
JULY 25, 2024

DEVELOPER:
HOMESTEAD LAND HOLDINGS, LLC
122 PERIMETER PARK DRIVE
KNOXVILLE, TENNESSEE 37922

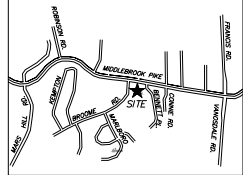
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PARCEL ID #1060A002
DEED INST: #200303010047545
PLAT INST: #201810140025829
PARCEL ID #1060A041
DEED INST: #200408160014039
PLAT INST: #201810140025829
PARCEL ID #1060A042
DEED INST: #200408160014039
PLAT INST: #201810140025829

REVISION	DATE	DESCRIPTION	BY
3	9/27/24	MODIFIED SOUTH WALL	CAS
2	9/12/24	SUBMITTAL 3	CAS
1	8/13/24	SUBMITTAL 2	CAS

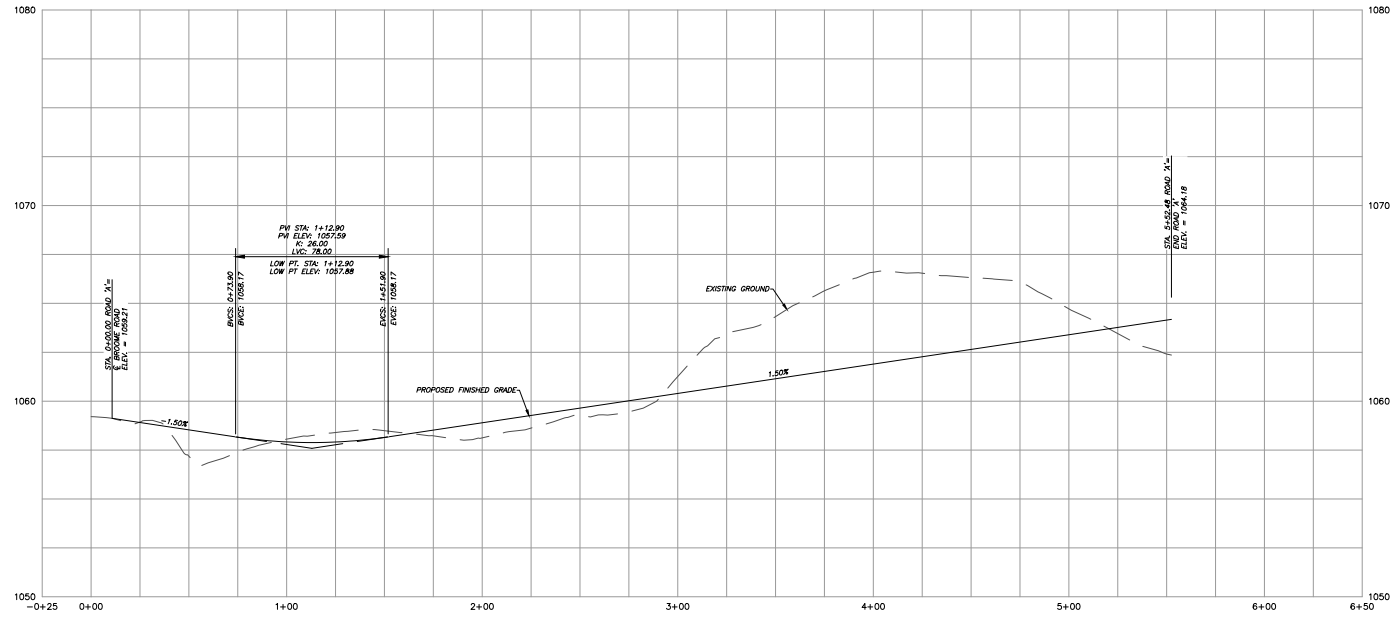


DWG: CLM CHG: CAS DWG NO: 2407025





LOCATION MAP - N.T.S.



