

REZONING REPORT

▶ **FILE #:** 7-A-26-RZ

AGENDA ITEM #: 27

AGENDA DATE: 7/9/2026

▶ **APPLICANT:** KRISTIAN ALIY

OWNER(S): Kristian Aliy

TAX ID NUMBER: 130 104

[View map on KGIS](#)

JURISDICTION: County Commission District 6

STREET ADDRESS: 1006 NEWCOMB LN

▶ **LOCATION:** East and west sides of Newcomb Ln, north of N Campbell Station Rd

▶ **APPX. SIZE OF TRACT:** 1.83 acres

GROWTH POLICY PLAN: Farragut Urban Growth Boundary

ACCESSIBILITY: Access is via Newcomb Lane, a local street with a pavement width which varies between 10 ft and 14 ft within right-of-way which varies between 30 ft and 45 ft.

UTILITIES: Water Source: First Knox Utility District

Sewer Source: First Knox Utility District

FIRE DISTRICT: Rural Metro Fire

WATERSHED: Turkey Creek

▶ **CURRENT ZONING:** A (Agricultural)

▶ **REQUESTED ZONING:** PR (Planned Residential)

▶ **EXISTING LAND USE:** Single Family Residential

▶ **DENSITY PROPOSED:** up to 5 du/ac

EXTENSION OF ZONING: No, this would not be an extension, although there is PR up to 3 du/ac to the west.

HISTORY OF ZONING: None noted.

SURROUNDING LAND USE AND ZONING: North: Single family residential, agriculture/forestry/vacant land - A (Agricultural)

South: Single family residential - A (Agricultural)

East: Multifamily residential - RB (General Residential)

West: Single family residential - PR (Planned Residential) up to 3 du/ac

NEIGHBORHOOD CONTEXT: This area is comprised of residential and commercial uses. Residential uses include a multi-family apartment complex, a mobile home park, and a mix of attached and detached single-family dwellings on a variety of lot sizes. Commercial uses are service and retail operations concentrated along Snyder Road. Knoxville Christian School is 0.5 miles to the west.

STAFF RECOMMENDATION:

▶ **Deny the PR (Planned Residential) zone up to 5 du/ac because it is incompatible with existing transportation infrastructure.**

COMMENTS:

PURSUANT TO THE KNOX COUNTY ZONING ORDINANCE, ARTICLE 6.30.01, THE FOLLOWING CONDITIONS MUST BE MET FOR ALL REZONINGS (must meet all of these):

THE PROPOSED AMENDMENT SHALL BE NECESSARY BECAUSE OF SUBSTANTIALLY CHANGED OR CHANGING CONDITIONS IN THE AREA AND DISTRICTS AFFECTED, OR IN THE CITY/COUNTY GENERALLY:

1. The subject property is in an area that has seen a significant transition of multi-acre residences and farmland to suburban residential development since 2010. The most recent subdivision completed in the area is the Braxton Creek development across Newcomb Lane from the subject property. However, that development does not access Newcomb Lane. The Braxton Creek subdivision connects with N Campbell Station Road via Loggerhead Lane, a right-of-way that was developed according to current engineering standards. Newcomb Lane, on the other hand, is a narrow and unstriped local street. Newcomb Lane intersects with N Campbell Station Road at such an angle and crest that it is challenging to see oncoming traffic from either direction and turning right requires a vehicle to take up both lanes of traffic. The infrastructure conditions at this location do not support this request for a residential rezoning.
2. A Transportation Planning Report was completed in 2022 that includes a functional layout of a possible design shifting N Campbell Station Road to the west, where it will tie back in near Newcomb Lane (see Exhibit B). It notes that the portion of Campbell Station Road north of Snyder Road is to be developed as part of a separate study. This design is preliminary and TDOT is currently doing some internal analysis to refine their final proposal, which may result in a decision to not shift road alignment. The latest TDOT 10-Year Plan shows the schedule of this project as being in the Preliminary Engineering (PE) phase in 2026, with right-of-way acquisition in 2029, and construction in 2032. The fact that the project is programmed in the 10-Year Plan means that all funding is in place. At this stage, it is unclear how Newcomb Lane could be impacted by this proposed capital improvement, and the plans do not appear to directly address the substandard intersection. This potential future change of transportation conditions does not warrant a residential rezoning on the subject property.

THE PROPOSED AMENDMENT SHALL BE CONSISTENT WITH THE INTENT AND PURPOSE OF THE APPLICABLE ZONING ORDINANCE:

1. The requested PR (Planned Residential) zone is intended to provide optional methods of development that address environmental constraints on a site by allowing more flexibility in building location and form. The PR zone includes a 35-ft standard periphery boundary along the perimeter of the lot.
2. The subject property does not have any apparent environmental design problems that would be best addressed with the PR zone, and the standard periphery boundary limits the developable area on this relatively narrow 1.83-acre lot. This is a smaller lot than the PR zone is typically intended for. The Braxton Creek subdivision is more aligned with the intent of the PR zone in terms of project scale.

PROPOSED AMENDMENT SHALL NOT ADVERSELY AFFECT ANY OTHER PART OF THE COUNTY, NOR SHALL ANY DIRECT OR INDIRECT ADVERSE EFFECTS RESULT FROM SUCH AMENDMENT:

1. The proposed rezoning could have a negative effect on traffic safety. At the requested density of 5 du/ac, 9 homes could be permitted on the site with an estimated daily traffic impact of 110 trips per day. Adding this new volume of traffic to a substandard residential street with significant sight distance and maneuvering issues at its intersection with N Campbell Station Road could increase the risk of traffic collisions in this area.

THE PROPOSED AMENDMENT SHALL BE CONSISTENT WITH AND NOT IN CONFLICT WITH THE COMPREHENSIVE PLAN OF KNOX COUNTY, INCLUDING ANY OF ITS ELEMENTS, MAJOR ROAD PLAN, LAND USE PLAN, COMMUNITY FACILITIES PLAN, AND OTHERS:

1. The Comprehensive Plan's SR (Suburban Residential) place type designation for the subject property does permit consideration of the PR zone at the requested density. However, approving this rezoning would be in conflict with the Comprehensive Plan's Implementation Policy 12, to improve safety for all (roadway) users, and Policy 9, to coordinate infrastructure improvements with development. The current intersection needs improvement before more residential intensity can be considered here.

ESTIMATED TRAFFIC IMPACT: 110 (average daily vehicle trips)

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

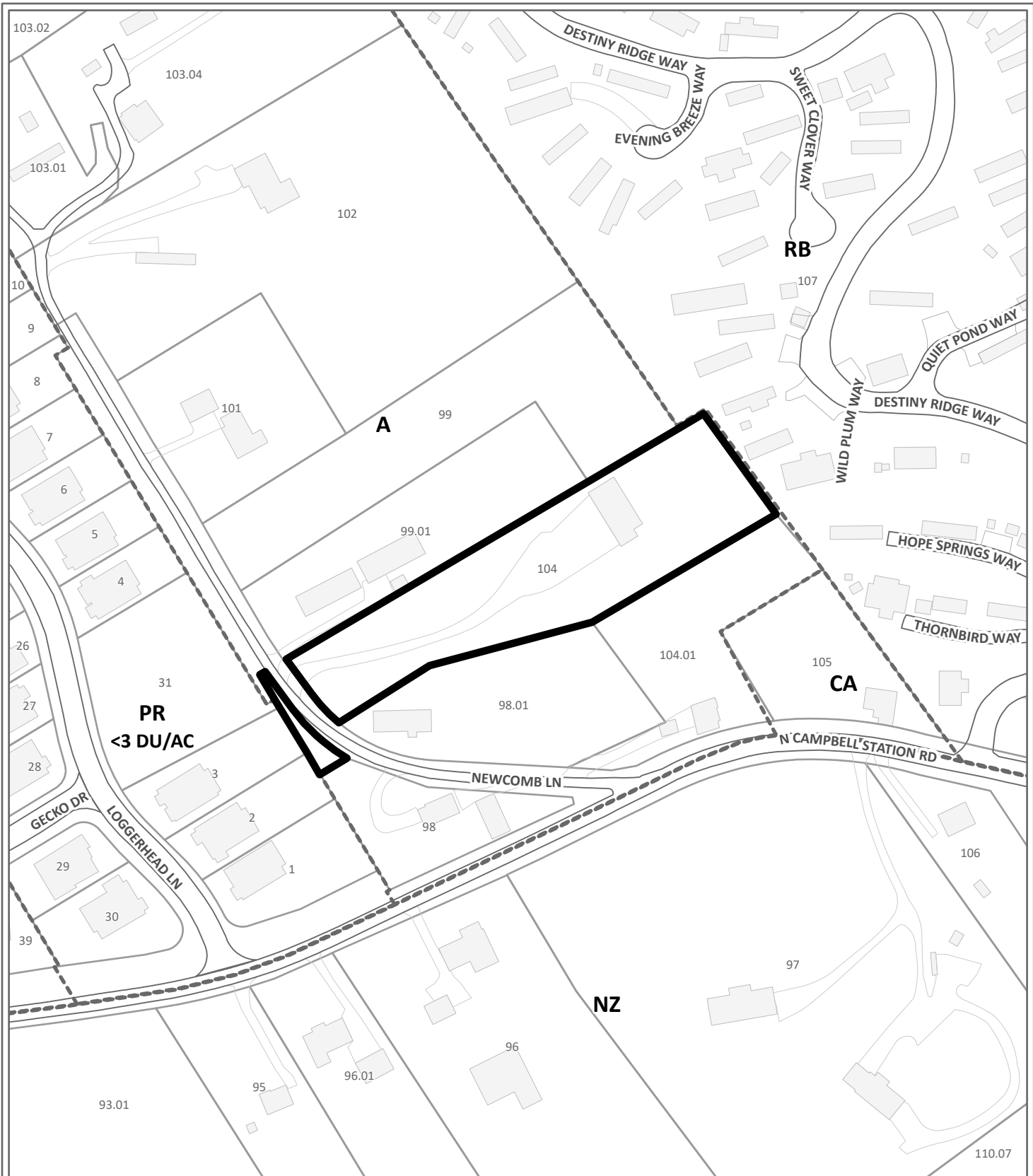
ESTIMATED STUDENT YIELD: 3 (public school children, grades K-12)

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

Academy.

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

If approved, this item will be forwarded to Knox County Commission for action on 8/24/2026. If denied, Knoxville-Knox County Planning Commission's action is final, unless the action to deny is appealed to Knox County Commission. The date of the appeal hearing will depend on when the appeal application is filed. Appellants have 30 days to appeal a Planning Commission decision in the County.



REZONING

7-A-26-RZ

Petitioner: Kristian Aliy

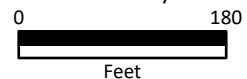


From: A (Agricultural)

To: PR (Planned Residential) up to 5 du/ac

Map No: 130

Jurisdiction: County



Original Print Date: 5/29/2026

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

Exhibit A. Contextual Images



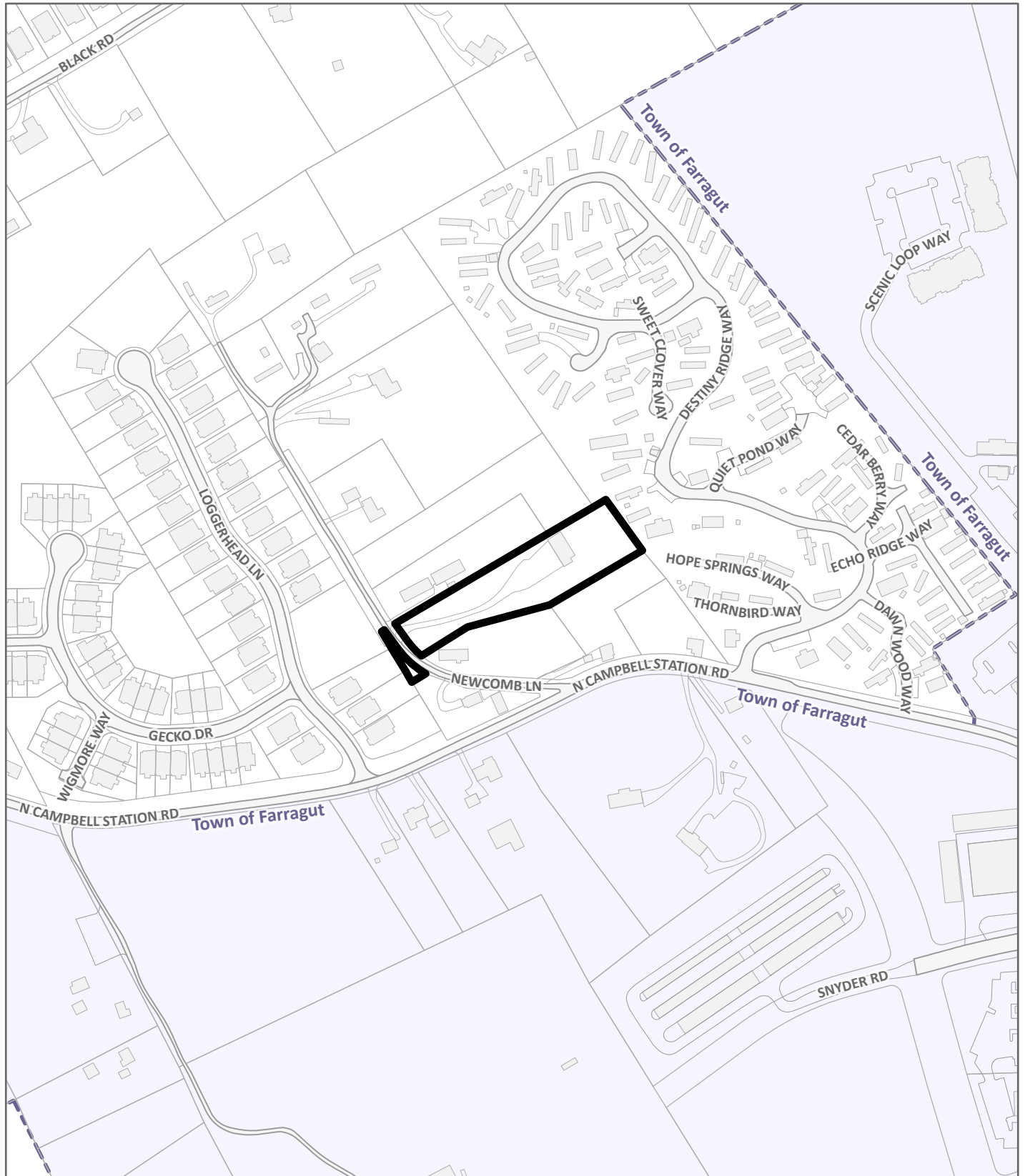
AERIAL MAP



Case boundary



Exhibit A. Contextual Images



LOCATION MAP

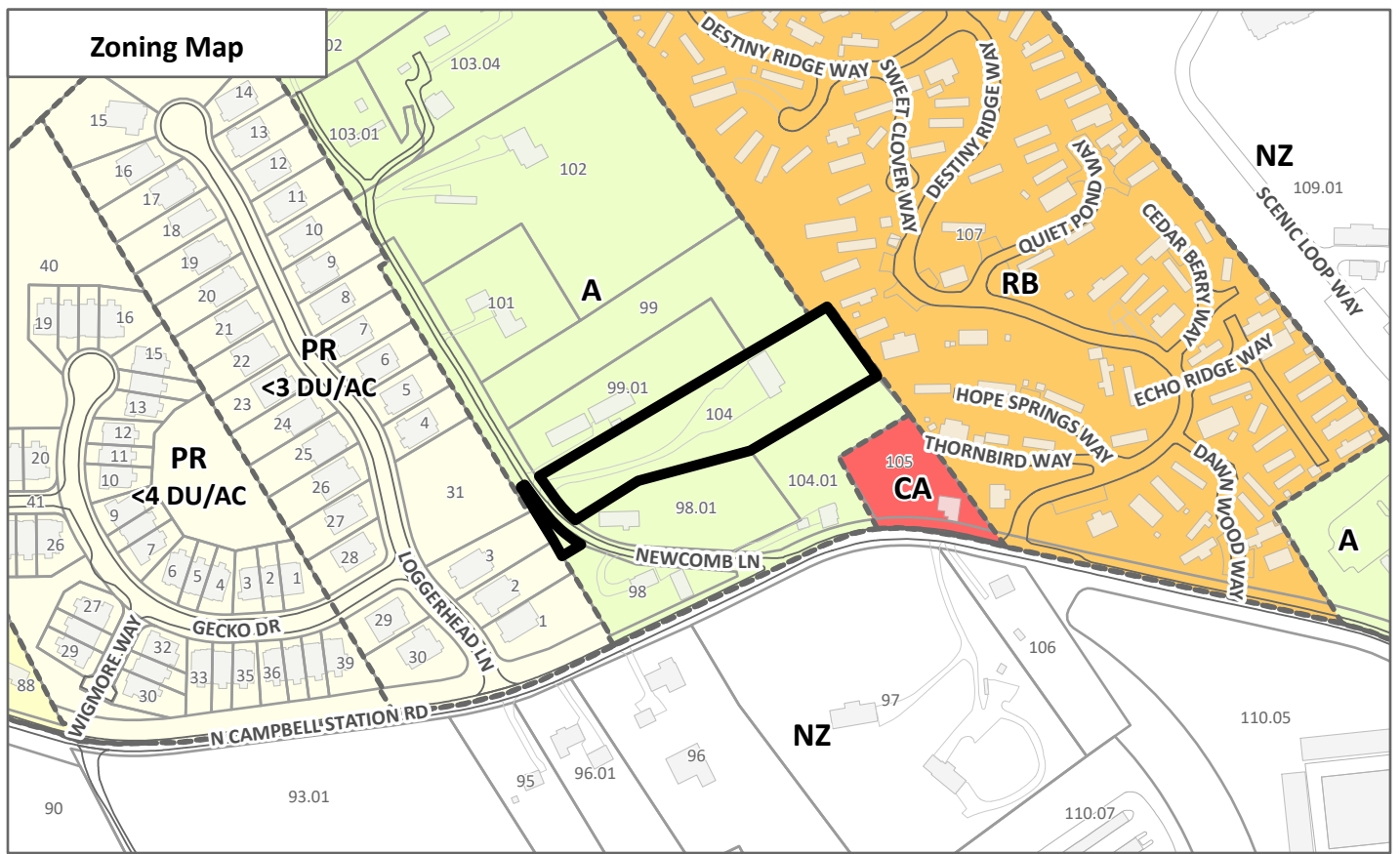
7-A-26-RZ



Case boundary



Zoning Map



Comprehensive Plan Map

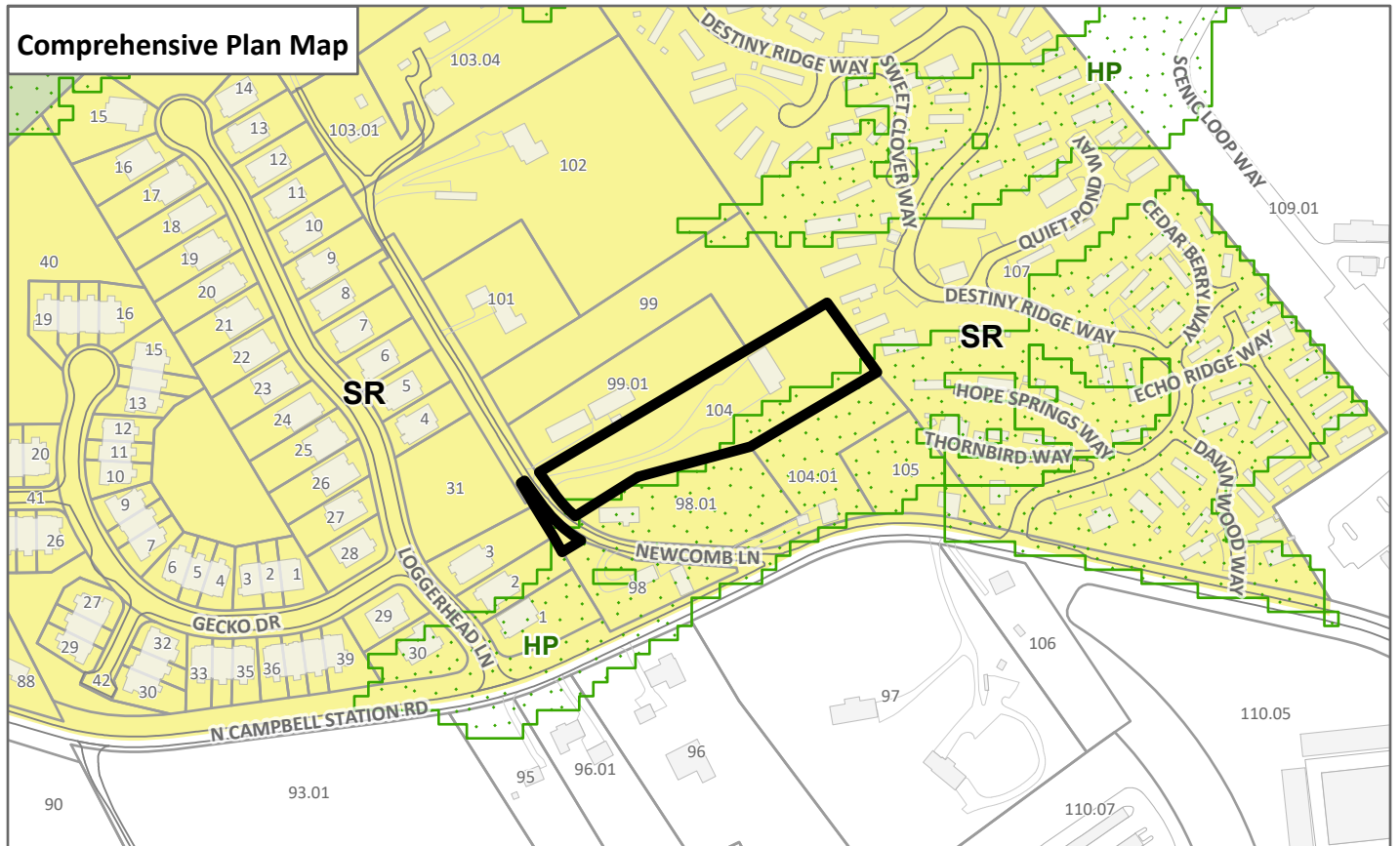
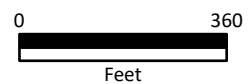


EXHIBIT A, CONTEXTUAL MAPS

7-A-26-RZ



Case boundary



Existing Land Use Map

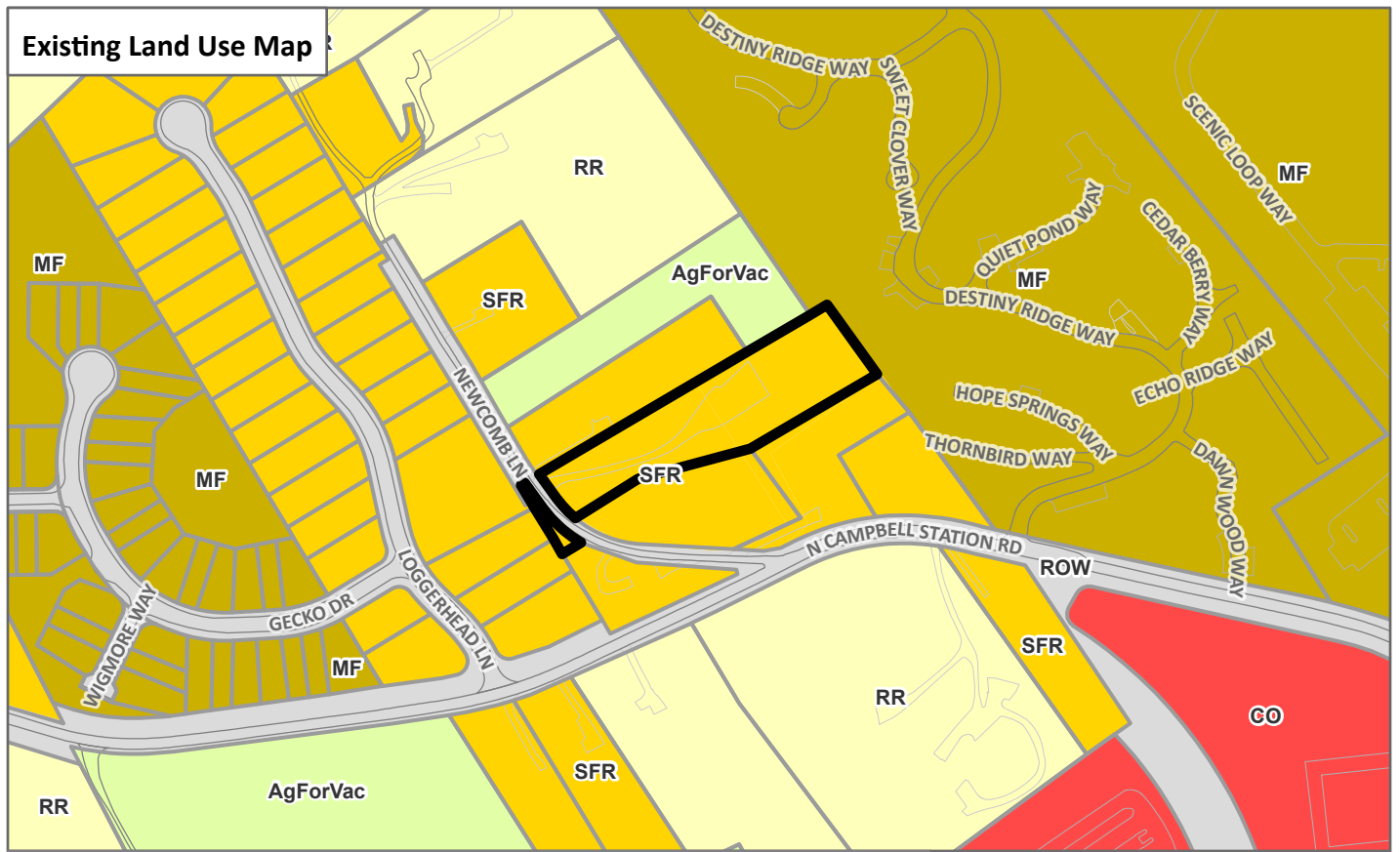
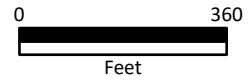


