

SUBDIVISION REPORT - CONCEPT/DEVELOPMENT PLAN

► **FILE #:** 11-SA-25-C

AGENDA ITEM #: 28

11-C-25-DP

AGENDA DATE: 11/13/2025

► **SUBDIVISION:** 0 NORTH CAMPBELL STATION ROAD

► **APPLICANT/DEVELOPER:** S & E PROPERTIES, LLC

OWNER(S): David & Nancy Caldwell

TAX IDENTIFICATION: 117 02101

[View map on KGIS](#)

JURISDICTION: County Commission District 6

STREET ADDRESS: 0 N CAMPBELL STATION RD

► **LOCATION:** East side of N Campbell Station Rd, north of Yarnell Rd

GROWTH POLICY PLAN: Planned Growth Area, Rural Area

FIRE DISTRICT: Karns Fire Department

WATERSHED: Hickory Creek, Conner Creek

► **APPROXIMATE ACREAGE:** 60.98 acres

► **ZONING:** PR (Planned Residential), up to 2 du/ac

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

► **PROPOSED USE:** Detached residential subdivision

SURROUNDING LAND USE AND ZONING: North: Multifamily residential, single family residential - PR (Planned Residential) up to 4.4 du/ac, A (Agricultural)
South: Rural residential, agriculture/forestry/vacant land - A (Agricultural)
East: Agriculture/forestry/vacant land - A (Agricultural)
West: Single family residential, agriculture/forestry/vacant land - PR (Planned Residential) up to 2.7 du/ac, A (Agricultural)

► **NUMBER OF LOTS:** 116

SURVEYOR/ENGINEER: Chris Sharp Urban Engineering, Inc.

ACCESSIBILITY: Access is via N Campbell Station Road, a minor arterial with 20 ft of pavement width within a right-of-way width of 65 ft.

► **SUBDIVISION VARIANCES REQUIRED:** **VARIANCES**
1. Reduce the minimum broken back curve tangent length on Road 'A' from 150 ft to 53.61 ft at STA 1+25.69.

ALTERNATIVE DESIGN STANDARDS REQUIRING PLANNING COMMISSION APPROVAL

1. Reduce the minimum horizontal curve radius on Road 'B' from 250 ft to 200 ft at STA 0+81.88.
2. Reduce the minimum horizontal curve radius on Road 'B' from 250 ft to 225 ft at STA 6+61.62.
3. Increase the maximum public road grade on Road 'C' from 12

percent to 15 percent.

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

1. Increase the maximum intersection grade from 1 percent to 2 percent at the intersection of Road 'B' at Road 'A'.
2. Increase the maximum intersection grade from 1 percent to 2 percent at the intersection of Road 'C' at Road 'B'.
3. Increase the maximum intersection grade from 1 percent to 2 percent at the intersection of Road 'D' at Road 'A'.
4. Reduce the minimum public right-of-way width from 50 ft to 40 ft on Road 'D'.
5. Reduce the minimum pavement width from 26 ft to 20 ft on Road 'D'.

STAFF RECOMMENDATION:

- 1. Approve the variance to reduce the minimum broken back curve tangent length on Road 'A' from 150 ft to 53.61 ft at STA 1+25.69, based on the following evidence of hardship.
- A) The reduced tangent between horizontal curves allows for less impact on the streams that bisect the property.
 - B) The streams are preexisting conditions on the site and limit the flexibility of road geometry.
 - C) Approval of the variance is not anticipated to be detrimental to public safety, health, or welfare, nor is it anticipated to impact adjacent properties. The Knox County Department of Engineering and Public Works recommends approval of this variance based on the justification provided by the applicant.

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

Approve the Concept Plan subject to 9 conditions.

1. Connection to sanitary sewer and meeting other relevant utility provider requirements.
2. Provision of street names consistent with the Uniform Street Naming and Addressing System within Knox County (County Ord. 91-1-102).
3. Implementing the recommendations of the N Campbell Station Road Subdivision Transportation Impact Study (AJAX Engineering, 9/29/2025), as revised and approved by Planning Commission staff and Knox County Engineering and Public Works (see Exhibit B).
4. 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 as caused by the development, the developer will either enter into an MOU with the County for these improvements or reimburse the County for their direct expenses (if completed by County crews) to make corrections deemed necessary.
5. Install sidewalks per Chapter 54, Article IV of the Knox County Code. The location of the sidewalks will be determined by Knox County Engineering and Public Works during the design plan phase.
6. Submitting a new application for any new development or subdivision of the "Future Development" noted on the plans.
7. The community mail kiosk(s) shall be reviewed and approved by Knox County Engineering and Public Works during the design plan phase, including but not limited to the location and associated parking.
8. Meeting all applicable requirements of the Knox County Department of Engineering and Public Works.
9. Before certification of the final plat for the subdivision, establish a property owners association or other legal entity responsible for maintaining common facilities, such as common areas, amenities, private roads, and/or stormwater drainage systems.

- **Approve the development plan for up to 116 detached residential lots, subject to 1 condition.**

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

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

COMMENTS:

This proposal is for a 116-lot detached residential subdivision on this 60.98-acre site at a density of 1.9 du/ac. The property was rezoned from A (Agricultural) to PR (Planned Residential) up to 2 du/ac in 2021 (3-F-21-RZ).

There are 2.92 acres in the southwest portion of the site with frontage on N. Campbell Station Road labeled as "Future Development". With this removed from the total development area, the 58.06 acres dedicated for the subject property results in a density of 1.99 du/ac (net density). All following statistics presented in this report is based on the 58.06 acres associated with this subdivision unless otherwise noted.

VARIANCE

The variance request is to reduce the tangent length between broken back curves, which are two horizontal curves of the same direction. The request is near the entrance to the subdivision on Road 'A' and the curve closest to N. Campbell Station Road is very slight and will be perceived as a deflection in the road rather than curve. Staff is recommending approval.

DEVELOPMENT PLAN ANALYSIS PER ARTICLE 6, SECTION 6.50.06 (APPROVAL OR DENIAL)

In the exercise of its administrative judgment, the Planning Commission shall determine if the proposed plan is in harmony with the general purpose and intent of the zoning ordinance and adopted plans.

1) ZONING ORDINANCE

PR (Planned Residential) up to 2.0 du/ac.

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

B. The PR zone allows consideration of up to 2.0 du/ac. The net density of the subdivision is 1.99 du/ac.

2) COMPREHENSIVE PLAN - FUTURE LAND USE MAP

A. The property has 33.86 acres in the SR (Suburban Residential) and 24.2 acres in the RC (Rural Conservation) place types with HP (Hillside Protection) on the Future Land Use Map.

B. SR areas are primarily made up of single family residential development with lot sizes generally less than one acre. These areas may feature a range of lot sizes and housing size and styles, including some small-scale attached dwellings. – The proposed single family development with varying lot sizes less than one acre is consistent with the RL place type.

C. RC areas are primarily made up of single family residential with lots smaller than typical rural lots in a conservation pattern that preserves 50 percent or more open space. These areas may also include attached residential in a conservation pattern. – The RC place type is located in the southern portion of the site with the steepest slopes, along Beaver Ridge. The proposal maintains approximately 73 percent of the RC area in open space. The residential lot pattern and open space is consistent with the RC place type.

D. The site has approximately 51.8 acres in the HP (Hillside Protection) area, and the proposed disturbance within the HP area is 27 acres. The slope analysis is based on the entire site, including the "future development", for a total of 54.59 acres in the HP area and a recommended disturbance budget of 28.71 acres. This leaves 1.71 acres of disturbance allocated to the "future development" site, which is 2.92 acres and almost entirely within the HP area.

3) COMPREHENSIVE PLAN - IMPLEMENTATION POLICIES

A. The steep hillsides and stream buffers will remain largely undisturbed and in common area, consistent with Policy 7, which encourages development practices that conserve and connect natural features and habitat.

B. A sidewalk will be provided along the N. Campbell Station Road frontage and a portion of Road 'A', consistent with Policy 11 to promote connectivity with new development.

4) KNOXVILLE - FARRAGUT - KNOX COUNTY GROWTH POLICY PLAN

A. The property is located within the Planned Growth Area and Rural Area on the Growth Plan Map.

B. Planned Growth Area – The purposes of the Planned Growth Area designation are to encourage a reasonably compact pattern of development, promote 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 provision of adequate roads, utilities, schools, drainage and other public facilities and services. — The proposal is not in conflict with these purposes.

C. Rural Area – The Knox County Zoning Ordinance and Zoning Map shall determine land uses permitted in the Rural Area. The rural designation shall not impede the right of a property owner to use or develop the property for a purpose permitted by that property's zoning. Residential development in the rural area shall be limited to all of the following conditions: (a) no more than 2 dwelling units per acre; and (b) sanitary sewer, or a sewage system approved and maintained by a public utility company and public water must be available; and (c) must be on a collector road with a minimum width of 18ft pavement.— The net density for the subdivision is 1.99 du/ac, will be serviced by sanitary sewer, and is located on a collector road with a minimum pavement width of 18 ft.

D. The proposed development is consistent with the growth policy plan.

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

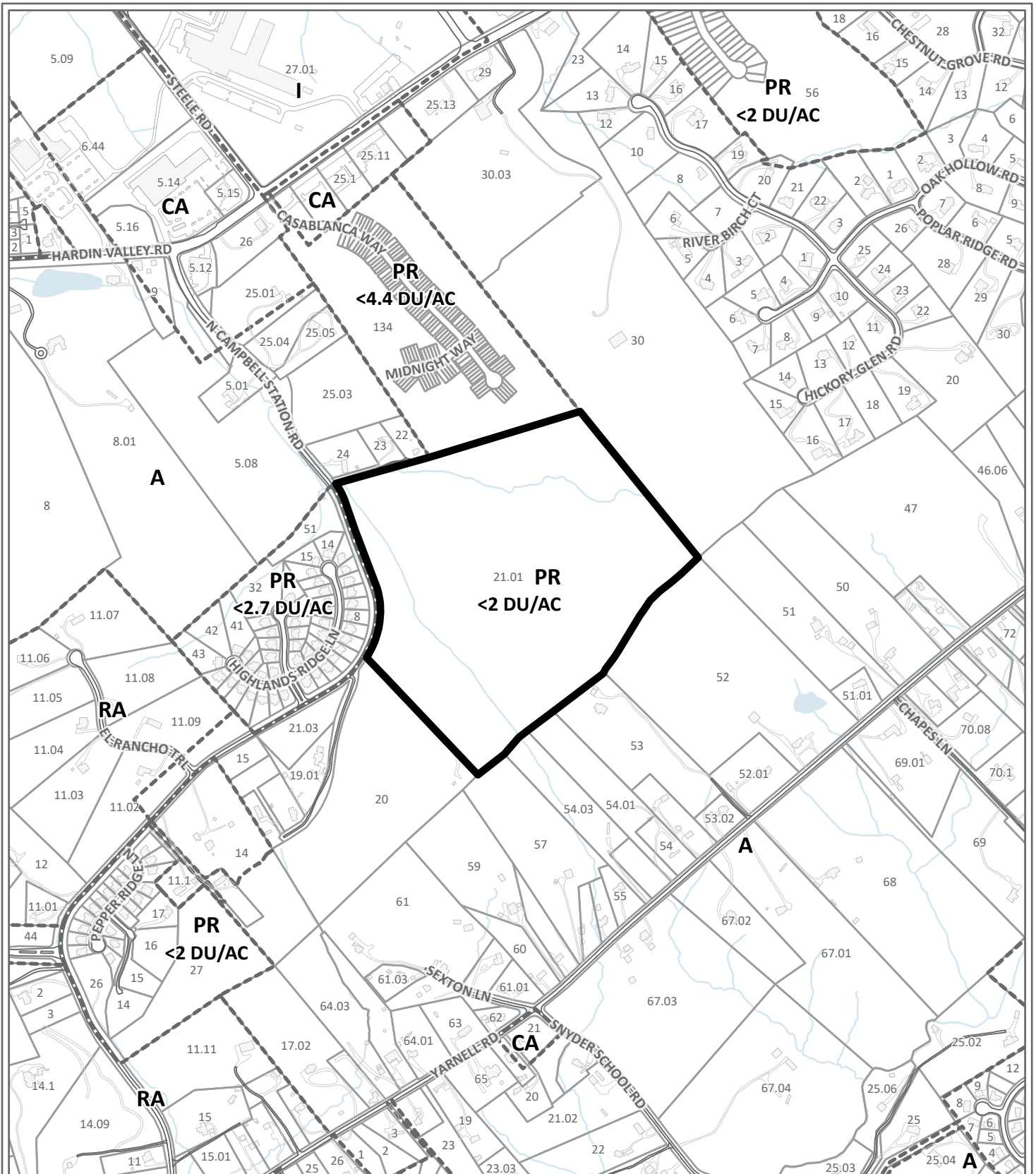
ESTIMATED STUDENT YIELD: 48 (public school children, grades K-12)

Schools affected by this proposal: Hardin Valley Elementary, 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 request is final, unless the action is appealed to a court of competent jurisdiction within thirty (30) days of the Planning Commission's decision.



CONCEPT PLAN / DEVELOPMENT PLAN

11-SA-25-C / 11-C-25-DP

Petitioner: S & E Properties, LLC



Detached residential subdivision in PR (Planned Residential), <2 DU/AC

Original Print Date: 10/3/2025

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

Map No: 117

Jurisdiction: County

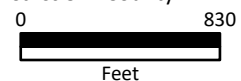
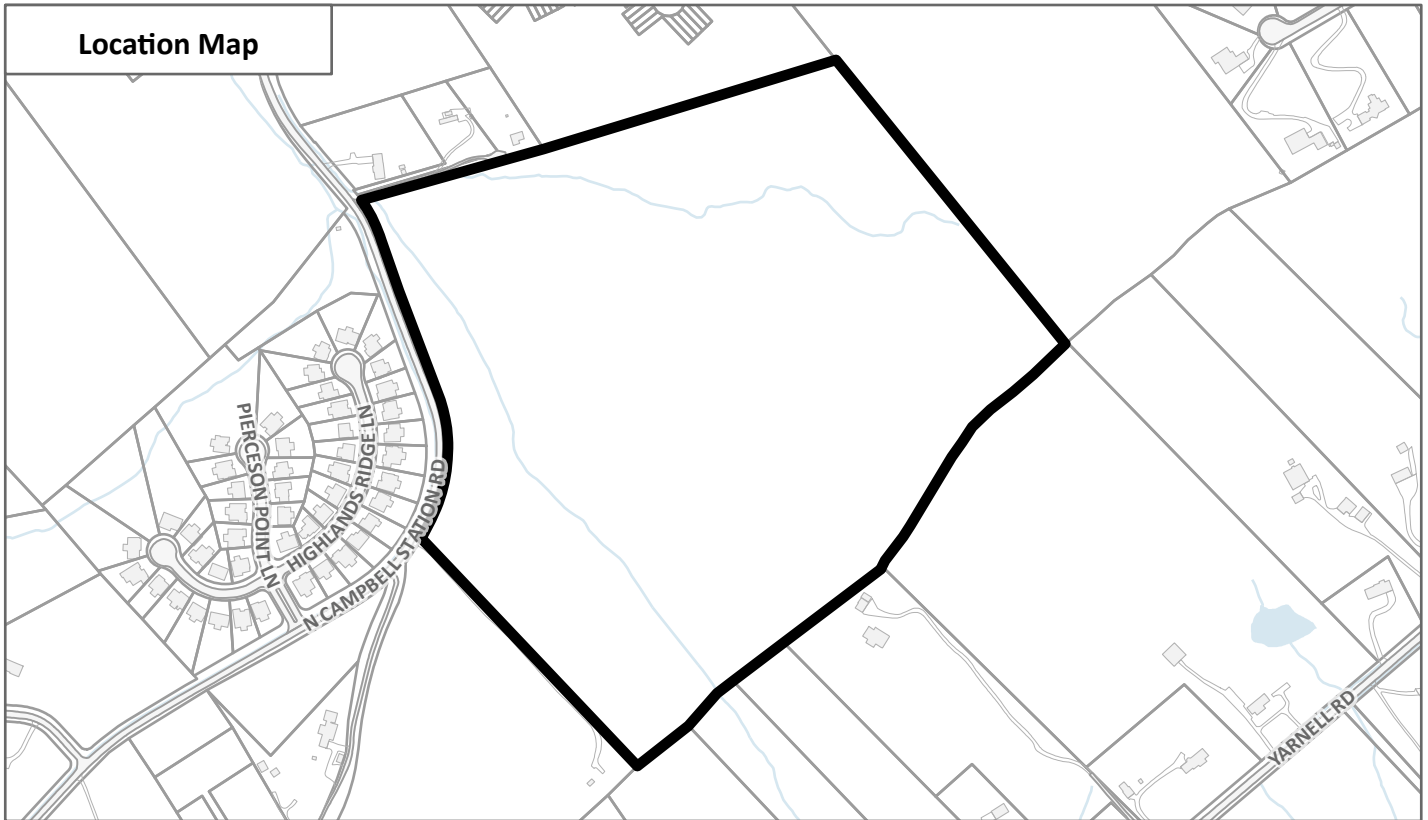


Exhibit A. Contextual Images

Location Map



Aerial Map



CONTEXTUAL MAPS 1

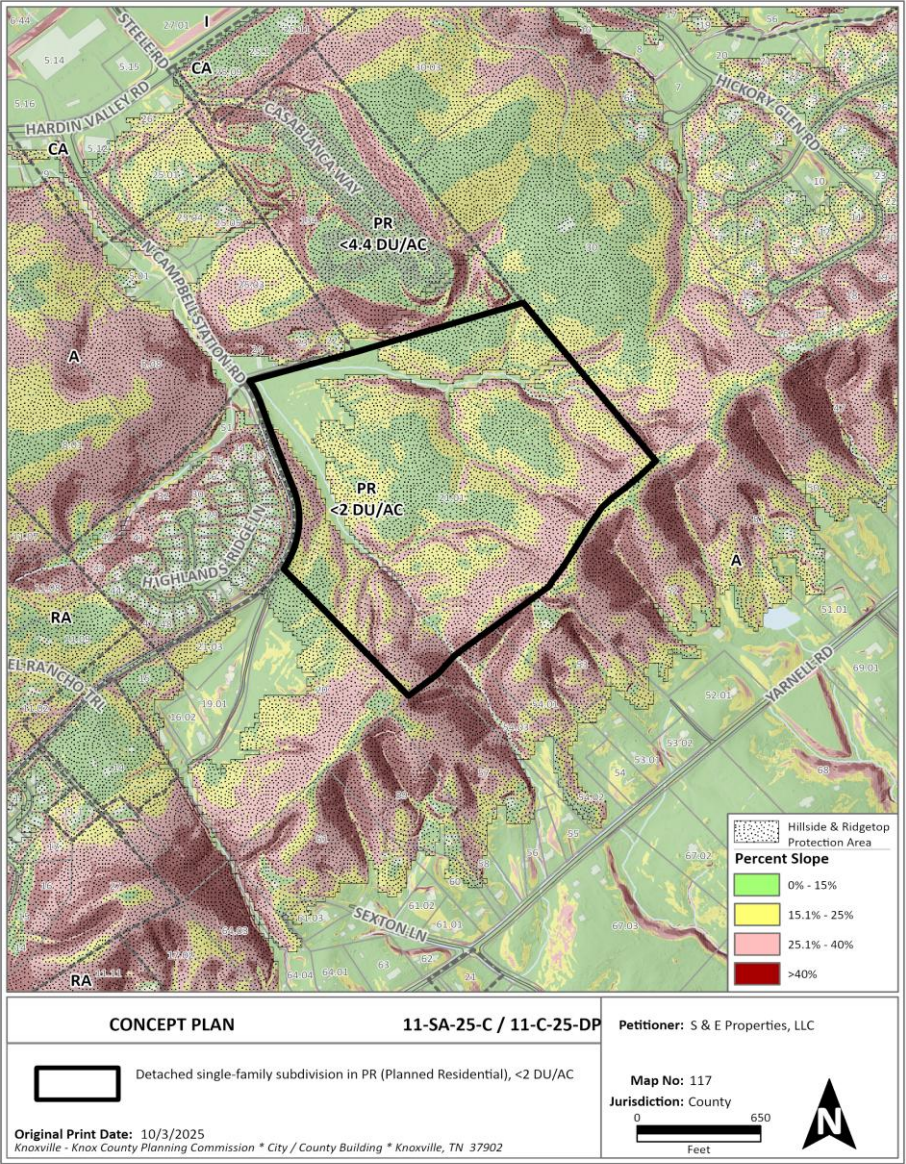
11-C-25-DP / 11-SA-25-C



Case boundary



CATEGORY	ACRES	RECOMMENDED DISTURBANCE BUDGET (Percent)	DISTURBANCE AREA (Acres)
Total Area of Site	61.12		
Non-Hillside	6.52	N/A	
0-15% Slope	14.68	100%	14.68
15-25% Slope	21.07	50%	10.53
25-40% Slope	16.14	20%	3.23
Greater than 40% Slope	2.71	10%	0.27
Ridgetops			
Hillside Protection (HP) Area	54.59	Recommended disturbance budget within HP Area (acres)	28.71
		Percent of HP Area	52.6%

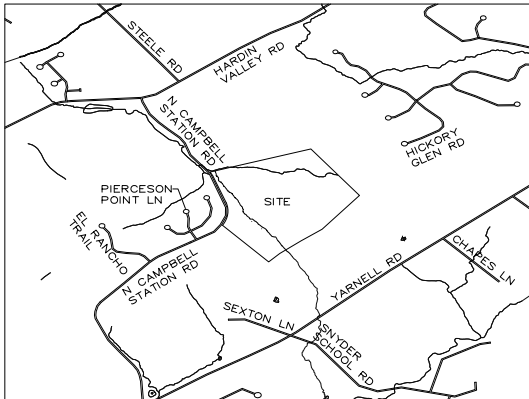


CONCEPT PLAN

U.E.I. PROJECT NO. 2509028

0 NORTH CAMPBELL STATION ROAD

SITE ADDRESS: 0 NORTH CAMPBELL STATION ROAD, KNOXVILLE, TENNESSEE 37932
TAX MAP: 117, PARCEL: 21.01



LOCATION MAP
N.T.S.

OWNER:
S&E PROPERTIES, LLC
405 MONTBROOK LANE
KNOXVILLE, TN 37919
(865) 539-1112



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

SPECIFICATIONS

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

ELECTRICAL - AS DIRECTED BY LENOIR CITY UTILITIES BOARD
GAS - AS DIRECTED BY KNOXVILLE UTILITIES BOARD
WATER & SEWER - AS DIRECTED BY WEST KNOX UTILITY DISTRICT
TELEPHONE - AS DIRECTED BY AT&T
CABLE - AS DIRECTED BY COMCAST
SITE DEVELOPMENT - KNOX COUNTY STANDARDS AND SPECIFICATIONS

Certification of Concept Plan by Registered Engineer

I hereby certify that I am a registered engineer, licensed to practice engineering under the laws of the State of Tennessee. I further certify that the plan and accompanying drawings, documents and statements conform, to the best of my knowledge, to all applicable provisions of the Knoxville-Knox County Subdivision Regulations except as has been itemized and described in a report filed with the Planning Commission.
Registered Engineer, *Christopher A. Sharp*

Christopher A. Sharp, R.E.
Tennessee License No. 108884
Date: 10/24/25



SHEET INDEX

TITLE	SHEET
TITLE SHEET	C-0
TYPICAL SECTION / KEY SHEET	C-1
SITE PLAN	C-2 THRU C-4
PRELIMINARY GRADING PLAN	C-5 THRU C-7
ROADWAY PROFILES	C-8 THRU C-12

Revised 10/27/2025

KNOX PLANNING FILE# 11-SA-25-C / 11-C-25-DP

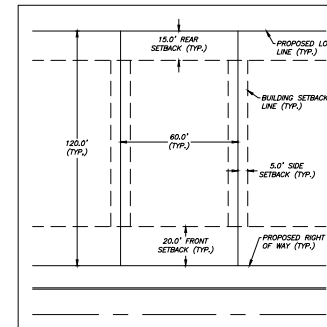
3	10/20/25	REVISED PER PLANNING / EPW
2	10/3/25	GENERAL REVISIONS
ISSUE NO.	DATE	DESCRIPTION

SHEET C-0 - 1 OF 13



KNOX PLANNING FILE# 11-SA-25-C / 11-C-25-DP

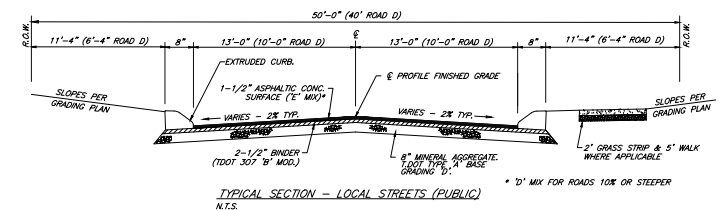
Revised 10/27/2025



TYPICAL LOT DETAIL
SINGLE FAMILY HOME
SCALE: 1"=30'



GRAPHIC SCALE
100 0 100 200



VARIANCE / ALTERNATIVE DESIGN STANDARDS:

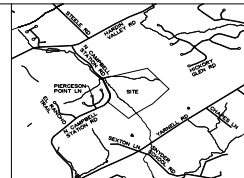
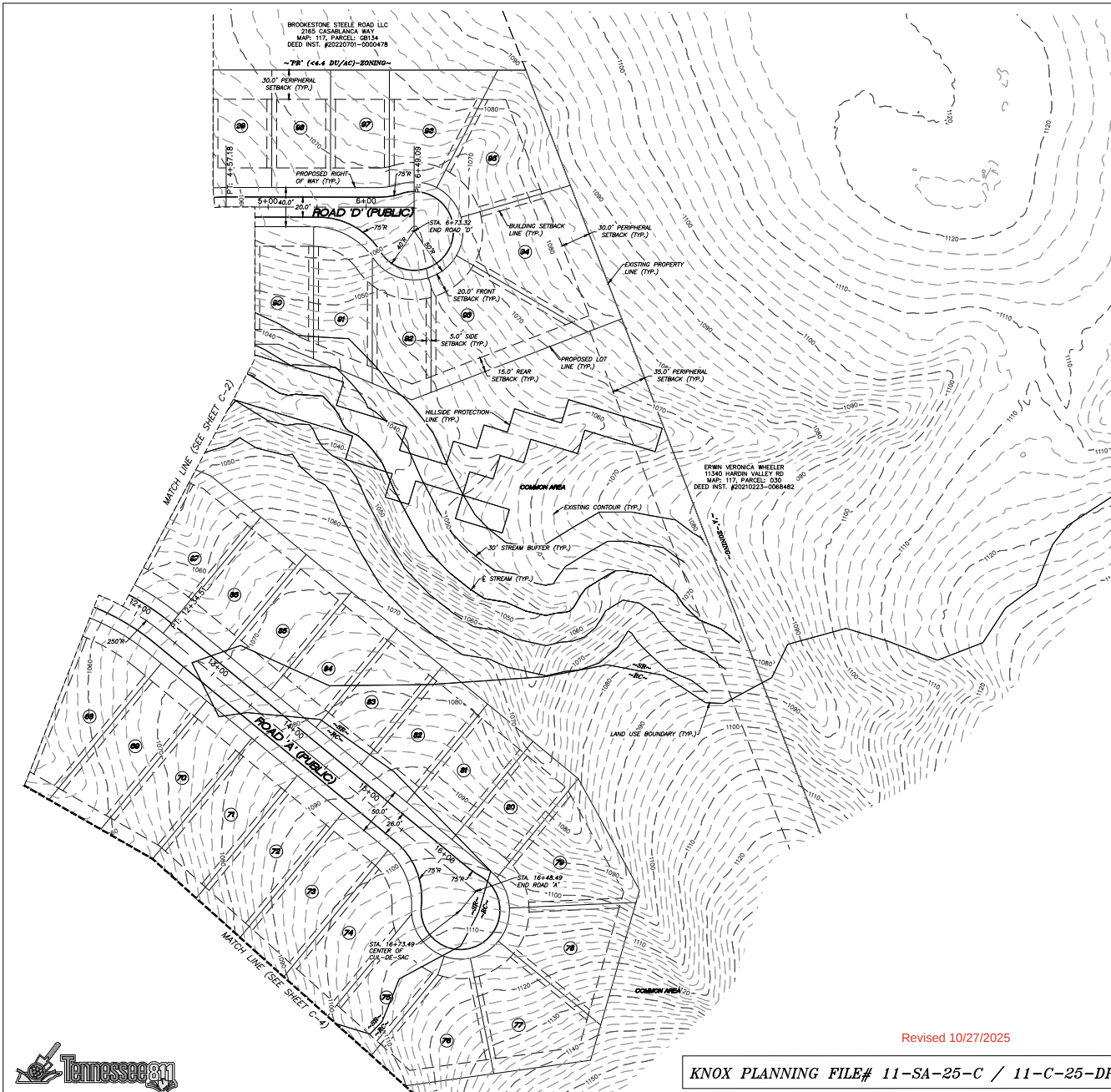
- ROAD A:**
- 1) REDUCE THE DISTANCE BETWEEN BROKEN BACK CURVES FROM 150' TO 53.61' STA. 1+25.69.
- ROAD B:**
- 1) REDUCE THE CENTERLINE RADIUS FROM 250' TO 200' STA. 0+81.85.
 - 2) REDUCE THE CENTERLINE RADIUS FROM 250' TO 225' STA. 6+43.42.
- INTERSECTION GRADES:**
- 1) INCREASE THE MAXIMUM INTERSECTION GRADE FROM 1% TO 2% AT ALL INTERNAL INTERSECTIONS.
- OTHER:**
- 1) REDUCE THE RIGHT OF WAY WIDTH FROM 50' TO 40' (PUBLIC ROAD D).
 - 2) REDUCE THE PAVEMENT WIDTH FROM 26' TO 20' (ROAD D).

REFERENCE:
DEED INST. #20130126049454

REVISION	DATE	DESCRIPTION	BY
2	10/20/25	PER PLANNING COMMENTS	CAS
1	10/23/25	GENERAL REVISIONS	CAS

SHEET C-1	
SITE PLAN	
0 NORTH CAMPBELL STATION ROAD	
SITE ADDRESS: 0 NORTH CAMPBELL STATION ROAD (37932)	
DEVELOPER:	S&E PROPERTIES, LLC 405 MONTBROOK LANE KNOXVILLE, TN 37919 (865) 539-1112
DIST. NO. W6	KNOX CO., TN
SCALE: 1"=100'	SEPTEMBER 26, 2025
TAX MAP: 117	PARCEL: 21.01
URBAN ENGINEERING, INC. 10330 HARDIN VALLEY RD, #201 KNOXVILLE, TENNESSEE 37932 (865) 966-1924	
DWN: CLM	CHK: CAS
DWG. NO. 2509028	





LOCATION MAP
N.T.S.

GENERAL NOTE:
1. SEE SITE PLAN NOTES ON SHEET C-1.

