



Background on Growth in Hardin Valley January 2022

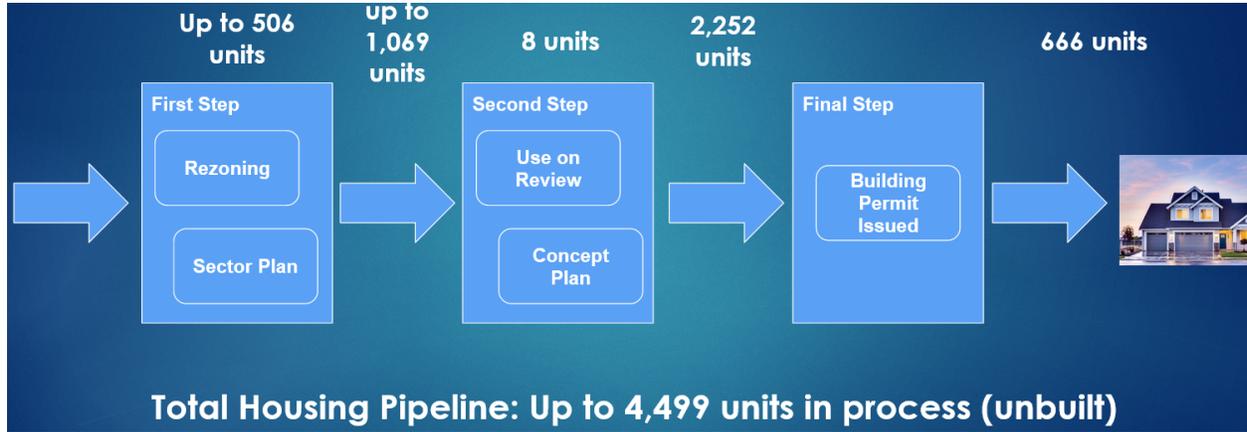
There is a lot of Hardin Valley development activity on the December - Feb 2021/2022 Planning Commission agendas and January 2022 County Commission Agenda. In front of County Commission this month are 3 rezonings that have significant impact. These, plus the cumulative rezonings over the past several years, have residents looking at the cumulative impact. Below is our attempt to give you that picture for Hardin Valley, today.

This month we are focused on:

File	What / Where	Acres	Requested Density	Requested Dwelling Units / Lots	Estimated Trips (from Staff Report)	Estimated Students (from Staff Report)
11-E-21-RZ	Vinit Sharma, 2106 Schaeffer Rd	4	4	16	170	6
12-I-21-RZ	Safe Harbor Residential, 11636 Hardin Valley Rd / Couch Mill Rd	131.7	3	395.1	3746	163
12-K-21-RZ	2205 West Gallaher Ferry Rd	23.8	4	95.2	992	39
	Total - Rezonings			506.3	4908	208

Housing Pipeline

Hardin Valley Planning Advocates requested, and paid for, data from Knoxville-Knox County Planning about the current residential land use status for Hardin Valley. From that we created the current (Jan 15, 2022) Housing Pipeline for Hardin Valley:



	Single Family Detached	Single Family Attached	Multifamily	Total
Building Permits issued, Jan - Nov 2021	445 (+3 mobile home)	50	168	666***
Approved Lots - No Bldg Permit*	1,518	222	512	2,252
Approved Zoning - No Concept Plan**	Up to 1,069			
Pending Lots - Feb 2022	8	0	0	8
TOTAL	Up to 3,995 units with currently approved zoning			
Jan 2022 County Commission Rezoning Requests	Applicants Requested: 504 Planning Commission Recommended: 349			

* approved lots no bldg permits are Use on Review / Concept Plan cases from 2016-Nov 2021

** approved zoning are rezonings Approved from 2016-Nov 2016 without a Use on Review / Concept Plan filed. This does not include property rezoned prior to 2016 where a Use on Review / