



SUBDIVISION REPORT - CONCEPT/DEVELOPMENT PLAN

▶ **FILE #:** 11-SC-25-C
11-H-25-DP

AGENDA ITEM #: 30
AGENDA DATE: 11/13/2025

▶ **SUBDIVISION:** THOMPSON CREEK
▶ **APPLICANT/DEVELOPER:** HAM LAND PARTNERS
OWNER(S): Ham Land Partners

TAX IDENTIFICATION: 12 209 (PART OF) [View map on KGIS](#)

JURISDICTION: County Commission District 8

STREET ADDRESS: 7921 THOMPSON SCHOOL RD

▶ **LOCATION:** West side of Thompson School Rd, northwest of Karnes Dr

GROWTH POLICY PLAN: Rural Area

FIRE DISTRICT: Rural Metro Fire

WATERSHED: Beaver Creek

▶ **APPROXIMATE ACREAGE:** 78.1 acres

▶ **ZONING:** PR (Planned Residential), up to 2.9 du/ac

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

▶ **PROPOSED USE:** Detached residential subdivision

SURROUNDING LAND USE AND ZONING:
North: Rural residential, agriculture/forestry/vacant land, multifamily residential - A (Agricultural)
South: Agriculture/forestry/vacant land - PR (Planned Residential) up to 2.9 du/ac
East: Agriculture/forestry/vacant land, rural residential, single family residential - A (Agricultural)
West: Agriculture/forestry/vacant land, rural residential - A (Agricultural)

▶ **NUMBER OF LOTS:** 150

SURVEYOR/ENGINEER: Jordan Richardson Robert G. Campbell & Associates

ACCESSIBILITY: Access is via Thompson School Road, a major collector with a pavement width that varies from 18-20 ft within a 40-ft right-of-way.

▶ **SUBDIVISION VARIANCES REQUIRED:** **VARIANCES**
1. Reduce the minimum broken back curve tangent length on Road 'B' from 150 ft to 71.79 ft between curve C23 and C24.
2. Reduce the minimum vertical curve K-value on Road 'B' from 25 to 20 at STA 53+50.00.
3. Reduce the minimum vertical curve K-value on Road 'B' from 25 to 19 at STA 55+15.00.
4. Reduce the minimum vertical curve K-value on Road 'C' from 25 to 20 at STA 68+52.00.
5. Reduce the minimum vertical curve K-value on Road 'A' at the

intersection approach with Thompson School Road from 25 to 15.

ALTERNATIVE DESIGN STANDARD REQUIRING PLANNING COMMISSION APPROVAL:

None noted.

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 'A' at Thompson School Road.
2. Increase the maximum intersection grade from 1 percent to 2 percent at the intersection of Road 'B' at Road 'A'.
3. Increase the maximum intersection grade from 1 percent to 2 percent at the intersection of Road 'C' at Road 'A'.

STAFF RECOMMENDATION:

- Approve the variance to reduce the minimum broken back curve tangent length on Road 'B' from 150 ft to 71.79 ft between curve C23 and C24, based on the following evidence of hardship.
- A) The reduced tangent between horizontal curves allows for less disturbance into the floodplain to the south and HP (Hillside Protection) area to the north.
 - B) The stream and steep slopes are preexisting conditions on the site.
 - C) Approval of the variance is not anticipated to be detrimental to public safety, health, or welfare because the short street length is anticipated to result in lower vehicle speeds. The Knox County Department of Engineering and Public Works recommends approval of this variance based on the justification provided by the applicant.

Approve the variance to Reduce the minimum vertical curve K-value on Road 'B' from 25 to 20 at STA 53+50.00, based on the following evidence of hardship.

- A) The reduced K-value allows for less disturbance into the floodplain to the south and HP (Hillside Protection) area to the north.
- B) The stream and steep slopes are preexisting conditions on the site.
- C) Approval of the variance is not anticipated to be detrimental to public safety, health, or welfare because the request meets the American Association of State Highway and Transportation Officials (AASHTO) design standards. The Knox County Department of Engineering and Public Works recommends approval of this variance based on the justification provided by the applicant.

Approve the variance to reduce the minimum vertical curve K-value on Road 'B' from 25 to 19 at STA 55+15.00, based on the following evidence of hardship.

- A) The reduced K-value allows for less disturbance into the floodplain to the south and HP (Hillside Protection) area to the north.
- B) The stream and steep slopes are preexisting conditions on the site.
- C) Approval of the variance is not anticipated to be detrimental to public safety, health, or welfare because the request meets the American Association of State Highway and Transportation Officials (AASHTO) design standards. The Knox County Department of Engineering and Public Works recommends approval of this variance based on the justification provided by the applicant.

Approve the variance to reduce the minimum vertical curve K-value on Road 'C' from 25 to 20 at STA 68+52.00, based on the following evidence of hardship.

- A) The reduced K-value allows for less disturbance into the HP (Hillside Protection) area.
- B) The steep slopes are a preexisting condition on the site.
- C) Approval of the variance is not anticipated to be detrimental to public safety, health, or welfare because the request meets the American Association of State Highway and Transportation Officials (AASHTO) design standards. The Knox County Department of Engineering and Public Works recommends approval of this variance based on the justification provided by the applicant.

Approve the variance to reduce the minimum vertical curve K-value on Road 'A' at the intersection approach with Thompson School Road from 25 to 15, based on the following evidence of hardship.

- A) The reduced K-value allows for less grading and positive stormwater drainage away from

Thompson School Road.

B) The slopes along the Thompson School Road frontage are a preexisting condition on the site.

C) Approval of the variance is not anticipated to be detrimental to public safety, health, or welfare because the request meets the American Association of State Highway and Transportation Officials (AASHTO) design standards. The Knox County Department of Engineering and Public Works recommends approval of this variance based on the justification provided by the applicant.

Approve the Concept Plan subject to 11 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 Thompson Meadows (Thompson Creek) Transportation Impact Analysis (Fulghum MacIndoe, 12/14/2022), 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, including but not limited to Road 'A' and a connection between Phase 2 and Phase 1 of the subdivision either through the common area as proposed or along the Thompson School Road frontage. The location of the sidewalks will be determined by Knox County Engineering and Public Works during the design plan phase.
6. If the pedestrian connection between Phase 2 and Phase 1 is through the common area as proposed, the sidewalk must be located within a common area strip that is a minimum 10 ft wide when between lots. The common area strip may be required to be larger if determined necessary by Knox County Engineering and Public Works during the design plan phase.
7. Providing access to all common areas without road frontage with either an access easement or common area strip.
8. 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 (easement or common area) and associated parking.
9. Providing a note on the final plat for the maximum land disturbance of lots 77-79, with the disturbance for each lot listed separately. The maximum land disturbance within the HP (Hillside Protection) area for Phase 2 of the subdivision shall not exceed 27.81 acres.
10. Meeting all applicable requirements of the Knox County Department of Engineering and Public Works.
11. 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 150 detached residential lots in Phase 2 of the Thompson Creek subdivision, 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 a revision of Phase 2 of the Thompson Creek Subdivision, that reduces the number of lots in this phase from 197 (100 detached and 87 attached) to 150 detached, modifies the road layout, and removes the road connection between Phases 1 and 2. Phase 1 was approved for 100 house lots (1-SG-23-C / 1-F-23-DP), but according the projects notes on this proposal, this will be reduced to 91 lots. The reduction of lots in Phase 1 does not require Planning Commission approval because the subdivision hasn't changed otherwise. The property was rezoned from A (Agricultural) to PR (Planned Residential) up to 2.9 du/ac in in June 2022 (4-M-22-RZ). The overall development will have 241 lots at a density of 2.23 du/ac.

A condition of the original approval was to "provide an internal road connection between Phase 1 and Phase 2 of the development, between Road 'A' and Road 'D', shown as Road 'G'. If environmental constraints prevent this connection, the applicant shall submit a revised concept plan removing the connection and providing justification via a detailed environmental analysis." The justification is provided in Exhibit C. The reason for this condition is that Phase 2 originally exceeded the 150-lot threshold when two access points is typically required

when it can be feasibly accommodated. A pedestrian connection will still be provided between the two phases, either through the common area, as shown, or along the Thompson School Road frontage.

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 2.9 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 zoning allows consideration of up to 2.9 du/ac. The Thompson Creek Subdivision will have a total of 241 dwelling units, a gross density of 2.23 du/ac.

2) COMPREHENSIVE PLAN - FUTURE LAND USE MAP

A. The property is in the RL (Rural Living) place type and is partially within the HP (Hillside Protection) area. Rural Living areas are primarily made up of single family residential within a rural setting. These areas may include agriculture, open space, and some limited commercial that supports agriculture and civic uses.

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

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

D. The site has approximately 44.82 acres in the HP (Hillside Protection) area, and the recommended disturbance budget is 27.81 acres. The proposed land disturbance, including an allocation of disturbance for lots 77-79 in the northwest portion of the site, is 25.82 acres. Staff is recommending that a maximum disturbance for lots 77-79 be provided on the final plat, with the total disturbance in the HP area not to exceed 27.81 acres.

3) COMPREHENSIVE PLAN - IMPLEMENTATION POLICIES

A. The development has a common area corridor between Phase 1 and Phase 2, consistent with Policy 7 which encourages development practices that conserve and connect natural features and habitat.

B. A pedestrian connection between Phase 1 and Phase 2 is required, 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 Rural Area on the Growth Plan Map. According to the Growth Policy Plan, 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. – The proposed development is consistent with the PR zoning district.

B. The Plan also stipulates that residential development in the rural area 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 © must be on a collector road with a minimum width of 18ft pavement.— The proposed density in Phase 2 is 1.92 du/ac, will be serviced by sanitary sewer, and is located on a collector road with a minimum pavement width of 18 ft.

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

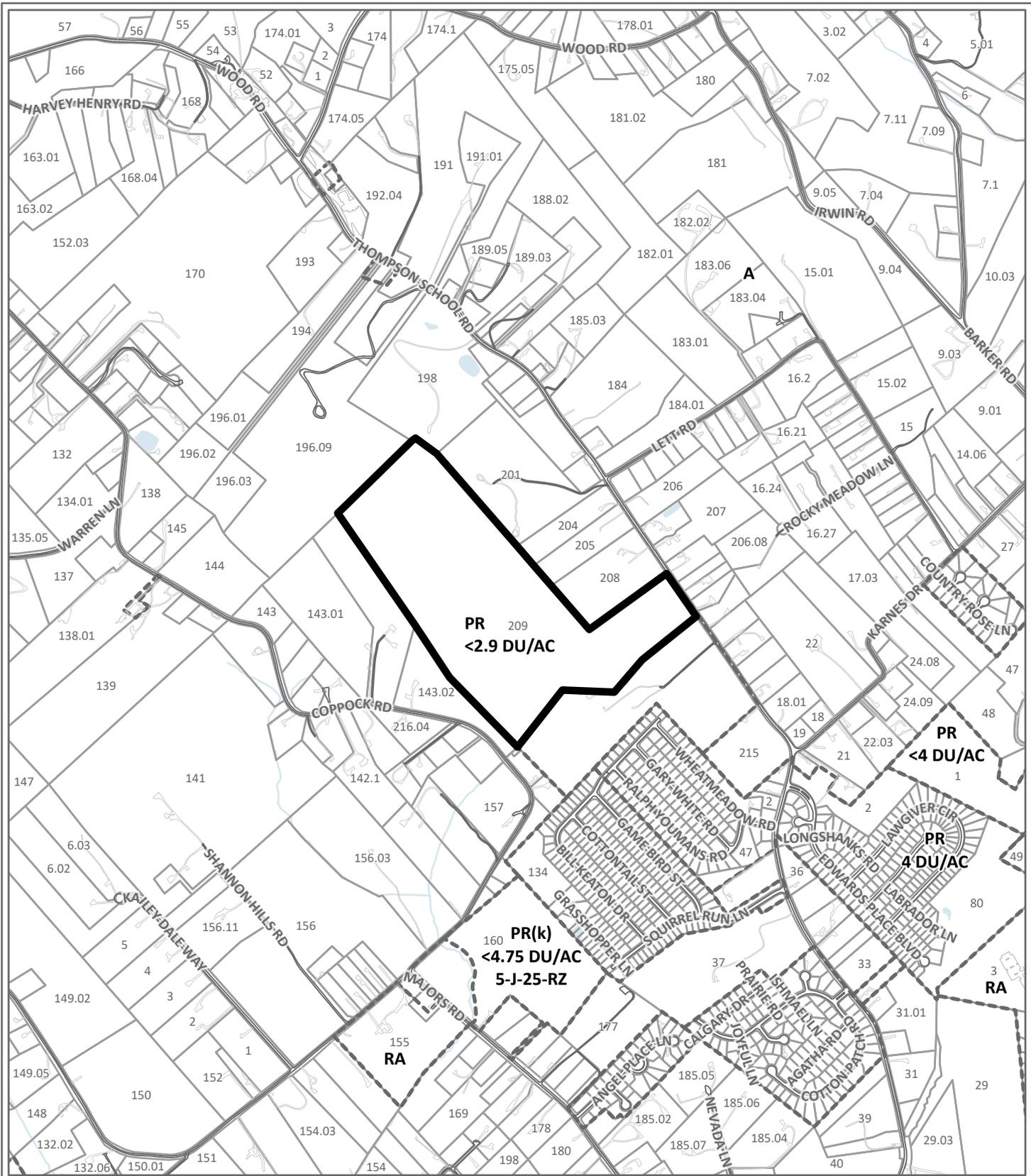
ESTIMATED STUDENT YIELD: 64 (public school children, grades K-12)

Schools affected by this proposal: Gibbs Elementary, Gibbs Middle, and Gibbs High.

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

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

The Planning Commission's approval or denial of this 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-SC-25-C / 11-H-25-DP

Petitioner: Ham Land Partners



Single-family residential in PR (Planned Residential), <2.9 DU/AC

Map No: 12

Jurisdiction: County

0 1,100



Feet

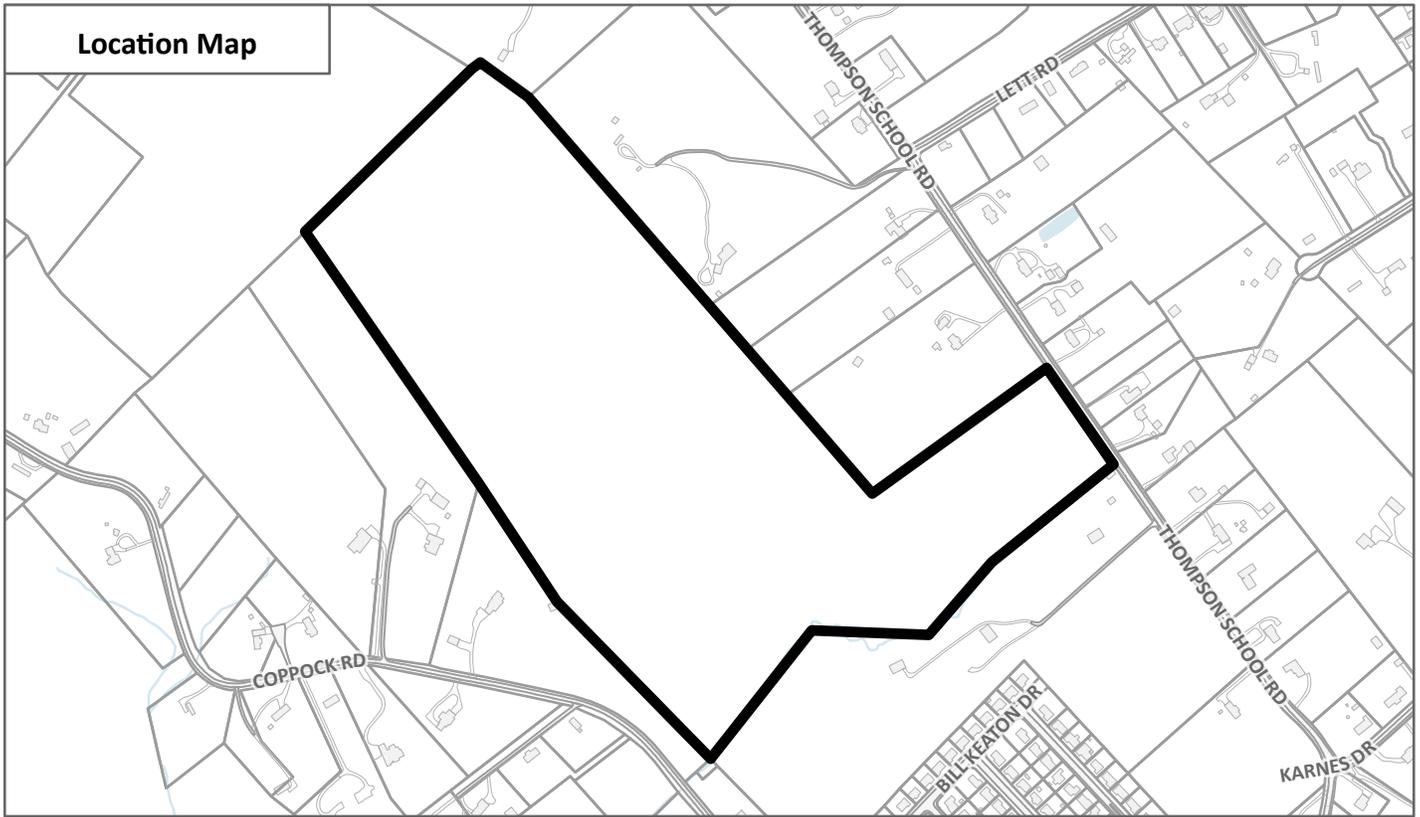


Original Print Date: 10/7/2025

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

Exhibit A. Contextual Images

Location Map



Aerial Map

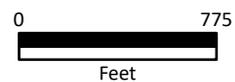


CONTEXTUAL MAPS 1

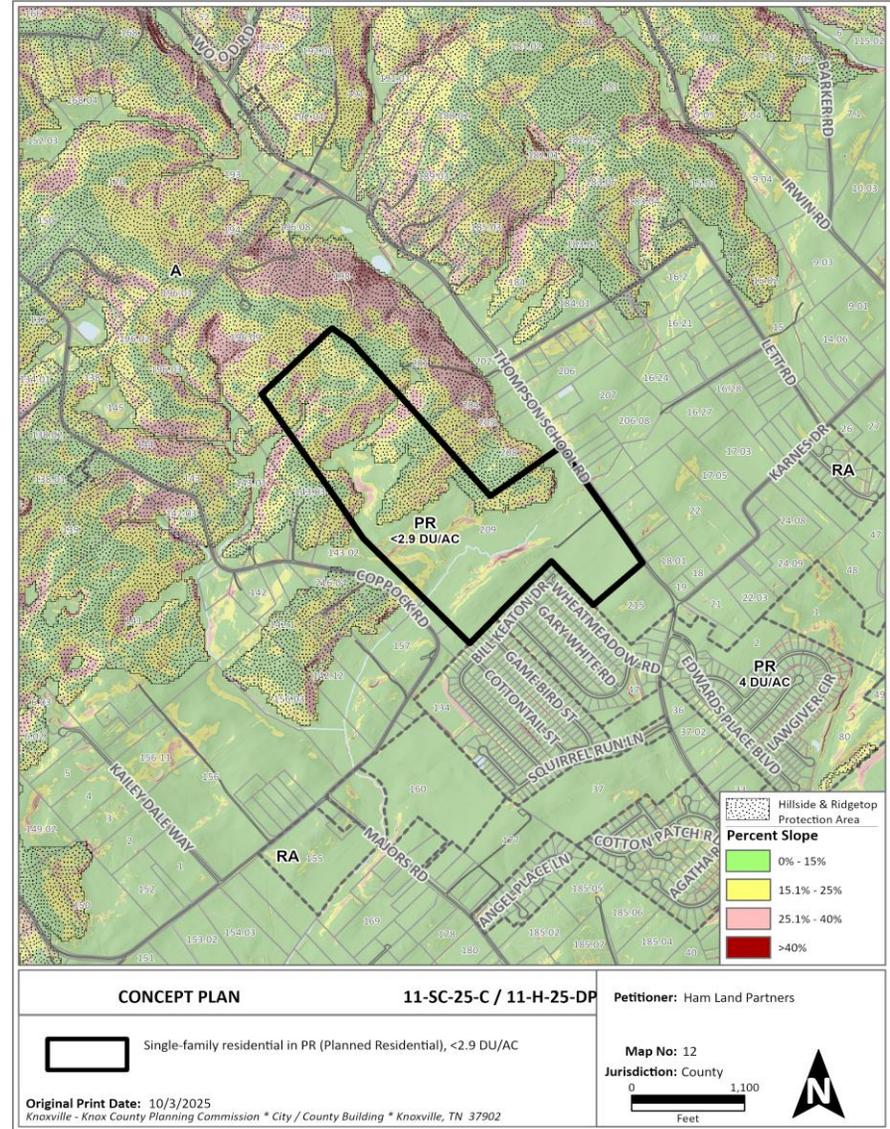
11-SC-25-C / 11-H-25-DP

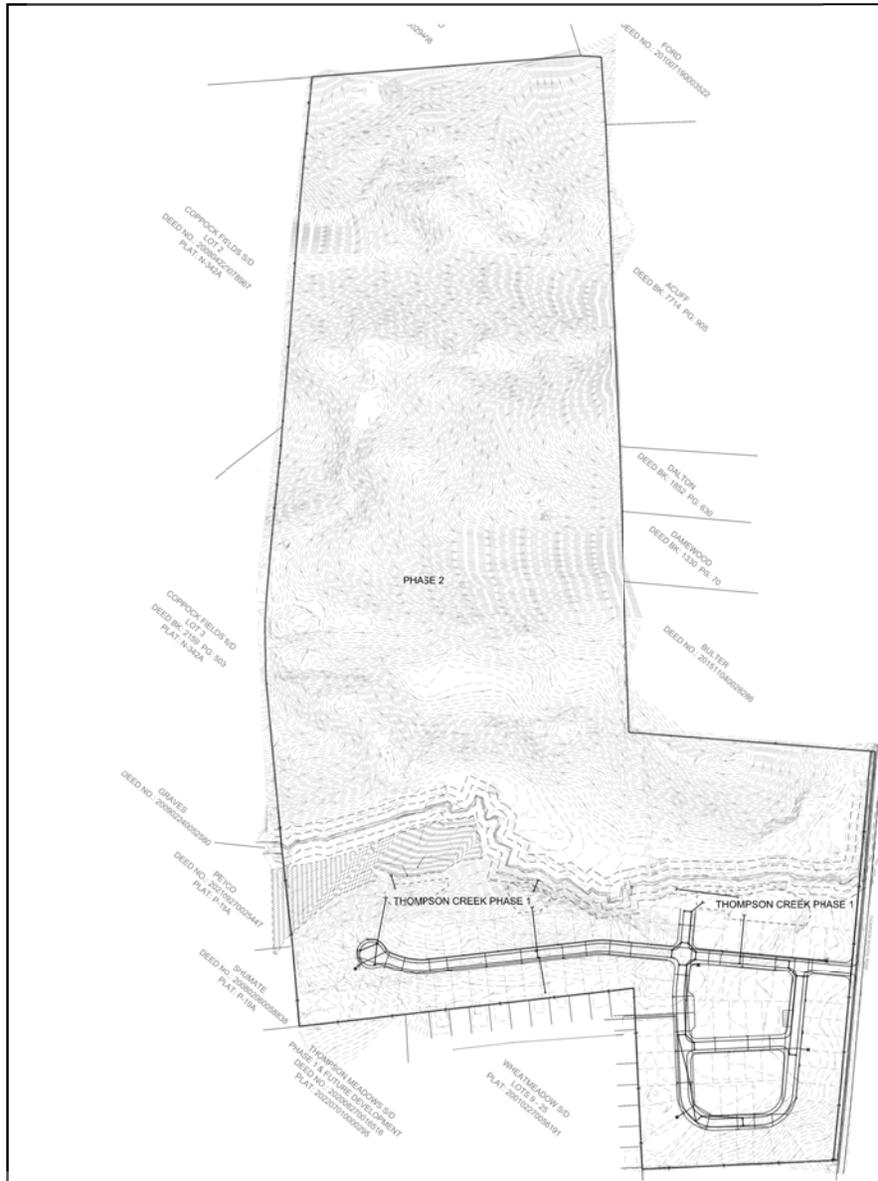


Case boundary



CATEGORY	ACRES	RECOMMENDED DISTURBANCE BUDGET (Percent)	DISTURBANCE AREA (Acres)
Total Area of Site	108.26		
Non-Hillside	63.44	N/A	
0-15% Slope	15.28	100%	15.28
15-25% Slope	22.14	50%	11.07
25-40% Slope	7.22	20%	1.44
Greater than 40% Slope	0.18	10%	0.02
Ridgetops			
Hillside Protection (HP) Area	44.82	Recommended disturbance budget within HP Area (acres)	27.81
		Percent of HP Area	62.1%

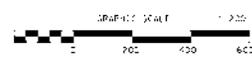




LEGEND

○ EIP	IRON PIN FOUND
● PIPE	PIPE FOUND
□ W.M.	WATER METER
⊙	MARKOFF
□ W.V.	WATER VALVE
⊗	FIRE HYDRANT
⊕ P/T/C	POWER TELEPHONE CABLE
○-○	LIGHT POLE
⌋	GUY WIRE
□ G.V.	GAS VALVE
- - - - -	EXISTING MAJOR CONTOUR
- - - - -	EXISTING MINOR CONTOUR
- - - - -	EXISTING ROADS

- NOTES**
- 1) EXISTING CONTOURS BASED ON SURVEY BY RGC&A
 - 2) LOCATIONS OF UNDERGROUND UTILITIES SHOWN ARE APPROXIMATE THERE MAY BE OTHER UTILITIES NOT SHOWN. PRIOR TO ANY EXCAVATION THE OWNER AND CONTRACTOR IS RESPONSIBLE FOR CONDUCTING THE LOCAL UTILITY ALIQUOTS FOR EXACT LOCATIONS AND DEPTHS.
 - 3) CONTRACTOR IS RESPONSIBLE FOR ALL TRENCH SAFETY PRACTICES.
 - 4) A 15' SANITARY SEWER EASEMENT EXISTS ALONG SANITARY SEWER LINE 7.5' EACH SIDE AS INDICATED.
 - 5) PRIOR TO LAND DISTURBANCE A SITE DEVELOPMENT PERMIT TO BE OBTAINED FROM KNOX COUNTY. ADDITIONAL SITE VISITING ANALYSIS AND OTHER DOCUMENTS WILL BE REQUIRED FOR EASEMENT OF THE SITE PER THE ADDITIONAL STORMWATER EASEMENTS AND FACILITIES MAY BE REQUIRED.
 - 6) THE OWNER IS RESPONSIBLE FOR THE INSTALLATION AND MAINTENANCE OF CONSTRUCTION SITE POLLUTION PREVENTION CONTROLS THROUGHOUT THE LIFE OF THE PROJECT.
 - 7) EASEMENTS TO BE PROVIDED FOR SANITARY AND STORMWATER PIPES AS PART OF SITE DEVELOPMENT PLAN AND FINAL PLATTING.
 - 8) UTILITIES EASEMENT AND PATHWAY CONNECTION TO BE PROVIDED TO THOMPSON CREEK PHASE 1.
 - 9) ACCESS TO ALL LOTS FROM INTERNAL ROADWAYS ONLY.
 - 10) UTILITIES RIPARIAN BUFFER TO BE MAINTAINED AS SHOWN.



PROPERTY INFORMATION
 CLT 12 PARCEL 239
 DEED REFERENCE: 20220824-02-7823
 ZONING: M-2 (29 D.J.A.C.)

TOTAL PROPERTY AREA: 108.26 ACRES
 TOTAL LOTS PROVIDED: 241
 TOTAL DENSITY: 2.23 D.U./AC

THOMPSON CREEK PHASE 1
 AREA: 36.33 ACRES
 LOTS: 91
 DENSITY: 3.06 D.U./AC

THOMPSON LANDINGS
 AREA: 77.96 ACRES
 LOTS: 150
 DENSITY: 1.92 D.U./AC

DEVELOPER/OWNER:
 HARTLAND PARTNERS, LLC
 612 FOX FISH LANE
 COLLETTTE, TN 37766
 CONTACT: CHRISTIAN WICKS
 PHONE: 7681-537-1725
 ENGINEER:
 ROBERT G. CAMPBELL & ASSOC.
 1201 JACKSON LANE
 KNOXVILLE, TN 37938
 PHONE: 865-947-5996
 FAX: 865-947-1996



Revised: 10/28/2025

MPC H.F. NO. 11-50-25-C-11-A-26-0P

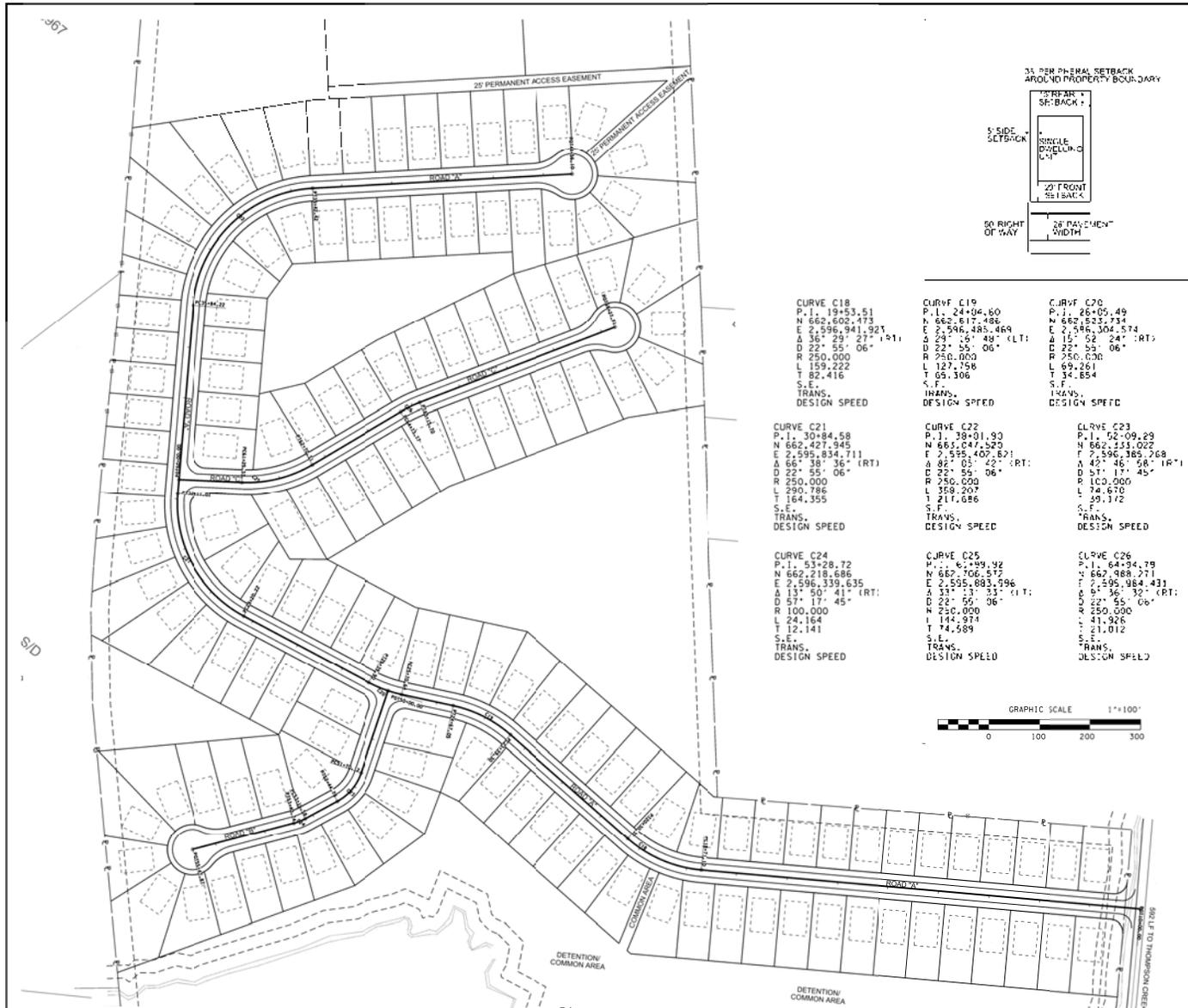
NO.	DATE	DESCRIPTION	BY	CHKD.

ROBERT G. CAMPBELL & ASSOC., L.P.
 CONSULTING ENGINEERS
 KNOXVILLE, TENNESSEE

THOMPSON CREEK PHASE 2 KNOX COUNTY, TN

EXISTING
 PLAN VIEW

DESIGNED BY	CHECKED BY	SCALE	SHEET
RGC	RGC	1" = 200'	1
DRAWN BY	DATE	FILE NO.	
JER	10/28/2025	22020	



CURVE C18	CURVE C19	CURVE C20
P.I. 19+53.51	P.I. 24+04.60	P.I. 26+05.49
N 662,602.473	N 662,617.486	N 662,533.734
E 2,596,941.921	E 2,596,485.469	E 2,586,304.574
Δ 36° 29' 27" (RT)	Δ 29° 19' 48" (LT)	Δ 15° 02' 24" (RT)
D 22° 55' 06"	D 22° 55' 06"	D 22° 55' 06"
R 250,000	R 250,000	R 250,000
L 193,222	L 127,768	L 69,281
T 82,416	T 65,306	T 34,854
S.E. TRANS.	S.F. TRANS.	S.F. TRANS.
DESIGN SPEED	DESIGN SPEED	DESIGN SPEED

CURVE C21	CURVE C22	CURVE C23
P.I. 30+84.58	P.I. 38+01.93	P.I. 62+09.29
N 662,427.945	N 663,047,520	N 662,551,022
E 2,595,834.711	E 2,595,407.821	E 2,596,385,768
Δ 66° 38' 36" (RT)	Δ 82° 03' 42" (RT)	Δ 45° 46' 58" (RT)
D 22° 55' 06"	D 22° 55' 06"	D 51° 17' 45"
R 250,000	R 250,000	R 160,000
L 290,786	L 359,207	L 74,670
T 164,355	T 211,686	T 30,172
S.E. TRANS.	S.F. TRANS.	S.F. TRANS.
DESIGN SPEED	DESIGN SPEED	DESIGN SPEED

CURVE C24	CURVE C25	CURVE C26
P.I. 53+28.72	P.I. 61+99.92	P.I. 64+94.78
N 662,218,686	N 662,706,872	N 662,988,271
E 2,596,339,635	E 2,595,883,596	E 2,595,984,431
Δ 13° 50' 41" (RT)	Δ 33° 13' 33" (RT)	Δ 9° 36' 32" (RT)
D 51° 17' 45"	D 22° 55' 06"	D 22° 55' 06"
R 100,000	R 250,000	R 250,000
L 24,164	L 144,974	L 41,926
T 12,141	T 74,589	T 21,012
S.E. TRANS.	S.E. TRANS.	S.E. TRANS.
DESIGN SPEED	DESIGN SPEED	DESIGN SPEED

LEGEND

- EIP
- IRON PIPE FOUND
- PIPE FOUND
- WATER MAIN
- MARKOFF
- WATER VALVE
- W.V.
- ⊗ FIRE HYDRANT
- ⊕ POWER TELEPHONE CABLE
- P/T/C
- LIGHT POLE
- GUY WIRE
- GAS VALVE
- - - - - EXISTING MAJOR CONTOUR
- - - - - EXISTING MINOR CONTOUR
- - - - - EXISTING ROADS

- ### NOTES
- EXISTING CONDITIONS BASED ON SURVEY BY RE:AAA
 - LOCATIONS OF UNDERGROUND UTILITIES SHOWN ARE APPROXIMATE THERE MAY BE OTHER UTILITIES NOT SHOWN. PRIOR TO ANY EXCAVATION THE OWNER AND CONTRACTOR IS RESPONSIBLE FOR CONDUCTING THE LOCAL UTILITY THOUGHTS FOR EXACT LOCATIONS AND DEPTHS.
 - CONTRACTOR IS RESPONSIBLE FOR ALL TRENCH SAFETY PRACTICES.
 - IF A SANITARY SEWER EASEMENT EXISTS ALONG SANITARY SEWER LINE 7.5 EACH SIDE AS INSTALLED.
 - PRIOR TO LAND DISTURBANCE A SITE DEVELOPMENT PERMIT TO BE OBTAINED FROM KNOX COUNTY. ADDITIONAL SITE SPECIFIC ANALYSIS AND OTHER DOCUMENTS WILL BE REQUIRED FOR EMBANKMENT OF THE SITE PERMIT. ADDITIONAL STORMWATER EASEMENTS AND FACILITIES MAY BE REQUIRED.
 - THE OWNER IS RESPONSIBLE FOR THE INSTALLATION AND MAINTENANCE OF CONSTRUCTION SITE POLLUTION PREVENTION CONTROLS THROUGHOUT THE LIFE OF THE PROJECT.
 - IF AVAILABLE TO BE PROVIDED FOR SANITARY AND STORMWATER PIPES AS PART OF SITE DEVELOPMENT PLAN AND FINAL PLATTING.
 - PIPING, EASEMENT AND PATHWAY CONNECTION TO BE PROVIDED TO THOMPSON CREEK PHASE 1.
 - ACCESS TO ALL LOTS FROM INTERNAL ROADWAYS ONLY.
 - OWNER IS RESPONSIBLE FOR THE INSTALLATION AND MAINTENANCE OF AS SHOWN.

Revised: 10/28/2025

MFC FILE NO. 11-50-00-011-00-00-00

PROPERTY INFORMATION
CLT 12 PARCEL 239

PHASE 2 AREA 77 AC ACRS
DISTURBED AREA 32.8 ACRES
HILLSIDE PROTECTIVE AREA 44 AC ACRS
DISTURBED HILL AREA 26.87 ACRES

NUMBER OF LOTS 140
DEED REFERENCE: 2020824-0012823
FDN: 2019-09-12 (12.8AC)

DEVELOPER/OWNER:
HARTLAND PARTNERS, LLC
412 FOX FERN LANE
COLLETTES TN 37766
CONTACT: CHRISTIAN HICKS
PHONE: 7681537-1725
ENG: NEER
ROBERT G. CAMPBELL & ASSOC.
7231 HOGWART LANE
KNOXVILLE, TN 37938
PHONE: 7681537-5996
FAX: (615) 947-7556



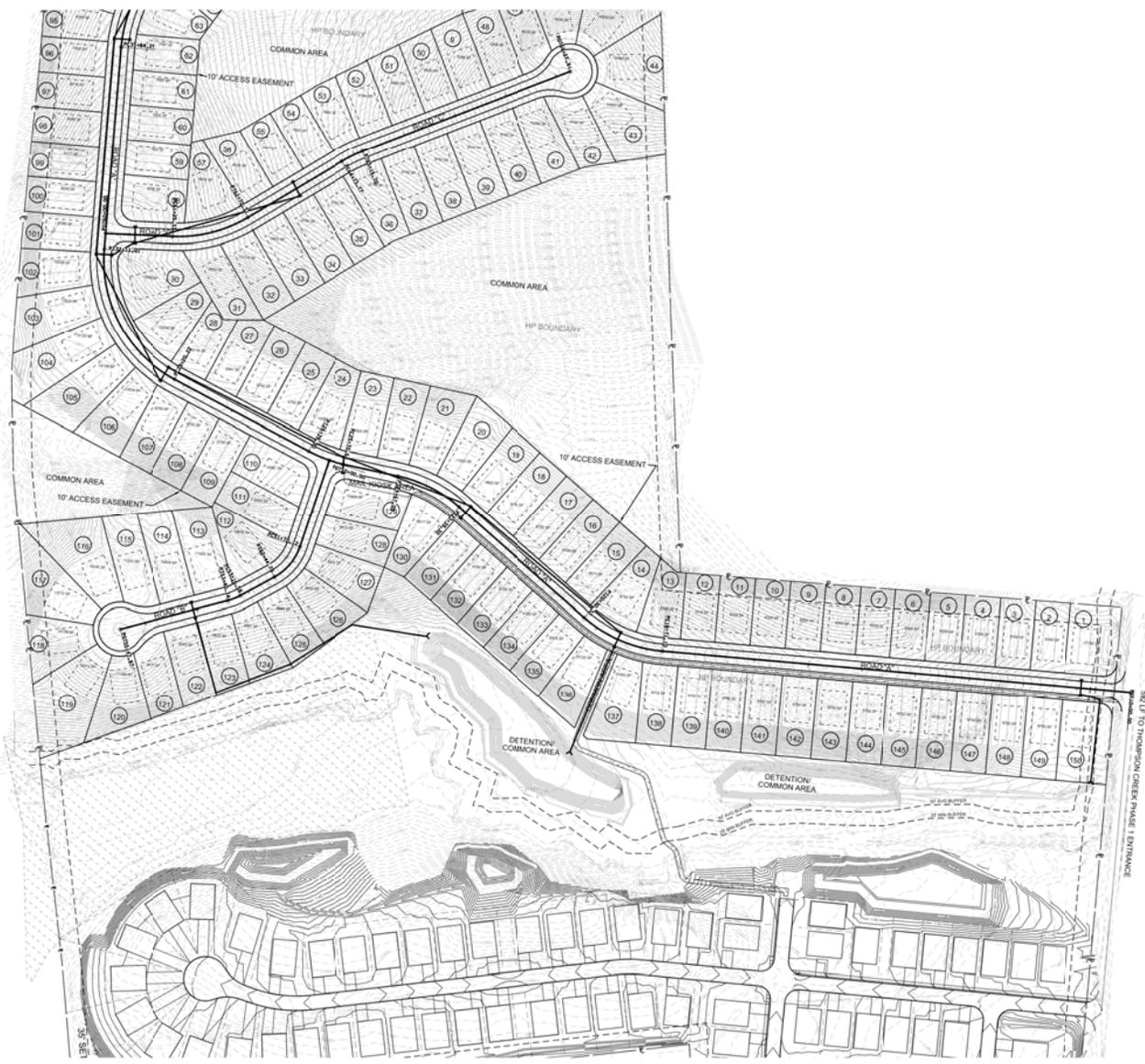
NO.	DATE	DESCRIPTION	BY	CHKD.

ROBERT G. CAMPBELL & ASSOC., L.P.
CONSULTING ENGINEERS
KNOXVILLE, TENNESSEE

THOMPSON CREEK PHASE 2
KNOX COUNTY, TN

SITE LAYOUT
PLAN VIEW

DESIGNED BY	CHECKED BY	SCALE	SHEET
RGJ	RGJ	1" = 100'	(2)
DRAWN BY	DATE	FILE NO.	
JER	10/28/2025	22020	



LEGEND

- EIP IRON PIN FOUND
- PIPE FOUND
- WATER MARK
- MARKER
- WATER VALVE
- W.V. WATER VALVE
- ⊗ FIRE HYDRANT
- ⊕ POWER TELEPHONE CABLE
- P/T/C LIGHT POLE
- GUY WIRE
- GAS VALVE
- - - - - EXISTING MAJOR CONTOUR
- - - - - EXISTING MINOR CONTOUR
- - - - - EXISTING ROADS

- NOTES**
- 1) EXISTING CONDITIONS BASED ON SURVEY BY RGC&A
 - 2) LOCATIONS OF UNDERGROUND UTILITIES SHOWN ARE APPROXIMATE THERE MAY BE OTHER UTILITIES NOT SHOWN. PRIOR TO ANY EXCAVATION THE OWNER AND CONTRACTOR IS RESPONSIBLE FOR CONTACTING THE LOCAL UTILITY AGENCIES FOR EXACT LOCATIONS AND DEPTHS.
 - 3) CONTRACTOR IS RESPONSIBLE FOR ALL TRENCH SAFETY PRACTICES.
 - 4) A 15' SANITARY SEWER EASEMENT EXISTS ALONG SANITARY SEWER LINE 75' EAST SIDE AS INDICATED.
 - 5) PRIOR TO LAND DISTURBANCE A SITE DEVELOPMENT PERMIT TO BE OBTAINED FROM KNOX COUNTY. ADDITIONAL SITE SPECIFIC ANALYSIS AND OTHER DOCUMENTS WILL BE REQUIRED FOR EASEMENT OF THE SITE PER THE ADDITIONAL STORMWATER EASEMENTS AND FACILITIES MAY BE REQUIRED.
 - 6) THE OWNER IS RESPONSIBLE FOR THE INSTALLATION AND MAINTENANCE OF CONSTRUCTION SITE POLLUTION PREVENTION CONTROLS THROUGHOUT THE LIFE OF THE PROJECT.
 - 7) FASTENERS TO BE PROVIDED FOR SIGN ISLANDS AND SIGNWATER PERI AS PART OF SITE DEVELOPMENT PLAN AND FINAL PLATTING.
 - 8) UTILITIES EASEMENT AND PATHWAY CONNECTION TO BE PROVIDED TO THOMPSON CREEK PHASE 1.
 - 9) ACCESS TO ALL LOTS FROM INTERNAL ROADWAYS ONLY.
 - 10) SIGN ISLANDS AND SIGNWATER PERI TO BE MAINTAINED AS SHOWN.