Revised 10/27/2025



KNOX PLANNING FILE# 11-SA-25-C / 11-C-25-DP

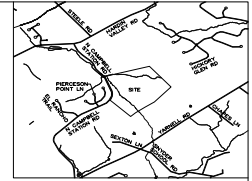
SHEET C-3

SITE PLAN		
0 NORTH CAMPBELL STATION ROAD		
SITE ADDRESS: 0 NORTH CAMPBELL STATION ROAD (37932)		
DEVELOPER:	S&E PROPERTIES, LLC 405 MONTECROOK LANE KNOXVILLE, TN 37919 (865) 539-1112	
DIST. NO. W6	KNOX CO., TN.	
SCALE: 1"=50'	SEPTEMBER 26, 2025	
TAX MAP: 117	PARCEL: 21.01	
 URBAN ENGINEERING, INC. 10330 HARDIN VALLEY RD, #201 KNOXVILLE, TENNESSEE 37932 (865) 966-1924		
DWN: CLM	CHK: CAS	DWG. NO. 2509028

REVISION	DATE	DESCRIPTION	BY
2	10/25/25	REVISED PER PLANNING / EPW COMMENTS	CAS
1	10/3/25	GENERAL REVISIONS	RS

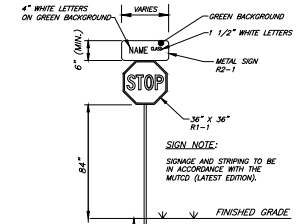
KNOX PLANNING FILE# 11-SA-25-C / 11-C-25-DP

Revised 10/27/2025

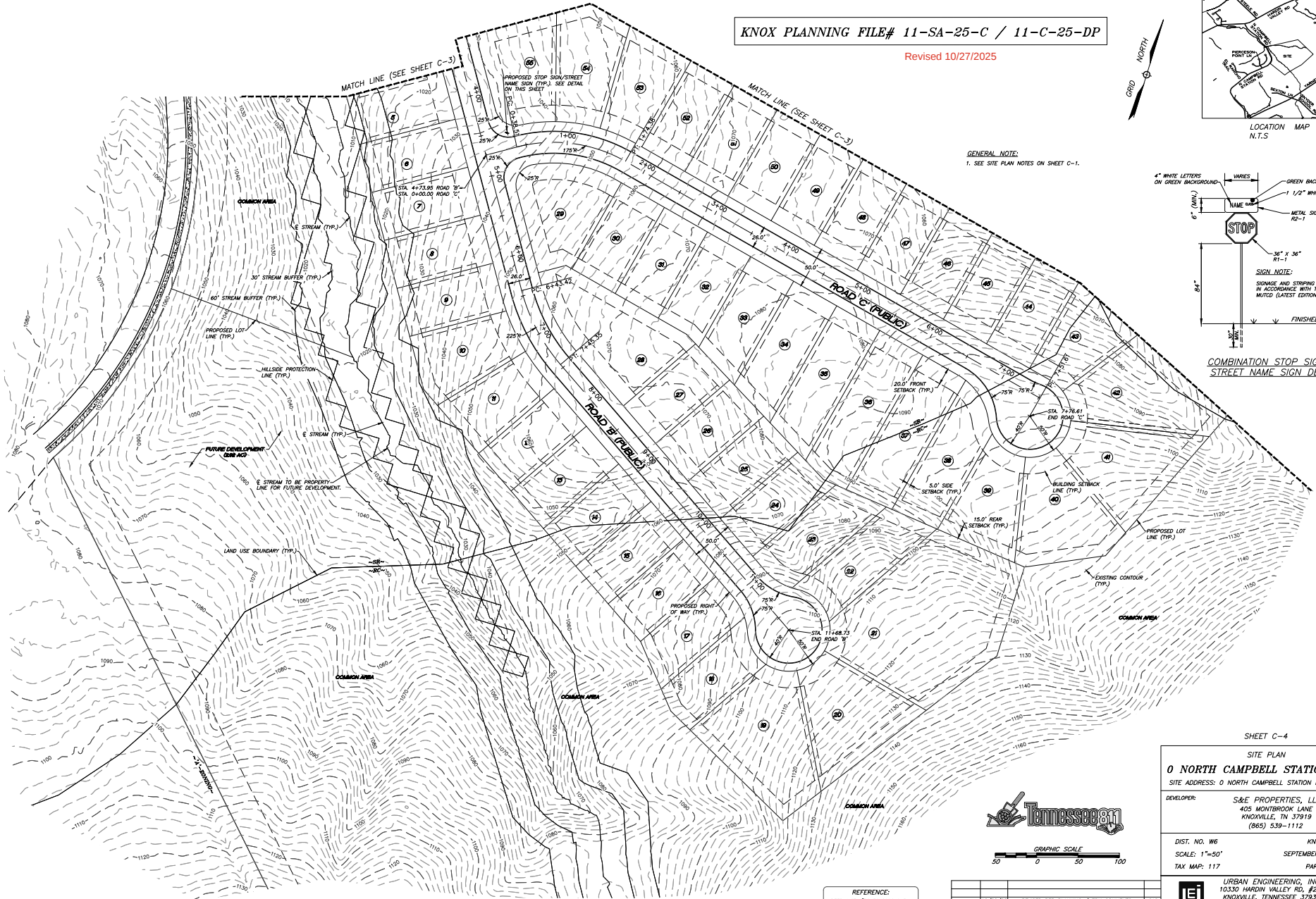


LOCATION MAP
N.T.S

GENERAL NOTE:
1. SEE SITE PLAN NOTES ON SHEET C-1.



COMBINATION STOP SIGN /
STREET NAME SIGN DETAIL



SHEET C-4

SITE PLAN
0 NORTH CAMPBELL STATION ROAD
SITE ADDRESS: 0 NORTH CAMPBELL STATION ROAD (37932)

DEVELOPER: S&E PROPERTIES, LLC
405 MONTEBROOK LANE
KNOXVILLE, TN 37919
(865) 539-1112

DIST. NO. W6 KNOX CO., TN.
SCALE: 1"=50' SEPTEMBER 26, 2025
TAX MAP: 117 PARCEL: 21.01

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

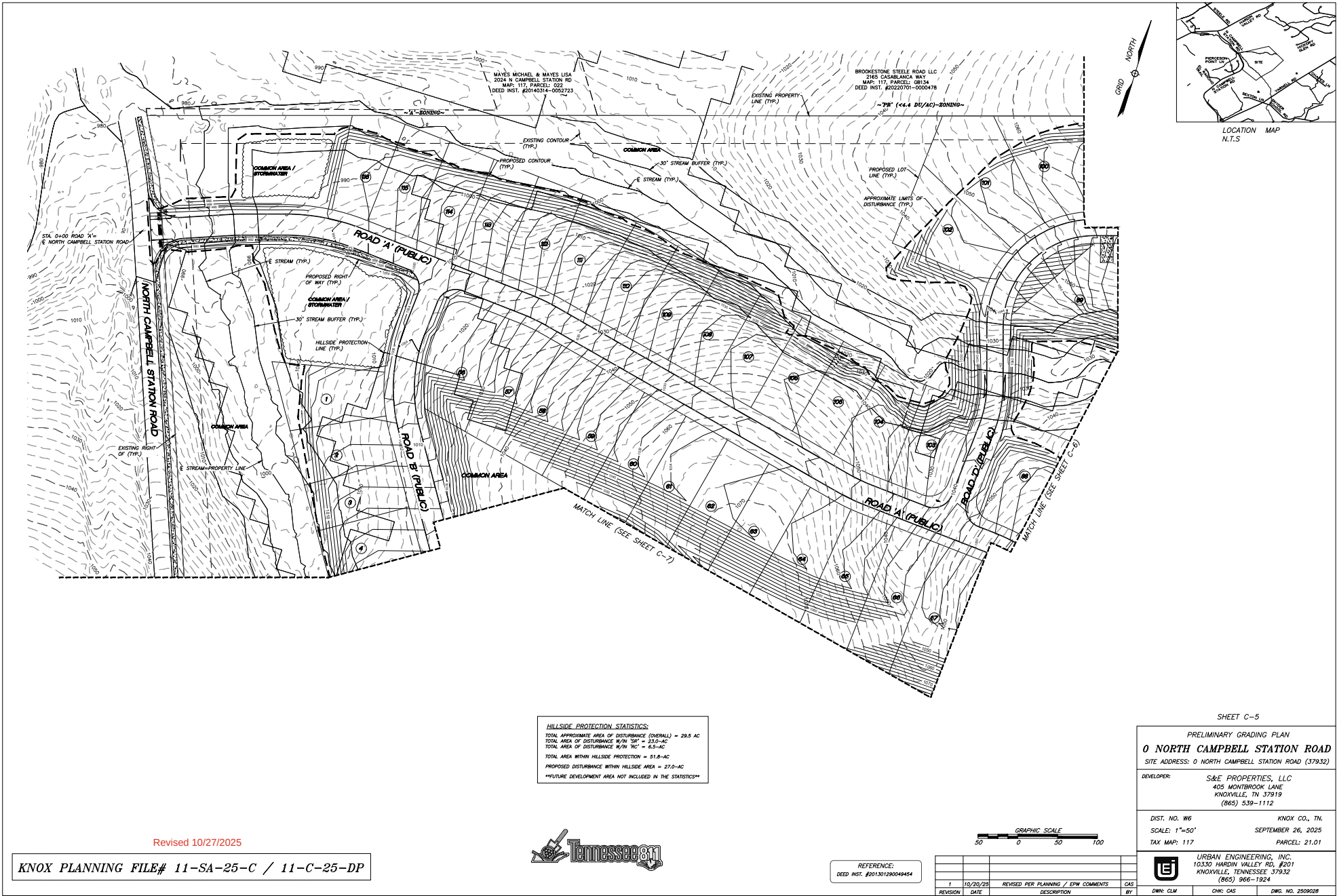
DWN: CLM CHK: CAS DWG: NO. 2509028



GRAPHIC SCALE
20 0 50 100

REFERENCE:
DEED INSTR. #201301290049454

REVISION	DATE	DESCRIPTION	BY
2	10/20/25	REVISED PER PLANNING / EPW COMMENTS	CAS
1	10/3/23	GENERAL REVISIONS	RS





BROOKSTONE STEELE ROAD LLC
2165 CASABLANCA WAY
MAP: 117, PARCEL: 08134
DEED INSTR. #20220701-0000478

~75' (±4.4 DU/AC)~ZONING~

ROAD 'D' (PUBLIC)

ROAD 'A' (PUBLIC)

MATCH LINE (SEE SHEET C-5)

MATCH LINE (SEE SHEET C-7)

COMBACH AREA

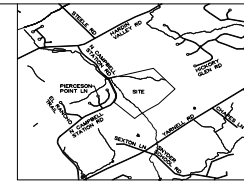
ERWIN VERONICA WHEELER
11540 HARDIN VALLEY RD
MAP: 117, PARCEL: 000
DEED INSTR. #20210223-0089482

APPROXIMATE LIMITS OF DISTURBANCE (TYP.)

COMBACH AREA

Revised 10/27/2025

KNOX PLANNING FILE# 11-SA-25-C / 11-C-25-DP



LOCATION MAP
N.T.S.

