

This application fails to meet any one of the four Sector Plan Amendment Criteria.

- 1. Changes of conditions warranting amendment of the Land Use Plan; and**
- 2. Introduction of significant new roads or utilities that were not anticipated in the plan and make development more feasible**

Traffic safety and operational concerns along Chapman Highway have been long recognized. A proposed center turning lane is shown as early as 1995 on the Long Range Transportation Plan (LRTP). The Chapman Highway Corridor Study evolved from the LRTP and adds a continuous center turn throughout the entire corridor as a major desire for improving overall safety. The South Sector Plan references the Chapman Highway Corridor Study. The improvements to Sevier Pike/Chapman Highway intersection are typical of a larger project

Conclusion: Improvements to Chapman Highway have been anticipated since 1995. The South Sector Plan refers to several studies/plans showing improvements to Chapman Highway. The operational and safety improvements to this segment of Chapman Highway were anticipated. The South Sector Plan took the Chapman Highway improvement into account when devising a policy for land use. Nowhere in the South Sector Plan is there a caveat stating that installing these improvements would alter the pattern of land use.

- 3. An obvious or significant error or omission in the Plan;**

The South Sector Plan is the result of significant community input and professional staff labor. It does not make sense that an extension of utility services with no public input nor impact analysis would be allowed to override the South Sector Plan. If there is an obvious or significant error, it falls upon the utility company.

Conclusion: There is no error or significant omission in the South Sector Plan. The utility company made a private decision to extend services. The 2019 rezone to LI is a single application which probably should not have been approved. One rezone should not dictate amending land area which is three times larger.

- 4. Trends in Development, population or traffic that warrant reconsideration of the original plan proposal.**

Large tracts of vacant land are available within the Planned Growth designation. The point of separating urban, planned growth, and rural is to coordinate development and prevent sprawl. The trends cited are within the Planned Growth Area or are allowed by right within the Rural designation.

Conclusion: There are not significant trends that warrant amending the South Sector Plan. Development has been gradual and vacant land remains within Planned Development.

Addendum A: 1995-2020 Long Range Transportation Plan (2 pages)

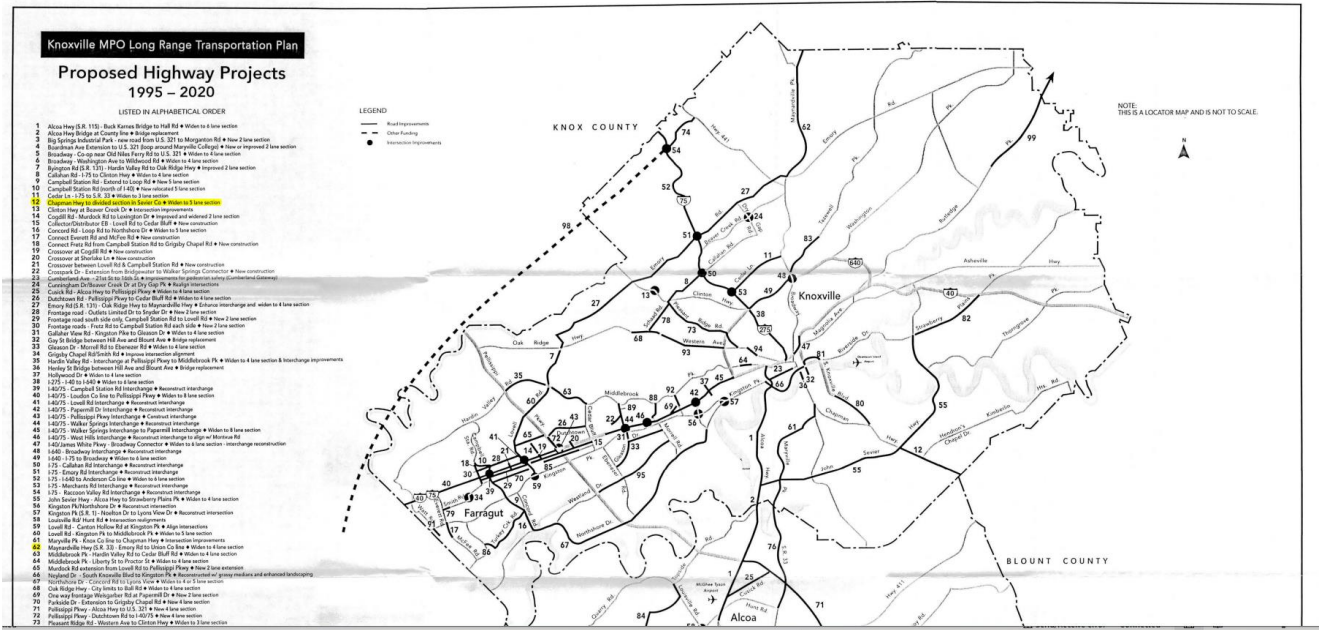
Addendum B: Planned Development Designation (yellow shading). Note vacant land

ADDENDUM A 1995-2020 Long Range Transportation Plan (2 pages)

PROJECTS FOR LONG RANGE TRANSPORTATION PLAN

Project Name and Description	Network	Est Construct Cost
Alcoa Hwy (S.R. 115) - I-40 interchange to Buck Karnes Bridge	5	11,000,000
Widen to 6 lane section		
Alcoa Hwy (S.R. 115) - Hunt Rd to Pellissippi Pkwy	BL - 10	38,000,000
Widen to 6 lane section		
Alcoa Hwy (S.R. 115) - Maloney Rd to Montlake Rd	10	30,000,000
Widen to 6 lane section		
Alcoa Hwy (S.R. 115) Buck Karnes Bridge to Hall Rd	20	57,000,000
Widen to 6 lane section those sections not previously completed		
Alcoa Hwy Bridge @ County line	BL - 5	1,500,000
Bridge Replacement		
Big Springs Industrial Park - U.S. 321 to Morganton Rd	BL - 10	private dollars
New 2 lane section		
Boardman Ave Extension to U.S. 321 (Loop around Maryville Co	BL - 20	5,000,000
New or improved 2 lane section		
Broadway - Old Niles Ferry Rd to Wildwood Rd	BL - 20	14,000,000
Widen to 4 lane section		
Callahan Road - I-75 to Clinton Hwy	10	6,000,000
Widen to 4 lane section		
Campbell Station Rd - Extend to Loop Rd	5	3,000,000
New 5 lane section		
Campbell Station Rd (north of I-40)	10	6,000,000
New 5 lane section (Relocation)		
Cedar Lane - I-75 to S.R. 33	20	5,000,000
Widen to 3 lane section		
Chapman Hwy to divided section in Sevier Co	20	14,000,000
Widen to 5 lane section		
Clinton Hwy at Beaver Creek Drive	10	Operational Improvment
Intersection improvements		
Cogdill - Murdock to Lexington	5	2,000,000
Improved and widened 2 lane section		
Collector/Distributor EB - Lovell Rd to Cedar Bluff Rd	20	4,500,000
New construction		
Concord Rd - Loop Rd to Northshore Dr	20	6,000,000
Widen to 5 lane section		
Connect Everett Rd and McFee Rd	20	1,000,000
New construction		
Connect Fretz from Campbell Station to Grigsby Chapel	20	5,000,000
New construction		
Crossing @ Cogdill	10	1,500,000

## ADDENDUM A continued



ADDENDUM B –Planned Development Designation (yellow shading). Note vacant land.