Revised: 10/28/2025

PROJECT NO. 11-500-0011-H-000P

PROPERTY INFORMATION
 CLT 12 PARCEL 239
 PHASE 2 AREA 77.91 ACRES
 DISTURBED AREA 52.84 ACRES
 HILLSIDE PROJECT 185.00 ACRES 44.82 ACRES
 DISTURBED HP AREA 26.57 ACRES
 NUMBER OF LOTS 160
 DEED REFERENCE 20220824-0012823
 PDN 2016 PH-27-112.RACD

DEVELOPER/OWNER:
 HARTLAND PARTNERS, LLC
 612 FOX FISH LANE
 COLLETTES TN 37766
 CONTACT CHRISTIAN WICKS
 PHONE: 7681-537-1725
 ENGINEER:
 ROBERT G. CAMPBELL & ASSOC.
 723 W. HICKORY LANE
 KNOXVILLE, TN 37938
 PHONE: 865-587-5996
 FAX: (865) 947-7556



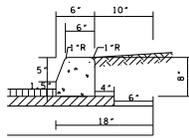
NO.	DATE	DESCRIPTION	BY	CHKD.

ROBERT G. CAMPBELL & ASSOC., L.P.
 CONSULTING ENGINEERS
 KNOXVILLE, TENNESSEE

THOMPSON CREEK PHASE 2
 KNOX COUNTY, TN

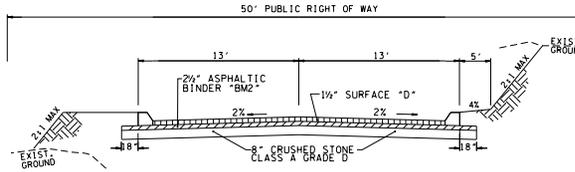
GRADING AND DRAINAGE PLAN
 PLAN VIEW

DESIGNED BY	CHECKED BY	SCALE	SHEET
RGC	RGC	1" = 100'	NO. 3
DRAWN BY	DATE	FILE NO.	
JER	10/28/2025	22020	



STANDARD DETAIL 6" EXTRUDED CURB

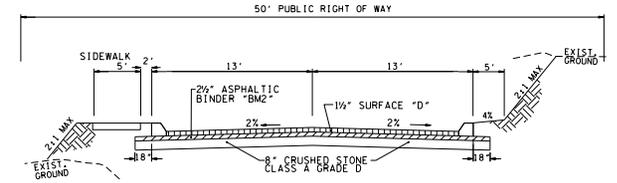
NOTE: INSTALL CONTRACTION JOINTS AT MAXIMUM SPACING OF 10 FEET.
INSTALL EXPANSION JOINTS AT MAXIMUM SPACING OF 25 FEET.



TYPICAL 2 LANE DRIVE

BORROW MATERIALS TO BE USED FOR FILL SHALL BE TESTED FOR MAXIMUM DRY DENSITY AND OPTIMUM MOISTURE CONTENT (STANDARD PROCTOR ASTM D698) PRIOR TO PLACEMENT OF FILL.

FILL SOILS SHALL BE COMPACTED IN LAYERS 8 INCHES OR LESS IN THICKNESS TO A MINIMUM OF 98 PERCENT STANDARD PROCTOR MAXIMUM DRY DENSITY AND WITHIN PLUS OR MINUS 3 PERCENT OPTIMUM MOISTURE CONTENT. NO LESS THAN SIX (6) DENSITY TESTS SHALL BE PERFORMED IN EVERY 10,000 SQUARE FEET OF AREA PER 8 INCH LIFT. (APPROX. 1 TEST PER EVERY 50 SQ. FT.)



**TYPICAL 2 LANE DRIVE
SIDEWALK**

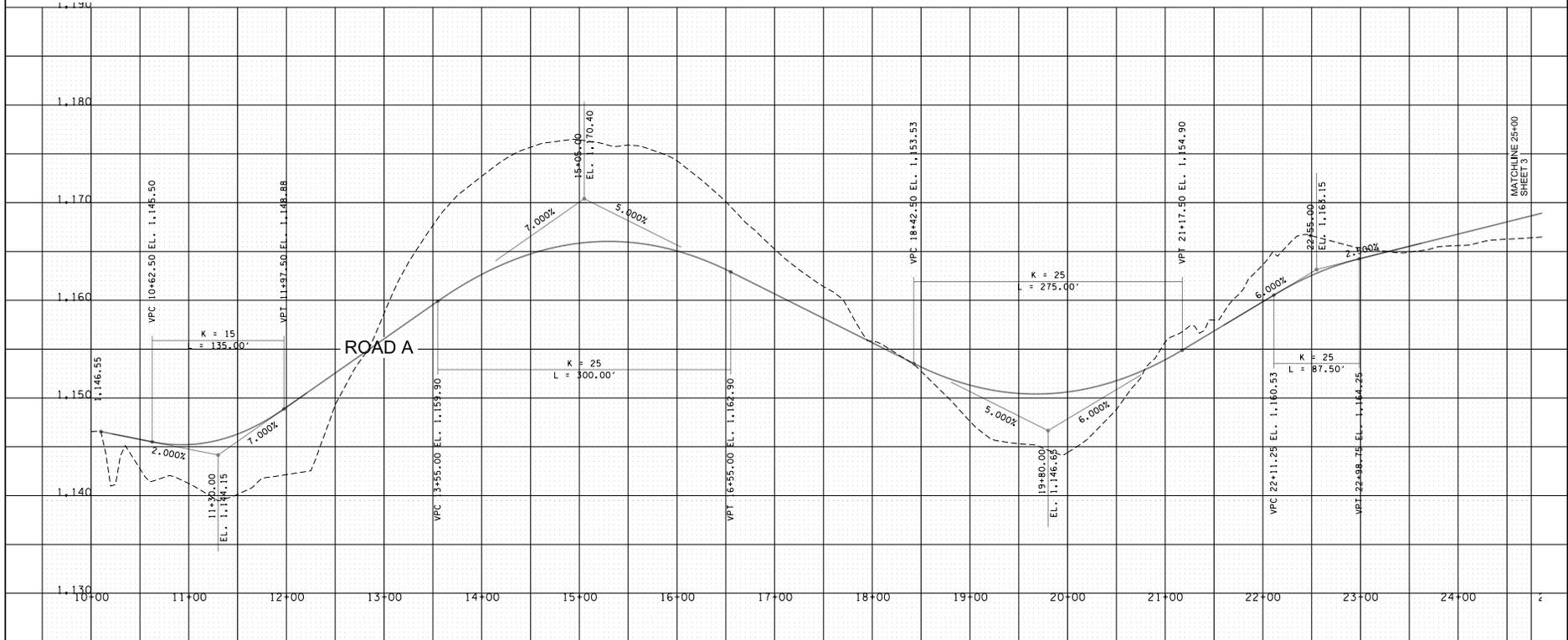
BORROW MATERIALS TO BE USED FOR FILL SHALL BE TESTED FOR MAXIMUM DRY DENSITY AND OPTIMUM MOISTURE CONTENT (STANDARD PROCTOR ASTM D698) PRIOR TO PLACEMENT OF FILL.

FILL SOILS SHALL BE COMPACTED IN LAYERS 8 INCHES OR LESS IN THICKNESS TO A MINIMUM OF 98 PERCENT STANDARD PROCTOR MAXIMUM DRY DENSITY AND WITHIN PLUS OR MINUS 3 PERCENT OPTIMUM MOISTURE CONTENT. NO LESS THAN SIX (6) DENSITY TESTS SHALL BE PERFORMED IN EVERY 10,000 SQUARE FEET OF AREA PER 8 INCH LIFT. (APPROX. 1 TEST PER EVERY 50 SQ. FT.)

Revised: 10/28/2025



MPC FILE NO: 11-SC-25-C/11-H-25-DP



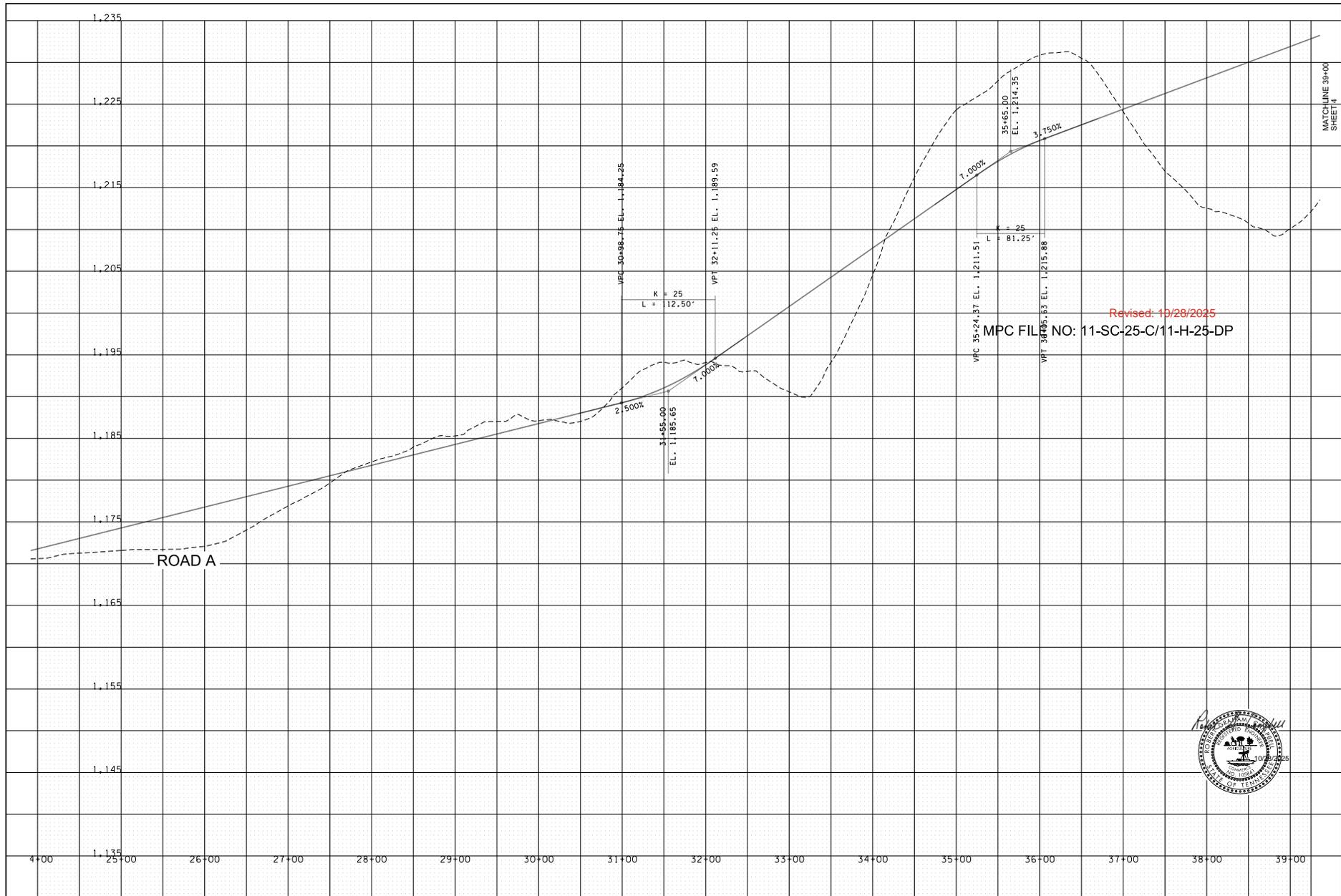
NO.	DATE	DESCRIPTION	BY	CHKD.