HILLSIDE PROTECTION STATISTICS:
TOTAL APPROXIMATE AREA OF DISTURBANCE (OVERALL) = 29.1-AC
TOTAL AREA OF DISTURBANCE W/IN "D" = 22-AC
TOTAL AREA OF DISTURBANCE W/IN "C" = 7.1-AC
TOTAL AREA WITHIN HILLSIDE PROTECTION = 54.6-AC
PROPOSED DISTURBANCE WITHIN HILLSIDE AREA = 26.4-AC

SHEET C-6

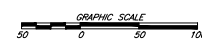
PRELIMINARY GRADING PLAN
0 NORTH CAMPBELL STATION ROAD
SITE ADDRESS: 0 NORTH CAMPBELL STATION ROAD (37932)

DEVELOPER: S&E PROPERTIES, LLC
405 MONTERO LANE
KNOXVILLE, TN 37919
(865) 539-1112

DIST. NO. W6 KNOX CO., TN.
SCALE: 1"=50' SEPTEMBER 26, 2025
TAX MAP: 117 PARCEL: 21.01



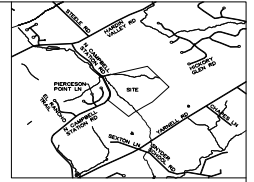
URBAN ENGINEERING, INC.
10330 HARDIN VALLEY RD, #201
KNOXVILLE, TENNESSEE 37932
(865) 966-1924



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DWN: CLM	CHK: CAS	DWG. NO. 2509028	

KNOX PLANNING FILE# 11-SA-25-C / 11-C-25-DP

Revised 10/27/2025



LOCATION MAP
N.T.S.



SHEET C-7

PRELIMINARY GRADING PLAN
0 NORTH CAMPBELL STATION ROAD
 SITE ADDRESS: 0 NORTH CAMPBELL STATION ROAD (37932)

DEVELOPER: **S&E PROPERTIES, LLC**
 405 MONTEBROOK LANE
 KNOXVILLE, TN 37919
 (865) 539-1112

DIST. NO. W6 KNOX CO., TN.
 SCALE: 1"=50' SEPTEMBER 26, 2025
 TAX MAP: 117 PARCEL: 21.01

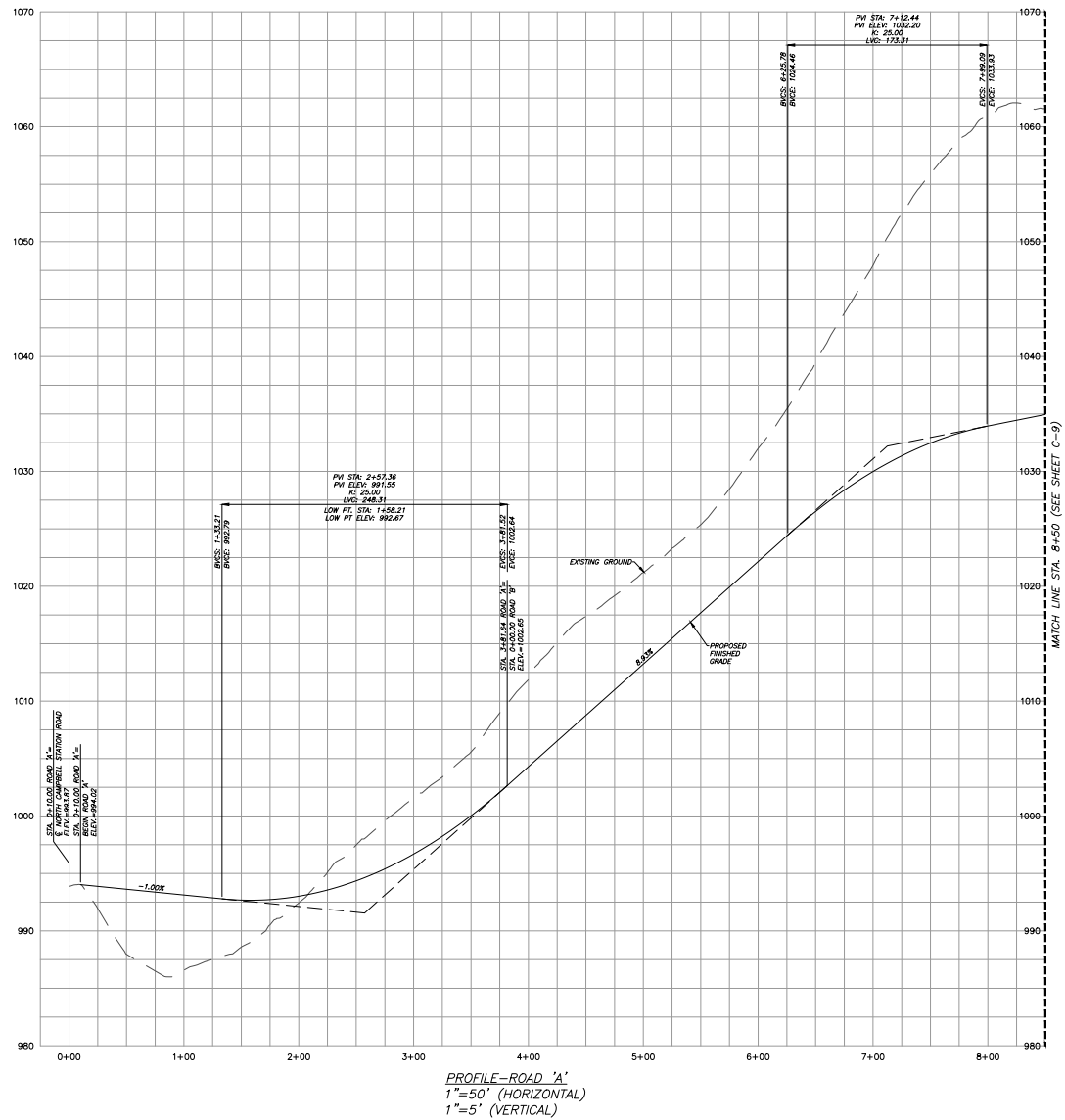
URBAN ENGINEERING, INC.
 10330 HARDIN VALLEY RD, #201
 KNOXVILLE, TENNESSEE 37932
 (865) 966-1924

DWG. NO. 2509028

REFERENCE:
 DEED INSTR. #201301290049454

REVISION	DATE	DESCRIPTION	BY
1	10/20/25	REVISED PER PLANNING / EPW COMMENTS	CAS

Revised 10/27/2025



SHEET C-8

ROAD 'A' PROFILE
0 NORTH CAMPBELL STATION ROAD
SITE ADDRESS: 0 NORTH CAMPBELL STATION ROAD (37932)

DEVELOPER: S&E PROPERTIES, LLC
405 MONTERO LANE
KNOXVILLE, TN 37919
(865) 539-1112

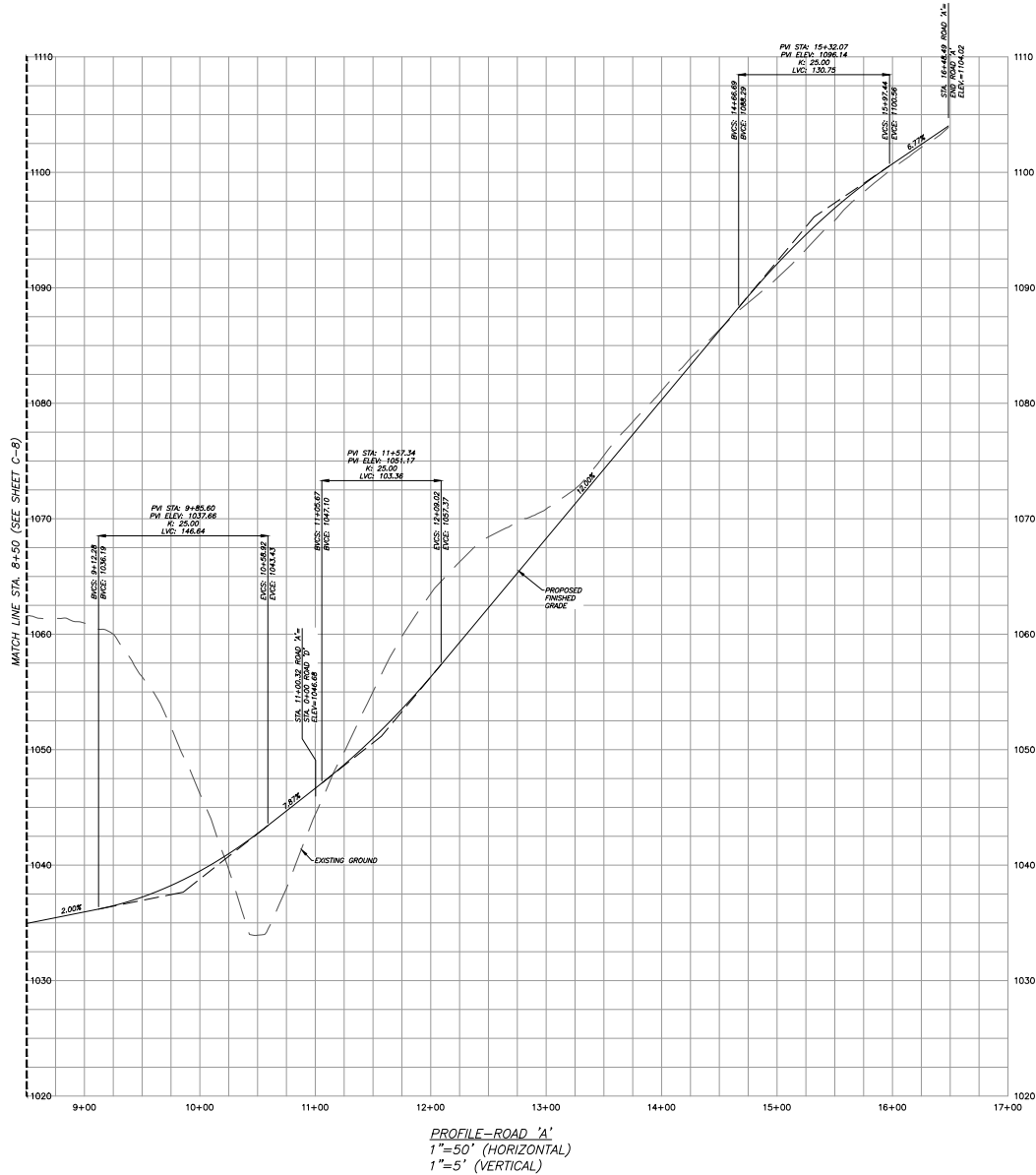
DIST. NO. W6 KNOX CO., TN.
SCALE: AS NOTED SEPTEMBER 26, 2025
TAX MAP: 117 PARCEL: 21.01



