

# CASE SUMMARY

**APPLICATION TYPE: USE ON REVIEW**

KNOXVILLE-KNOX COUNTY

M P C  
METROPOLITAN  
P L A N N I N G  
C O M M I S S I O N

T E N N E S S E E

Suite 403 • City County Building  
4 0 0 Main Street  
Knoxville, Tennessee 37902  
8 6 5 • 2 1 5 • 2 5 0 0  
F A X • 2 1 5 • 2 0 6 8  
w w w • k n o x m p c • o r g

**File Number:** 5-E-02-UR **Related File Number:**  
**Application Filed:** 4/8/2002 **Date of Revision:**  
**Applicant:** JULIAN RYAN MURPHEY  
**Owner:**

## PROPERTY INFORMATION

**General Location:** North side of Hardin Valley Rd., west of Steele Rd.  
**Other Parcel Info.:**  
**Tax ID Number:** 116 70 & 70.01 OTHER: 117 7, 7.08 & 7.09 **Jurisdiction:** County  
**Size of Tract:** 250 acres  
**Accessibility:** Access is via Hardin Valley Rd., an arterial street with a pavement width of 19' - 21' within a 40' right-of-way.

## GENERAL LAND USE INFORMATION

**Existing Land Use:** Agricultural  
**Surrounding Land Use:**  
**Proposed Use:** Aircraft landing field and hangar **Density:**  
**Sector Plan:** Northwest County **Sector Plan Designation:**  
**Growth Policy Plan:** Rural Area  
**Neighborhood Context:** The predominant zoning in the area is A agricultural. Other zoning found in the area is PR and RA residential and CA commercial. This is a relatively rural area with scattered subdivisions and the recently completed Hardin Valley Elementary School.

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

**Street:**  
**Location:**  
**Proposed Street Name:**  
**Department-Utility Report:**  
**Reason:**

## ZONING INFORMATION (where applicable)

**Current Zoning:** A (Agricultural)  
**Former Zoning:**  
**Requested Zoning:**  
**Previous Requests:**  
**Extension of Zone:**  
**History of Zoning:** None noted

## PLAN INFORMATION (where applicable)

**Current Plan Category:**

Requested Plan Category:

**SUBDIVISION INFORMATION (where applicable)**

Subdivision Name:

Surveyor:

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

Variances Requested:

S/D Name Change:

**OTHER INFORMATION (where applicable)**

Other Bus./Ord. Amend.:

**MPC ACTION AND DISPOSITION**

Planner In Charge: Dan Kelly

Staff Recomm. (Abbr.): DENY this request for a private landing strip because the proposed use is not consistent with the Northwest County Sector Plan, and it is not compatible with the surrounding land use pattern for the reasons outlined in the "comments" section below

Staff Recomm. (Full):

Comments: The applicant is requesting approval of a private air strip to be located on family owned property, north of Hardin Valley Dr. and west of Steele Rd. The applicant has stated that the runway will be 2000' in length and will be used by himself and other family members only. It will be limited to day time use only because no beacons or runway lights are proposed.

Staff met with the applicant on April 17, 2002 to review his proposed plan. At that meeting staff requested more detail plans be presented. These are to include plans regarding the effective runway length, runway width, the runway grade, and the runway safety area. Additionally, staff asked for a graphic depiction of the approach surface or glide path. This will depict the angle of decent and the altitude the approaching aircraft at a particular distance from the landing threshold. Staff also requested the applicant provide a written description of the type of airplane(s) that will be using the facility, and who will be permitted to use the facility. A statement that no commercial activity will be conducted at this facility needs to be included in the written description. He was asked to address the anticipated number of take-offs and landings on a monthly basis. Finally, he was asked to address if the air strip is to be lighted and if any flashing beacons will be included. Since that time the applicant has responded to the staff's requests. It appears the plans as submitted would meet the minimum airport standards of the Tennessee Department of Transportation Aeronautics Division. However, staff is not qualified to state that as fact. We would defer to the staff of TDOT and the Federal Aviation Administration regarding the technical review of the proposed facility.

The proposed air strip is located on the eastern end of a 250 acre family owned farm. The applicant has obtained permission to remove trees from a neighbor in order to provide the "clear zone" at the end of the runway. The document provided to staff regarding the tree removal does not bind the current owner or any future owner to maintaining this clear zone for the applicant. This is no guarantee the required clear zone will be permanently maintained. It would certainly be possible if the neighbor sold his property the new owners would not be required to accommodate this applicant by maintaining the clear zone. If vegetation were allowed to grow up in that area, the air strip could not meet the minimum requirements of TDOT.