ROBERT G. CAMPBELL & ASSOC., L.P.
CONSULTING ENGINEERS
KNOXVILLE, TENNESSEE

THOMPSON CREEK PHASE 2
KNOX COUNTY, TN

ROAD A PROFILE

DESIGNED BY	CHECKED BY	SCALE	SHEET
RG	RG	1"=50' HORZ. 1"=5' VERT.	NO. 5
DRAWN BY	DATE	FILE NO.	
JER	10/28/2025	22020	



Revised: 10/28/2025

MPC FILE NO: 11-SC-25-C/11-H-25-DP



NO.	DATE	DESCRIPTION	BY	CHKD.
REVISIONS				

ROBERT G. CAMPBELL & ASSOC., L.P.
 CONSULTING ENGINEERS
 KNOXVILLE, TENNESSEE

THOMPSON CREEK PHASE 2
 KNOX COUNTY, TN

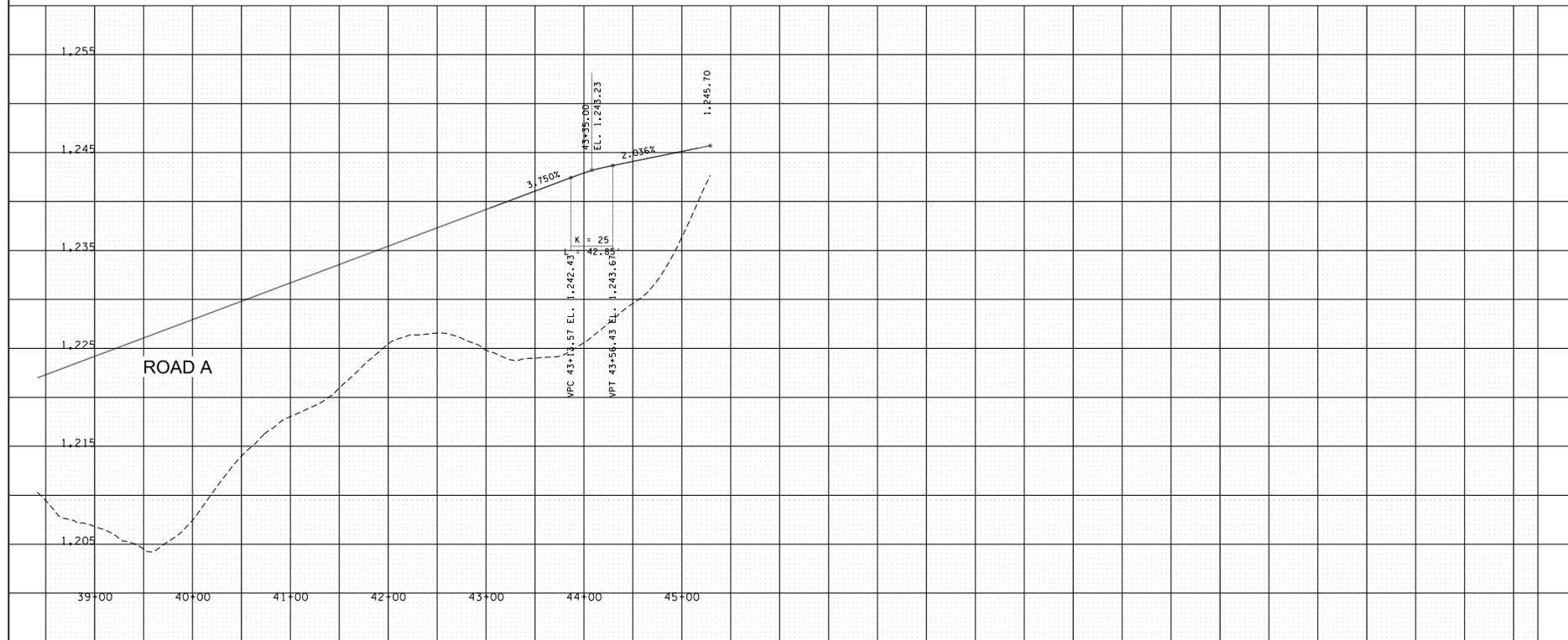
ROAD A PROFILE

DESIGNED BY RGC	CHECKED BY RGC	SCALE 1"=50' HORZ. 1"=5' VERT.	SHEET NO. 6
DRAWN BY JER	DATE 10/28/2025	FILE NO. 22020	



Revised: 10/28/2025

MPC FILE NO: 11-SC-25-C/11-H-25-DP



NO.	DATE	DESCRIPTION	BY	CHKD.
REVISIONS				

ROBERT G. CAMPBELL & ASSOC., L.P.
 CONSULTING ENGINEERS
 KNOXVILLE, TENNESSEE

THOMPSON CREEK PHASE 2
 KNOX COUNTY, TN

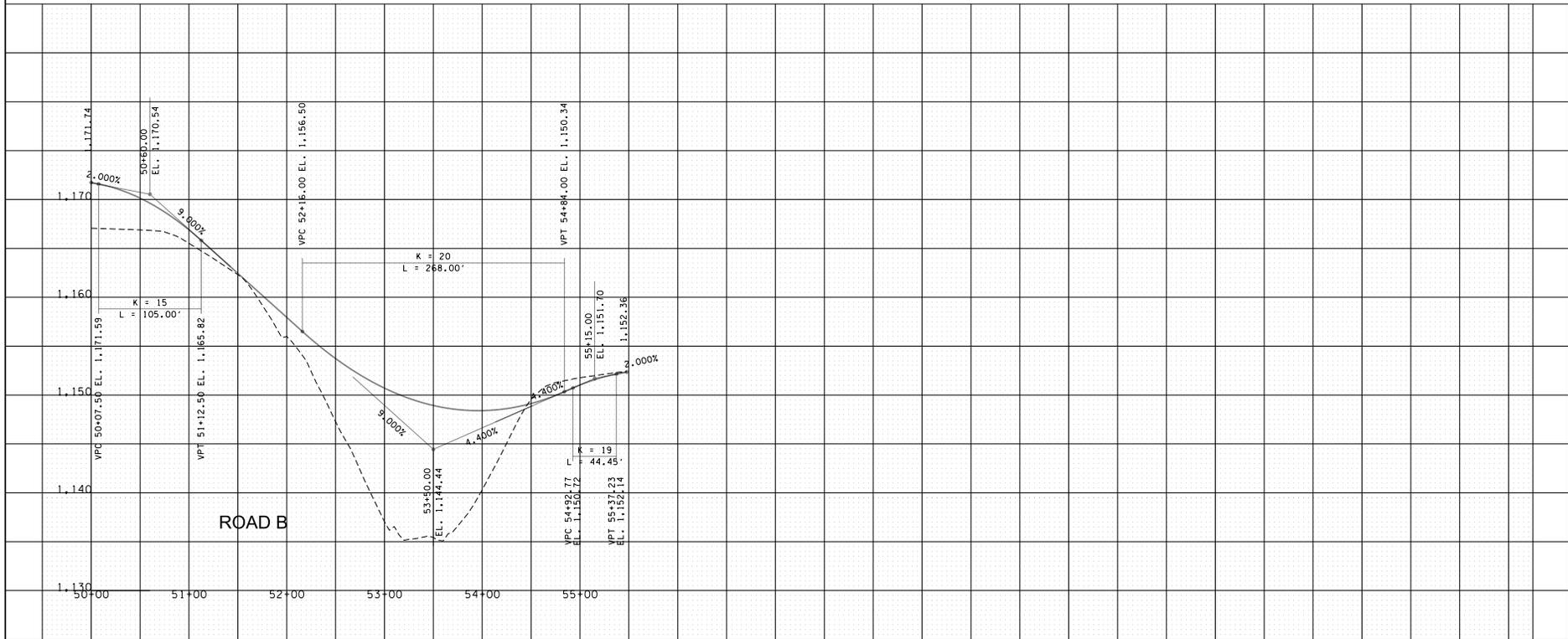
ROAD A PROFILE

DESIGNED BY RGC	CHECKED BY RGC	SCALE 1"=50' HORZ. 1"=5' VERT.	SHEET NO. 7
DRAWN BY JER	DATE 10/28/2025	FILE NO. 22020	



Revised: 10/28/2025

MPC FILE NO: 11-SC-25-C/11-H-25-DP



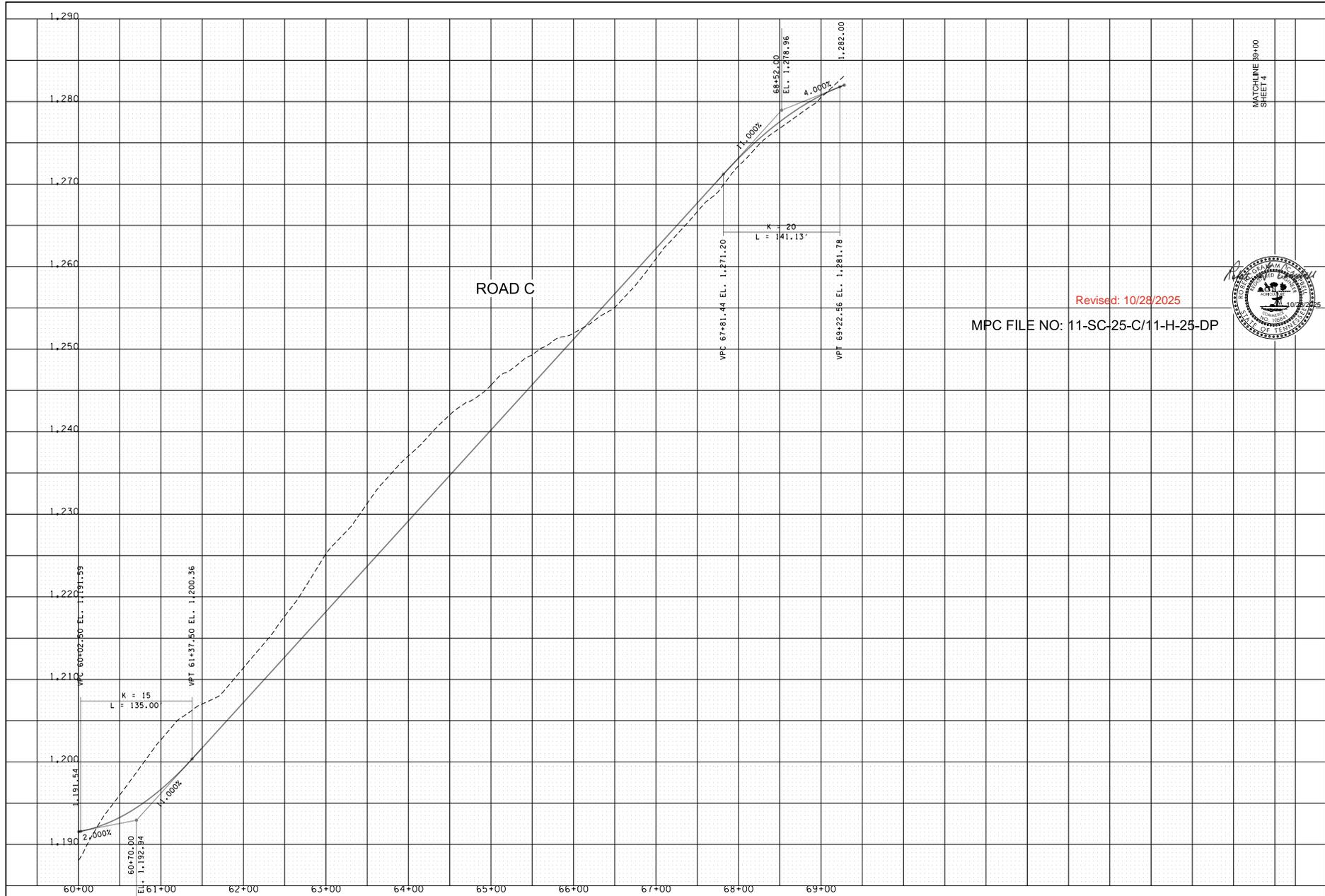
NO.	DATE	DESCRIPTION	BY	CHKD.


ROBERT G. CAMPBELL & ASSOC., L.P.
 CONSULTING ENGINEERS
 KNOXVILLE, TENNESSEE

THOMPSON CREEK PHASE 2
 KNOX COUNTY, TN

ROAD B PROFILE

DESIGNED BY	CHECKED BY	SCALE	SHEET
RGC	RGC	1"=50' HORZ. 1"=5' VERT.	NO. 8
DRAWN BY <td>DATE <td>FILE NO. <td> </td> </td></td>	DATE <td>FILE NO. <td> </td> </td>	FILE NO. <td> </td>	
JER	10/28/2025	22020	



MATCHLINE 89+00
SHEET 4

Revised: 10/28/2025

MPC FILE NO: 11-SC-25-C/11-H-25-DP



NO.	DATE	DESCRIPTION	BY	CKD.
REVISIONS				

 **ROBERT G. CAMPBELL & ASSOC., L.P.**
CONSULTING ENGINEERS
KNOXVILLE, TENNESSEE

THOMPSON CREEK PHASE 2
KNOX COUNTY, TN

ROAD C PROFILE

DESIGNED BY RGC	CHECKED BY RGC	SCALE 1"=50' HORZ. 1"=5' VERT.	SHEET NO. 9
DRAWN BY JER	DATE 10/28/2025	FILE NO. 22020	

THOMPSON MEADOWS SUBDIVISION

Transportation Impact Analysis
7921 & 7923 Thompson School Road
Knox County, TN

A Transportation Impact Analysis for the Thompson Meadows Subdivision

Submitted to

Knox County Engineering and Public Works

Updated December 14, 2022
November 28, 2022
FMA Project No. 588.014

Submitted By:



11-SC-25-C / 11-H-25-C

Original case number
1-SG-23-C / 1-F-23-DP
TIS Version 2
12/14/2022

6 Turn Lane Warrant Analysis

The intersections of Thompson School Road at Karnes Drive and Thompson School Road at both driveway connections were evaluated to determine if a right turn lane or a left turn lane are warranted. The Knox County Department of Engineering and Public Works handbook, "Access Control and Driveway Design Policy," was used to analyze the information.

There are no turn lanes warranted at the intersections of Thompson School Road at Karnes Drive, Thompson School Road at the proposed driveway Access #1 and Thompson School Road at the proposed driveway Access #2 during either the AM or PM peak hours after the full buildout of the Thompson Meadows Subdivision residential development.

The turn lane warrant worksheets and analysis are included in Attachment 8.

7 Conclusions and Recommendations

7.1 Thompson School Road at Karnes Drive

The existing, background and full buildout conditions at the unsignalized intersection of Thompson School Road at Karnes Drive were analyzed using the Highway Capacity Software (HCS7). Thompson School Road at Karnes Drive is a three-legged intersection with an existing stop sign on Karnes Drive.

The existing and background traffic conditions for the westbound approach (Karnes Drive) operate at a LOS A during both the AM and PM peak hours and the southbound approach (Thompson School Road) operates at a LOS A during both the AM and PM peak hours.

After the completion of the full buildout of the Thompson Meadows Subdivision the traffic conditions for the intersection of Thompson School Road at Karnes Drive will operate as follows. The westbound approach (Karnes Drive) will operate at a LOS B during both the AM and PM peak hours. The southbound approach (Thompson School Road) will operate at a LOS A during both the AM and PM peak hours.

The 95% queue length is defined as the queue length that has only a 5-percent probability of being exceeded during the analysis time period. The 95% queue length is typically used to determine the length of turning lanes in order to minimize the risk of blockage.

**Thompson Meadows Subdivision
Transportation Impact Analysis
December 14, 2022**

The unsignalized intersection capacity analysis shows the full buildout 95% queue length for the westbound approach (Karnes Drive) of less than one vehicle during the AM peak hour and 1.1 vehicles (approximately 50 feet) during the PM peak hour. The existing storage lengths at the intersection of Thompson School Road at Karnes Drive are adequate and no additional improvements are necessary in order to accommodate the Thompson Meadows Subdivision residential development.

A northbound right turn lane and a southbound left turn lane on Thompson School Road are not warranted during either the AM or PM peak hours per the Knox County Department of Engineering and Public Works handbook, "Access Control and Driveway Design Policy."

The width of Karnes Drive varies between 15.5 feet and 16 feet. The minimum recommended pavement width for a local road with a 30 mph design speed and a low volume ADT is 18 feet per AASHTO's A Policy on Geometric Design of Highways and Street. FMA did not identify any locations where spot improvements might be necessary, but the existing roadway width does not meet the minimum recommended pavement width.

The existing signage on Karnes Drive includes a speed limit sign in each direction and a "W1-6" horizontal rectangular sign with a large horizontal arrow pointing to the left for eastbound traffic approaching the horizontal curve. FMA recommends any improvements to Karnes Drive between Thompson School Road and Barker Road including road/shoulder widening, resurfacing, increased signage, etc. be coordinated with Knox County Engineering and Public Works.

7.2 Thompson School Road at Driveway Access #1

Thompson School Road is classified as a Major Collector by the Major Road Plan. The minimum intersection spacing required on a collector street is 300 feet per the "Knoxville-Knox County Subdivision Regulations" amended through October 6, 2022. The driveway connection (Access #1) is located approximately 1,160 feet north of Karnes Drive and 590 feet south of the driveway connection (Access #2). The driveway Access #1 exceeds the typical minimum separation on a collector street; therefore, no change is necessary.

The full buildout conditions at the unsignalized intersection of Thompson School Road at driveway Access #1 were analyzed using the Highway Capacity Software (HCS7). The proposed driveway connection is a three-legged intersection with a stop sign at driveway Access #1.

After the completion of the full buildout of the Thompson Meadows Subdivision the traffic conditions for the intersection of Thompson School Road at driveway Access #1 will operate as follows. The eastbound approach (Access #1) will operate at a

**Thompson Meadows Subdivision
Transportation Impact Analysis
December 14, 2022**

LOS A during both the AM and PM peak hours. The northbound approach (Thompson School Road) will operate at a LOS A during both the AM and PM peak hours.

A northbound left turn lane and a southbound right turn lane on Thompson School Road are not warranted during either the AM or PM peak hours per the Knox County Department of Engineering and Public Works handbook, "Access Control and Driveway Design Policy."

The minimum required sight distance for a road with a posted speed limit of 30 mph is 300 feet in each direction in accordance with the "Knoxville-Knox County Subdivision Regulations" amended through October 6, 2022. FMA measured the sight distance at the proposed intersection of Thompson School Road at the driveway Access #1 in November 2022. At 15 feet from the edge of pavement the sight distance at the proposed intersection is greater than 500 feet looking to the north and greater than 500 feet looking to the south.

Any required sight distance easements for the internal subdivision intersections should be coordinated with Knox County Engineering and Public Works and included on the final design drawings prior to construction of the subdivision.

FMA recommends that the signs and pavement markings be installed in accordance with the standards provided in the *Manual on Uniform Traffic Control Devices* (MUTCD).

7.3 Thompson School Road at Driveway Access #2

Thompson School Road is classified as a Major Collector by the Major Road Plan. The minimum intersection spacing required on a collector street is 300 feet per the "Knoxville-Knox County Subdivision Regulations" amended through October 6, 2022. The driveway connection (Access #2) is located approximately 1,160 feet south of Lett Road and approximately 590 feet north of the driveway connection (Access #1). The driveway Access #2 exceeds the typical minimum separation on a collector street; therefore, no change is necessary.

The full buildout conditions at the unsignalized intersection of Thompson School Road at driveway Access #2 were analyzed using the Highway Capacity Software (HCS7). The proposed driveway connection is a three-legged intersection with a stop sign at driveway Access #2.

After the completion of the full buildout of the Thompson Meadows Subdivision the traffic conditions for the intersection of Thompson School Road at driveway Access #2 will operate as follows. The eastbound approach (Access #2) will operate at a LOS A during both the AM and PM peak hours. The northbound approach

**Thompson Meadows Subdivision
Transportation Impact Analysis
December 14, 2022**

(Thompson School Road) will operate at a LOS A during both the AM and PM peak hours.

A northbound left turn lane and a southbound right turn lane on Thompson School Road are not warranted during either the AM or PM peak hours per the Knox County Department of Engineering and Public Works handbook, "Access Control and Driveway Design Policy."