PROFILE-ROAD 'A'
 1"=30' (HORIZONTAL)
 1"=3' (VERTICAL)

Revision 09.27.2024

MPC FILE# 9-SB-24-C

SHEET C-3

ROAD 'A' PROFILE
0 BROOME ROAD

SITE ADDRESS: 0 BROOME ROAD, KNOXVILLE, TN 37909
 CITY OF KNOXVILLE KNOX CO., TN
 PARCEL ID'S #1060A4002, #1060A41, #1060A42
 WARD NO. 46 CITY BLOCK NO. 46500
 SCALE: AS NOTED JULY 25, 2024

DEVELOPER:
 HOMESTEAD LAND HOLDINGS, LLC
 122 PERIMETER PARK DRIVE
 KNOXVILLE, TENNESSEE 37922

URBAN ENGINEERING, INC.
 10330 HARDIN VALLEY ROAD, SUITE 201
 KNOXVILLE, TENNESSEE 37932
 (865) 966-1924

REFERENCE:
 PARCEL ID #1060A4002
 DEED INST. #20030310047545
 PLAT INST. #201910140025829
 PARCEL ID #1060A41
 DEED INST. #200408160014039
 PLAT INST. #201910140025829
 PARCEL ID #1060A42
 DEED INST. #200408160014039
 PLAT INST. #201910140025829

REVISION	DATE	DESCRIPTION	BY
2	9/12/24	SUBMITTAL 4	CAS
1	9/12/24	SUBMITTAL 2	CAS



DWG: CLM CHK: CAS DWG. NO. 2407025

Lot Number	Lot Area (S.F.)	Impervious Area (S.F.)	% Impervious	% Building Coverage
1	3429	1522	44.4	36.9
2	2660	1522	57.2	47.6
3	2660	1522	57.2	47.6
4	2660	1522	57.2	47.6
5	3448	1522	44.1	36.7
6	3448	1522	44.1	36.7
7	2660	1522	57.2	47.6
8	2660	1522	57.2	47.6
9	2660	1522	57.2	47.6
10	3448	1522	44.1	36.7
11	3448	1522	44.1	36.7
12	2660	1522	57.2	47.6
13	3448	1522	44.1	36.7
14	3448	1522	44.1	36.7
15	2660	1522	57.2	47.6
16	2660	1522	57.2	47.6
17	3710	1522	41.0	34.1
18	3350	1522	45.4	37.8
19	2545	1522	59.8	49.8
20	4173	1522	36.5	30.4
21	2995	1522	50.8	42.3
22	2546	1522	59.8	49.8
23	2546	1522	59.8	49.8
24	3300	1522	46.1	38.4
25	3300	1522	46.1	38.4
26	2546	1522	59.8	49.8
27	2545	1522	59.8	49.8
28	3294	1522	46.2	38.5

EXHIBIT B:

Example of type of retaining wall to be installed





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.

Chris Sharp	Digitally signed by Chris Sharp Date: 2024.09.26 12:06:30 -04'00'	Christopher A. Sharp	9/26/24
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:

Increase the maximum intersection grade from 1% to 1.5%.

Approval required by: Planning Commission Engineering

Engineering supports the alternative design standard requested

(to be completed during review process): YES NO

Engineering Comments:

There are no safety nor functionality concerns with the request.

2. ALTERNATIVE DESIGN STANDARD REQUESTED:

Reduce the required right of way width from 50' to 40'.

Approval required by: Planning Commission Engineering

Engineering supports the alternative design standard requested

(to be completed during review process): YES NO

Engineering Comments:

A sidewalk easement is proposed to address portions of the sidewalk that will be on private property if the variance is approved.

3. 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:

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 variations, 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 variations can be acted upon by the legislative body upon appeal and none will be requested.

Chris Sharp

Digitally signed by Chris Sharp
Date: 2024.09.26 14:52:25
-04'00'

Christopher A. Sharp

9/26/24

Signature

Printed Name

Date

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 required buffer strip width from 25' to 10' (applies to would be double frontage lots).

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:

Please see the attached letter.

- 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.

Please see the attached letter.

- 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.

Please see the attached letter.

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:

Double frontage lots are not preferred.

All lots should connect to the interior roadway system. Connectivity to Middlebrook Pike will be hindered due to a proposed retaining wall as well as a narrow strip of common area.

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:

Decrease the required intersection spacing from 300' to 185.2' (centerline to centerline).

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:

Please see the attached letter.

- 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.

Please see the attached letter.

- 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.

Please see the attached letter.