The Hardin Valley Elementary School site is located approximately 3600' from the eastern end of the proposed air strip. Residences with Chadwick Downs Subdivision are located approximately 1900' from the runway. Given the proposed 20 to 1 glide slope that would mean the maximum altitude of an approaching aircraft would be approximately 180' at the school and 95' over the residences in Chadwick Downs. Since the prevailing winds are from the west, the majority of the takeoffs and landings would be from the east. There are numerous other residences, many in subdivisions, located within one mile of the proposed air strip. Since the applicant does not currently own an airplane, staff was not provided any information regarding the take-off characteristics or climb rates of any particular type of aircraft. At take-off the applicant would be over family owned property for a horizontal distance of approximately 3800'.

The site is located in the Rural Area as shown on the Urban Growth Plan, while the area to the east of Steele Rd. is in the Planned Growth Area. Suburban growth is anticipated in the Planned Growth Area.

Infrastructure services are in place to accommodate development within the area. The proximity of the area to the Pellissippi Parkway and the employment opportunities that are being created in the Technology Corridor make this area attractive for development. With this in mind, staff can not support this applicant's request. We believe the use would not be consistent with the Sector Plan for the area. The impact of an airport is felt well beyond the boundaries of the site. Low flying aircraft that are taking off or landing can be a nuisance in area well beyond the immediate area of the facility. Introduction of flight operations in an area designated for housing would inhibit the growth in the area. The use would not be compatible with the character of the area for the same reasons as previously stated. The noise associated with the operation of a light airplane is greater than would normally be anticipated in a rural or suburban area.

The Tennessee Dept. of Transportation (TDOT) is presently considering alternative routes for a bypass around Knoxville. The "Orange Route" will cross the Stafford property. Staff does not have enough information nor the expertise to determine if the construction of the road will have an impact on the safe operation of this landing strip. TDOT is expected to identify its preferred route in the near future. If this route is chosen staff anticipates the area will become highly desirable for increased suburban development, resulting in future conflicts between the desires of this applicant to operate a landing strip and the residents in the area.

**MPC Action:**

Approved as Modified

**MPC Meeting Date:** 8/8/2002

**Details of MPC action:**

1. The landing strip being located on the eastern end of the Stafford property as shown on the development plan.
2. The airstrip being 2000' long, with a 75' clear zone on either side of the centerline of the runway, the runway being a minimum of 50' wide, a 100' clear zone provided at each end of the runway, the runway having a maximum grade of 2% and provision of a 20:1 glide slope at each end of the runway.
3. The runway being limited to a grass surface.
4. Prior to obtaining a grading permit, submit to MPC staff and the Knox County Dept. of Engineering and Public Works a plan prepared by a licensed surveyor which shows the plan and profile of the landing strip along it's proposed centerline. The survey shall project the centerline of the runway out 1000' from either end to show the elevations of all trees, fences and manmade structures in relation to the 20:1 glide slope.
5. Prior to obtaining a grading permit, submit to the Knox County Dept. of Engineering and Public Works a drainage plan prepared by a registered engineer, that shows all proposed drainage structures and erosion control devices. Erosion control devices must be in place prior to commencing any grading for this airstrip.
6. No more that two single engine airplanes may be located at this facility at any time. These aircraft must be owned by the applicant or other immediate family member residing on the site.
7. Use of this facility is limited to the applicant and any other licensed pilot in the immediate family. No student pilots may use this facility.
8. Flight operations limited to the hours between official sunrise to sunset. Runway lighting and beacons will not be permitted.
9. Any structures constructed in association with this airstrip must be located at least 150' from the centerline of the runway.
10. Fuel storage on the site must meet accepted standards and not be located within a flood prone area.
11. Entering into a legal agreement with Mr. Brown, the adjoining property owner that establishes the applicant's perpetual right to remove trees and maintain the required clear zone on his property.
12. No commercial operations associated with the landing strip occurring on the site.
13. Meeting all applicable requirements and obtaining all required permits from the Federal Aviation Administration and the Tenn. Dept. of Transportation.
14. Meeting all applicable requirements of the Knox County Dept. of Engineering and Public Works.
15. Meeting all applicable requirements of the Knox County Zoning Ordinance.
16. Approval by the Knox County Board of Commissioners.

**Summary of MPC action:**

Approve the development plan subject to 16 conditions

**Date of MPC Approval:**

8/8/2002

**Date of Denial:**

**Postponements:** 5/9/02-7/11/02

**Date of Withdrawal:**

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

**LEGISLATIVE ACTION AND DISPOSITION**

**Legislative Body:**

County Commission

**Date of Legislative Action:**

9/23/2002

**Date of Legislative Action, Second Reading:**

**Ordinance Number:**

**Other Ordinance Number References:**

**Disposition of Case:**

Approved

**Disposition of Case, Second Reading:**

**If "Other":**

**Amendments:**

**Date of Legislative Appeal:**

**If "Other":**

**Amendments:**

**Effective Date of Ordinance:**