The minimum required sight distance for a road with a posted speed limit of 30 mph is 300 feet in each direction in accordance with the "Knoxville-Knox County Subdivision Regulations" amended through October 6, 2022. FMA measured the sight distance at the proposed intersection of Thompson School Road at the driveway Access #2 in November 2022. At 15 feet from the edge of pavement the sight distance at the proposed intersection is greater than 500 feet looking to the north and greater than 500 feet looking to the south.

Any required sight distance easements for the internal subdivision intersections should be coordinated with Knox County Engineering and Public Works and included on the final design drawings prior to construction of the subdivision.

FMA recommends that the signs and pavement markings be installed in accordance with the standards provided in the *Manual on Uniform Traffic Control Devices* (MUTCD).

The standard practice for a residential subdivision with 150 or more lots is to require at least two access points to provide alternative access opportunities in the event that one access is blocked by a fallen tree, crash, or other. The subdivision north of Clear Spring proposes 95 townhome lots and 118 single-family lots for a total of 213 residential lots. The concept plan shows a single entry/exit lane onto Thompson School Road at the driveway Access #2; therefore, consideration should be made to adding a boulevard entrance in order to provide an alternate means of access if one side is blocked. A boulevard section is typically required to extend to the first major internal intersection in order to provide alternate travel paths.

7.4 Traffic Impact Letter

A Traffic Impact Letter evaluation was completed by Fulghum, MacIndoe & Associates in March 2022 for the Thompson Meadows Subdivision residential development during the rezoning process. The total expected area of development was 95 acres and was rezoned from A (Agricultural and Estate) to PR (Planned Residential) with an estimated density of 3.2 units/acre or approximately 300 single family lots.

**Thompson Meadows Subdivision
Transportation Impact Analysis
December 14, 2022**

The TIL calculated the trip generation based on 300 single family lots with an estimated 2,772 new daily trips, 202 trips during the AM peak hour and 279 trips during the PM peak hour.

The TIL estimated that 20% of the subdivision traffic would enter/exit using Karnes Drive as a “cut-thru” to access Tazewell Pike (SR 131) and the Gibbs Schools and that the subdivision would add approximately 41 trips during the AM peak hour and 56 trips during the PM peak hour to Karnes Drive.

The submitted concept plan has a total of 313 lots with a proposed combination of townhome and single family lots. The total combined new trips generated by the Thompson Meadows Subdivision residential development were estimated to be 3,032 daily trips. The estimated trips are 224 trips during the AM peak hour and 301 trips during the PM peak hour.

Using the same 20% estimate for traffic entering/exiting using Karnes Drive as a “cut-thru” to access Tazewell Pike (SR 131) and the Gibbs Schools the Thompson Meadows Subdivision will add approximately 44 trips during the AM peak hour and 59 trips during the PM peak hour to Karnes Drive.

The difference between the estimated development during the rezoning process and the submitted concept plan was an increase of 13 lots resulting in an expected increase of 260 daily trips, 22 trips during the AM peak hour and 22 trips during the PM peak hour. And a resulting increase to the traffic entering/exiting Karnes Drive of an additional 3 trips during the AM peak hour and 3 trips during the PM peak hour.



Robert G. Campbell & Associates

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7523 Taggart Lane
Knoxville, TN 37938
Ph: 865-947-5996
Fax: 865-947-7556

621 Wall Street
Sevierville, TN 37862
Ph: 865-429-4683
Fax: 865-429-4684

To: Knox County
From: Jordan Richardson

CC: Mike Reynolds, AICP | Principal Planner
Steve Elliott | Knox County Codes Administration & Enforcement
Amanda Purkey, PE | Knox County Engineering and Public Works

Road Connection Removal Analysis:

The Thompson Creek Phase 1 and 2 Concept Plan (1-SG-23-C) was approved with the condition of an internal road connection between Phase 1 and 2 across Kerns Branch. Since then, the updated northern property has been designed without a road connection. Primarily this is due to feasibility and environmental impact. Removing the road connection will reduce the density of the project while also minimizing impact to Kerns Branch.

Kerns Branch in this area is approximately 10 to 20 feet in width with a mature riparian buffer full of large, older trees and a stabilized bank. Ashlynn Sutter with UES (formerly GEOServices) conducted a hydrologic determination of Kerns Branch. They evaluated the stream with a score of 35 using rigorous and reasonable amount of effort.

Additionally, in order to maintain pedestrian connection between the two developments a pedestrian trail/walkway will be provided. This connection will traverse the serene open pasture in the center of the site and provide views and activity for the residents.

Finally, the removal of the road connection will decrease the overall density of the development leading to a reduction in disturbance to the property, reduce possible impact on the stream, and reduce overall impervious area of the property.

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

Jordan Richardson
Printed Name

10/21/25
Date

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

1. ALTERNATIVE DESIGN STANDARD REQUESTED:

Reduce intersection grade of Road "A" with Thompson School Road, Road "B" with Road "A", and Road "C" with Road "A" from 1-percent to 2-percent. See justification in Request 2 box below.

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:

Justification for Request 1 above. The slopes on these intersections of a 2-percent slope will create positive sheet flow of runoff while also helping to reduce the amount of fill and cut of these sections for this steep site.

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:

Approval required by: Planning Commission Engineering

Engineering supports the alternative design standard requested

(to be completed during review process): YES NO

Engineering Comments:

The Planning Commission may reduce or otherwise vary the requirements of the Subdivision Regulations when it finds the hardship criteria are met. In granting such 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

Jordan Richardson

Printed Name

11/05/25

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 minimum broken back horizontal curve tangent from 150' to on Road "B" between Curve C23 and C24 to 71.79 feet.

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:

Road "B" drops into the property here to access the site north of the creek and south of Road "A". This property is steep and the shape of the property longitudinal creating a tighter broken back curve. Additionally the Flood Plain of the creek affects the usability of this area as well.

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.

This property is both steep and longitudinal creating difficulty in not only the placement of the roadway and lots but also the separation of the broken back horizontal curves. If the variance is not approved it will be difficult to provide access to the western property within appropriate topography.

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.

Road "B" is a short 547 feet long street that terminates in a cul-de-sac creating a reduced speed street accessing only 18 to 20 lots.

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

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:

Reduce K Value of Road "B" at Station 53+50.00 from 25 to 20 and at Station 55+15.00 from 25 to 19.

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

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

The topography of this site climbs steeply to the north away from the creek. In order to provide access to the west of the site while minimizing fill a reduction in the K Values of Road "B" will be required.

- 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.

This property is especially steep in areas creating a difficulty in accessing the west of the site. It is also longitudinal reducing the options of roadway length and k values required to reduce fill. If this variance is not approved the western property will be difficult to develop.

- 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.

Road "B" is a short 547 feet long street that terminates in a cul-de-sac creating a reduced speed street accessing only 18 to 20 lots. This road will remain safe for the residents with the reduced K Values.

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

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

3. VARIANCE REQUESTED:

Reduce K Value of Road "C" at Station 68+52.00 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:

Road "C" will provide access to the northeast of the site along a ridge that provides gentler slopes than the remainder of the site. In order to provide access to this buildable area the end of the road will require a reduced K Value. This will also help reduce the maximum slope of Road "C" as well.

- 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.

This property is especially steep in areas creating a difficulty in accessing the northeast of the site. It is also longitudinal reducing the options of roadway length and k values required to reduce fill. If this variance is not approved the northeast site will be difficult to develop while minimizing the amount of cut and fill of the site.

- 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.

Road "C" is a short public local street that is 852 linear feet and ending in a cul-de-sac. It is planned to access to 25-28 lots. This road will remain safe for the residents with the reduced K Value.

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

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

4. VARIANCE REQUESTED:

Reduce minimum K value at beginning of Road "A" at Thompson School Rd intersection from 25 to 15.

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

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

The eastern property slopes steeply down to the west and this reduced K value will allow less cut into the property while also creating positive drainage away from Thompson School Road.

- 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.

A reduction of the minimum K value at the entrance will reduce the cut and fill material of the site. This site is large and will be difficult to grade if a reduction in the amount of cut and fill cannot be achieved. Additionally this will help with the drainage of the entrance 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.

This intersection will include a stop sign and will be 2-percent slope from Thompson School Road. It will also include curbs with a radius of 25-feet leaving room for ample turning width. This reduced K Value will not be a detriment to safety.

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

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

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

[Reset Form](#)



Development Request

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.

HAM Land Parterns		Owner/Developer	
Applicant Name		Affiliation	
09/29/2025	11/13/2025	File Number(s) 11-SC-25-C 11-H-25-DP	
Date Filed	Meeting Date (if applicable)		

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

Jordan Richardson		RGC&A		
Name		Company		
7523 Taggart Lane		Knoxville	TN	37938
Address		City	State	ZIP
865-947-5996				
Phone		Email		

Current Property Info

Ham Land Partners		612 Fox Den Lane, Knoxville, TN 37938 865-567-1725		
Property Owner Name (if different)		Property Owner Address		Property Owner Phone
7921 Thompson School Road, Corryton, TN 37721		CLT 12 Parcel 209		
Property Address		Parcel ID		
HPUD		Northeast Knox		N
Sewer Provider		Water Provider		Septic (Y/N)

Development Request

<input checked="" type="checkbox"/> Residential <input type="checkbox"/> Non-Residential	RELATED CITY PERMIT NUMBER
Proposed Use Single Family Residential	

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

Subdivision Request

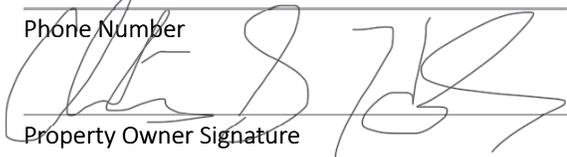
Thompson Creek		RELATED REZONING FILE NUMBER
Proposed Subdivision Name		
Phase 2	<input type="checkbox"/> Combine Parcels <input checked="" type="checkbox"/> Divide Parcel	150
Unit / Phase Number		Proposed Number of Lots (total)
<input type="checkbox"/> Other (specify) _____		
Specify if requesting: <input type="checkbox"/> Variance <input checked="" type="checkbox"/> Alternative design standard		
Specify if a traffic impact study is required: <input type="checkbox"/> Yes (required to be submitted with application) <input checked="" type="checkbox"/> No		

Zoning Request

<input type="checkbox"/> Zoning Change		PENDING PLAT FILE NUMBER
Proposed Zoning	Proposed Density (units/acre, for PR zone only)	
<input type="checkbox"/> Sector Plan <input type="checkbox"/> One Year Plan <input type="checkbox"/> Comprehensive Plan		
<input type="checkbox"/> Plan Amendment Change	Proposed Plan Designation(s)	
<input type="checkbox"/> If, in Knox county, submit plan amendment request with application	Previous Rezoning Requests	
<input type="checkbox"/> 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

	Christina Hicks	09/29/2025
Applicant Signature	Print Name / Affiliation	Date
865-567-1725		
Phone Number	Email	
	Christina Hicks	09/30/2025, 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
0102	\$1,600.00		\$1,600.00

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

11/14/2025

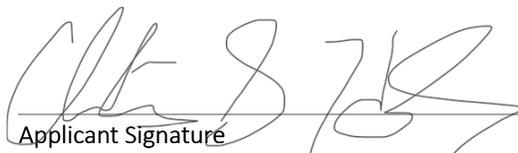
Date to be Posted

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