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

REVISION	DATE	DESCRIPTION	BY
2	10/26/25	REVISED PER PLANNING & EPW COMMENTS	CAS
1	10/3/25	GENERAL REVISIONS	RS

DWN: CLM CHK: CAS DWG. NO. 2509028



SHEET C-9

ROAD 'A' PROFILE
0 NORTH CAMPBELL STATION ROAD
SITE ADDRESS: 0 NORTH CAMPBELL STATION ROAD (37932)

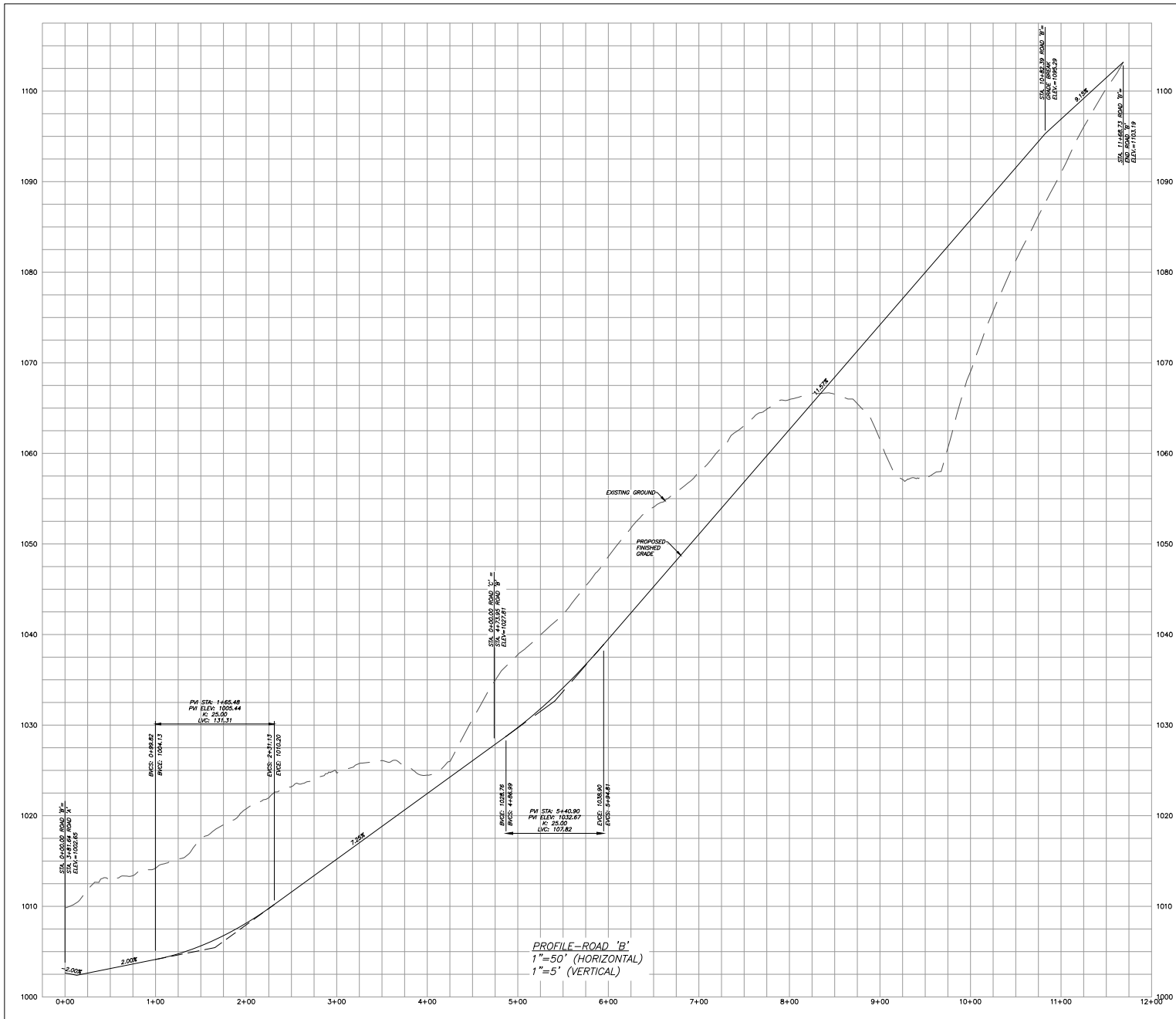
DEVELOPER: S&E PROPERTIES, LLC
405 MONTERO LANE
KNOXVILLE, TN 37919
(865) 539-1112

DIST. NO. W6 KNOX CO., TN.
SCALE: AS NOTED SEPTEMBER 26, 2025
TAX MAP: 117 PARCEL: 21.01



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

REVISION	DATE	DESCRIPTION	BY
2	10/25/25	REVISED PER PLANNING & EPW COMMENTS	CAS
1	10/3/25	GENERAL REVISIONS	RS
DWN: CLM	CHK: CAS	DWG. NO. 2509028	



KNOX PLANNING FILE# 11-SA-25-C /
 11-C-25-DP

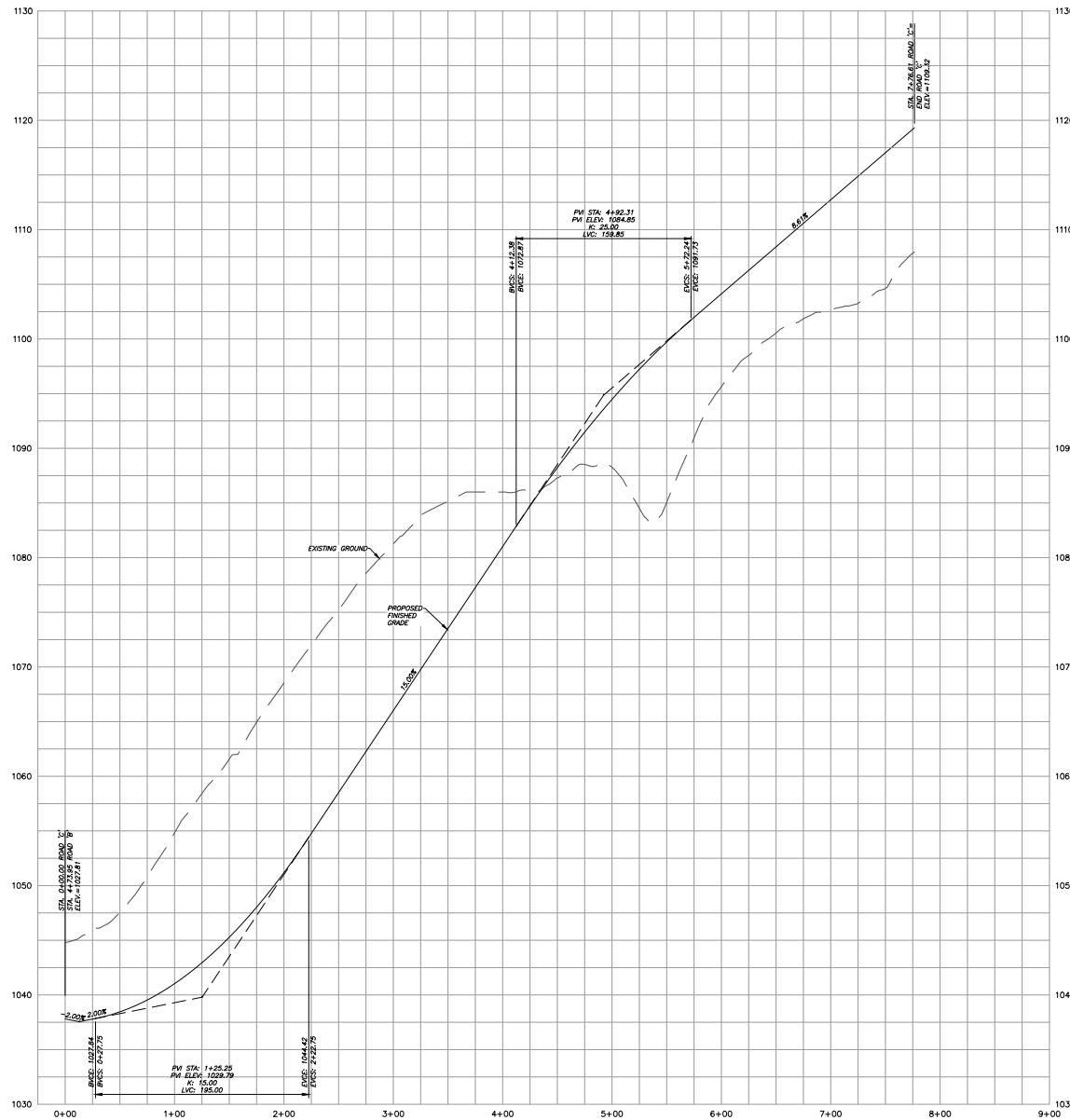
Revised: 10/30/2025

REVISION	DATE	DESCRIPTION	BY
3	10/30/25	GENERAL REVISION	CAS
2	10/20/25	REVISED PER PLANNING & EPM COMMENTS	CAS
1	10/12/25	GENERAL REVISIONS	BS

SHEET C-10

ROAD 'B' PROFILE 0 NORTH CAMPBELL STATION ROAD SITE ADDRESS: 0 NORTH CAMPBELL STATION ROAD (37932)	
DEVELOPER:	S&E PROPERTIES, LLC 405 MONTECROOK LANE KNOXVILLE, TN 37919 (865) 539-1112
DIST. NO. W6	KNOX CO., TN.
SCALE: AS NOTED	SEPTEMBER 26, 2025
TAX MAP: 117	PARCEL: 21.01
 URBAN ENGINEERING, INC. 10330 HARDIN VALLEY RD, #201 KNOXVILLE, TENNESSEE 37932 (865) 966-1924	
DWN: CLM	CHK: CAS
DWG: NO. 2509028	

Revised 10/27/2025



PROFILE-ROAD 'C'
1"=50' (HORIZONTAL)
1"=5' (VERTICAL)

SHEET C-11

ROAD 'C' PROFILE

0 NORTH CAMPBELL STATION ROAD
SITE ADDRESS: 0 NORTH CAMPBELL STATION ROAD (37932)

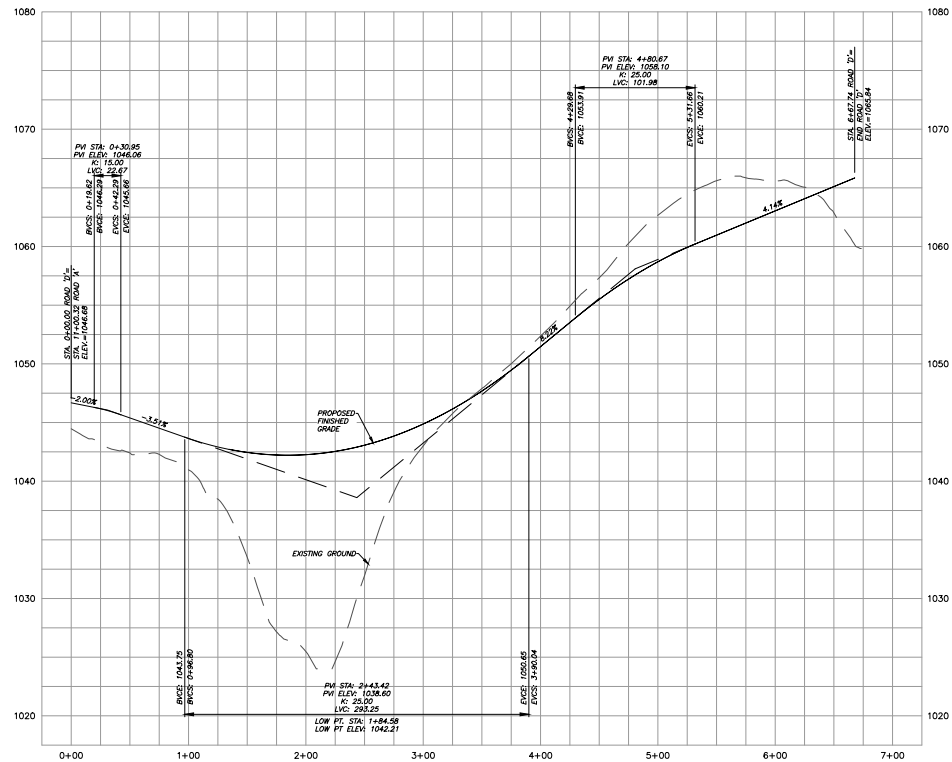
DEVELOPER: S&E PROPERTIES, LLC
405 MONTERO LANE
KNOXVILLE, TN 37919
(865) 539-1112

DIST. NO. W6 KNOX CO., TN.
SCALE: AS NOTED SEPTEMBER 26, 2025
TAX MAP: 117 PARCEL: 21.01



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

REVISION	DATE	DESCRIPTION	BY
2	10/25/25	REVISED PER PLANNING & EPW COMMENTS	CAS
1	10/3/25	GENERAL REVISIONS	RS
DWN: CLM	CHK: CAS	DWG. NO. 250902R	



PROFILE-ROAD 'D'
1"=50' (HORIZONTAL)
1"=5' (VERTICAL)

Revised 10/27/2025

KNOX PLANNING FILE# 11-SA-25-C / 11-C-25-DP

REVISION	DATE	DESCRIPTION	BY
2	10/25/25	REVISED PER PLANNING & EPW COMMENTS	CAS
1	10/3/23	GENERAL REVISIONS	RS

SHEET C-12

ROAD 'D' PROFILE	
0 NORTH CAMPBELL STATION ROAD	
SITE ADDRESS: 0 NORTH CAMPBELL STATION ROAD (37932)	
DEVELOPER:	S&E PROPERTIES, LLC 405 MONTERO LANE KNOXVILLE, TN 37919 (865) 539-1112
DIST. NO. W6	KNOX CO., TN.
SCALE: AS NOTED	SEPTEMBER 26, 2025
TAX MAP: 117	PARCEL: 21.01

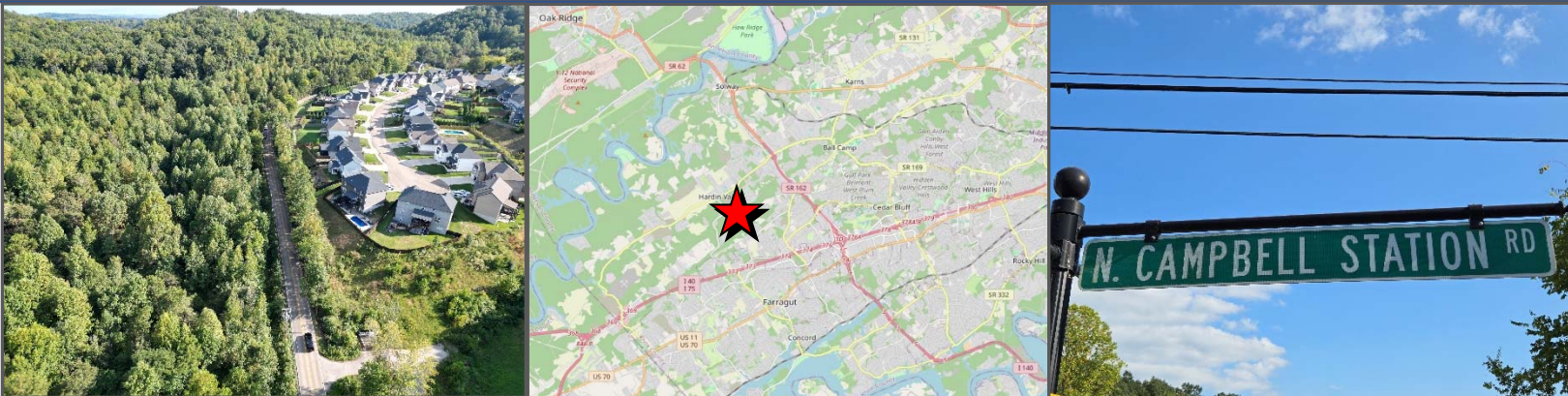


URBAN ENGINEERING, INC.
10330 HARDIN VALLEY RD, #201
KNOXVILLE, TENNESSEE 37932
(865) 966-1924

DWN: CLM CHK: CAS DWG: NO. 250902R

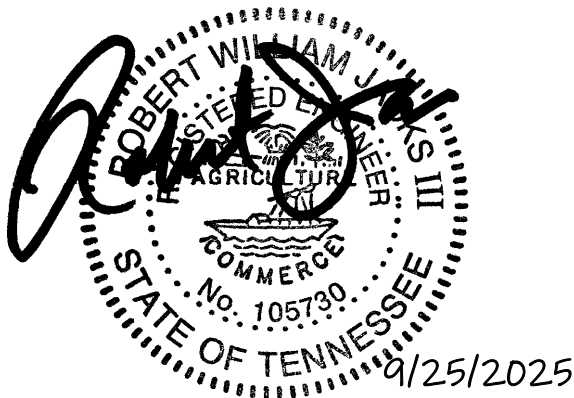


Transportation Impact Study N Campbell Station Road Subdivision Knox County, Tennessee



September 2025

Prepared for:
S&E Properties
405 Montbrook Lane
Knoxville, TN 37919



11-SA-25-C / 11-C-25-DP
TIS Version 1
9/29/2025

CONCLUSIONS & RECOMMENDATIONS

The following is an overview of recommendations to minimize the transportation impacts of the N Campbell Station Road Subdivision on the adjacent transportation system while attempting to achieve an acceptable traffic flow and safety level.



N Campbell Station Road at Proposed Entrance: A single exit lane for the N Campbell Station Road Subdivision, allowing both left and right turn movements at N Campbell Station Road, will be sufficient according to the calculations. The delays associated with these exiting vehicle movements are projected to be minimal in the projected 2029 conditions.

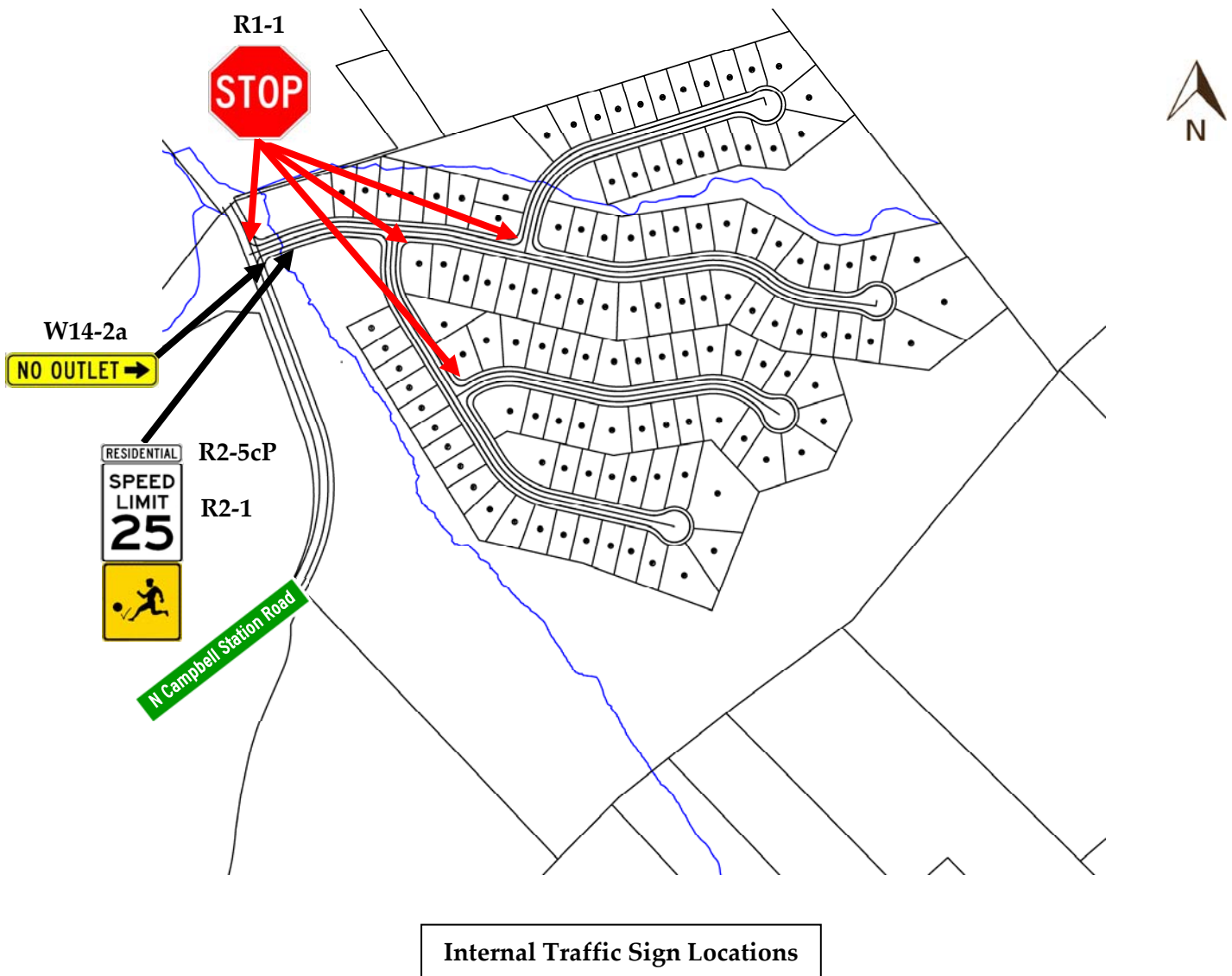
- 1a) Future landscaping, existing vegetation, or proposed signage must not impact the intersection sight distances looking from the Proposed Entrance to the north and south on N Campbell Station Road.
- 1b) Based on a posted speed limit of 30 mph on N Campbell Station Road, the required intersection sight distance is 300 feet for exiting left and right-turning vehicles. The existing sight distances from N Campbell Station Road at the Proposed Entrance location were visually estimated to be adequate in both directions, but require further confirmation. Sight distance to the north and south from the Proposed Entrance location is currently difficult to accurately estimate due to vegetation along the development property's road frontage on the east side of N Campbell Station Road. The vegetation on the east side of N Campbell Station Road will need to be removed during construction and will require ongoing maintenance and control in the future. The site designer must ensure that the required intersection sight distances are accounted for and provided in the design plans for the Proposed Entrance.
- 1c) It is recommended that a Stop Sign (R1-1) be posted and a 24" white stop bar be applied to the Proposed Entrance approach at N Campbell Station Road. The stop bar should be applied a minimum of 4 feet away from the edge of N Campbell Station Road and placed at the desired stopping point that maximizes the sight distance.
- 1d) The curb radius returns at the Proposed Entrance on N Campbell Station Road are recommended to be greater than the minimum to help facilitate entering right turns and increase the speed at which these vehicles can be removed from the northbound thru

