

CASE SUMMARY

APPLICATION TYPE: SUBDIVISION
CONCEPT PLAN



File Number: 11-SC-25-C **Related File Number:** 11-H-25-DP
Application Filed: 9/30/2025 **Date of Revision:**
Applicant: HAM LAND PARTNERS

PROPERTY INFORMATION

General Location: West side of Thompson School Rd, northwest of Karnes Dr
Other Parcel Info.:
Tax ID Number: 12 209 (PART OF) **Jurisdiction:** County
Size of Tract: 78.1 acres
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.

GENERAL LAND USE INFORMATION

Existing Land Use: Agriculture/Forestry/Vacant Land
Surrounding Land Use: 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)
Proposed Use: Single-family residential **Density:** 1.92 du/ac
Planning Sector: Northeast County **Plan Designation:** RL (Rural Living), SP (Stream Protection), HP (Hillside Ridg)
Growth Policy Plan: Rural Area
Neighborhood Context:

ADDRESS/RIGHT-OF-WAY INFORMATION (where applicable)

Street: 7921 THOMPSON SCHOOL RD
Location:
Proposed Street Name:
Department-Utility Report:
Reason:

ZONING INFORMATION (where applicable)

Current Zoning: PR (Planned Residential), up to 2.9 du/ac
Former Zoning:
Requested Zoning:
Previous Requests:
Extension of Zone:
History of Zoning:

PLAN INFORMATION (where applicable)

Current Plan Category:

Requested Plan Category:

SUBDIVISION INFORMATION (where applicable)

Subdivision Name: Thompson Creek

No. of Lots Proposed: 150 No. of Lots Approved: 0

Variations Requested: 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'.

S/D Name Change:

OTHER INFORMATION (where applicable)

Other Bus./Ord. Amend.:

PLANNING COMMISSION ACTION AND DISPOSITION

Planner In Charge: Mike Reynolds

Staff Recomm. (Abbr.): 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.

Staff Recomm. (Full):

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.

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 to 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 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.

Action: Approved with Conditions

Meeting Date: 11/13/2025

Details of Action:

Summary of Action:

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.

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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.

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- B) The steep slopes are a preexisting condition on the site.
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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.
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- 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.

Date of Approval: 11/13/2025

Date of Denial:

Postponements:

Date of Withdrawal:

Withdrawn prior to publication?: **Action Appealed?:**

LEGISLATIVE ACTION AND DISPOSITION

Legislative Body: Knoxville-Knox County Planning Commission

Date of Legislative Action:

Date of Legislative Action, Second Reading:

Ordinance Number:

Other Ordinance Number References:

Disposition of Case:

If "Other":

Amendments:

Date of Legislative Appeal:

Disposition of Case, Second Reading:

If "Other":

Amendments:

Effective Date of Ordinance: