



# SUBDIVISION REPORT - CONCEPT/DEVELOPMENT PLAN

▶ **FILE #:** 6-SB-24-C **AGENDA ITEM #:** 20  
6-E-24-DP **AGENDA DATE:** 9/12/2024

POSTPONEMENT(S): 6/13/2024, 7/11/2024, 8/8/2024

▶ **SUBDIVISION:** HOROBET ON BOB GRAY ROAD

▶ **APPLICANT/DEVELOPER:** ARCIP HOROBET

OWNER(S): Arcip Horobet

TAX IDENTIFICATION: 118 071 [View map on KGIS](#)

JURISDICTION: County Commission District 3

STREET ADDRESS: 0 PELLISSIPPI PKWY

▶ **LOCATION:** South side of Bob Gray Rd, west side of Pellissippi Pkwy, northern terminus of Blinken St

GROWTH POLICY PLAN: Planned Growth Area

FIRE DISTRICT: Rural Metro Fire

WATERSHED: Turkey Creek

▶ **APPROXIMATE ACREAGE:** 9.87 acres

▶ **ZONING:** PR(k) (Planned Residential) up to 10 du/ac, TO (Technology Overlay)

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

▶ **PROPOSED USE:** Attached residential subdivision

SURROUNDING LAND USE AND ZONING: North: Rural residential - RA (Low Density Residential), TO (Technology Overlay)  
South: Multifamily residential - PR (Planned Residential) up to 12 du/ac, TO (Technology Overlay)  
East: Pellissippi Parkway right-of-way  
West: Single family residential - RA (Low Density Residential), TO (Technology Overlay)

▶ **NUMBER OF LOTS:** 94

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

ACCESSIBILITY: Access is via Bob Gray Rd, a major collector street with 20 ft of pavement width within 48 ft of right-of-way.

▶ **SUBDIVISION VARIANCES REQUIRED:** **VARIANCES**  
1. Providing a turnaround other than a cul-de-sac turnaround at the end of Road "A".  
2. Vertical curve length reduction from 300 ft to 240 ft, STA 1+0 Road "F" (K Value reduction from 25 to 20).

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

1. Increase the intersection grade from 1 to 3% at STA 0+13 to STA 0+55 ROAD "B".
2. Increase the intersection grade from 1 to 2.75% at STA 6+00 to STA 7+89 ROAD "F".
3. Increase the intersection grade from 1 to 2.38% at STA 0+13 to STA 2+66 ROAD "D".
4. Increase the intersection grade from 1 to 2% at STA 0+13 to STA 1+00 ROAD "E".
5. Increase the intersection grade from 1 to 3% at STA 0+10 to STA 1+30 ROAD "F".
6. Decrease the right-of-way width from 50 ft to 40 ft.

**ALTERNATIVE DESIGN STANDARD REQUIRING PLANNING COMMISSION APPROVAL**

1. Reduce street frontage from 25 ft to 22 ft.
2. Increase the roadway grade from 12% to 15% at STA 1+30 to STA 6+00 ROAD "F".

---

**STAFF RECOMMENDATION:**

- Approve the requested variance to provide a turnaround other than a cul-de-sac at the end of Road A.
- A. The particular surroundings of this site include a townhouse development to the south with a singular access point that is off of Pellissippi Parkway. The proposed development will be connected to Parkway Heights upon its completion to enable the Pellissippi Parkway access point to be closed. The turnaround would not be required after that fact and is only temporary.
- B. The rezoning condition from case 12-F-23-RZ requires a right-of-way stub-out to Parkway Heights. The rezoning condition is unique to this site as a connection point would not normally be required. Since it is, the turnaround space is temporary and would not be required after the connection point is made.
- C. The granting of the variance will not be detrimental to public safety, health, or welfare because a turnaround which meets AASHTO standards for roads less than 150 ft has been provided. The road connection to the adjacent subdivision will result in safer access to the Parkway Heights community.

Approve the requested variance to reduce the vertical curve length from 300 ft to 240 ft, STA 1+0 Road "F" (K values from 25 to 20).

- A. The steep topography along Bob Gray Road causes a deviation with the vertical curve.
- B. The required access from Bob Gray Road causes the roadway to wind through steep topography.
- C. The granting of the variance will not be detrimental to public safety, health, or welfare because the shortened vertical curve meets AASHTO standards and still allows adequate sight distance.

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

Approve the Concept Plan subject to 8 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. 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.
4. Meeting all applicable requirements of the Knox County Department of Engineering and Public Works.
5. Providing the right-of-way stub-out at the southern terminus of Road A to the end of the property line, which aligns with the right-of-way of the adjoining subdivision Parkway Heights.
6. Implementing the recommendations of the Transportation Impact Study for The Bob Gray Road Subdivision by Ajax Engineering, April 2024. A Memorandum of Understanding (MOU) with Knox County Engineering and Public Works for completing off-site road improvements may be required per Chapter 54, Article V of the Knox County Code (Ord. O-23-4-102).
7. 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 an MOU with the County for these improvements or reimburse the County for their direct expenses (if competed by County crews) to make

corrections deemed necessary.

8. Certifying that the required sight distance is available along Bob Gray Rd in both directions at the Road F intersection during the design plan phase.

► **Approve the development plan for up to 85 attached houses on individual lots and a peripheral setback reduction to 25 ft along the eastern property line as shown on the development plan, subject to 3 conditions.**

1. Meeting all applicable requirements of the Knox County Zoning Ordinance, including the conditions of the rezoning case 12-F-23-RZ.
2. The maximum height will be 35 ft for attached houses.
3. Obtaining TTCDA approval of the development plans (Case 6-C-24-TOB).

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 is a request for an 85-lot subdivision that will be accessed off of Bob Gray Rd, Pellissippi Parkway borders to the east. The proposed subdivision would have public and private streets. The main spine, which is comprised of Road F and part of Road A (as shown on the plan) will be public roads. Road A will end at the shared property line with Parkway Heights, the townhouse subdivision abutting the proposed development to the south. Parkway Heights shows the Blinken Street right-of-way terminating at the shared property line, but the street is not built out the full length of the right-of-way. A temporary turnaround is being proposed until such time as the development is completed, at which point the connection between Road A and Blinken Street will be created. The Subdivision Regulations require all dead-end streets to end with a cul-de-sac, so a variance is being requested for a Road A to terminate with a different design. Since the turnaround is temporary until this road is connected to Blinken Street in the future, a cul-de-sac turnaround would not be required in the long-term.

The right-of-way stub out is a condition of the rezoning (12-F-23-RZ) in recognition of the fact that the Parkway Heights community's only access point is off of Pellissippi Parkway. The Tennessee Department of Transportation (TDOT) has stated they would be in favor of closing the street connection to Pellissippi Parkway upon development of the subject property once a stub-out connection to the adjacent subdivision to the south has been provided as it will improve safety for the residents of Parkway Heights and allow them to access Pellissippi Parkway via the Lovell Road or Dutchtown Road interchanges.

The entrance to the proposed development is on Bob Gray Road, a major collector street. A second variance is being requested to reduce the length of the vertical curve near the entry to the development on Road F (station 1+00) where the topography is steep. Engineering supports this variance request as the reduction will not cause a safety issue. The reduction still allows adequate sight distance and is in line with AASHTO standards.

The front of the property on Bob Gray includes 2.56 acres within the Hillside Protection (HP) Area. The plan proposes to disturb 1.67 acres, which is over the recommended disturbance budget of 1.2 acres as determined by the slope analysis. The steeper slopes on the northern edge of the site are from old driveway cuts, which are considered previously disturbed areas and are therefore exempt from HP standards, and this occurs where the road access traverses the site after entering from Bob Gray Road.

A detailed landscape plan has been provided that meets the rezoning conditions requiring landscape buffers between adjacent properties and the TTCDA Guidelines for required yard trees, landscaping at entrances, and in parking lots.

**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**

A. The property is zoned PR (k) (Planned Residential) with a density of up to 10 du/ac, subject to 4 conditions.

1) Providing a Type C landscape buffer, 2) providing a 35 ft peripheral boundary along the western and southern property lines, 3) completing a traffic study, and 4) providing a right-of-way stub-out to the Parkway Heights subdivision for a future connection to Blinken Street. This property is within the TO (Technology Overlay) zone and must meet the (Tennessee Technology Corridor Development Authority) TTCDA Guidelines for a development plan approval. Case 6-C-24-TOB is scheduled to be heard September 9, 2024.

B. The applicant is proposing to subdivide this 9.87-acre tract into 85 lots with attached houses. The development will yield a density of 8.6 du/ac. The PR zone allows attached houses as a permitted use. The administrative procedures for the PR zone require the Planning Commission to approve the development plan before permits can be issued (Knox County Zoning Ordinance Article 5, Section 5.13.15).

C. The Planning Commission has the authority to reduce the 35-ft peripheral setback to 15 ft. The applicant is requesting a 25 ft peripheral boundary along the eastern boundary line along Pellissippi Parkway.

D. The height of attached houses shall be determined by the Planning Commission. The elevations provided show the units are 2 stories. The maximum height of all buildings will be 35 ft, which is consistent with the zoning requirements for residences in the area.

## 2) KNOX COUNTY COMPREHENSIVE PLAN - FUTURE LAND USE MAP

A. The property's land use classification is SMR (Suburban Mixed Residential) on the Future Land Use Map. Attached houses are considered primary uses in the SMR place type. Attached residential such as duplexes, multiplexes, and townhomes should have the scale of a single family home. The attached houses are 2-stories 1,765 sq ft floor area, which meets this criteria.

## 3) KNOX COMPREHENSIVE PLAN - IMPLEMENTATION POLICIES

A. The proposed right-of-way stub-out to Parkway Heights meets Implementation Policies 11.1 and 12.4 evaluate new residential subdivisions to provide vehicle connections to adjacent subdivisions and better access management.

B. Landscape screening has been added adjacent to subdivisions. This is consistent with Implementation Policy 2.1 to create buffer or transition standards between higher density developments.

## 4) KNOXVILLE - FARRAGUT - KNOX COUNTY GROWTH POLICY PLAN

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

ESTIMATED TRAFFIC IMPACT: 825 (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: 5 (public school children, grades K-12)

Schools affected by this proposal: Farragut Primary/Intermediate, Hardin Valley Middle, and Hardin Valley Academy.

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

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

The Planning Commission's approval or denial of this development plan request is final, unless the action is appealed either to the Board of Zoning Appeals or to a court of competent jurisdiction within thirty (30) days of the decision being appealed (Knox County, Tennessee Code of Ordinances, Appendix A, Zoning, 6.50.08).



# Request to Postpone • Table • Withdraw

Horobet on Bob Gray

August 1, 2024

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

Date of Request

August 8, 2024

Scheduled Meeting Date

6-SB-24-C and 6-E-24-DP

File Number(s)

## POSTPONE

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

**SELECT ONE:**  30 days  60 days  90 days

Postpone the above application(s) until the September 12, 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.*

  
Applicant Signature

Benjamin C. Mullins

Please Print

865-546-9321

bmullins@fmsllp.com

Phone Number

Email

## STAFF ONLY

  
Staff Signature

Whitney Warner

Please Print

Date Paid

No Fee

Eligible for Fee Refund?  Yes  No

Amount:

Approved by:

Date:

Payee Name

Payee Phone

Payee Address



# Request to Postpone • Table • Withdraw

Horobet on Bob Gray

6-28-24

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

Date of Request

July 11, 2024

Scheduled Meeting Date

File Number(s)

6-SB-24-C; 6-E-24-DP

## 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 August 8, 2024 Planning Commission Meeting.

## WITHDRAW

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

## TABLE

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

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

## AUTHORIZATION

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

Applicant Signature

Benjamin C. Mullins

Please Print

865-546-9321

bmullins@fmsllp.com

Phone Number

Email

## STAFF ONLY

Staff Signature

Please Print

Date Paid

No Fee

Eligible for Fee Refund?  Yes  No

Amount:

Approved by:

Date:

Payee Name

Payee Phone

Payee Address



# Request to Postpone • Table • Withdraw

Arcip Horobet

5/23/24

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

Date of Request

6/13/24

File Number(s)

Scheduled Meeting Date

6-C-24-TOB, 6-SB-24-C, 6-E-24-DP

## 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 July Planning Commission Meeting.

## WITHDRAW

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

## TABLE

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

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

## AUTHORIZATION

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

David Harbin

Applicant Signature

Please Print

865-588-6472

harbin@bhn-p.com

Phone Number

Email

## STAFF ONLY

Whitney Warner

No Fee

Staff Signature

Please Print

Date Paid

Eligible for Fee Refund?  Yes  No

Amount:

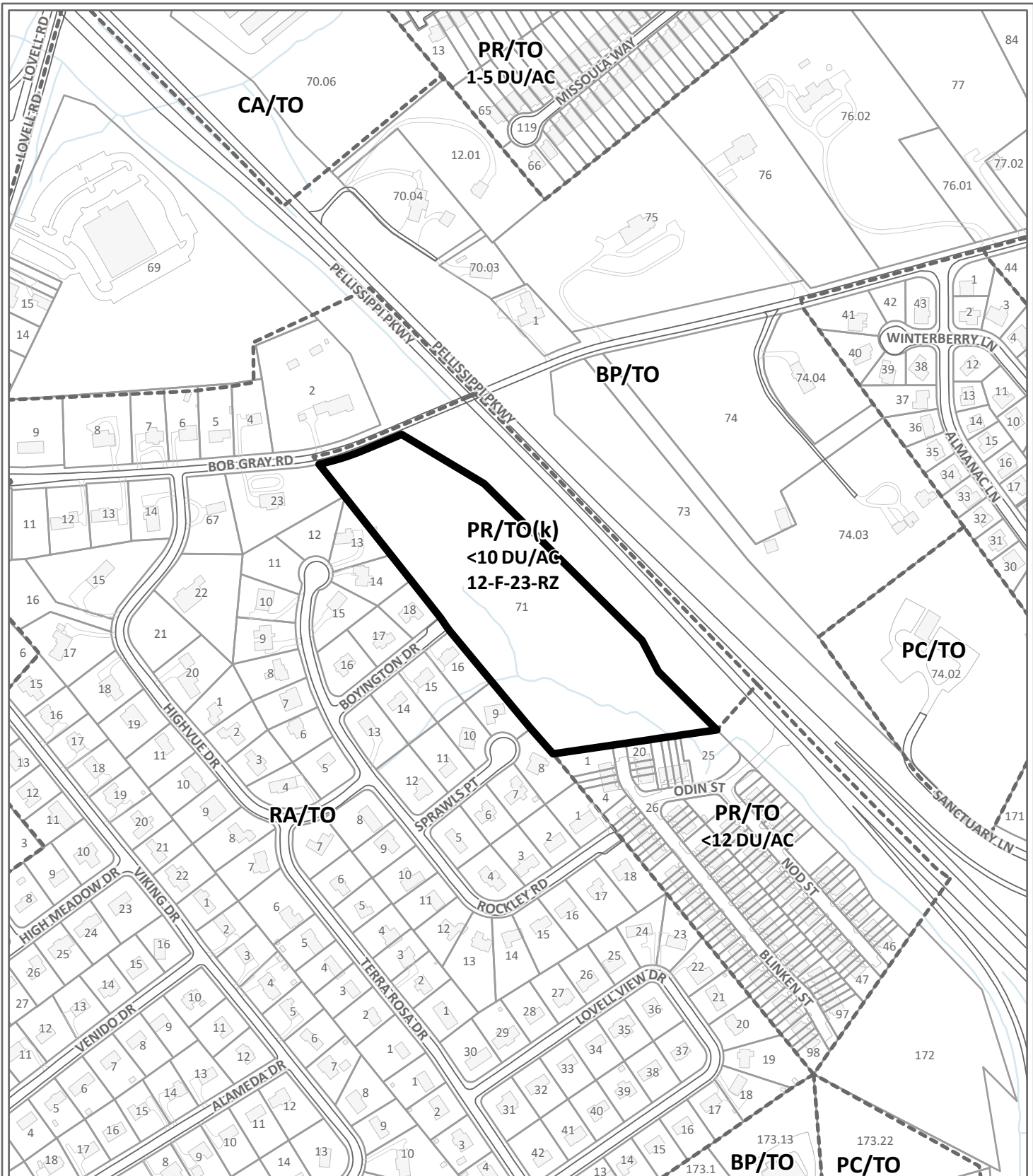
Approved by:

Date:

Payee Name

Payee Phone

Payee Address



**CONCEPT PLAN / DEVELOPMENT PLAN**

**6-SB-24-C / 6-E-24-DP**

Petitioner: Arcip Horobet

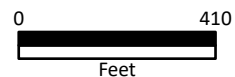


Attached residential subdivision in PR(k) (Planned Residential),

**Original Print Date: 5/6/2024**

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

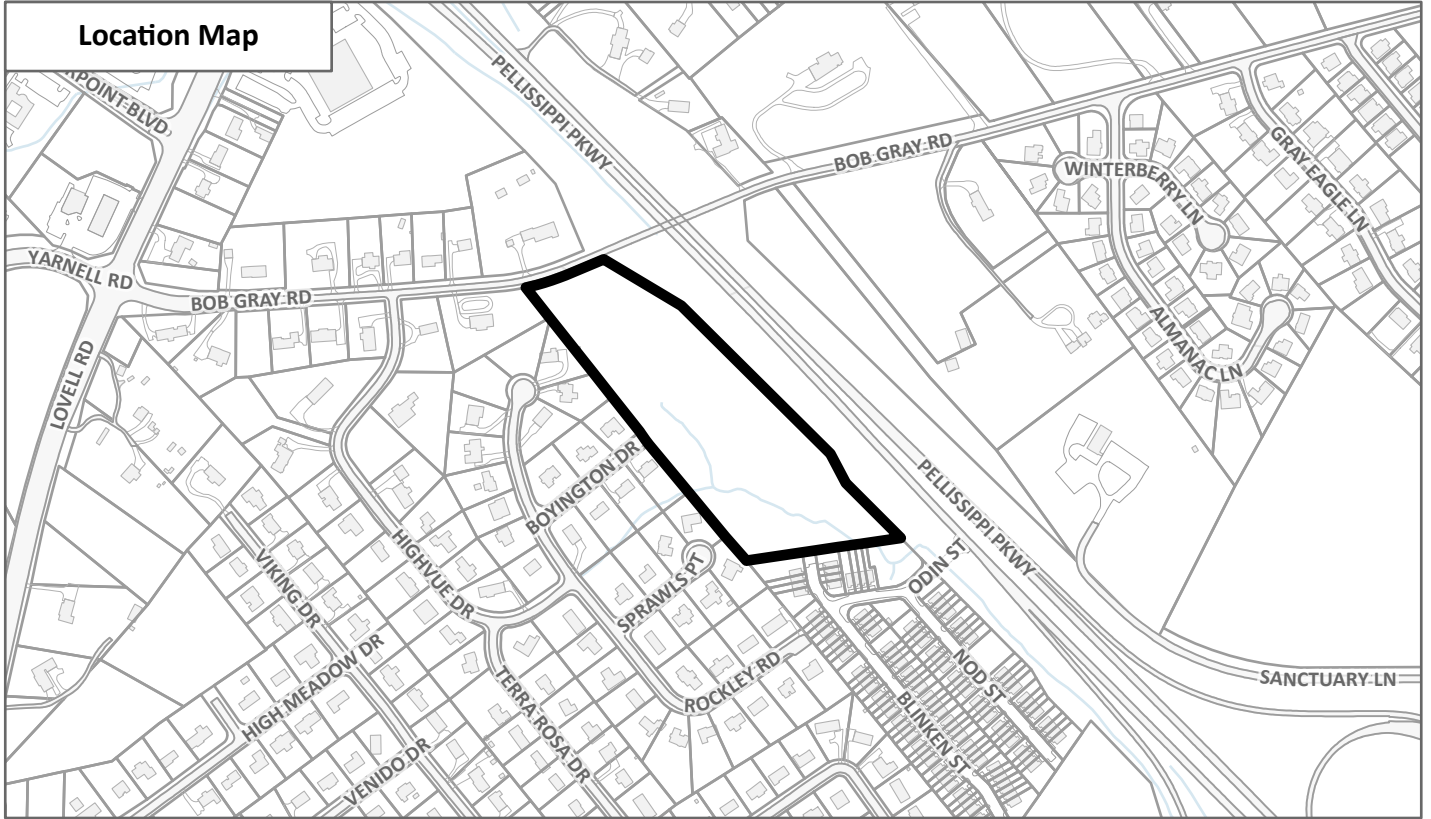
**Map No: 118**  
Jurisdiction: County





# Exhibit A. Contextual Images

Location Map



Aerial Map

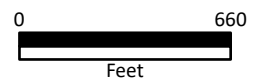


CONTEXTUAL MAPS 1

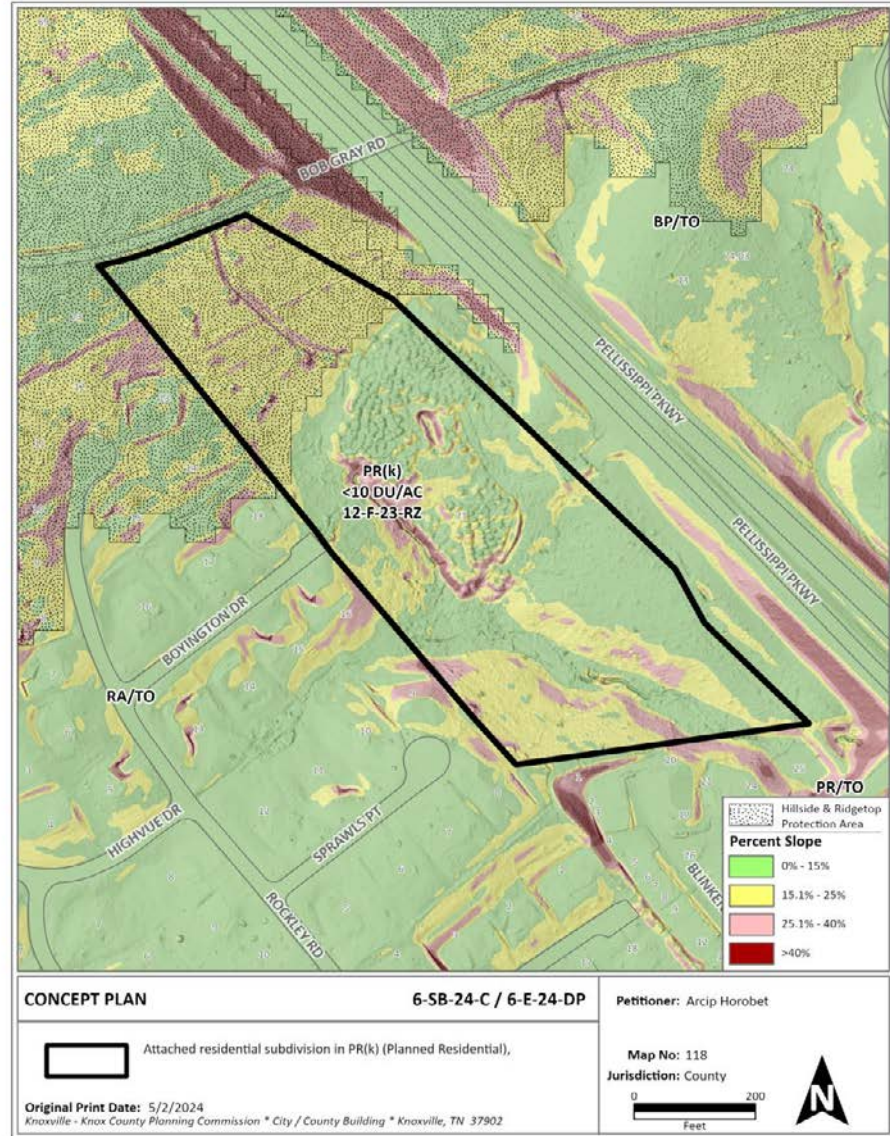
6-E-24-DP / 6-SB-24-C

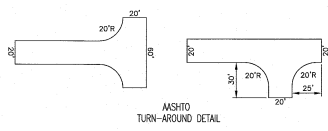
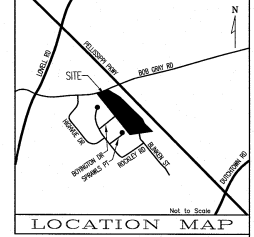
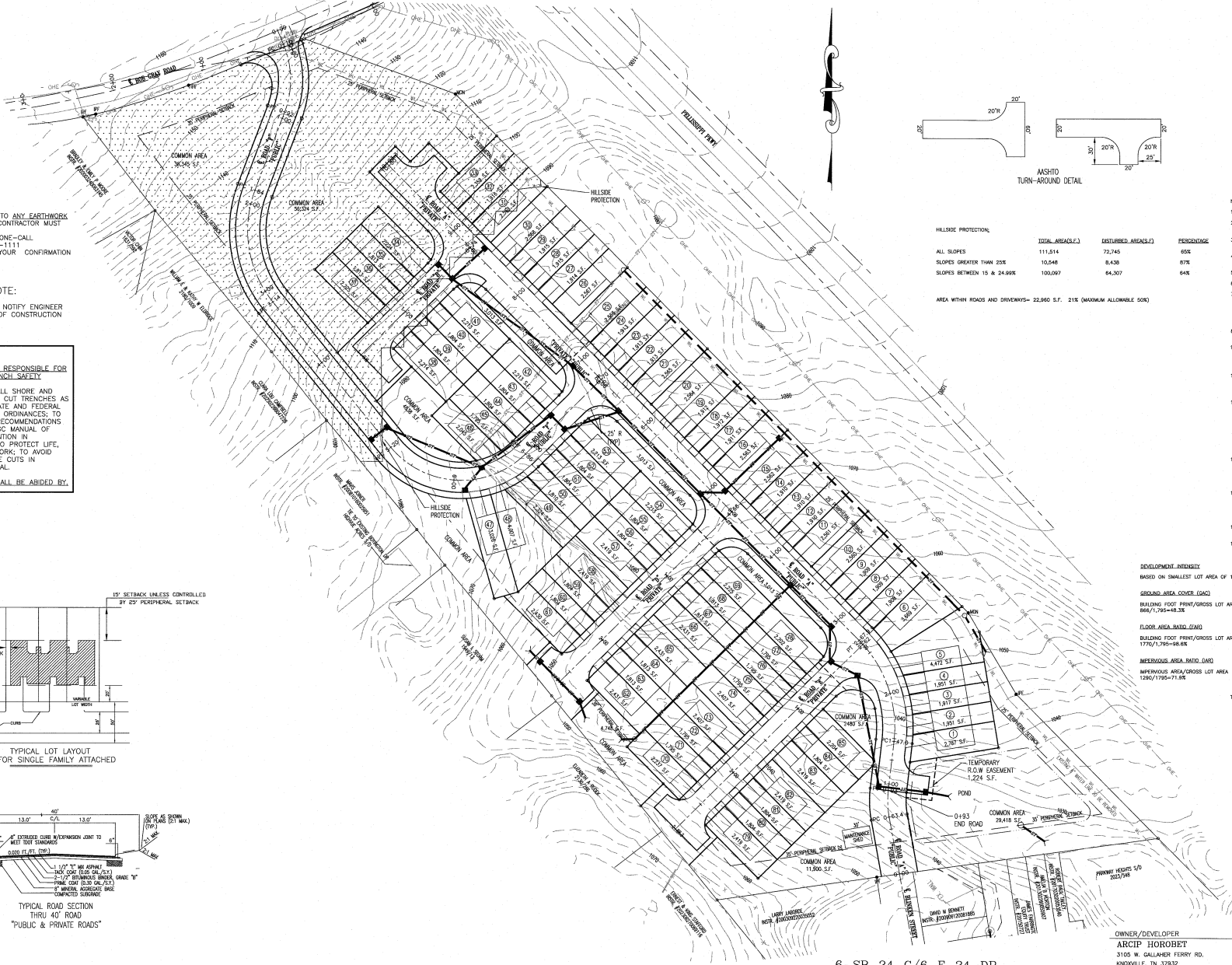


Case boundary



CATEGORY	ACRES	RECOMMENDED DISTURBANCE BUDGET (Percent)	DISTURBANCE AREA (Acres)
<b>Total Area of Site</b>	<b>9.8</b>		
Non-Hillside	7.4	N/A	
0-15% Slope	0.17	100%	0.17
15-25% Slope	1.95	50%	0.98
25-40% Slope	0.25	20%	0.05
Greater than 40% Slope	0.01	10%	0.00
Ridgetops			
<b>Hillside Protection (HP) Area</b>	<b>2.4</b>	Recommended disturbance budget within HP Area (acres)	<b>1.20</b>
		Percent of HP Area	<b>50.3%</b>





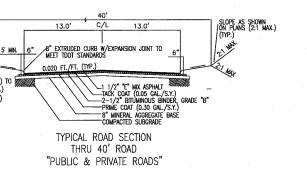
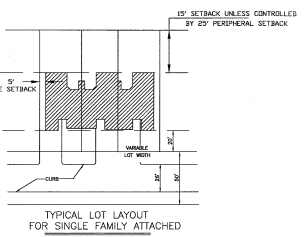
HILLSIDE PROTECTION:	TOTAL AREA(S)	DISTURBED AREA(S)	PERCENTAGE
ALL SLOPES	111,514	72,745	65%
SLOPES GREATER THAN 25%	10,548	8,438	87%
SLOPES BETWEEN 15 & 24.99%	100,997	64,307	64%

AREA WITH ROADS AND DRIVEWAYS= 22,960 S.F. 21% (MAXIMUM ALLOWABLE 50%)

NOTE:  
THREE DAYS PRIOR TO ANY EARTHWORK OR CONSTRUCTION CONTRACTOR MUST CONTACT:  
TENNESSEE ONE-CALL  
1-800-351-1111  
RECORD AND SAVE YOUR CONFIRMATION NUMBER.

NOTE:  
CONTRACTOR TO NOTIFY ENGINEER BEFORE START OF CONSTRUCTION

NOTE:  
**CONTRACTOR IS RESPONSIBLE FOR ALL TRENCH SAFETY**  
CONTRACTOR SHALL SHORE AND BRACE ALL OPEN CUT TRENCHES AS REQUIRED BY STATE AND FEDERAL LAWS AND LOCAL ORDINANCES TO CONFORM WITH RECOMMENDATIONS SET FORTH IN AGC MANUAL OF ACCIDENT PREVENTION IN CONSTRUCTION; TO PROTECT LIFE, PROPERTY, OR WORK TO AVOID EXCESSIVELY WIDE CUTS IN UNSTABLE MATERIAL.  
OSHA RULES SHALL BE ABIDED BY.



- NOTES:
- ALL DIMENSIONS ARE SCALED AND SUBJECT TO CHANGE ON THE FINAL PLAN.
  - A 10' DRAINAGE UTILITY AND CONSTRUCTION EASEMENT EXISTS INSIDE ALL EXISTING LOT LINES AND ROAD LINES, 5' EACH SIDE OF INTERIOR ROAD LINES.
  - A 15' UTILITY EASEMENT EXISTS 7.5' EACH SIDE OF CENTERLINE OF SANITARY SEWER AS INSTALLED.
  - THIS PROPERTY CONTAINS APPROXIMATELY 8,870 ACRES SUBDIVIDED INTO 85 SINGLE FAMILY ATTACHED LOTS AND 8 COMMON AREAS.
  - THIS PROPERTY IS ZONED PRC 10 DU/AZ.
  - ALL ROAD PROFILES ARE BASED ON USDA CONTOURS.
  - UTILITIES:  
WATER: WEST KNOX UTILITY DISTRICT  
SEWER: WEST KNOX UTILITY DISTRICT  
ELECTRIC: LCUB  
GAS: UG  
TELEPHONE: BELLSOUTH
  - GEOTECHNICAL ENGINEER SHALL CERTIFY THE SLOPE STABILITY ON ALL FILL SLOPES.
  - BUILDING SETBACKS ARE AS FOLLOWS:  
FRONT- 30'  
REAR- 15'  
SIDE- 5' (UNDER BUILDINGS)
  - EXISTING UTILITY LOCATIONS SHOWN HEREIN ARE APPROXIMATE AND ARE BASED ON AVAILABLE INFORMATION. CONTRACTOR IS RESPONSIBLE TO FIELD LOCATE ALL UTILITIES, BOTH HORIZONTALLY AND VERTICALLY PRIOR TO CONSTRUCTION.
  - ALTERNATIVE DESIGN STANDARDS APPROVED BY KNOX COUNTY ENGINEERING AND PUBLIC WORKS ARE AS FOLLOWS:  
a) INTERSECTION GRADE FROM 1.008 TO 3.008 STA 0+13 TO STA 0+45 ROAD "D"  
b) INTERSECTION GRADE FROM 1.008 TO 2.708 STA 0+10 TO STA 7+89 ROAD "D"  
c) INTERSECTION GRADE FROM 1.008 TO 2.308 STA 0+15 TO STA 2+48 ROAD "D"  
d) INTERSECTION GRADE FROM 1.008 TO 2.008 STA 0+15 TO STA 1+00 ROAD "C"  
e) INTERSECTION GRADE FROM 1.008 TO 3.008 STA 0+10 TO STA 1+00 ROAD "D"  
f) RIGHT-OF-WAY WIDTH FOR ALL PUBLIC & PRIVATE ROADS FROM 50' TO 60'.
  - ALTERNATIVE DESIGN STANDARDS APPROVED BY KNOXVILLE / KNOX COUNTY PLANNING ARE AS FOLLOWS:  
a) ROADWAY GRADE FROM 12.008 TO 15.008 STA 1+30 TO STA 6+00 ROAD "D"  
b) REDUCING LOT FRONTAGE FROM 25' TO 20'.
  - VARiances APPROVED BY KNOXVILLE / KNOX COUNTY PLANNING ARE AS FOLLOWS:  
a) EXIST PUBLIC ROAD WITH TEMPORARY TURNAROUND AS SHOWN.  
b) VERTICAL CURVE LENGTH FROM 300' TO 240', STATION 1+00 ROAD "D"  
(R VALUE FROM 25' TO 30').
  - TEMPORARY SETBACK REDUCTION ALONG HILLSIDE PARKWAY IS REQUESTED FROM 35' TO 25'.
  - 2 CANOPY TREES ARE REQUIRED IN THE PARKING AREA.

DEVELOPMENT INTENSITY BASED ON SMALLEST LOT AREA OF 1,795 S.F.	DEVELOPMENT INTENSITY WITHIN THE HILLSIDE PROTECTION AREA (DEVELOPMENT BASED ON 40% HPA OF 111,588 S.F. OR 236 ACRES)
GROUND AREA COVER (GAC)	GROUND AREA COVER (GAC)
TOTAL BUILDING FOOTPRINT/GROSS LOT AREA GAC = 6,232 S.F. OR 6.4%	TOTAL BUILDING FOOTPRINT/GROSS HPA GAC = 6,232 S.F. OR 6.4%
FLOOR AREA RATIO (FAR)	FLOOR AREA RATIO (FAR)
BUILDING FLOOR AREA/GROSS LOT AREA FAR = 12,444 S.F. OR 11.2%	TOTAL FLOOR AREA = 2X THE TOTAL BUILDING FOOTPRINT/GROSS HPA FAR = 12,444 S.F. OR 11.2%
IMPERVIOUS AREA RATIO (IAR)	IMPERVIOUS AREA RATIO (IAR)
IMPERVIOUS AREA/GROSS LOT AREA IAR = ROADS + DRIVEWAYS + HOMES = 28,895 S.F. OR 25.3%	IMPERVIOUS AREA/GROSS HPA IAR = ROADS + DRIVEWAYS + HOMES = 28,895 S.F. OR 25.3%

TODAY WAIVERS ARE AS FOLLOWS:

- GROUND AREA COVERAGE (GAC) FROM 25% TO 40.3%
- FLOOR AREA RATIO (FAR) FROM 25% TO 38.6%
- IMPERVIOUS AREA RATIO (IAR) FROM 70% TO 71.3%
- GROUND DISTANCE WITHIN THE H.P. OVERLAY FROM 1.2 ACRES TO 1.87 ACRES SETBACK.
- 100' BUILDING SETBACK.
- ALLOW 7 TONNAGES FROM THE MAXIMUM ONE WITHIN THE HILLSIDE PROTECTION OVERLAY.
- ALLOW TO DISTURB MORE THAN 25% ON SLOPES 15-24.99%. REQUESTING FOR LAND DISTURBANCE.

CERTIFICATION OF CONCEPT PLAN BY REGISTERED ENGINEER:  
I, A REGISTERED ENGINEER AND A REGISTERED SURVEYOR, LICENSED TO PRACTICE ENGINEERING UNDER THE LAWS OF THE STATE OF TENNESSEE, I DO HEREBY CERTIFY AND WARRANT THAT THE INFORMATION CONTAINED HEREIN IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE, BELIEF AND FAITHFUL OPINION, AND THAT I AM A MEMBER IN GOOD STANDING WITH THE PROFESSIONAL ENGINEERS AND SURVEYORS BOARD OF THE STATE OF TENNESSEE.  
REGISTERED ENGINEER: David B. Jordan, No. 10159, Date: 8-29-24  
REGISTERED SURVEYOR: David B. Jordan, No. 10159, Date: 8-29-24

OWNER/DEVELOPER  
ARCIP HOROBET  
2100 W. GALLAHER FERRY RD.  
KNOXVILLE, TN 37932  
PHONE: (865) 607-1187

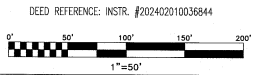
TENNESSEE LICENSE NO. 101216 DATE: 8-29-24

6-SB-24-C/6-E-24-DP

**BATSON, HIMES, NORVELL & POE**  
REGISTERED ENGINEERS & LAND SURVEYORS  
4332 PAPER MILL DR.  
KNOXVILLE, TENNESSEE 37909  
PHONE: (865) 588-6472  
FAX: (865) 588-6473  
email@bhn-r-p.com

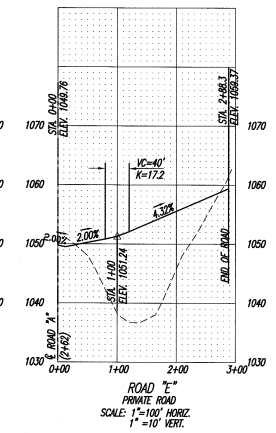
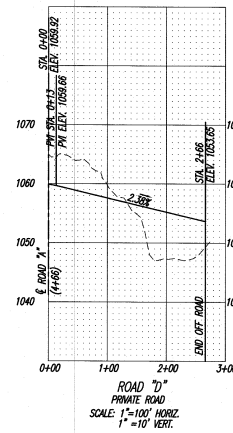
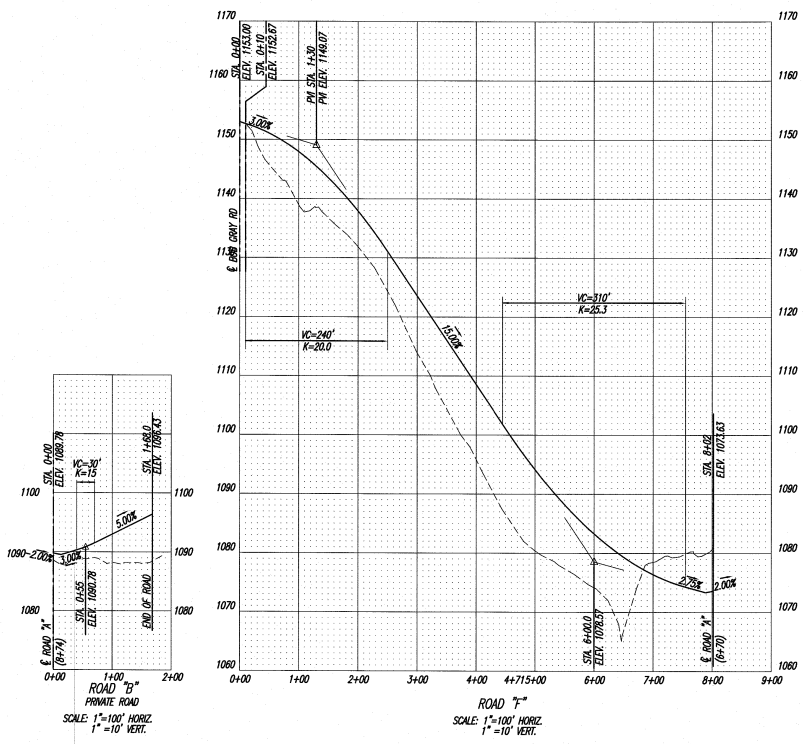
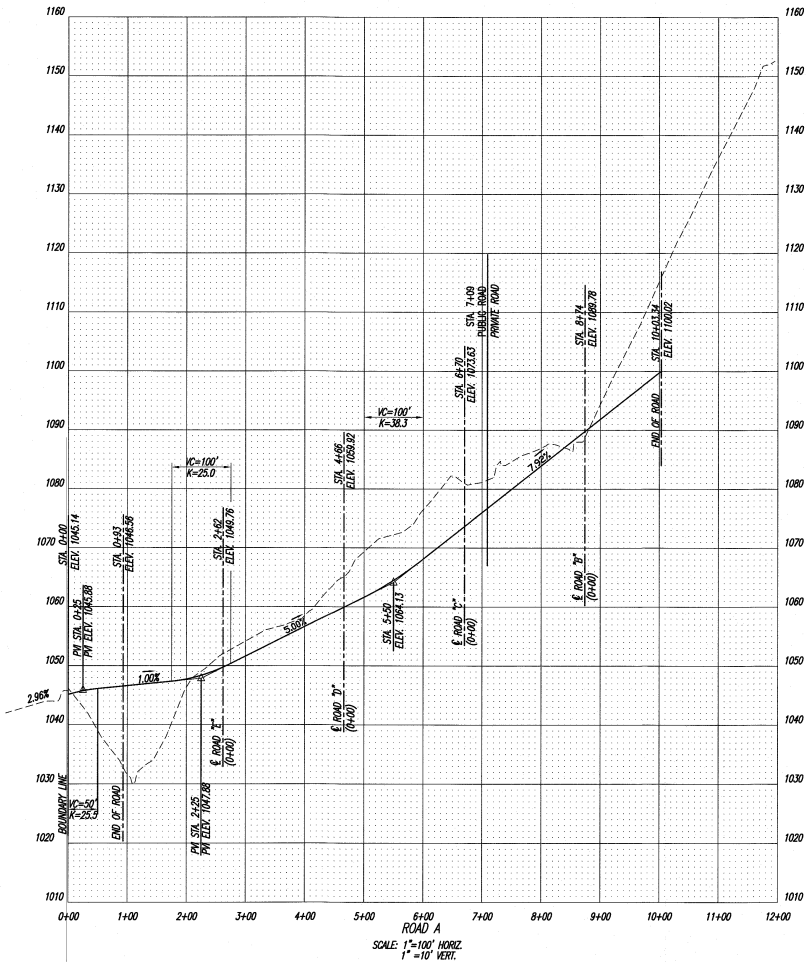
DESIGNED	DBH																			
DRAWN	TPD	3	8-01-24	KKCP COMMENTS																
CHECKED	DBH	NO.	DATE	REVISION	APPR.	NO.	DATE	REVISION	APPR.											

SCALE  
HORIZONTAL: 1" = 50'  
VERTICAL: 2" INTERVAL  
DATE  
5/29/24



**CONCEPT & DEVELOPMENT PLAN FOR HOROBET ON BOB GRAY ROAD**  
TAX MAP118 PARCEL 71  
6TH CIVIL DISTRICT, KNOX COUNTY, TENNESSEE

25545-SP  
SHEET 1 OF 4 SHEET(S)  
0:\25545\25545.DWG



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

DESIGNED	DBH	DATE	REVISION	APPR.	NO.	DATE	REVISION	APPR.
DRAWN	TPD	5-8-23-24	KKCP COMMENTS					
		4-8-23-24	KKCP COMMENTS					
		3-8-01-24	KKCP COMMENTS					
		2-7-16-24	KKCP COMMENTS					
		1-16-21-24	KKCP COMMENTS					

DATE  
4/17/24

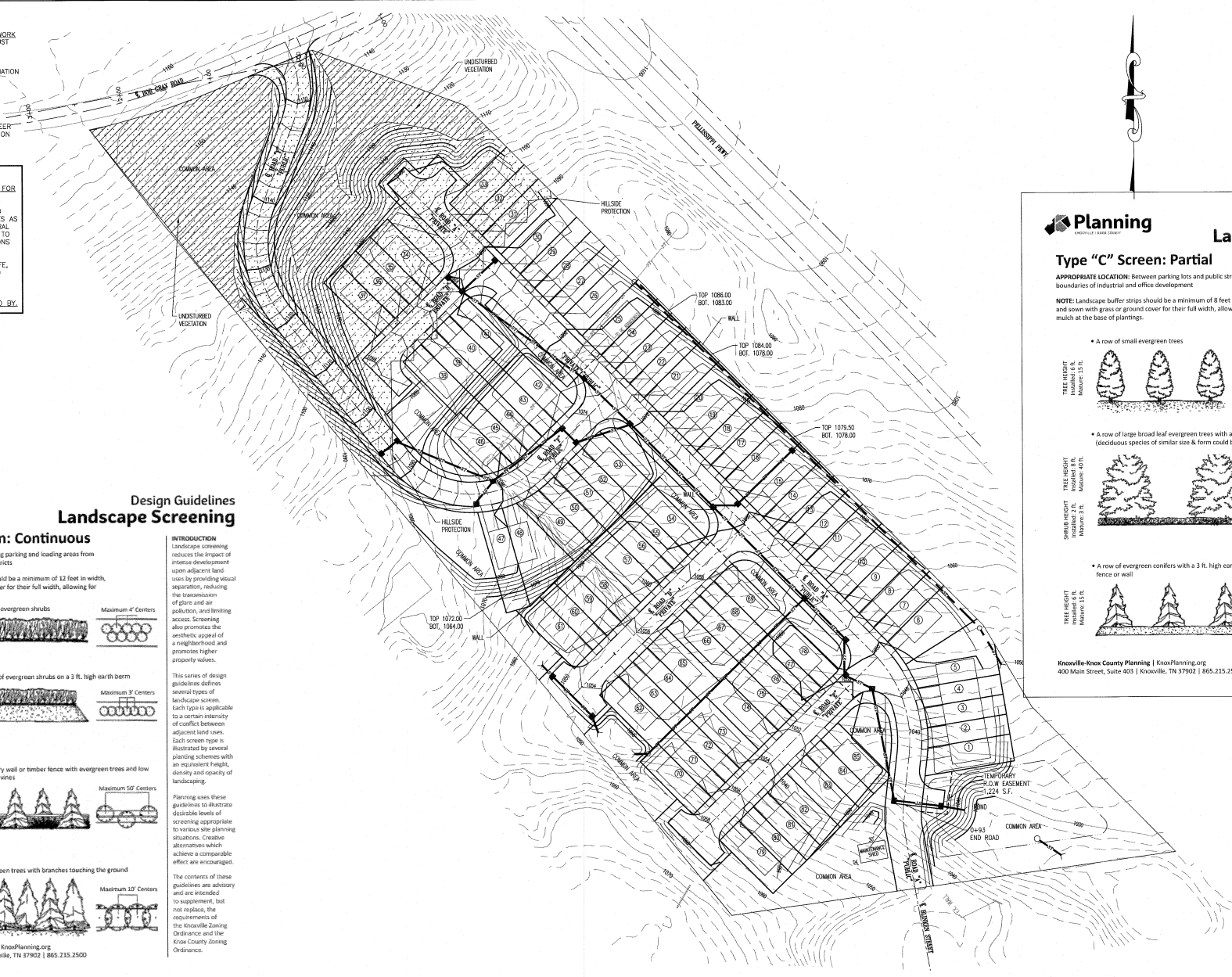
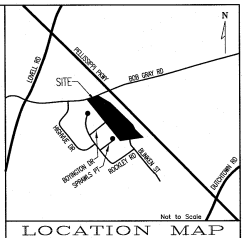
ROAD PROFILES FOR  
**HOROBET ON BOB GRAY ROAD**  
 TAX MAP 118 PARCEL 71  
 6TH CIVIL DISTRICT, KNOX COUNTY, TENNESSEE

25545-RP  
 SHEET 2 OF 4 SHEET(S)  
 0:\25545\25545.DWG

NOTE:  
THREE DAYS PRIOR TO ANY EARTHWORK OR CONSTRUCTION CONTRACTOR MUST CONTACT:  
TENNESSEE ONE-CALL  
1-800-351-1111  
RECORD AND SAVE YOUR CONFIRMATION NUMBER.

NOTE:  
CONTRACTOR TO NOTIFY ENGINEER BEFORE START OF CONSTRUCTION

NOTE:  
CONTRACTOR IS RESPONSIBLE FOR ALL TRENCH SAFETY  
CONTRACTOR SHALL SHORE AND BRACE ALL OPEN CUT TRENCHES AS REQUIRED BY STATE AND FEDERAL LAWS AND LOCAL ORDINANCES, TO CONFORM WITH RECOMMENDATIONS SET FORTH IN AGC MANUAL OF ACCIDENT PREVENTION IN CONSTRUCTION, TO PROTECT LIFE, PROPERTY, OR WORK, TO AVOID EXCESSIVELY WIDE CUTS IN UNSTABLE MATERIAL.  
OSHA RULES SHALL BE ABIDED BY.

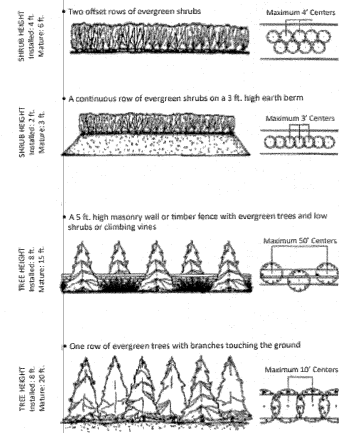


### Design Guidelines Landscape Screening

#### Type "B" Screen: Continuous

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

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



**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 enhances 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.

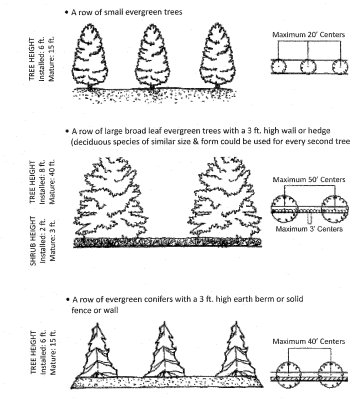


### Design Guidelines Landscape Screening

#### 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.



**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.

Knoxville-Knox County Planning | KnoxPlanning.org  
400 Main Street, Suite 403 | Knoxville, TN 37902 | 865.215.2500

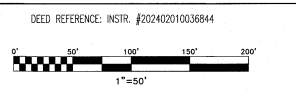


OWNER/DEVELOPER  
ARCIP HOROBET  
3125 W. GALLAHER FERRY RD.  
KNOXVILLE, TN 37932  
PHONE: (865) 627-1167

BATSON, HIMES, NORWELL & POE  
REGISTERED ENGINEERS & LAND SURVEYORS  
4314 PAPERHILL DRIVE  
KNOXVILLE, TENNESSEE 37909  
PHONE: (865) 588-6472  
FAX: (865) 588-6472  
en@bhn-p.com

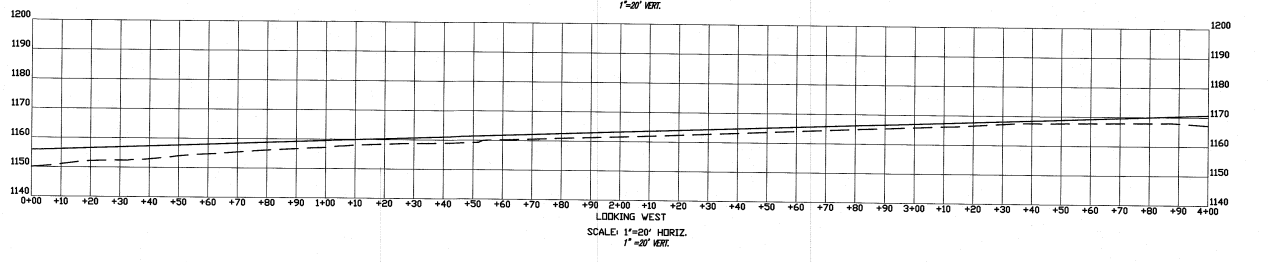
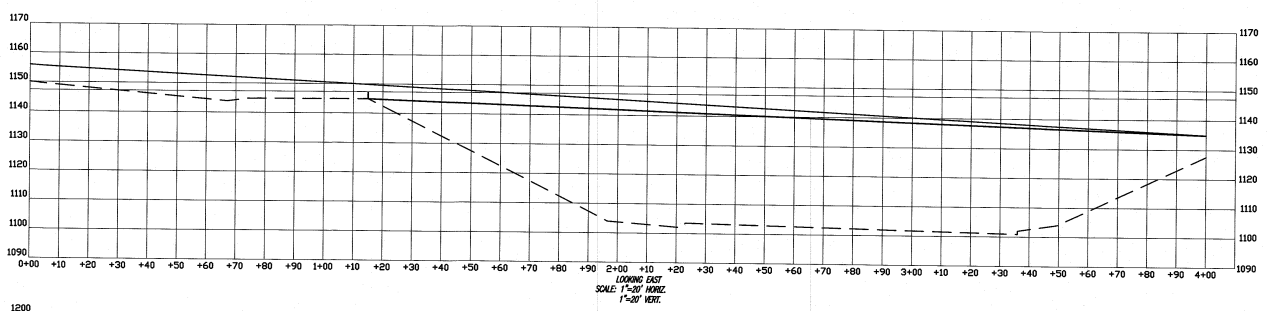
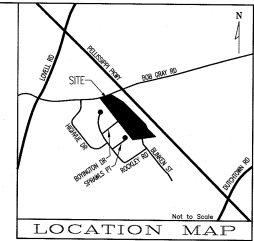
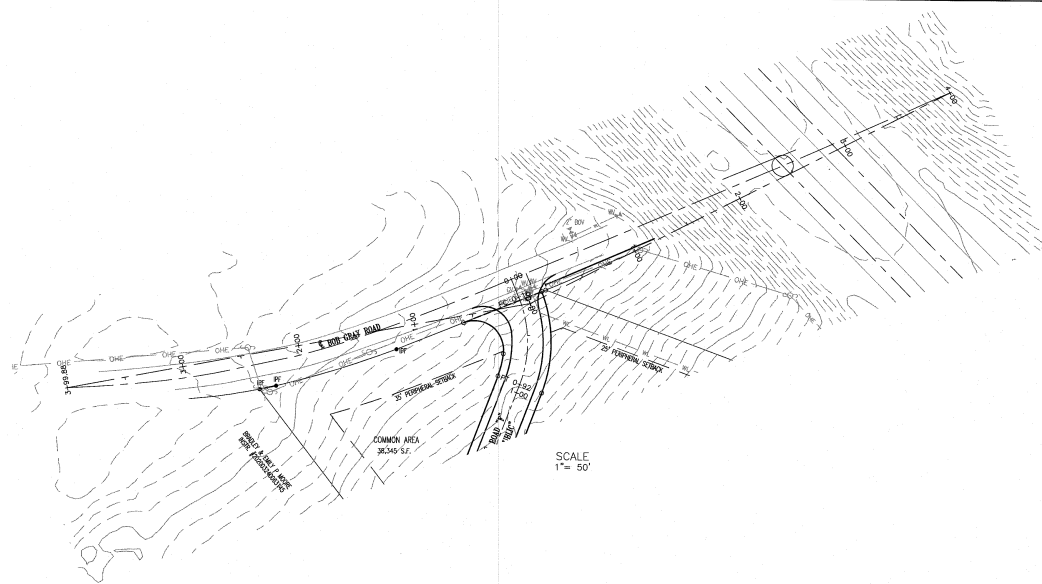
DESIGNED	DBH	DATE	REVISION	APPR.	NO.	DATE	REVISION	APPR.
		5-8-28-24						
		4-8-23-24						
		3-8-01-24						
		2-7-16-24						
		1-8-21-24						

SCALE  
HORIZONTAL: 1" = 50'  
VERTICAL: 2" INTERVAL  
DATE  
5/29/24



CONCEPT GRADING & DRAINAGE PLAN FOR  
HOROBET ON BOB GRAY ROAD  
TAX MAP 11B PARCEL 71  
6TH CIVIL DISTRICT, KNOX COUNTY, TENNESSEE

25545-GP  
SHEET 3 OF 4 SHEET(S)  
Q:\25545\25545.DWG

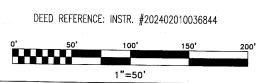


B.29.L4

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

DESIGNED	DBH	NO.	DATE	REVISION	APPR.	NO.	DATE	REVISION	APPR.
DRAWN	TPD	5	8-29-24	KKCP COMMENTS					
		4	8-23-24	KKCP COMMENTS					
		3	8-01-24	KKCP COMMENTS					
		2	7-18-24	KKCP COMMENTS					
		1	6-21-24	KKCP COMMENTS					

SCALE  
 HORIZONTAL: 1"=50'  
 VERTICAL: 2" INTERVAL  
 DATE  
 5/29/24

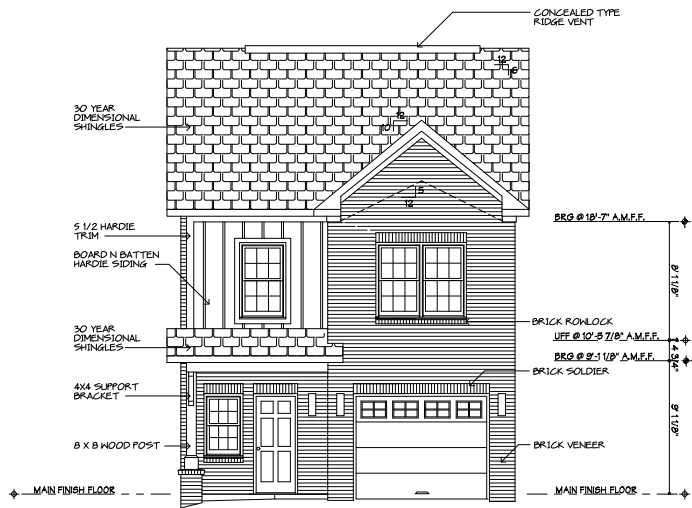


DEED REFERENCE: INSTR. #202402010036844

SIGHT DISTANCE PLAN & PROFILE  
**HOROBET ON BOB GRAY ROAD**  
 TAX MAP 11B PARCEL 71  
 6TH CIVIL DISTRICT, KNOX COUNTY, TENNESSEE

25545-SD  
 SHEET 4 OF 4 SHEET(S)

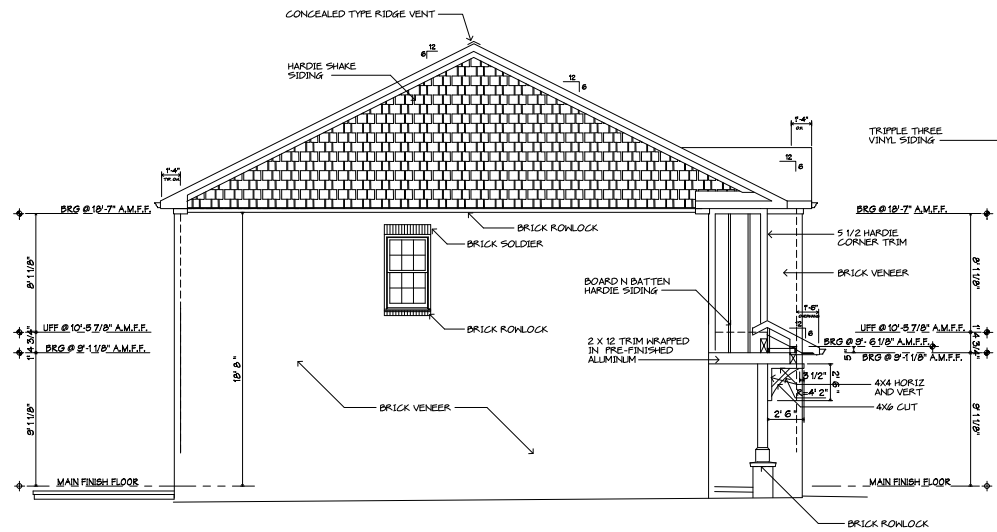
AN INSTRUMENT OF SERVICE, THESE DRAWINGS AND THE DESIGN REPRESENTED BY THEM ARE THE PROPERTY OF WYSTWIND DESIGNS, INC. AND AS SUCH, ARE PROTECTED BY STATE AND FEDERAL COPYRIGHT LAWS. REPRODUCTION OR USE OF THESE DRAWINGS OTHER THAN FOR THE PROJECT AND WITHOUT WRITTEN CONSENT FROM THE ARCHITECT IS PROHIBITED. UNAUTHORIZED USE WILL BE SUBJECT TO LEGAL ACTION.



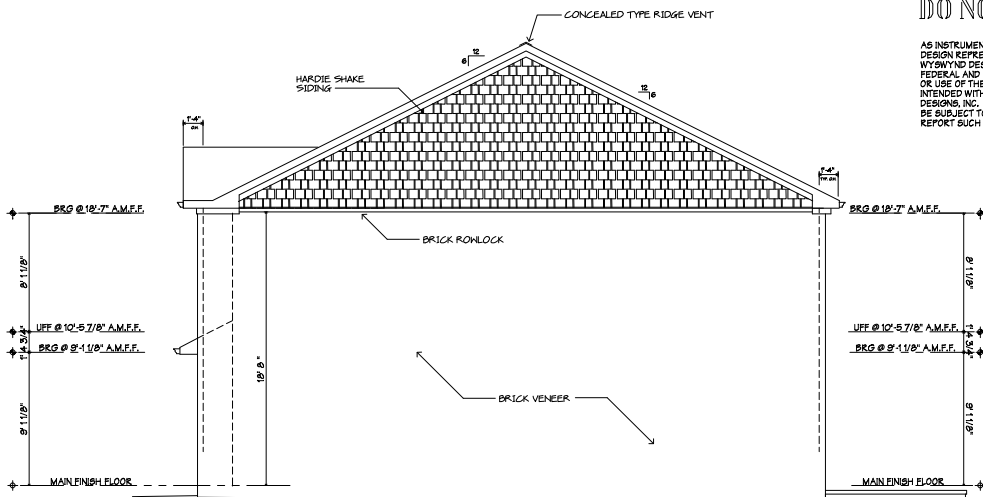
**1 FRONT ELEVATION**  
 SCALE  $\frac{1}{4}'' = 1'-0''$

NOTE:

1. BUILDING MATERIALS ARE TO BE SUBDUED IN COLOR



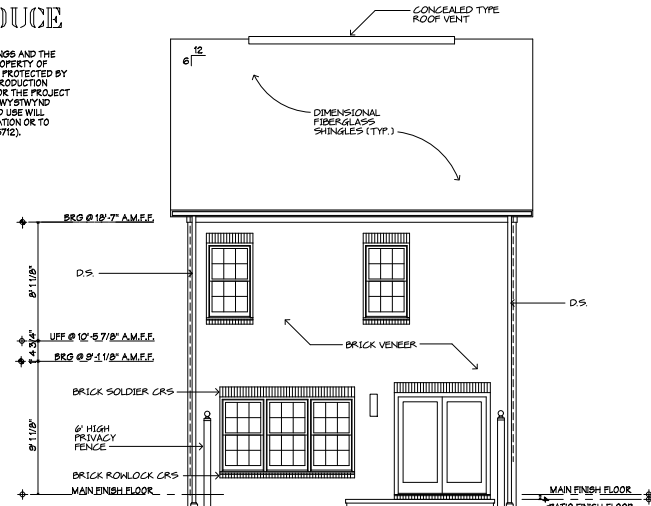
**3 LEFT SIDE ELEVATION**  
 SCALE  $\frac{1}{4}'' = 1'-0''$



**2 RIGHT SIDE ELEVATION**  
 SCALE  $\frac{1}{4}'' = 1'-0''$

**DO NOT REPRODUCE**

AS INSTRUMENTS OF SERVICE, THESE DRAWINGS AND THE DESIGN REPRESENTED BY THEM ARE THE PROPERTY OF WYSTWIND DESIGNS, INC. AND AS SUCH, ARE PROTECTED BY FEDERAL AND STATE COPYRIGHT LAWS. REPRODUCTION OR USE OF THESE DRAWINGS OTHER THAN FOR THE PROJECT AND WITHOUT WRITTEN CONSENT FROM WYSTWIND DESIGNS, INC. IS PROHIBITED. UNAUTHORIZED USE WILL BE SUBJECT TO LEGAL ACTION. FOR INFORMATION OR TO REPORT SUCH USE, PLEASE CALL (865-584-8716).



**4 REAR ELEVATION**  
 SCALE  $\frac{1}{4}'' = 1'-0''$

NO	REVISION	DATE

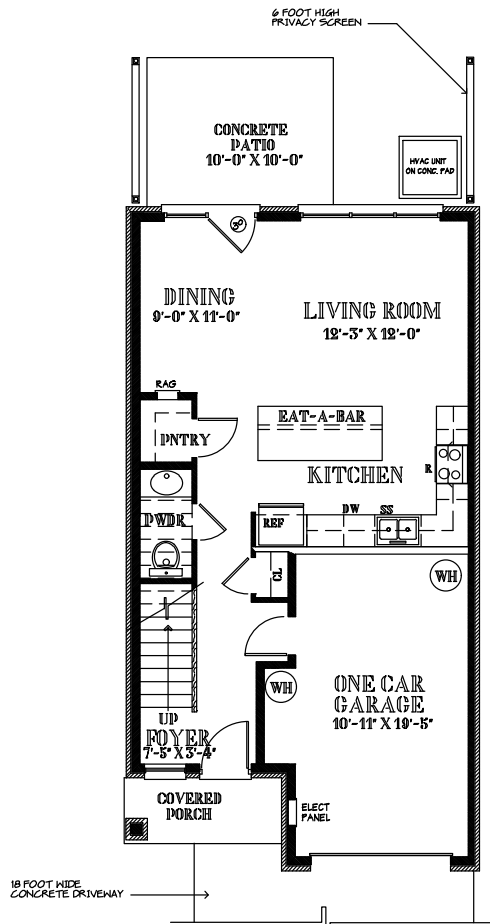
**WYSTWIND DESIGNS, INC**  
 ERIC MIKON, AIA  
 401 FOREST PARK BOULEVARD  
 KNOXVILLE, TENNESSEE 37919  
 PHONE: 865-584-8712 FAX: 865-584-5999  
 E-MAIL: erfmg@wystwind.com

**THE RESERVE AT BOB GRAY**  
 PLANNED UNIT DEVELOPMENT - THE CENTER  
 DEVELOPED BY AIRCHIP HOBOET  
 KNOXVILLE, TENNESSEE

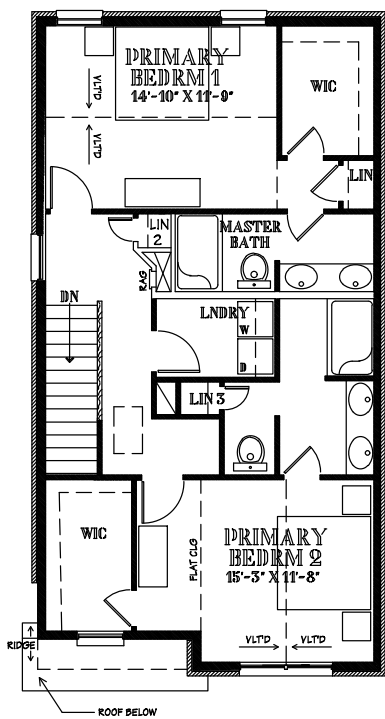
DRAWN	Ric
CHECKED	Ric
DATE	08-20-24
SCALE	
JOB NO.	10024044
SHEET	

**A-3A**  
 OF SHEETS

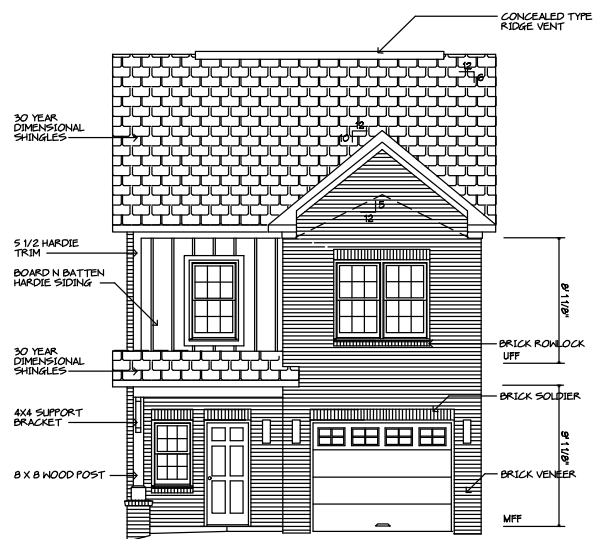
AN INSTRUMENT OF SERVICE, THESE DRAWINGS AND THE DESIGN REPRESENTED BY THEM ARE THE PROPERTY OF WYSTWIND DESIGNS, INC. AND AS SUCH, ARE PROTECTED BY STATE AND FEDERAL COPYRIGHT LAWS. REPRODUCTION OR USE OF THESE DRAWINGS OTHER THAN FOR THE PROJECT AND WITHOUT WRITTEN CONSENT FROM THE ARCHITECT IS PROHIBITED. UNAUTHORIZED USE WILL BE SUBJECT TO LEGAL ACTION.



MAIN FLOOR PLAN



UPPER FLOOR PLAN



FRONT ELEVATION

OVERALL DIMENSIONS  
22-0 X 42-0  
WIDTH X DEPTH

# THE WITHERS

SINGLE FAMILY ATTACHED HOUSE

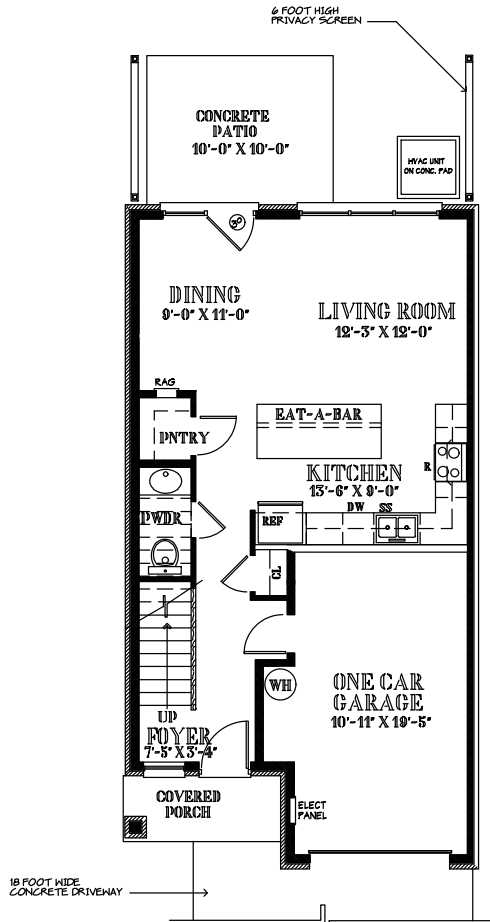
SQUARE FOOTAGE

MAIN	615 SQ FT
UPPER	904 SQ FT
GARAGE	246 SQ FT

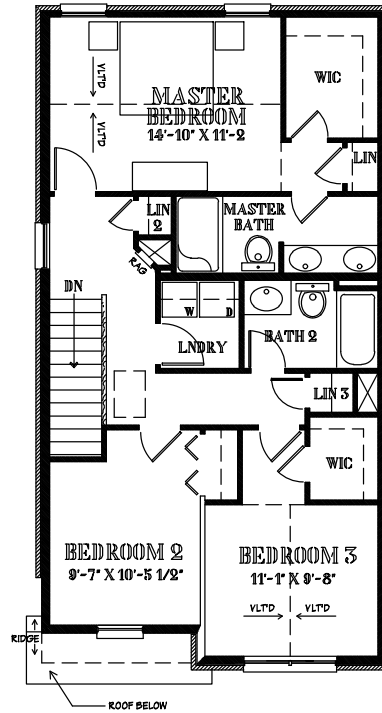
**WYSTWYND**  
DESIGNS

401 NORTH FOREST PARK BLVD.  
KNOXVILLE, TN 37919  
PH 865.584.6712 EMAIL [drm@wystwynd.com](mailto:drm@wystwynd.com)  
WEB: [wystwynd.com](http://wystwynd.com)

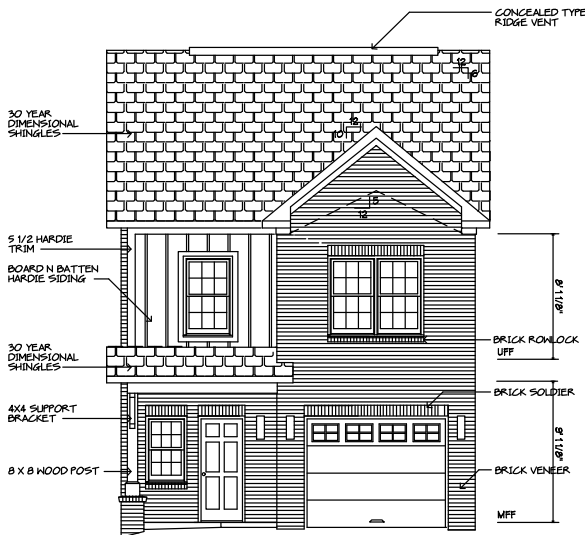




MAIN FLOOR PLAN



UPPER FLOOR PLAN



FRONT ELEVATION

OVERALL DIMENSIONS  
22-0 X 42-0  
WIDTH X DEPTH

# THE CENTER

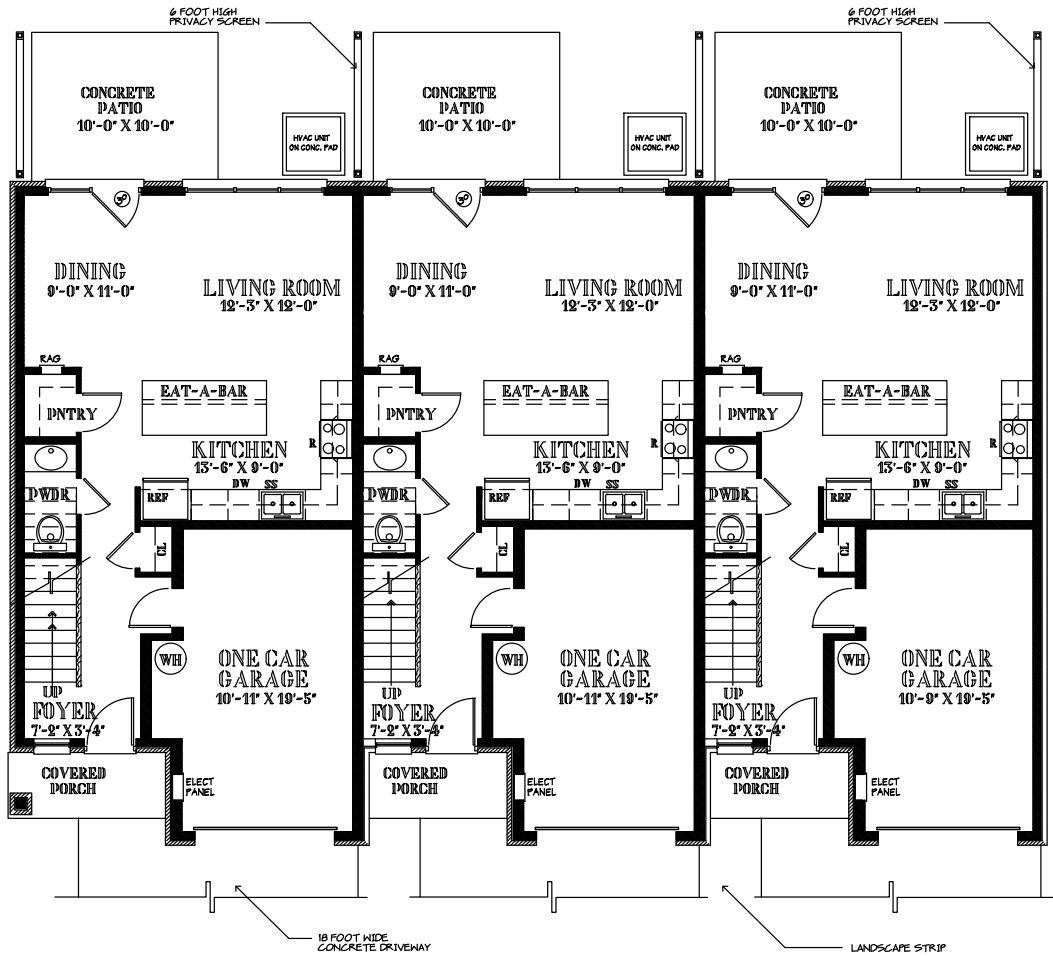
SINGLE FAMILY ATTACHED HOUSE

SQUARE FOOTAGE

MAIN	615 SQ FT
UPPER	904 SQ FT
GARAGE	246 SQ FT

**WYSTWYND**  
DESIGNS

401 NORTH FOREST PARK BLVD.  
KNOXVILLE, TN 37919  
PH 865.584.6712 EMAIL [drm@wystwynd.com](mailto:drm@wystwynd.com)  
WEB: [wystwynd.com](http://wystwynd.com)



TYPICAL THREE UNIT BUILDING PLAN



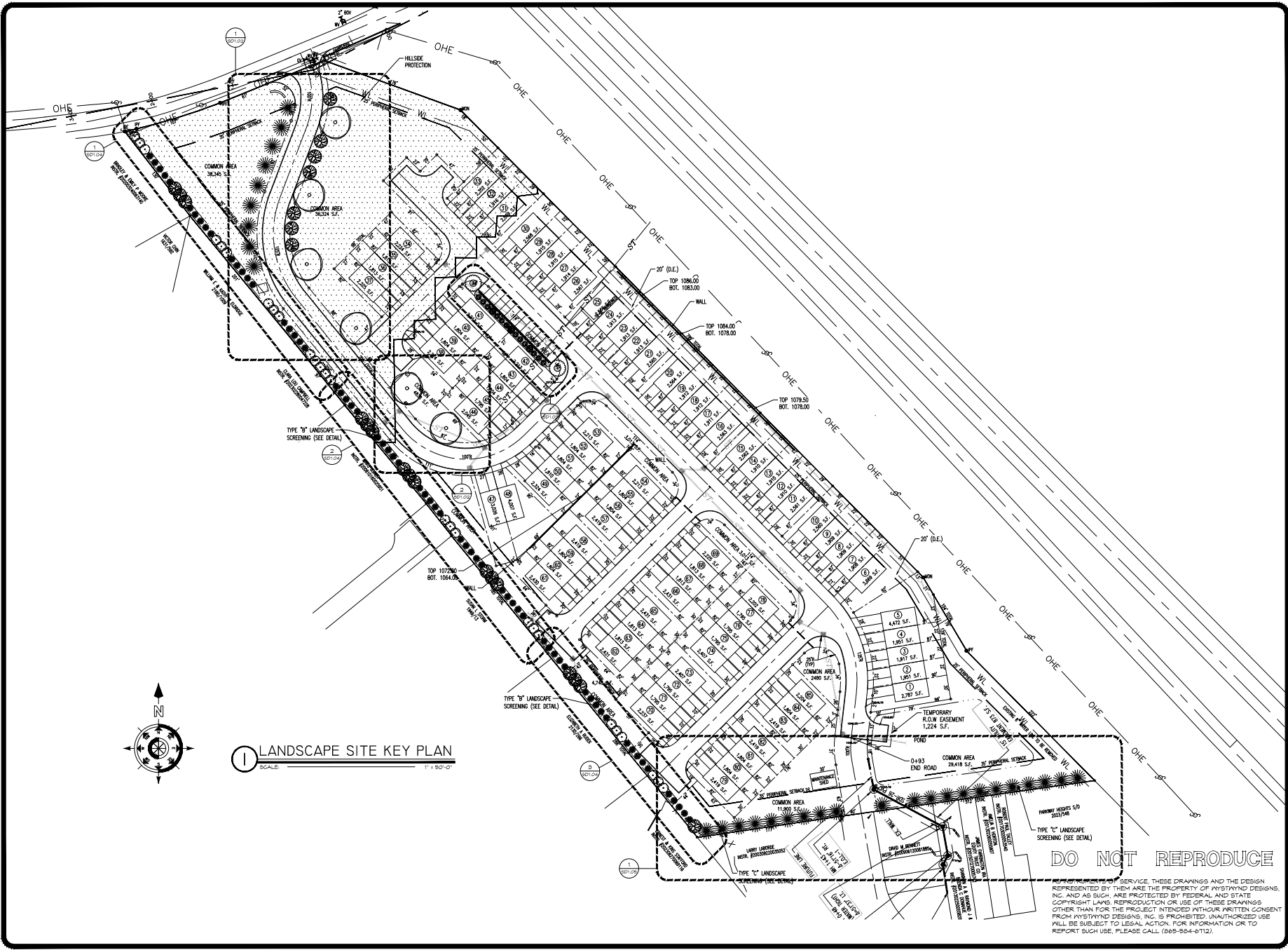
TYPICAL THREE UNIT FRONT ELEVATION

OVERALL DIMENSIONS  
66-0 X 42-0  
WIDTH X DEPTH

**WYSTWYND**  
DESIGNS

401 NORTH FOREST PARK BLVD.  
KNOXVILLE, TN 37919  
PH 865.584.6712 EMAIL [drm@wystwynd.com](mailto:drm@wystwynd.com)  
WEB: [wystwynd.com](http://wystwynd.com)

PROJECT: August 1, 2024 5:41:18 PM WYSTWYND-SEN-ENVYSTWYND-SEN-PROJ-032A-1004-ARCF-1000001-2404-BOB GRAY DEVELOPMENT-LANDSCAPE PLANS.DWG  
 WYSTWYND-SEN-ENVYSTWYND-SEN-PROJ-032A-1004-ARCF-1000001-2404-BOB GRAY DEVELOPMENT-LANDSCAPE PLANS.DWG



REVISIONS	DESCRIPTION	BY/DATE

**WYSTWYND**  
DESIGNS, INC.

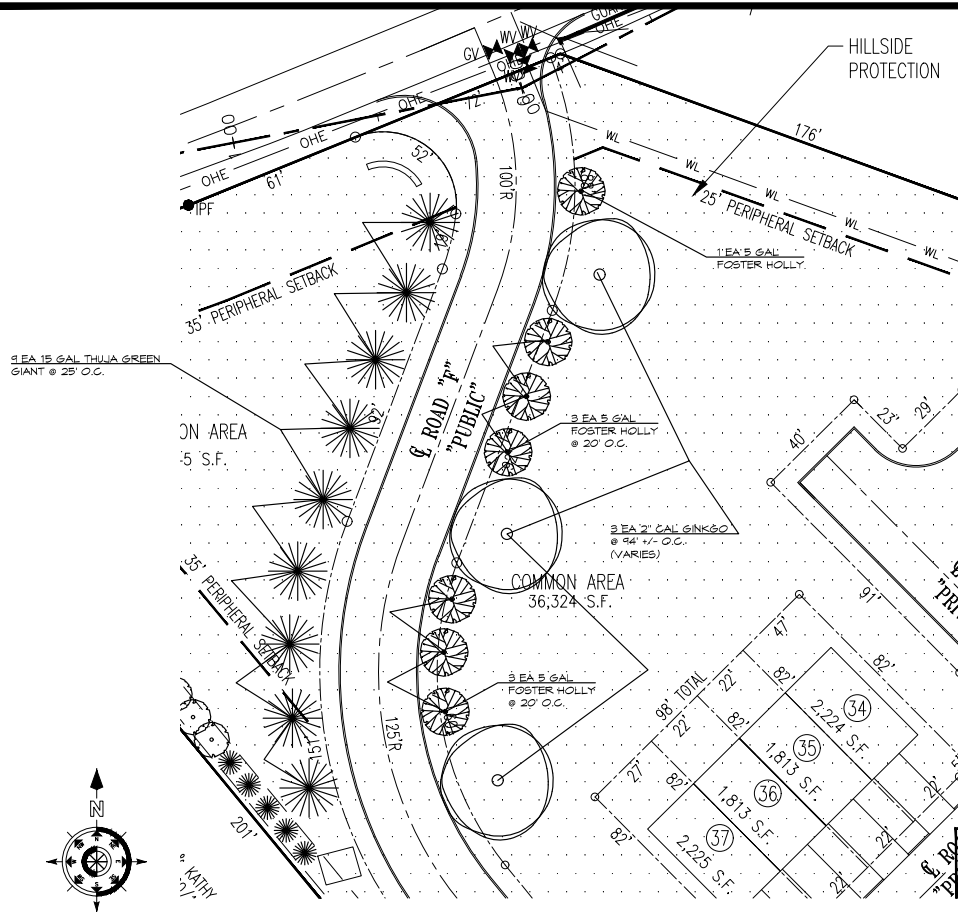
444 N. Main St., Suite 100  
Knoxville, TN 37901  
PH: 865-534-6112 FAX: 865-534-6113  
WWW.WYSTWYNDDESIGNS.COM

**BOB GRAY DEVELOPMENT**  
**PLANNED UNIT DEVELOPMENT**  
IN KNOXVILLE, TN 37932

DATE: 08/26/24  
PROJECT: LANDSCAPE PLANS.DWG  
DRAWN BY: 1004-2404A  
SCALE: 1" = 50'-0"

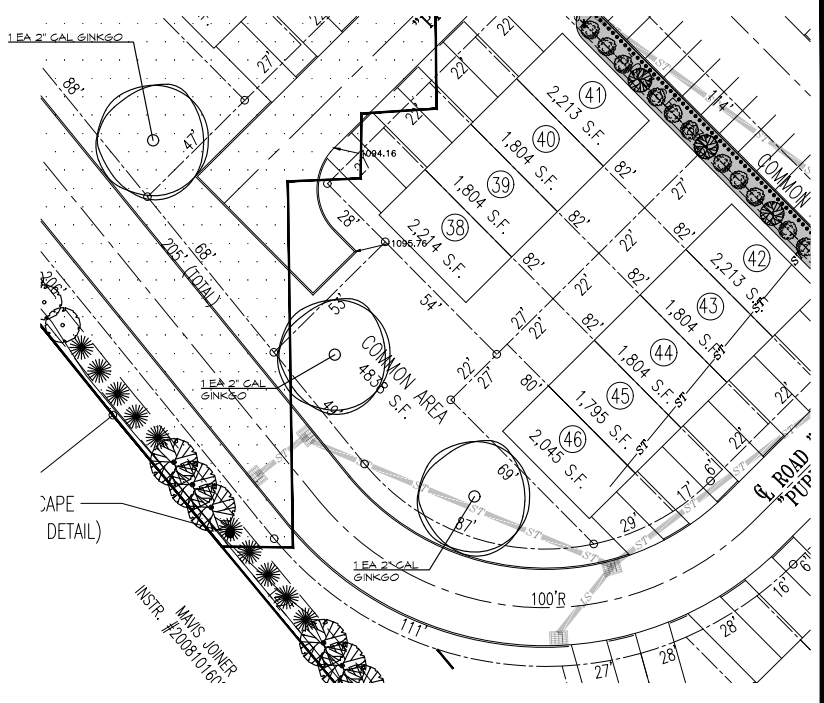
**SD1.01**

Address: August 1, 2024 5:41:18 PM WYSTYND-SEN/SEN/WYSTYND/SEN\_VPROJ/3224/3224.AKSP\_H0K02ET/3404 - BOB GRAY DEVELOPMENT/LANDSCAPE PLANS.DWG  
 WYSTYND-SEN/SEN/WYSTYND/SEN\_VPROJ/3224/3224.AKSP\_H0K02ET/3404 - BOB GRAY DEVELOPMENT/LANDSCAPE PLANS.DWG



**1** PLANTINGS AT BOB GRAY ENTRANCE PART "A"  
 SCALE: 1" = 20'-0"

	PLANT LIST											
	COMMON NAME	BOTANICAL NAME	FLOWER COLOR	FALL FOLIAGE COLOR	HEIGHT	PLANTED SIZE	CONTAINER	DIA	SPACING	MATURE SIZE	QTY	NOTES
LARGE CANOPY TREES	THUJA GREEN GIANT GINKGO	<i>Thuja standishii</i> x <i>plataea</i> 'Green Giant' / <i>Ginkgo biloba</i> 'Princeton Sentry'		Evergreen / Golden Yellow		2"	1.5 GAL.		25' O.C. / VARIES	50' to 60' / 12' to 20' / 35' to 50'	3 / 6	HALF PLANT ONLY
MEDIUM TREES												
SMALL TREES	FOSTER HOLLY	<i>I. attenuata</i> 'Foster's #2'		Evergreen	MIN 6'		5 GAL.		20' O.C.	20'	12'	7
SHRUBS												
PERENNIALS												
TOTAL											22	

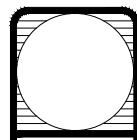


**2** PLANTINGS AT BOB GRAY ENTRANCE PART "B"  
 SCALE: 1" = 20'-0"

**DO NOT REPRODUCE**

AS INSTRUMENTS OF SERVICE, THESE DRAWINGS AND THE DESIGN REPRESENTED BY THEM ARE THE PROPERTY OF WYSTYND DESIGNS, INC. AND AS SUCH, ARE PROTECTED BY FEDERAL AND STATE COPYRIGHT LAWS. REPRODUCTION OR USE OF THESE DRAWINGS OTHER THAN FOR THE PROJECT INTENDED WITHOUT WRITTEN CONSENT FROM WYSTYND DESIGNS, INC. IS PROHIBITED. UNAUTHORIZED USE WILL BE SUBJECT TO LEGAL ACTION. FOR INFORMATION OR TO REPORT SUCH USE, PLEASE CALL (865-534-6712).

REVISION	DESCRIPTION	DWG



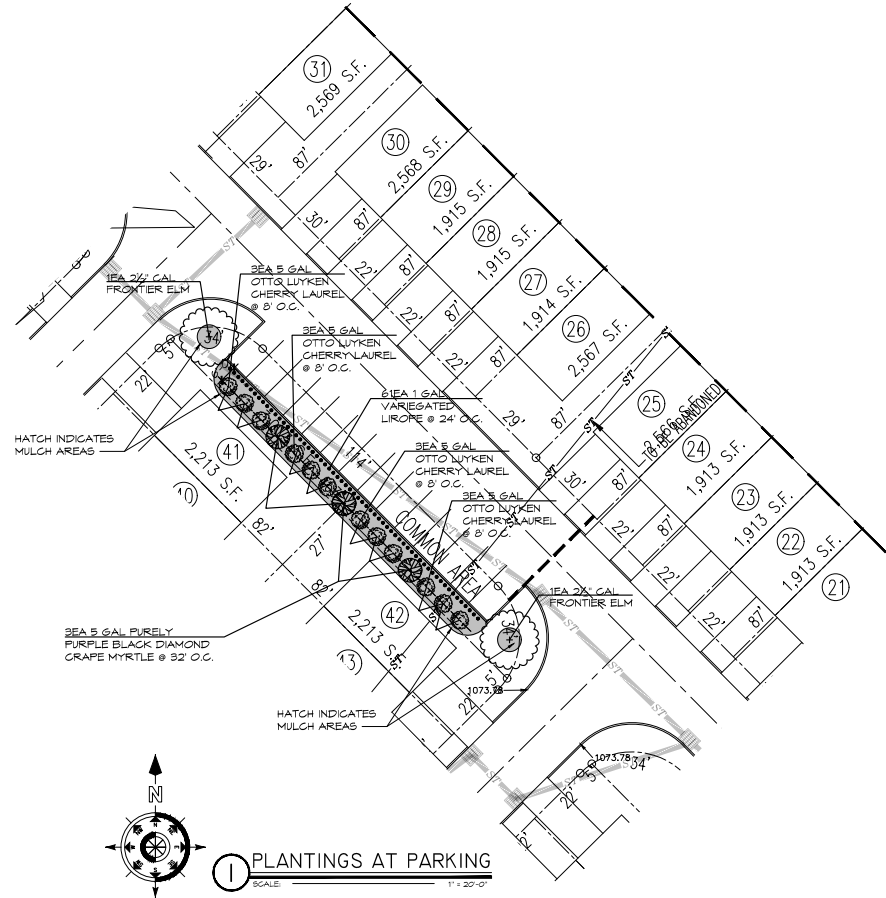
**WYSTYND**  
 DESIGNS, INC.  
 444 N. Main St. 3rd Fl.  
 Knoxville, TN 37902  
 PH: 865-534-6712 FAX: 865-534-6713  
 WWW: wystynd.com

**BOB GRAY DEVELOPMENT**  
**PLANNED UNIT DEVELOPMENT**  
 IN KNOXVILLE, TN 37902

DATE: 08/26/24  
 DRAWING: LANDSCAPE PLANS.DWG  
 PROJECT: 100% 34264

**SD102**

Modisys, August 1, 2024, 5:41:18 PM \\WYSTWYND-SERVER\WYSTWYND\SERVER\_PROJECTS\2024\1004\_AKGFIP\_HOKI02ET\34044 - BOB GRAY DEVELOPMENT\LANDSCAPE PLANS.DWG  
 WYSTWYND-SERVER\WYSTWYND\SERVER\_PROJECTS\2024\1004\_AKGFIP\_HOKI02ET\34044 - BOB GRAY DEVELOPMENT\LANDSCAPE PLANS.DWG



**I PLANTINGS AT PARKING**  
SCALE: 1" = 20'-0"

COMMON NAME	BOTANICAL NAME	FLOWER COLOR	FALL FOLIAGE COLOR	PLANTED SIZE				SPACING	MATURE SIZE		QTY	NOTES
				HEIGHT	CALIPER	CONTAINER	DIA		HEIGHT	DIA		
LARGE CANOPY TREES												
MEDIUM TREES												
FRONTIER ELM	<i>Ulmus minor x parvifolia</i> "FRONTIER"		Burgundy/Purple		2 1/2"			VARIABLE	25' to 40'	15' to 30'	2	
SMALL TREES												
PURELY PURPLE BLACK DIAMOND GRAPE MYRTLE	<i>Lagerstroemia hybrid</i>	Bright Purple	Dark Red-Black			5 GAL		32' O.C.	10' to 12'	6' to 8'	3	
SHRUBS												
OTTO LUYKEN CHERRY LAUREL	<i>Prunus laurocerasus</i> "Otto Luyken"	White	Glossy Green			5 GAL		8' O.C.	3' to 10'	6' to 8'	12	
PERENNIALS												
VARIEGATED LIROPE	<i>Liriope muskari</i> Variegata	Purple	Green			1 GAL		24' O.C.	12" to 15"	12"	61	
<b>TOTAL</b>											<b>78</b>	

**DO NOT REPRODUCE**

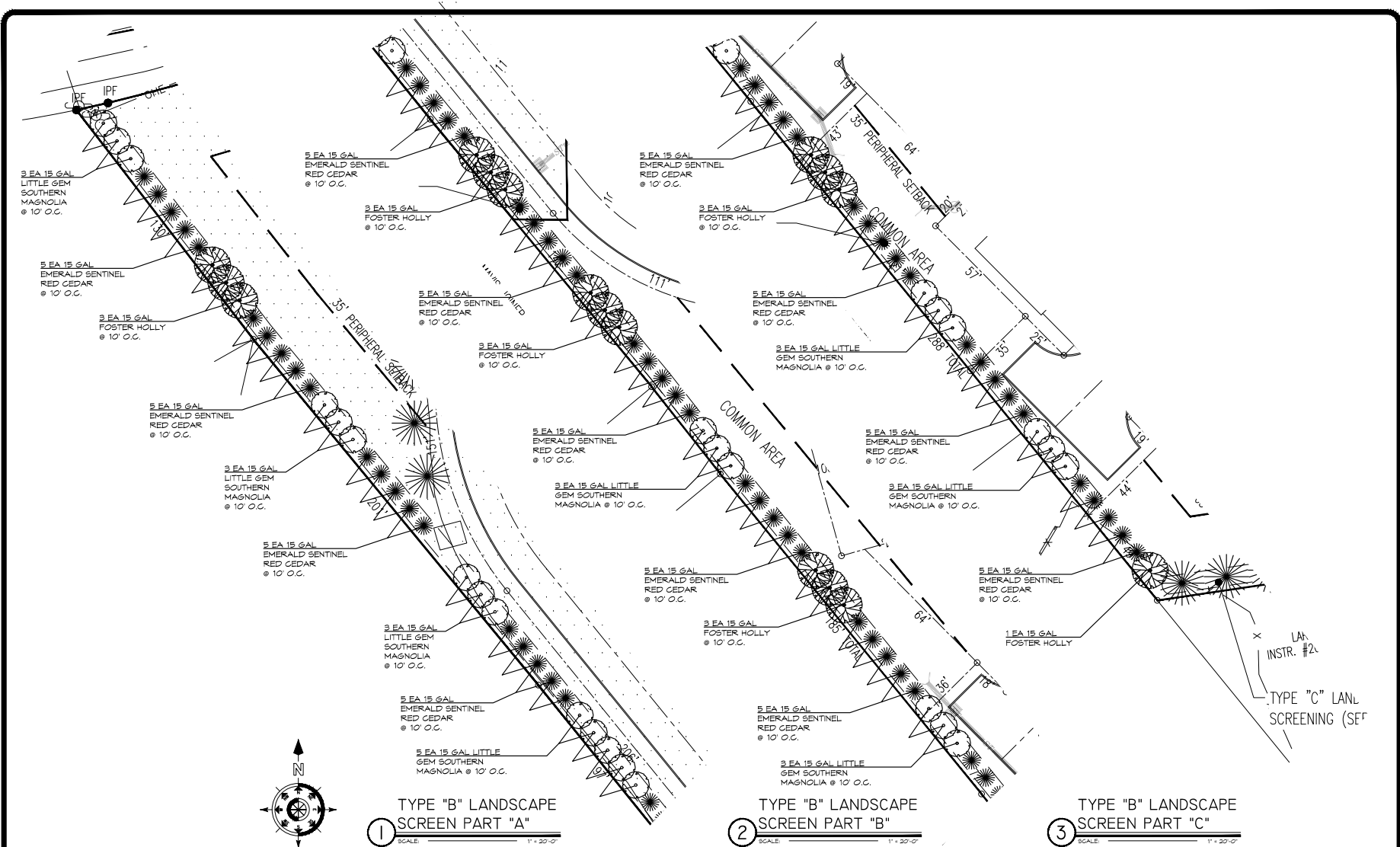
AS INSTRUMENTS OF SERVICE, THESE DRAWINGS AND THE DESIGN REPRESENTED BY THEM ARE THE PROPERTY OF WYSTWYND DESIGNS, INC. AND AS SUCH ARE PROTECTED BY FEDERAL AND STATE COPYRIGHT LAWS. REPRODUCTION OR USE OF THESE DRAWINGS OTHER THAN FOR THE PROJECT INTENDED WITHOUT WRITTEN CONSENT FROM WYSTWYND DESIGNS, INC. IS PROHIBITED. UNAUTHORIZED USE WILL BE SUBJECT TO LEGAL ACTION. FOR INFORMATION OR TO REPORT SUCH USE, PLEASE CALL (865-534-6112).

NO.	REVISIONS DESCRIPTION	BY/DATE

**BOB GRAY DEVELOPMENT**  
**PLANNED UNIT DEVELOPMENT**  
IN KNOXVILLE, TN 37932

TITLE: CB  
DATE: 08/26/24  
BY: BGM  
SCALE: 100%  
**SD103**

Modisys, August 1, 2024 5:41:18 PM WYSTWYND-SEK/ENR/WYSTWYND/REV\_P/ISO/322A/1004\_AKGF\_HORDEET/34044 - BOB GRAY DEVELOPMENT/LANDSCAPE PLANS.DWG  
 WYSTWYND-SEK/ENR/WYSTWYND/REV\_P/ISO/322A/1004\_AKGF\_HORDEET/34044 - BOB GRAY DEVELOPMENT/LANDSCAPE PLANS.DWG



PLANT LIST													
COMMON NAME	BOTANICAL NAME	FLOWER COLOR	FALL FOLIAGE COLOR	PLANTED SIZE				SPACING	MATURE SIZE			QTY	NOTES
				HEIGHT	CALIPER	CONTAINER	DIA		HEIGHT	DIA	DIA		
LARGE CANOPY TREES	TRILIA GREEN GIANT <i>Trilisa standishii</i> x <i>piccata</i> Green Giant		Evergreen		2"	15 GAL		25' O.C.	50 to 60'	12" to 20"	3"	3	MALE PLANT ONLY
MEDIUM TREES	VERKAPA BILBOA Tricolor Sentry		Golden Yellow					VARIABLE	30 to 30'	35"	6"	6	
SMALL TREES	FOSTER HOLLY		Evergreen	MIN 6'		5 GAL		20' O.C.	20'	12"	7"	7	
SHRUBS													
PERENNIALS													
TOTAL												22	

**DO NOT REPRODUCE**

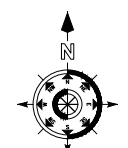
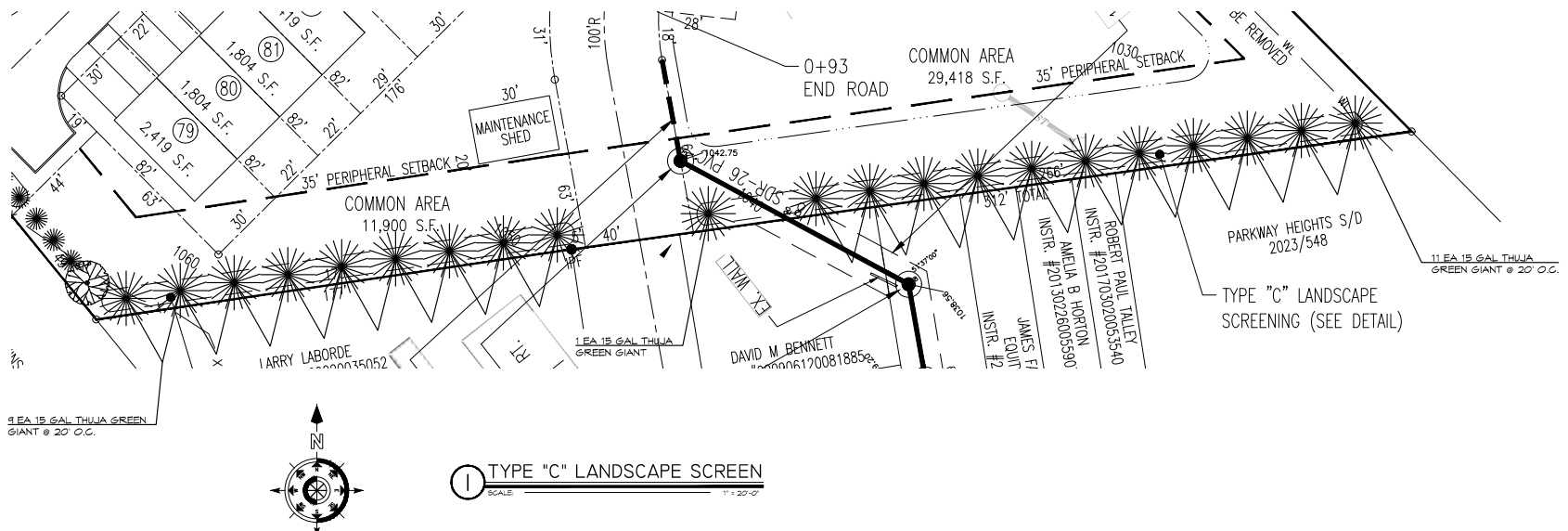
AS INSTRUMENTS OF SERVICE, THESE DRAWINGS AND THE DESIGN REPRESENTED BY THEM ARE THE PROPERTY OF WYSTWYND DESIGNS, INC. AND AS SUCH, ARE PROTECTED BY FEDERAL AND STATE COPYRIGHT LAWS. REPRODUCTION OR USE OF THESE DRAWINGS OTHER THAN FOR THE PROJECT INTENDED WITHOUT WRITTEN CONSENT FROM WYSTWYND DESIGNS, INC. IS PROHIBITED. UNAUTHORIZED USE WILL BE SUBJECT TO LEGAL ACTION. FOR INFORMATION OR TO REPORT SUCH USE, PLEASE CALL (865-534-8121).

NO.	REVISIONS DESCRIPTION	BY	DATE

**WYSTWYND DESIGNS**  
 444 N. Main St. Suite 100  
 Knoxville, TN 37902  
 Tel: 865-534-8121 Fax: 865-534-8122  
 Email: info@wystwynd.com  
 Web: www.wystwynd.com

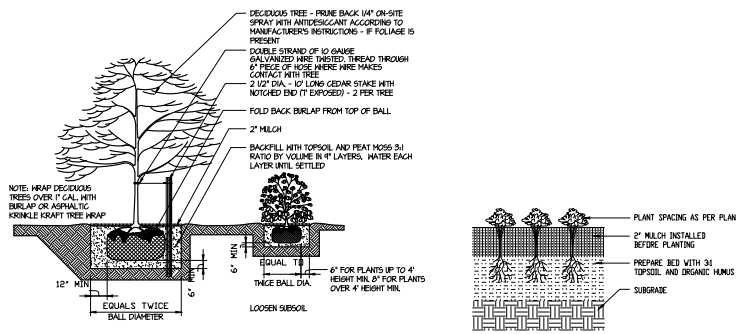
**BOB GRAY DEVELOPMENT**  
**PLANNED UNIT DEVELOPMENT**  
 IN KNOXVILLE, TN 37932

TITLE: CB  
 DATE: 08/26/24  
 DRAWING: LANDSCAPE PLANS.DWG  
 PROJECT: 1004\_34044  
**SD104**



1 TYPE "C" LANDSCAPE SCREEN  
SCALE: 1" = 20'-0"

	COMMON NAME	BOTANICAL NAME	FLOWER COLOR	FALL FOLIAGE COLOR	PLANT LIST				SPACING	MATURE SIZE		QTY	NOTES
					HEIGHT MIN 6'	CALIPER	CONTAINER	DIA.		HEIGHT	DIA.		
LARGE CANOPY TREES	THUJA GREEN GIANT	<i>Thuja standishii x plicata</i> 'Green Giant'		Evergreen			15 GAL		20' O.C.	50' to 60'	12' to 20'	21	
MEDIUM TREES													
SMALL TREES													
SHRUBS													
PERENNIALS													
TOTAL												21	



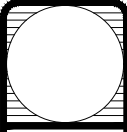
2 PLANTING DETAILS TREES AND SHRUBS  
SCALE: NO SCALE

- LANDSCAPE NOTES:**
1. ALL SCREENING SHRUBS SHALL BE INSTALLED AT A MINIMUM SIZE OF THREE(3) GALLONS AND HAVE AN EXPECTED MATURITY HEIGHT OF AT LEAST 6' AND A MATURE CANOPY SPREAD OF AT LEAST 5'
  2. CONTRACTOR SHALL STAKE OUT TREE LOCATIONS AND BED CONFIGURATION FOR APPROVAL BY OWNER PRIOR TO INSTALLATION.
  3. CONTRACTOR IS RESPONSIBLE FOR VERIFYING LOCATION OF ALL UNDERGROUND UTILITIES PRIOR TO CONSTRUCTION.
  4. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO ADVISE THE OWNERS REPRESENTATIVE OF ANY CONDITION FOUND ON-SITE WHICH PROHIBITS INSTALLATION AS SHOWN ON THESE PLANS.
  5. ALL SHRUB AND GROUND COVER BEDS SHALL HAVE A MINIMUM OF (4") FOUR INCHES OF HARDWOOD BARK MULCH.
  6. LANDSCAPE EDGING SHALL BE LOCATED AS NOTED ON PLAN.
  7. TREES SHALL BE PLANTED A LEAST FIVE (5) FEET FROM ANY UTILITY LINE, AND OUTSIDE ALL UTILITY EASEMENTS AND A THREE (3) CLEAR DIAMETER AROUND FIRE HYDRANTS, UNLESS APPROVAL IS GRANTED.
  8. ALL TREE PLANTED WITH IN FIVE (5) FEET OF A CURB, WALK OR DRIVE MUST INCLUDE AN APPROVED RIGID PLASTIC ROOT BARRIER.
  9. TREES OVERHANGING WALKS AND PARKING AREAS SHALL HAVE A CLEAR TRUNK HEIGHT OF SEVEN (7) FEET.
  10. TREES OVERHANGING VISIBILITY EASEMENTS OF RIGHT-OF-WAYS SHALL HAVE A MINIMUM CLEAR TRUNK HEIGHT OF SEVEN (7) FEET.
  11. TREES OVERHANGING PUBLIC STREET PAVEMENT, DRIVE AISLES, AND FIRELANES WILL HAVE A MINIMUM CLEAR TRUNK HEIGHT OF FOURTEEN (14') FEET.
  12. TREES PLANTED ON SLOPES WILL HAVE THE SOIL STAIN AT AVERAGE GRADE OF SLOPE.
  13. IN MEDIANS, ALL LANDSCAPE MATERIAL, EXCLUSIVE OF TREES, SHALL NOT EXCEED TWO FEET SIX INCHES (2'-6") IN HEIGHT.
  14. ALL PLANT MATERIAL SHALL BE MAINTAINED IN A HEALTHY AND GROWING CONDITION, AND MUST BE REPLACED WITH PLANT MATERIAL OF SIMILAR VARIETY AND SIZE, IF DAMAGED, DESTROYED OR REMOVED.
  15. LANDSCAPE AREAS SHALL BE KEPT FREE OF TRASH, LITTER AND WEEDS.

**DO NOT REPRODUCE**

AS INSTRUMENTS OF SERVICE, THESE DRAWINGS AND THE DESIGN REPRESENTED BY THEM ARE THE PROPERTY OF WYSTWYND DESIGNS, INC. AND AS SUCH ARE PROTECTED BY FEDERAL AND STATE COPYRIGHT LAWS. REPRODUCTION OR USE OF THESE DRAWINGS OTHER THAN FOR THE PROJECT INTENDED WITHOUT WRITTEN CONSENT FROM WYSTWYND DESIGNS, INC. IS PROHIBITED. UNAUTHORIZED USE WILL BE SUBJECT TO LEGAL ACTION. FOR INFORMATION OR TO REPORT SUCH USE, PLEASE CALL (665-534-6112).

REVISION	DESCRIPTION	DATE



**WYSTWYND DESIGNS**  
444 Main St. Suite 101  
Knoxville, TN 37902  
PH: 665-534-6112 FAX: 665-534-6112  
WWW.WYSTWYNDDESIGNS.COM

**BOB GRAY DEVELOPMENT**  
**PLANNED UNIT DEVELOPMENT**  
IN KNOXVILLE, TN 37962

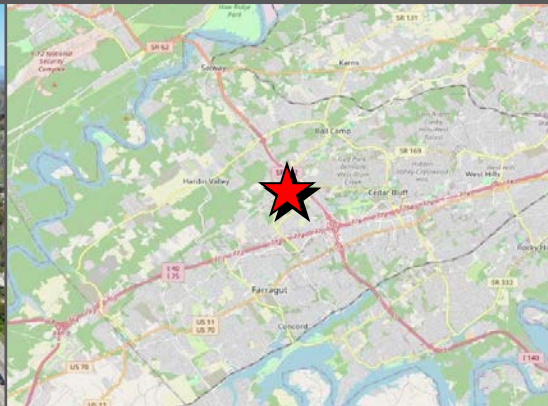
DATE: 08/26/24  
PROJECT: LANDSCAPE PLANS.DWG  
SCALE: 100% (AS SHOWN)

**SD1.05**

PROJECT: 2024-08-14 14:18 P:\WYSTWYND\SERVICES\WYSTWYND\PROJECTS\2024\024-004-ARCF\HORNET\24044 - BOB GRAY DEVELOPMENT\LANDSCAPE PLANS.DWG  
 WYSTWYND\SERVICES\WYSTWYND\PROJECTS\2024\024-004-ARCF\HORNET\24044 - BOB GRAY DEVELOPMENT\LANDSCAPE PLANS.DWG

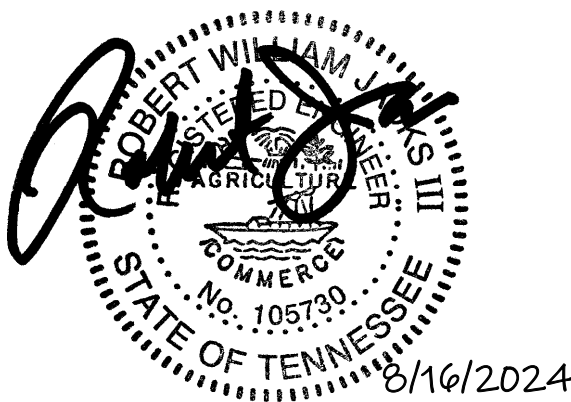


# Transportation Impact Study Bob Gray Road Subdivision Knox County, Tennessee



Updated August 2024

Prepared for:  
Bob Gray Developers, LLC  
Mr. Arcip Horobet  
3105 W Gallaher Ferry Road  
Knoxville, TN 37932





## CONCLUSIONS & RECOMMENDATIONS

The following is an overview of recommendations to minimize the transportation impacts of the Bob Gray Road Subdivision development on the adjacent transportation system while attempting to achieve an acceptable traffic flow and safety level. The recommendations also take into account if Parkway Heights loses its access to Pellissippi Parkway and its trips are routed through the Bob Gray Road Subdivision.




**Lovell Road at Bob Gray Road and Yarnell Road:** The 2027 projected level of service calculations for this intersection resulted in high vehicle delays and poor LOS for the westbound and eastbound approaches of Bob Gray Road and Yarnell Road, particularly in the PM peak hour. The Synchro software was used to optimize the traffic signal phases to combat these poor results.

The signal timing for the projected 2027 PM peak hour volumes was optimized in the Synchro software while keeping the same cycle lengths in the AM and PM peak periods since the intersection is in a coordinated system. This optimization substantially reduced vehicle delays for the westbound and eastbound approaches and reduced the vehicle queue lengths. However, the optimization results in the mainline traffic on Lovell Road having slightly increased vehicle delays and queue lengths in the PM peak hour.

The capacity analysis results of this modified AM and PM signal timing are shown below in Tables 9a and 9b. The capacity analysis results are included in Appendix G. The optimization results are presented for the two scenarios included in the report, one for the Bob Gray Road Subdivision only (plus the Lovell Crossing Development) and the other for the combined residential subdivisions (plus the Lovell Crossing Development).

The results in Tables 9a and 9b show the potential reduction in vehicle delays and queues in the AM and PM peak hours due to software optimization compared to the AM and PM peak hour results (Tables 7a and 8a), leaving the traffic signal timing as-is. The results shown in Tables 9a and 9b are for the Bob Gray Road Subdivision only scenario (plus the Lovell Crossing Development). Green and red in the table denote the changes, showing the decreases and increases, respectively.

**TABLE 9a**  
**2027 INTERSECTION CAPACITY ANALYSIS RESULTS -**  
**PROJECTED TRAFFIC CONDITIONS WITH THE PROJECT - MODIFIED SIGNAL TIMING**  
**Bob Gray Road Subdivision Only + Lovell Crossing Development**

INTERSECTION	TRAFFIC CONTROL	APPROACH/ MOVEMENT	AM PEAK			PM PEAK		
			LOS <sup>a</sup>	DELAY <sup>b</sup> (seconds)	CHANGE <sup>c</sup> (seconds)	LOS <sup>a</sup>	DELAY <sup>b</sup> (seconds)	CHANGE <sup>c</sup> (seconds)
Lovell Road (SB & NB) at Bob Gray Road (WB) and Yarnell Road (EB)	 Signalized	Eastbound	D	37.3	-4.8	D	51.2	-138.6
		Westbound	D	38.7	-9.1	D	48.5	-15.0
		Northbound	B	15.9	-4.1	C	23.2	5.7
		Southbound	C	27.9	-4.8	C	32.4	8.9
		Summary	C	27.6	-5.2	C	33.4	-16.9

Note: All analyses were calculated in Synchro 12 software and reported with HCM 7th Edition methodology

<sup>a</sup> Level of Service, <sup>b</sup> Average Delay (sec/vehicle)

<sup>c</sup> Difference between 2027 Projected Vehicle Delay (Table 7a) versus 2027 Projected Vehicle Delay with Revised Signal Timing (Table 9a, this table)

**TABLE 9b**  
**TURN LANE STORAGE & VEHICLE QUEUE SUMMARY -**  
**2027 PROJECTED PEAK HOUR TRAFFIC WITH THE PROJECT - MODIFIED SIGNAL TIMING**  
**Bob Gray Road Subdivision Only + Lovell Crossing Development**


INTERSECTION	APPROACH/ MOVEMENT	SIMTRAFFIC 95 <sup>th</sup> PERCENTILE QUEUE LENGTH (ft)			
		AM PEAK HOUR	CHANGE <sup>a</sup> (feet)	PM PEAK HOUR	CHANGE <sup>a</sup> (feet)
Lovell Road (SB & NB) at Bob Gray Road (WB) and Yarnell Road (EB)	Eastbound Left	214	-2	270	-47
	Eastbound Thru	183	9	389	-168
	Eastbound Right	77	-3	171	-429
	Westbound Left	148	17	233	25
	Westbound Thru	139	13	321	93
	Westbound Right	58	0	135	91
	Northbound Left	111	-5	220	27
	Northbound Thru	180	-17	359	34
	Northbound Right	42	-3	117	28
	Southbound Left	102	-15	233	33
	Southbound Thru	302	-26	432	36
	Southbound Thru/Right	257	-22	397	36

Note: 95<sup>th</sup> percentile queues were calculated in SimTraffic 11 software

<sup>a</sup> Difference between 2027 Projected Vehicle Queue (Table 8a) versus 2027 Projected Vehicle Queue with Modified Signal Timing (Table 9b, this table)

The results in Tables 10a and 10b below show the potential reduction in vehicle delays and queues in the AM and PM peak hours due to software optimization compared to the AM and PM peak hour results (Tables 7b and 8b), leaving the traffic signal timing as-is. These results are for the combined residential subdivisions plus the Lovell Crossing Development scenario. Green and red in the table denote the changes, showing the decreases and increases, respectively.

**TABLE 10a**  
**2027 INTERSECTION CAPACITY ANALYSIS RESULTS -**  
**PROJECTED TRAFFIC CONDITIONS WITH THE PROJECT - MODIFIED SIGNAL TIMING**  
**Combined Residential Subdivisions + Lovell Crossing Development**

INTERSECTION	TRAFFIC CONTROL	APPROACH/ MOVEMENT	AM PEAK			PM PEAK		
			LOS <sup>a</sup>	DELAY <sup>b</sup> (seconds)	CHANGE <sup>c</sup> (seconds)	LOS <sup>a</sup>	DELAY <sup>b</sup> (seconds)	CHANGE <sup>c</sup> (seconds)
Lovell Road (SB & NB) at Bob Gray Road (WB) and Yarnell Road (EB)	 Signalized	Eastbound	D	36.1	-6.5	D	49.6	-163.9
		Westbound	D	39.6	-9.3	D	50.3	-22.9
		Northbound	B	16.7	-3.8	C	24.5	6.8
		Southbound	C	28.6	-5.3	C	34.9	11.4
		Summary	C	28.2	-5.7	C	34.9	-20.5

Note: All analyses were calculated in Synchro 12 software and reported with HCM 7th Edition methodology

<sup>a</sup> Level of Service , <sup>b</sup> Average Delay (sec/vehicle)

<sup>c</sup> Difference between 2027 Projected Vehicle Delay (Table 7b) versus 2027 Projected Vehicle Delay with Revised Signal Timing (Table 10a, this table)

**TABLE 10b**  
**TURN LANE STORAGE & VEHICLE QUEUE SUMMARY -**  
**2027 PROJECTED PEAK HOUR TRAFFIC WITH THE PROJECT - MODIFIED SIGNAL TIMING**  
**Combined Residential Subdivisions + Lovell Crossing Development**

INTERSECTION	APPROACH/ MOVEMENT	SIMTRAFFIC 95 <sup>th</sup> PERCENTILE QUEUE LENGTH (ft)			
		AM PEAK HOUR	CHANGE <sup>a</sup> (feet)	PM PEAK HOUR	CHANGE <sup>a</sup> (feet)
Lovell Road (SB & NB) at Bob Gray Road (WB) and Yarnell Road (EB)	Eastbound Left	225	5	275	-55
	Eastbound Thru	187	-7	407	-189
	Eastbound Right	80	-20	181	-421
	Westbound Left	163	13	235	-9
	Westbound Thru	151	7	280	-66
	Westbound Right	60	0	80	-94
	Northbound Left	110	-9	235	49
	Northbound Thru	181	-27	368	55
	Northbound Right	42	-3	114	21
	Southbound Left	81	-38	245	34
	Southbound Thru	298	-30	439	47
	Southbound Thru/Right	254	-28	406	57

Note: 95<sup>th</sup> percentile queues were calculated in SimTraffic 11 software

<sup>a</sup> Difference between 2027 Projected Vehicle Queue (Table 8b) versus 2027 Projected Vehicle Queue with Modified Signal Timing (Table 10b, this table)

Based on these results, Knox County Engineering is recommended to modify the traffic signal timing to reduce the considerable vehicle delays for the westbound and eastbound approaches on Bob Gray Road and Yarnell Road in the existing and projected conditions. The recommended optimization signal timing changes for the green times are shown in Table 11.

**TABLE 11**  
**TRAFFIC SIGNAL GREEN TIME MODIFICATIONS**  
**LOVELL ROAD AT BOB GRAY ROAD AND YARNELL ROAD**

AM PEAK HOUR				
PHASE #	MOVEMENT	EXISTING GREEN TIME (seconds)	OPTIMIZED GREEN TIME * (seconds)	CHANGE (seconds)
1	Southbound Left	15	11	-4
2	Northbound Thru/Right	42	51	9
3	Eastbound Left	25	21	-4
4	Westbound Thru/Right	18	17	-1
5	Northbound Left	15	15.4	0.4
6	Southbound Thru/Right	42	46.6	4.6
7	Westbound Left	20	15	-5
8	Eastbound Thru/Right	23	23	0
PM PEAK HOUR				
PHASE #	MOVEMENT	EXISTING GREEN TIME (seconds)	OPTIMIZED GREEN TIME * (seconds)	CHANGE (seconds)
1	Southbound Left	22	14	-8
2	Northbound Thru/Right	62	61	-1
3	Eastbound Left	18	20	2
4	Westbound Thru/Right	18	25	7
5	Northbound Left	19	17.5	-1.5
6	Southbound Thru/Right	65	57.5	-7.5
7	Westbound Left	18	17	-1
8	Eastbound Thru/Right	18	28	10

\* Optimized output from Synchro 12

A summary of the Lovell Road at Bob Gray Road and Yarnell Road intersection capacity analyses are presented in Table 12. This table provides a side-by-side summary and comparison of the intersection for the 2024 existing conditions, projected conditions in 2027 without the project, the projected conditions in 2027 with the project (with the Bob Gray Road Subdivision, Parkway Heights Townhouses, and Lovell Crossing Development), and the projected conditions in 2027 (with all the developments) with the modified signal timing. As can be seen in Table 12, the optimization provided significant benefits in reducing vehicle delays in the projected 2027 conditions.

**TABLE 12**  
**INTERSECTION CAPACITY ANALYSIS SUMMARY**  
**LOVELL ROAD AT BOB GRAY ROAD AND YARNELL ROAD**

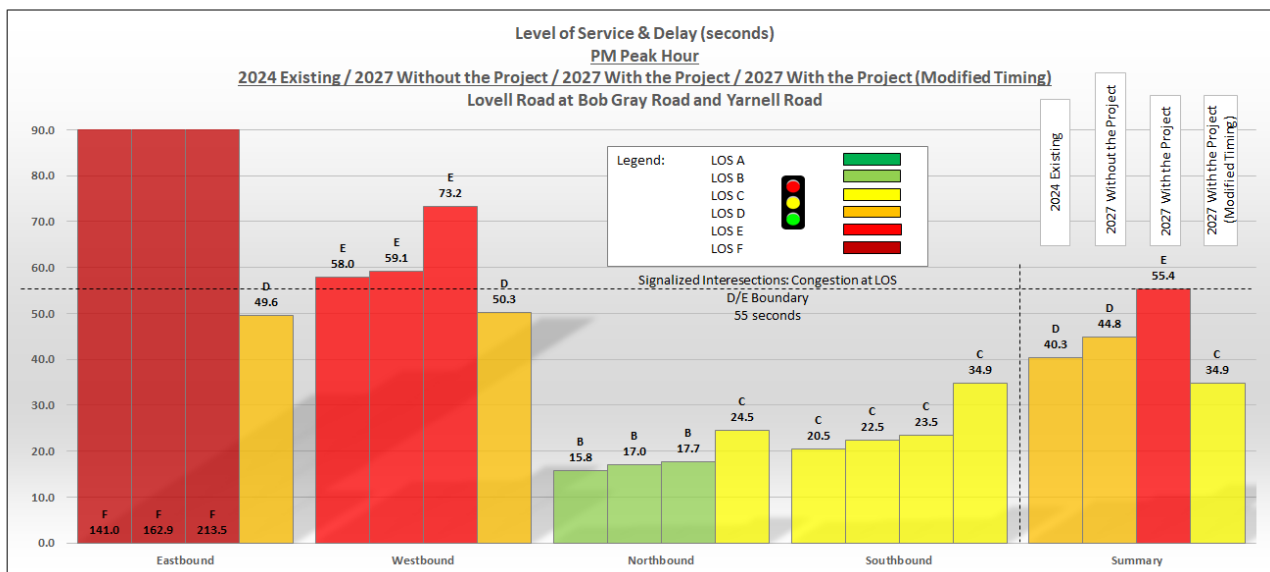
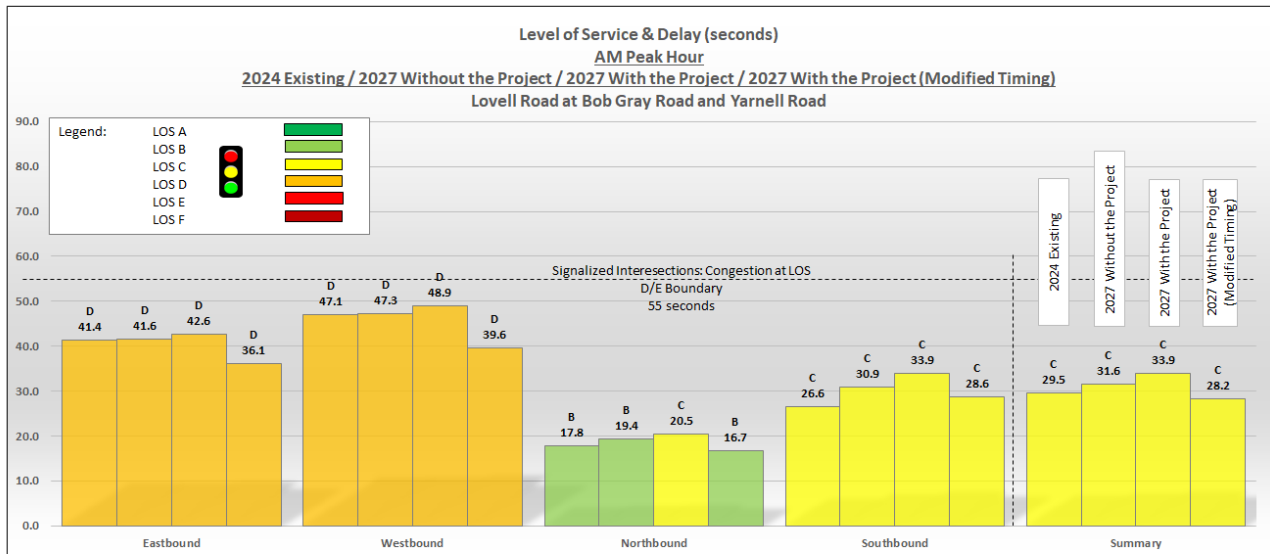


APPROACH / PEAK HOUR MOVEMENT	2024 EXISTING		2027 WITHOUT THE PROJECT		2027 WITH THE PROJECT *		2027 WITH THE PROJECT * (MODIFIED TIMING)	
	LOS <sup>a</sup>	Delay <sup>b</sup>	LOS <sup>a</sup>	Delay <sup>b</sup>	LOS <sup>a</sup>	Delay <sup>b</sup>	LOS <sup>a</sup>	Delay <sup>b</sup>
<b>AM Peak</b>								
Eastbound	D	41.4	D	41.6	D	42.6	D	36.1
Westbound	D	47.1	D	47.3	D	48.9	D	39.6
Northbound	B	17.8	B	19.4	C	20.5	B	16.7
Southbound	C	26.6	C	30.9	C	33.9	C	28.6
Summary	C	29.5	C	31.6	C	33.9	C	28.2
<b>PM Peak</b>								
Eastbound	F	141.0	F	162.9	F	213.5	D	49.6
Westbound	E	58.0	E	59.1	E	73.2	D	50.3
Northbound	B	15.8	B	17.0	B	17.7	C	24.5
Southbound	C	20.5	C	22.5	C	23.5	C	34.9
Summary	D	40.3	D	44.8	E	55.4	C	34.9

Note: All analyses were calculated in Synchro 12 software and reported with HCM 7th Edition methodology

<sup>a</sup> Level of Service, <sup>b</sup> Average Delay (sec/vehicle)

\* Includes Bob Gray Road Subdivision, Parkway Heights Townhouses, and Lovell Crossing Development





**Bob Gray Road at the Proposed Entrance:** The 2027 projected level of service calculations for this intersection resulted in average vehicle delays and LOS. Poorer LOS results were calculated for the northbound exiting approach in the PM peak hour.

- 2a) For the scenario that only includes the Bob Gray Road Subdivision, separate turn lanes on Bob Gray Road at the Proposed Entrance will not be warranted based on the projected peak hour 2027 traffic volumes. For the scenario which includes the Bob Gray Road Subdivision and the diverted trips from the Parkway Heights Townhouses, a separate eastbound right-turn lane and a separate westbound left-turn lane on Bob Gray Road at the Proposed Entrance will be warranted based on the projected PM peak hour 2027 traffic volumes.

Due to the limited development property road frontage along Bob Gray Road, the eastbound right-turn lane would need to be designed and constructed with a minimal lane taper and maximum deceleration length possible within the confines of the property road frontage. Based on the site plan, the horizontal distance between the centerline of the Proposed Entrance and the western property line at Bob Gray Road is 230 feet. The civil site designer would need to coordinate the design of this turn lane with Knox County and include a white right-turn arrow and lane lines on the pavement for this exclusive lane.

A separate westbound left-turn lane is shown to be warranted in this study in the projected 2027 conditions if Parkway Heights loses its road access to Pellissippi Parkway and is diverted through the new Bob Gray Road Subdivision for road access to Bob Gray Road. The Proposed Entrance location on Bob Gray Road will be just west of the overpass bridge on Bob Gray Road over Pellissippi Parkway. Providing a westbound left-turn lane at the Proposed Entrance on Bob Gray Road would necessitate substantial construction costs due to the limited width of the overpass bridge on Bob Gray Road over Pellissippi Parkway. This overpass bridge has a width of approximately 30 feet between barrier faces. This width would not be conducive for three lanes of traffic while providing an adequate safe buffer from the barrier walls. Furthermore, the future greenway referenced earlier stated that this overpass bridge would be the preferred route, which would not be achievable if three lanes for automobile traffic were proposed without widening the overpass bridge.

Furthermore, according to the local trip generation calculations, the entering volumes for the 123 townhouses in the Parkway Heights Townhouses are calculated to be 51 trips in the PM peak hour, which, in combination with the trips from the Bob Gray Road Subdivision, meets the threshold for a westbound left-turn lane. However, the traffic counts determined that 18 vehicles entered the Parkway Heights Townhouses during the PM peak hour, which is substantially less (nearly three times less) than the calculated theoretical value. Thus, due to these realities, a separate westbound left-turn lane on Bob Gray Road is not likely feasible and recommended even if the Parkway Heights Townhouses traffic is diverted. Likewise, due to the probability of over-estimating generated tips, the projected LOS E conditions for the exiting lane at Bob Gray Road are not expected, as shown in Table 7b, and will have much shorter vehicle delays.

- 2b) Due to the vertical curve on Bob Gray Road to the west and the overpass bridge to the east, it is recommended that advance intersection warning signs be installed on Bob Gray Road to the east and west of the Proposed Entrance. These warning signs should be Side Road Intersection Signs (W2-2r and W2-2l). The signs should be installed in both directions on Bob Gray Road, preferably no less than 450 feet in advance of the Proposed Entrance.



- 2c) It is recommended that a Stop Sign (R1-1) be installed and a 24" white stop bar be applied to the Proposed Entrance approach at Bob Gray Road. The stop bar should be applied a minimum of 4 feet away from the edge of Bob Gray Road and placed at the desired stopping point that maximizes the sight distance.
- 2d) A single exit lane for the Bob Gray Road development entrance will be sufficient. The northbound exiting lane at Bob Gray Road is proposed as a shared left/right turn lane.

The longest vehicle queue in the projected 2027 conditions on this exiting approach is calculated to be 49 feet in the AM peak hour and 48 feet in the PM peak hour for the scenario that only includes the Bob Gray Road Subdivision. These queue lengths are reasonable and translate to just two passenger cars, assuming a length of 25 feet per vehicle. The longest vehicle queue in the projected 2027 conditions on this exiting approach is calculated to be 63 feet in the AM peak hour and 61 feet in the PM peak hour for the worst-case scenario that includes the Bob Gray Road Subdivision and the

diverted trips from the Parkway Heights Townhouses. These queue lengths are reasonable and translate to nearly three passenger cars.