EXHIBIT A, CONTEXTUAL MAPS

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Case boundary



CATEGORY	ACRES	RECOMMENDED DISTURBANCE BUDGET (Percent)	DISTURBANCE AREA (Acres)
Total Area of Site	1.83		
Non-Hillside	1.51	N/A	
0-15% Slope	0.04	100%	0.0
15-25% Slope	0.15	50%	0.1
25-40% Slope	0.12	20%	0.0
Greater than 40% Slope	0.01	10%	0.0
Ridgetops			
Hillside Protection (HP) Area	0.32	Recommended disturbance budget within HP Area (acres)	0.1
		Percent of HP Area	44.7%

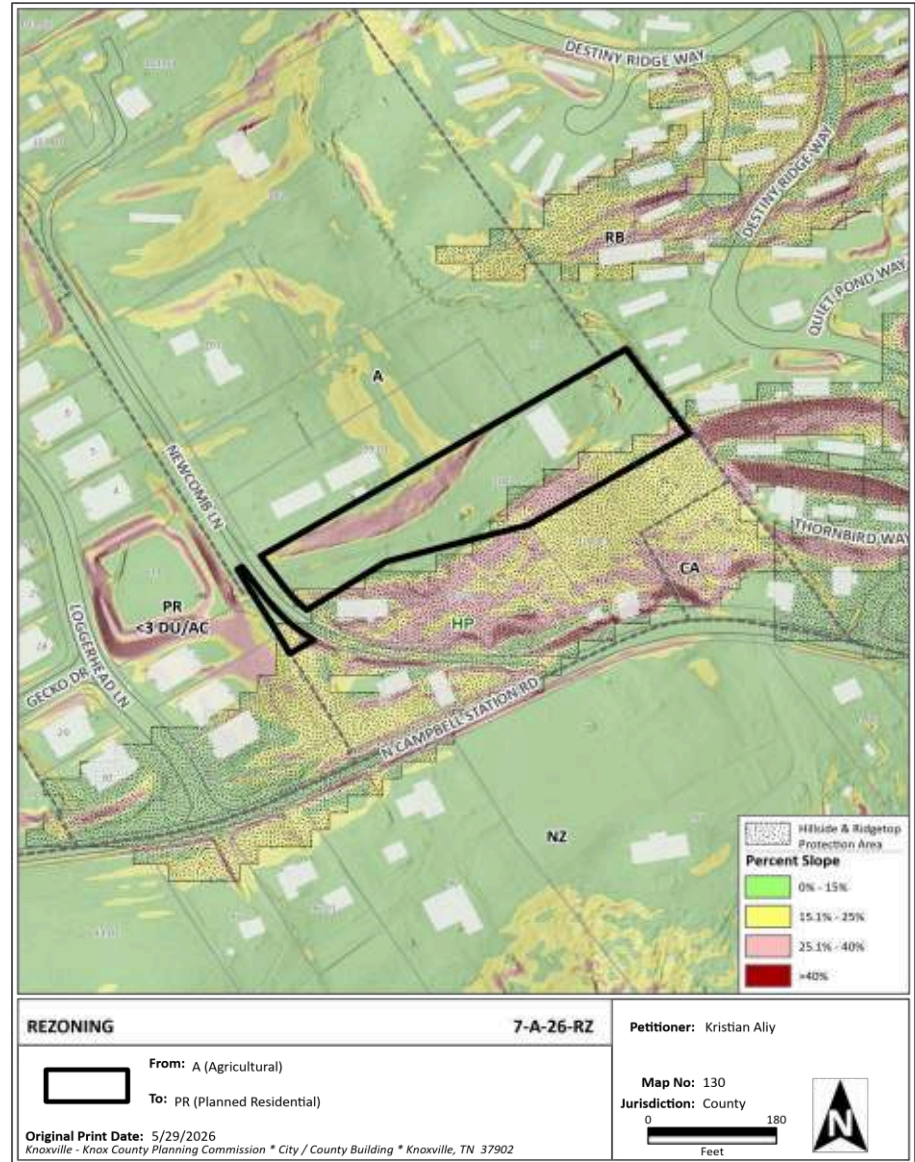
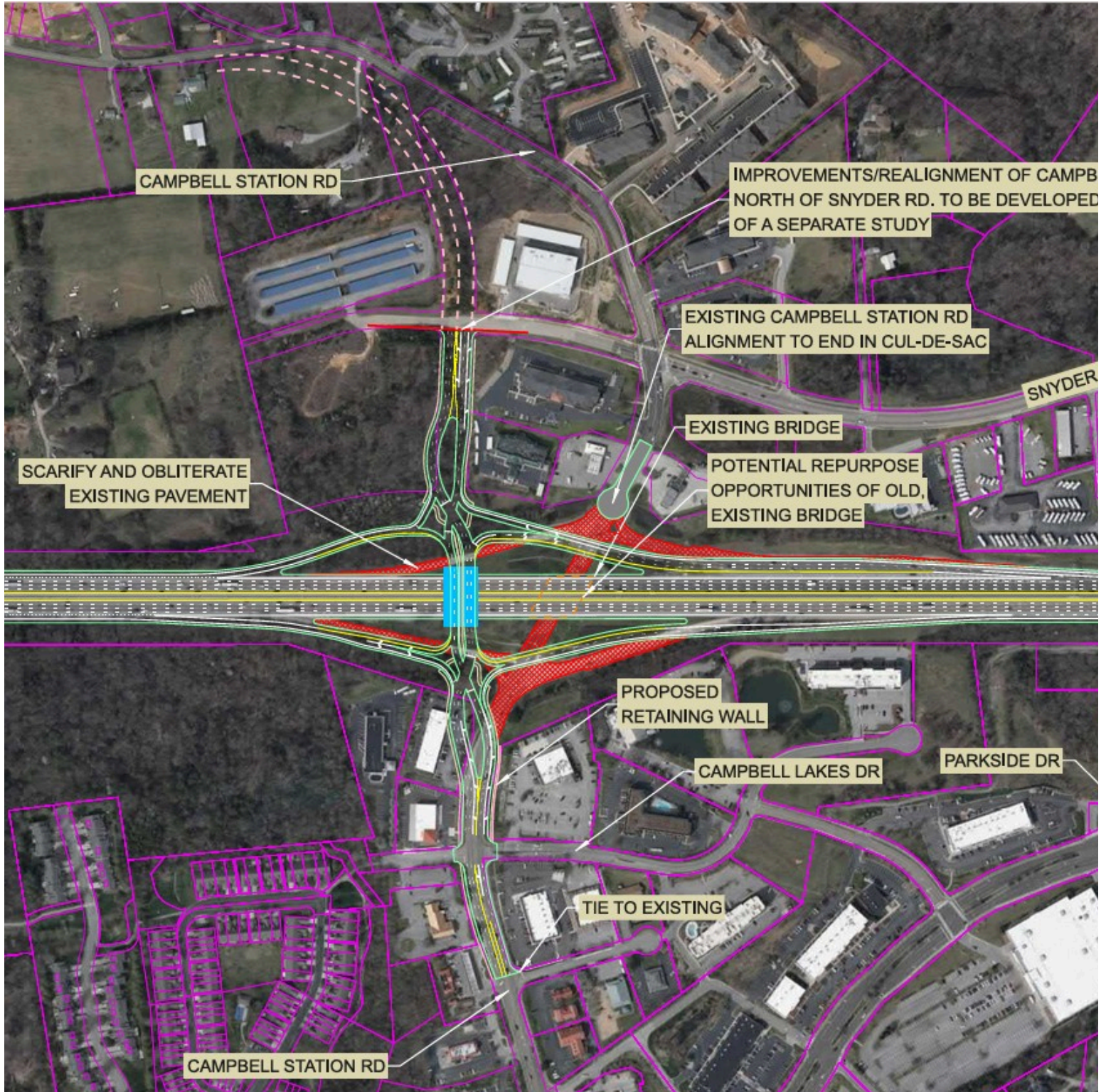


Exhibit B: Transportation Planning Report

Newcomb Ln and N Campbell Station Rd intersection



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.

06/27/2026

07/10/2026

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

DAVID HARBIN
Applicant Name

5.1.24

Date