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:

There are no safety nor functionality concerns with the request. This is a low intensity subdivision with no through connectivity.



URBAN ENGINEERING, INC.

CIVIL ENGINEERS • LAND PLANNERS

September 26, 2024

Knoxville / Knox County Planning
Samiul Haque
Suite 403, City County Building
400 Main Street
Knoxville, TN 37902

Re: 0 Broome Road (9-SB-24-C)

Dear Samiul:

The following are our justifications for the requested variances:

Variance 1: Reduce the required buffer strip width from 25' to 10' (applies to would be double frontage lots).

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 property is narrow from front to back and there are topographic challenges. At its worst, the elevation changes by approximately 29 feet from the southern property line to the right of way of Middlebrook Pike (over a 256' distance).
 - Right of way was acquired by TDOT in the 1990s. That acquisition contributed to the challenges that are posed by the property's geometry.
- 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 property is narrow from front to back and there are topographic challenges. At its worst, the elevation changes by approximately 29 feet from the southern property line to the right of way of Middlebrook Pike (over a 256' distance).



URBAN ENGINEERING, INC.

CIVIL ENGINEERS • LAND PLANNERS

- Right of way was acquired by TDOT in the 1990s. That acquisition contributed to the challenges that are posed by the property's geometry.
- 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.
- We are of the opinion that the requested variance will not create an unsafe condition.

Variance 2: Decrease the required intersection spacing from 300' to 185.2' (centerline to centerline).

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:
- There is not sufficient distance between the entrance to the property to the north and Middlebrook Pike to provide the required spacing along Broome Road. We are proposing a limited access ingress / egress onto Broome Road.
 - The currently proposed ingress / egress location meets AASHTO's intersection sight distance requirement. Their recommended distance is 290 feet. The available sight distance at the proposed access is approximately 290 feet. Moving the access south will reduce available sight distance. I included our sight distance analysis for reference.
- 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.
- There is not sufficient distance between the entrance to the property to the north and Middlebrook Pike to provide the required spacing along Broome Road. We are proposing a limited access ingress / egress onto Broome Road.
 - The currently proposed ingress / egress location meets AASHTO's intersection sight distance requirement. Their recommended distance is



URBAN ENGINEERING, INC.

CIVIL ENGINEERS • LAND PLANNERS

290 feet. The available sight distance at the proposed access is approximately 290 feet. Moving the access south will reduce available sight distance. I included our sight distance analysis for reference.

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.

- We are of the opinion that the requested variance will not create an unsafe condition.

Please do not hesitate to contact me if you have questions or need additional information.

Sincerely,

Urban Engineering, Inc.

Chris Sharp, P.E.

EXHIBIT C



URBAN ENGINEERING, INC.

CIVIL ENGINEERS • LAND PLANNERS

September 12, 2024

City of Knoxville Stormwater Engineering
Joshua Frerichs, P.E.
City County Building, Suite 480
P.O. Box 1631
Knoxville, TN 37901

Re: Broome Road S/D (9-SB-24-C)

Dear Joshua:

Sight distance was evaluated at the subdivision egress point facing south along Broome Road. The egress is limited to a right turn only. The posted speed on Broome Road is 30 MPH. Per the AASHTO Green Book, the minimum stopping sight distance is 200 feet and the recommended intersection sight distance is 290 feet. The available sight distance based on 3.5' eye and object heights is approximately 290 feet. Attached to this letter you will find supporting drawings.

Please do not hesitate to contact me if you have questions.

Sincerely,

Urban Engineering, Inc.



Chris Sharp, P.E.



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

Homestead Land Holdings, LLC

Applicant Name

Affiliation

7/29/2024

Date Filed

9/12/2024

Meeting Date (if applicable)

9-SB-24-C

File Number(s)

CORRESPONDENCE

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

Chris Sharp, P.E. Urban Engineering, Inc.

Name / Company

10330 Hardin Valley Rd. Pk. Suite 201 Knoxville TN 37932

Address

865-966-1924 / chris@urban-eng.com

Phone / Email

CURRENT PROPERTY INFO

WANDA L MOODY REVOCABLE LIVING T 4823 Old Kingston Pike Ste 100 Knoxville TN 37919

Owner Name (if different)

Owner Address

Owner Phone / Email

0 BROOME RD / 7700, 7708 MIDDLEBROOK PIKE

Property Address

106 O A 04002,041,042

Parcel ID

Part of Parcel (Y/N)?

2.88 acres

Tract Size

Knoxville Utilities Board

Sewer Provider

Knoxville Utilities Board

Water Provider

Septic (Y/N)

COMMUNITY ENGAGEMENT

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

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

DEVELOPMENT REQUEST

<input 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

0 Broome Rd	Related Rezoning File Number
Proposed Subdivision Name	
Unit / Phase Number	28
<input checked="" type="checkbox"/> Split Parcels	Total Number of Lots Created
Additional Information 28-lot townhouse subdivision	
<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)	

Proposed Density (units/acre) _____ Previous Rezoning Requests _____

Additional Information _____

STAFF USE ONLY

PLAT TYPE	Fee 1	Total
<input type="checkbox"/> Staff Review <input type="checkbox"/> Planning Commission	\$1,250.00	
ATTACHMENTS	Fee 2	
<input type="checkbox"/> Property Owners / Option Holders <input type="checkbox"/> Variance Request		
<input type="checkbox"/> Amendment Request (Comprehensive Plan)		
ADDITIONAL REQUIREMENTS	Fee 3	
<input type="checkbox"/> Use on Review / Special Use (Concept Plan)		
<input type="checkbox"/> Traffic Impact Study		
<input type="checkbox"/> COA Checklist (Hillside Protection)		

AUTHORIZATION

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

Applicant Signature	Homestead Land Holdings, LLC	7/29/2024
	Please Print	Date

Phone / Email		
Property Owner Signature	WANDA L MOODY REVOCABLE LIVING TRUST & KERSTEN MARY P &	7/29/2024
	Please Print	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

Homestead Land Holdings, LLC

Option Holder

Applicant Name

Affiliation

7/29/24

9/12/24

Date Filed

Meeting Date (if applicable)

File Number(s)

9-SB-24-C

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

Chris Sharp

Urban Engineering, Inc.

Name

Company

10330 Hardin Valley Road, Suite 201

Knoxville

TN

37932

Address

City

State

ZIP

(865) 966-1924

chris@urban-eng.com

Phone

Email

CURRENT PROPERTY INFO

Wanda Moody Revocable Living Trust

4823 Old Kingston Pike, Suite 100

Property Owner Name (if different)

Property Owner Address

Property Owner Phone

0 Broome Road (37909)

106OA04002, 106OA041 & 106OA042

Property Address

Parcel ID

KUB

KUB

Sewer Provider

Water Provider

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) _____

SUBDIVISION REQUEST

Related Rezoning File Number

Proposed Subdivision Name

Unit / Phase Number Combine Parcels Divide Parcel Total Number of Lots Created

Other (specify) _____

Attachments / Additional Requirements

ZONING REQUEST

Pending Plat File Number

Zoning Change Proposed Zoning _____

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 \$1,250.00
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

Homestead Land Holdings, LLC
 Please Print

07/24/2024
 Date

Phone Number

Email

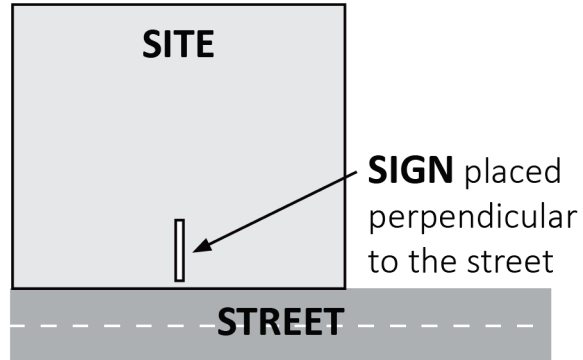

 Property Owner Signature

Please Print

~~07/24/24~~ 07/29/2027, SG

Date Paid

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



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

LOCATION AND VISIBILITY

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

TIMING

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

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

_____ 08/30/2024 _____ and _____ 09/13/2024 _____
(applicant or staff to post sign) (applicant to remove sign)

Applicant Name: Homestead Land Holdings, LLC

Date: 07/29/2024

File Number: 9-SB-24-C

- Sign posted by Staff
- Sign posted by Applicant