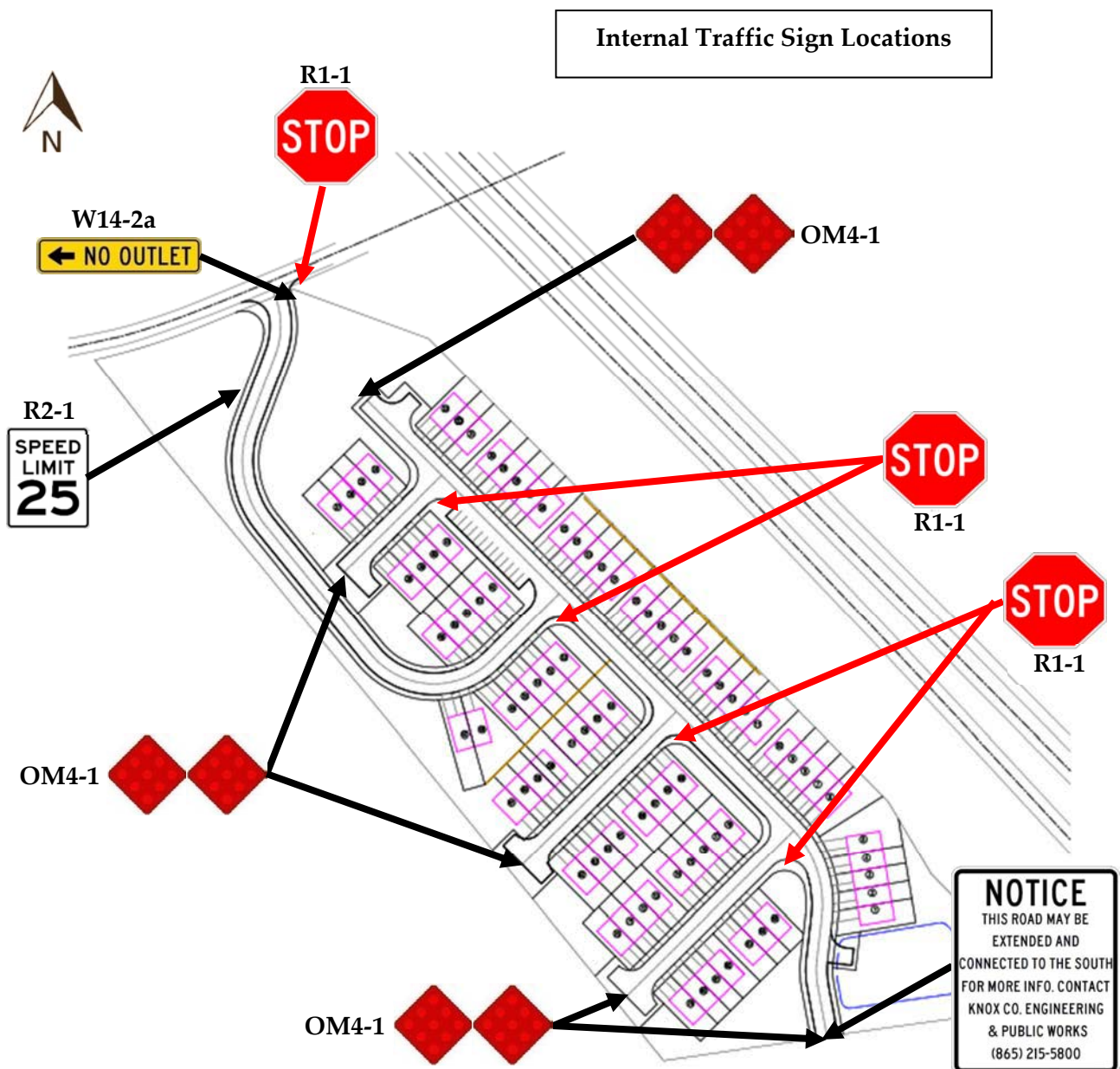
- 2e) Intersection sight distance at the Proposed Entrance at Bob Gray Road must not be impacted by future landscaping, signage, or existing or future vegetation. Based on a posted speed limit of 40-mph on Bob Gray Road, the required intersection sight distance is 400 feet for exiting left and right-turning vehicles. The existing sight distances at the Proposed Entrance location were estimated visually to be adequate in both directions and were also certified by a land surveyor.





**Bob Gray Road Subdivision Internal Roads:** The layout plan shows a single entrance at Bob Gray Road constructed for the development, as shown in Figure 3.

- 3a) A 25-mph Speed Limit (R2-1) sign is recommended to be posted near the beginning of the development entrance off Bob Gray Road. It is also recommended that a "No Outlet" Sign (W14-2a) be posted at the front of the subdivision. This sign can be posted above or below the street name sign.
  
- 3b) The image below shows the recommended internal road signage for the proposed subdivision.



Dual end-of-roadway object markers (OM4-1) should be installed at the end of the internal roads in the subdivision that end in hammerhead turnarounds. These markers should also be installed at the end of Road "A" if the road is not immediately connected to Blinken Street to the south in the Parkway Heights development. Furthermore, if an immediate road connection is not made to Blinken Street, an additional sign should be posted at the end of Road "A" to follow Knoxville-Knox County Subdivision regulations. This sign is for notification of a possible future street connection. It should state, "NOTICE – This road may be extended and connected to the south – for more info. contact Knox Co. Engineering & Public Works (865) 215-5800".

Stop Signs (R1-1) with 24" white stop bars are recommended to be installed at the internal road locations, as shown in the above image.

- 3c) Sight distance at the new internal intersections must not be impacted by new signage, parked cars, or future landscaping. With a speed limit of 25-mph in the development, the internal intersection sight distance is 250 feet. The required stopping sight distance is 155 feet for a level road grade. The site designer should ensure that internal sight distance lengths are met and account for different proposed road grades.
- 3d) It is recommended that a small strip of the development property be reserved as a potential common area for all Bob Gray Road Subdivision residents to walk or ride their bikes to the east. This strip would allow for a pathway to the future Knox to Oak Ridge Greenway if the greenway is constructed adjacent to the subdivision and on the west side of Pellissippi Parkway.
- 3e) 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.
- 3f) All drainage grates and covers for the residential development must be pedestrian and bicycle-safe.
- 3g) Road "A" will have a long, straight road segment. Straight road segments encourage higher vehicle speeds. Additionally, if Parkway Heights loses its access to Pellissippi Parkway, residents from this other development will increase traffic volumes and may contribute to speeding in the Bob Gray Road Subdivision. It is recommended that the civil site designer consider including traffic calming measures on the internal Road "A",

such as speed humps or tables. Specifics regarding this recommendation should be discussed in the design phase with Knox County Engineering.


- 3h) All road and intersection elements should be designed to AASHTO, TDOT, and Knox County specifications and guidelines to ensure proper transportation operations.
  
- 3i) If a connection to Odin Street to the south (Parkway Heights Subdivision) is pursued as part of this project or in the future, then the connection of Odin Street to Pellissippi Parkway must be closed.

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

## HARDSHIP CONDITIONS TO BE MET:

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

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

  
Signature

DAVID HARBIN  
Printed Name

8-28-24  
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:**

End Public Road with the temporary turnaround as shown

**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:

At some point the road will be extended to the southern property if cul-de-sac was built, it would need to be removed

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.

Connection to adjoining property areas are a condition of zoning approval

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.

An approved AASHTO turnaround has been proposed

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

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

Engineering Comments:

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

## 2. VARIANCE REQUESTED:

Vertical Curve Length from 300" to 240"; STA 1+0 Road "F" (K value from 25 to 20)

**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:

Topography, steep condition will not create a traffic hazard

- 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.

Prepared roadway is coming to a stop condition at Bob Gray Road

- 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.

Will not create a traffic hazard

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

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

Engineering Comments:



# Alternative Design Standards

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

DAVID HARBIN  
Printed Name

8/19/24  
Date

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

**1. ALTERNATIVE DESIGN STANDARD REQUESTED:**

INTERSECTION Roadway Grades from 1.00% to 3.00%  
STA 0 + 13 TO STA 0 + 55 ROAD "B"

Approval required by: Planning Commission  Engineering

Engineering supports the alternative design standard requested

(to be completed during review process): YES  NO

Engineering Comments:

**2. ALTERNATIVE DESIGN STANDARD REQUESTED:**

INTERSECTION Roadway Grades from 1.00% to 2.38%  
STA 0 + 13 TO STA 2 + 66 ROAD "D"

Approval required by: Planning Commission  Engineering

Engineering supports the alternative design standard requested

(to be completed during review process): YES  NO

Engineering Comments:

**3. ALTERNATIVE DESIGN STANDARD REQUESTED:**

ROADWAY Grade from 12.00% to 15%  
STA 1 + 30 TO STA 6 + 00 ROAD "F"

Approval required by: Planning Commission  Engineering

Engineering supports the alternative design standard requested

(to be completed during review process): YES  NO

Engineering Comments:



4. ALTERNATIVE DESIGN STANDARD REQUESTED:

Intersection Roadway Grades from 1.00% to 2.00%  
STA 0 + 13 to STA 1 + 00 ROAD "E"

Approval required by: Planning Commission  Engineering

Engineering supports the alternative design standard requested

(to be completed during review process): YES  NO

Engineering Comments:

5. ALTERNATIVE DESIGN STANDARD REQUESTED:

Intersection Roadway grades from 1.00% to 3%  
STA 0 + 10 to STA 1 + 30 "ROAD" F

Approval required by: Planning Commission  Engineering

Engineering supports the alternative design standard requested

(to be completed during review process): YES  NO

Engineering Comments:

**6. ALTERNATIVE DESIGN STANDARD REQUESTED:**

INTERSECTION ROADWAY Grades from 1.00% to 2.75%  
STA 6+00 to STA 7+89 ROAD "F"

Approval required by: Planning Commission  Engineering

Engineering supports the alternative design standard requested

(to be completed during review process): YES  NO

Engineering Comments:

**7. ALTERNATIVE DESIGN STANDARD REQUESTED:**

Right-of-way width for all Private and public Roads  
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:

**8 ALTERNATIVE DESIGN STANDARD REQUESTED:**

REDUCING LOT FRONTAGE FROM 25' TO 22'

Approval required by: Planning Commission  Engineering

Engineering supports the alternative design standard requested

(to be completed during review process): YES  NO

Engineering Comments:

**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:



# 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

#### Arcip Horobet

Applicant Name Affiliation

**4/29/2024**

Date Filed

**6/13/2024**

Meeting Date (if applicable)

**6-SB-24-C / 6-E-24-DP**

File Number(s)

### CORRESPONDENCE

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

**David Harbin Batson, Himes, Norvell and Poe**

Name / Company

**4334 Papermill Dr. Dr. Knoxville TN 37909**

Address

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

Phone / Email

### CURRENT PROPERTY INFO

**Arcip Horobet**

Owner Name (if different)

**3105 W. Gallaher Ferry Rd Knoxville TN 37932**

Owner Address

**865-607-1167**

Owner Phone / Email

**0 PELLISSIPPI PKWY**

Property Address

**118 071**

Parcel ID

**9.87 acres**

Tract Size

Part of Parcel (Y/N)?

**West Knox Utility District, First Knox Utilit**

Sewer Provider

**West Knox Utility District**

Water Provider

Septic (Y/N)

### STAFF USE ONLY

**South side of Bob Gray Rd, west side of Pellissippi Pkwy, northern terminus of Blinken St**

General Location

City

**Commission District 3**

**PR(k) (Planned Residential) up to 1 du/ac, TO (Technology Overlay)**

**Agriculture/Forestry/Vacant Land**

County

District

Zoning District

Existing Land Use

**Planned Growth Area**

Planning Sector

Land Use (City)/Place Type (County)

Growth Policy Plan Designation

## DEVELOPMENT REQUEST

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

## SUBDIVISION REQUEST

<b>Horobet on Bob Gray Road</b>	Related Rezoning File Number
Proposed Subdivision Name	
Unit / Phase Number	<b>94</b> Total Number of Lots Created
Additional Information _____	
<input type="checkbox"/> Attachments / Additional Requirements	

## ZONING REQUEST

<input type="checkbox"/> Zoning Change	Proposed Zoning	Pending Plat File Number
<input type="checkbox"/> Plan Amendment	Proposed Plan Designation(s)	

**9.52 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
<b>\$1,600.00</b>	
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	<b>Arcip Horobet</b> Please Print	<b>4/29/2024</b> Date
---------------------	--------------------------------------	--------------------------

Phone / Email		
Property Owner Signature	<b>Arcip Horobet</b> Please Print	<b>4/29/2024</b> Date



# Development Request

### DEVELOPMENT

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

### SUBDIVISION

- Concept Plan
- Final Plat

### ZONING

- Plan Amendment
  - SP
  - OYP
- Rezoning

ARCI P HOROBET

Applicant Name

Affiliation

4/29/2024

Date Filed

6/13/2024

Meeting Date (if applicable)

File Number(s)

### CORRESPONDENCE

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

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

DAVID HARBIN

Name

BATSON HIMES NORVELL + POE

Company

4334 PAPERMILL DR

Address

KNOXVILLE

City

TN

State

37909

ZIP

865-588-6472

Phone

harbin@bhn-p.com

Email

### CURRENT PROPERTY INFO

3105 W. GALLAGHER FREELY RD

Property Owner Name (if different)

KNOXVILLE, TN 37932

Property Owner Address

865-607-1167

Property Owner Phone

Bob Gray RD

Property Address

TAX MAP 118 PARCEL 71

Parcel ID

WKUD

Sewer Provider

WKUD

Water Provider

NO

Septic (Y/N)

### STAFF USE ONLY

General Location

Tract Size

City  County

District

Zoning District

Existing Land Use

Planning Sector

Sector Plan Land Use Classification

Growth Policy Plan Designation

**DEVELOPMENT REQUEST**

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

Related City Permit Number(s)

Home Occupation (specify) \_\_\_\_\_

Other (specify) Attached residential subdivision

**SUBDIVISION REQUEST**

Horobet on Bob Gray Road

Related Rezoning File Number

Proposed Subdivision Name

Unit / Phase Number     Combine Parcels     Divide Parcel    94 LOTS  
 Total Number of Lots Created

Other (specify) \_\_\_\_\_

Attachments / Additional Requirements

**ZONING REQUEST**

Zoning Change

Proposed Zoning \_\_\_\_\_

Pending Plat File Number

Plan Amendment Change

Proposed Plan Designation(s) \_\_\_\_\_

Proposed Density (units/acre) \_\_\_\_\_

Previous Rezoning Requests \_\_\_\_\_

Other (specify) \_\_\_\_\_

**STAFF USE ONLY**

**PLAT TYPE**

- Staff Review     Planning Commission

**ATTACHMENTS**

- Property Owners / Option Holders     Variance Request

**ADDITIONAL REQUIREMENTS**

- Design Plan Certification (*Final Plat*)  
 Use on Review / Special Use (*Concept Plan*)  
 Traffic Impact Study  
 COA Checklist (*Hillside Protection*)

Fee 1	Total
Fee 2	
Fee 3	

**AUTHORIZATION**

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

David Harbin  
 Applicant Signature

DAVID HARBIN  
 Please Print

Date

865-588-6472  
 Phone Number

harbin@bhn-p.com  
 Email

[Signature]  
 Property Owner Signature

ARCIP HOBObET  
 Please Print

Date Paid

# Alternative Design Standards

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

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

### Alternative Design Standards Requiring Planning Commission Approval

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

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

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

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



DAVID HARBIN

Signature

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:**

ROADWAY GRADE FROM 12% TO 15% FROM STA 0+90  
TO 4+94 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:

**2. ALTERNATIVE DESIGN STANDARD REQUESTED:**

VERTICAL CURVE LENGTH FROM 267' TO 165', STA 0+90  
ROAD "A" (K VALUE FROM 25 TO 15.5)

Approval required by: Planning Commission  Engineering

Engineering supports the alternative design standard requested

(to be completed during review process): YES  NO

Engineering Comments:

**3. ALTERNATIVE DESIGN STANDARD REQUESTED:**

Approval required by: Planning Commission  Engineering

Engineering supports the alternative design standard requested

(to be completed during review process): YES  NO

Engineering Comments:

#### 4. ALTERNATIVE DESIGN STANDARD REQUESTED:

Approval required by: Planning Commission  Engineering

Engineering supports the alternative design standard requested  
(to be completed during review process): YES  NO

Engineering Comments:

#### 5. ALTERNATIVE DESIGN STANDARD REQUESTED:

Approval required by: Planning Commission  Engineering

Engineering supports the alternative design standard requested  
(to be completed during review process): YES  NO

Engineering Comments:

# 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

DAVID HARBIN

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:**

INTERSECTION ROADWAY GRADE -  
FROM 1.00% TO 4.32%, STA 0+10 TO STA 0+90 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:

**2. ALTERNATIVE DESIGN STANDARD REQUESTED:**

INTERSECTION ROADWAY GRADE -  
FROM 1.00% TO 3.00% STA, 0+13 TO STA 0+50 ROAD "B"

Approval required by: Planning Commission  Engineering

Engineering supports the alternative design standard requested

(to be completed during review process): YES  NO

Engineering Comments:

**3. ALTERNATIVE DESIGN STANDARD REQUESTED:**

INTERSECTION ROADWAY GRADE -  
FROM 1.00% TO 3.00% STA 1+50 TO STA 2+12 ROAD "B"

Approval required by: Planning Commission  Engineering

Engineering supports the alternative design standard requested

(to be completed during review process): YES  NO

Engineering Comments:

**4. ALTERNATIVE DESIGN STANDARD REQUESTED:**

INTERSECTION ROADWAY GRADE -  
FROM 1.00% TO 3.00% STA 0+13 TO STA 0+45 ROAD "D"

Approval required by: Planning Commission  Engineering

Engineering supports the alternative design standard requested  
(to be completed during review process): YES  NO

Engineering Comments:

**5. ALTERNATIVE DESIGN STANDARD REQUESTED:**

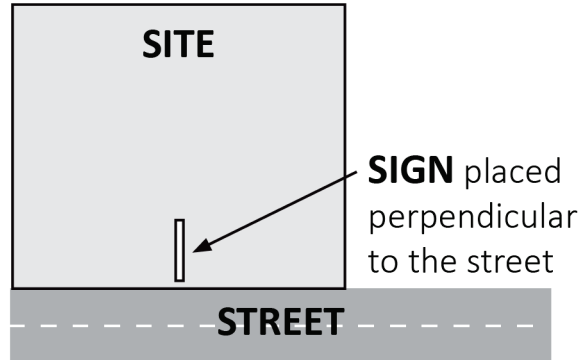
INTERSECTION ROADWAY GRADE -  
FROM 1.00% TO 2.00% STA 0+13 TO STA 2+99 ROAD "E"

Approval required by: Planning Commission  Engineering

Engineering supports the alternative design standard requested  
(to be completed during review process): YES  NO

Engineering Comments:

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:*

\_\_\_\_\_ May 10, 2024 \_\_\_\_\_ and \_\_\_\_\_ June 14, 2024 \_\_\_\_\_  
(applicant or staff to post sign) (applicant to remove sign)

Applicant Name: Arcip Horobet

Date: 4/29/2024

File Number: 6-SB-24-C\_6-E-24-DP



Sign posted by Staff



Sign posted by Applicant