movements on N Campbell Station Road. A larger radius will also help facilitate exiting right turns onto northbound N Campbell Station Road. This recommendation is offered due to the steep grade of N Campbell Station Road, which descends from south to north and likely contributes to higher vehicle speeds, requiring greater braking distances.



N Campbell Station Road Subdivision Internal Roads: The site layout plan shows four new streets, as shown in Figure 3.

- 2a) A 25-mph Speed Limit Sign (R2-1) with additional plaque signage, as shown in the report, is recommended to be posted near the beginning of the Proposed Entrance road off N Campbell Station 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.
- 2b) Stop Signs (R1-1) with 24” white stop bars and other traffic signage are recommended to be installed at the roadway t-intersections, as shown in the image below.



- 2c) Sight distances at the new internal intersections must not be impacted by new signage, parked cars, or future landscaping. The civil site designer should ensure that appropriate internal sight distances are met.
- 2d) If directed by the local post office, the site designer should include a parking area and a centralized mail delivery center within the development for the subdivision residents.
- 2e) All drainage grates and covers for the residential development must be pedestrian and bicycle-safe.
- 2f) All road and intersection elements should be designed in accordance with the American Association of State Highway and Transportation Officials (AASHTO) and Knox County specifications and guidelines to ensure proper transportation operations.



Other Transportation Issue: A warning curve sign near the development property is missing on N Campbell Station Road for southbound traffic. This sign location is just south of the existing entrance to the sanitary pump station for The Highlands Subdivision and on the west side of N Campbell Station Road. The post for this sign remains, but the sign itself has gone missing at some point. According to Google Street View from November 2023, this sign



W1-1r

was a Turn Sign (W1-1r). This sign needs to be reinstalled by Knox County in advance of the sharp horizontal curve on N Campbell Station Road for southbound traffic. In addition, the County should consider including an additional warning curve sign on N Campbell Station

Road in advance of the same sharp horizontal curve in the opposite direction for northbound travel.



View of West Side of N Campbell Station Road - South of Sanitary Pump Station Driveway Entrance (Looking South)

Alternative Design Standards

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

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

Alternative Design Standards Requiring Planning Commission Approval

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Chris Sharp

Digitally signed by Chris Sharp
Date: 2025.09.29 10:05:21
-04'00'

Christopher Sharp

9/29/25

Signature

Printed Name

Date

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

1. ALTERNATIVE DESIGN STANDARD REQUESTED:

Increase the intersection grade from 1% to 2% at all internal intersections to create defined drainage paths.

Approval required by: Planning Commission ☐ Engineering ☒

Engineering supports the alternative design standard requested

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

Engineering Comments:

Knox County supports this request based on applicants justification. SE

2. ALTERNATIVE DESIGN STANDARD REQUESTED:

Reduce the right of way to 40' for Public Road D to minimize the grading footprint.

Approval required by: Planning Commission ☐ Engineering ☒

Engineering supports the alternative design standard requested

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

Engineering Comments:

Knox County supports this request based on applicants justification. SE

3. ALTERNATIVE DESIGN STANDARD REQUESTED:

Reduce pavement width from 26' to 20' for Public Road D to minimize the grading footprint.

Approval required by: Planning Commission ☐ Engineering ☒

Engineering supports the alternative design standard requested

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

Engineering Comments:

Knox County supports this request based on applicants justification. SE

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).

4. ALTERNATIVE DESIGN STANDARD REQUESTED:

Reduce the centerline radius from 250' to 200' (Station 0+81.88 Road B) to follow existing topography as much as is practical.

Approval required by: Planning Commission ☒ Engineering ☐

Engineering supports the alternative design standard requested

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

Engineering Comments:

Knox County supports this request based on applicants justification. SE

5. ALTERNATIVE DESIGN STANDARD REQUESTED:

Reduce the centerline radius from 250' to 225' (Station 6+43.42 Road B) to follow existing topography as much as is practical.

Approval required by: Planning Commission ☒ Engineering ☐

Engineering supports the alternative design standard requested

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

Engineering Comments:

Knox County supports this request based on applicants justification. SE

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.

Chris SharpDigitally signed by Chris Sharp
Date: 2025.09.29 10:04:41
+04'00'

Christopher Sharp

9/29/25

Signature

Printed Name

Date

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

1. VARIANCE REQUESTED:

Reduce the distance between broken back curves from 150' to 53.61" at Road A station 1+25.69.

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:

We are attempting to minimize impacts to the watercourse that bisects the property.

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

There are several watercourses on property that limit flexibility on road geometry.

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

Granting the variance will neither create an unsafe condition nor negatively impact neighboring properties.

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:

Knox County supports this request based on applicants justification. SE



Development Request

Subdivision ☒ Concept Plan* ☐ Final Plat

Zoning ☐ Rezoning ☐ Plan Amendment* ☐ Governmental Rezoning

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

*These application types require a pre-application consultation with Planning staff.

S & E Properties, LLC

Option Holder

Applicant Name

Affiliation

9/29/25

11/13/25

File Number(s)

Date Filed

Meeting Date (if applicable)

11-C-25-DP

Correspondence

All correspondence will be directed to the approved contact listed below. The contact information you provide here and elsewhere on this form will be included in the application materials and is part of the public record of your case.

☐ Applicant ☐ Property Owner ☐ Option Holder ☐ Project Surveyor ☒ Engineer ☐ Architect/Landscape Architect

Chris Sharp

Urban Engineering, Inc.

Name

Company

10330 Hardin Valley Road, Suite 201

Knoxville

TN

37932

Address

City

State

ZIP

(865) 966-1924

Phone

Email

Current Property Info

David & Nancy Caldwell

2703 Hawk Haven Lane

Property Owner Name (if different)

Property Owner Address

Property Owner Phone

0 Campbell Station Road (37932)

117 02101

Property Address

Parcel ID

WKUD

WKUD

Sewer Provider

Water Provider

Septic (Y/N)

Development Request

☒ Residential ☐ Non-Residential

RELATED CITY PERMIT NUMBER

Proposed Use Detached single family subdivision

Specify if a traffic impact study is required: ☒ Yes (required to be submitted with application) ☐ No

Subdivision Request

		RELATED REZONING FILE NUMBER
Proposed Subdivision Name		
Unit / Phase Number	☐ Combine Parcels ☐ Divide Parcel	Proposed Number of Lots (total)
☐ Other (specify) _____		
Specify if requesting: ☐ Variance ☐ Alternative design standard		
Specify if a traffic impact study is required: ☐ Yes (required to be submitted with application) ☐ No		

Zoning Request

		PENDING PLAT FILE NUMBER
☐ Zoning Change Proposed Zoning _____ Proposed Density (units/acre, for PR zone only) _____		
☐ Sector Plan ☐ One Year Plan ☐ Comprehensive Plan		
☐ Plan Amendment Change Proposed Plan Designation(s) _____		
☐ If, in Knox county, submit plan amendment request with application Previous Rezoning Requests _____		
☐ Other (specify) _____		

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**

	Eric Mosely	9/25/25
Applicant Signature	Print Name / Affiliation	Date

Phone Number	Email	
signature on file	David Caldwell	09/29/2025, SG
Property Owner Signature	Please Print	Date Paid

Staff Use Only

☐ Administrative Review

ADDITIONAL REQUIREMENTS ☐ Property Owners / Option Holders

FEE 1		FEE 2		FEE 3		TOTAL
0404	\$1,600.00					\$1,600.00

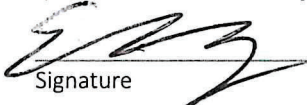


Property Owners Option Holders

NAMES OF ALL PROPERTY OWNERS INVOLVED OR HOLDERS OF OPTION ON SAME MUST BE LISTED BELOW:
Please print or type in black ink:

Acknowledgement

By signing below, you acknowledge 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

 Eric Moseley Option 9/25/25 ☐ Owner
Signature Name Affiliation Date ☒ Option Holder
405 Montford Knoxville TN 37919
Address City State Zip

David N. Caldwell

dotloop verified
09/26/25 8:57 AM BST
YM1N-JXDA-ZA8T-6013

Signature Name Affiliation Date ☐ Owner
☐ Option Holder
Address City State Zip

Signature Name Affiliation Date ☐ Owner
☐ Option Holder
Address City State Zip

Signature Name Affiliation Date ☐ Owner
☐ Option Holder
Address City State Zip

Signature Name Affiliation Date ☐ Owner
☐ Option Holder
Address City State Zip

Signature Name Affiliation Date ☐ Owner
☐ Option Holder
Address City State Zip

FILE NUMBER

Public Notice and Community Engagement

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

Sign Posting and Removal

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

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

Location and Visibility

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

Timing

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

Acknowledgement

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

10/31/2025

12 days before
Date to be Posted

after 11/14/2025

Date to be Removed

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

☐ Yes ☒ No

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

Applicant Signature

Applicant Name

Date



SCOTT SMITH

9-29-25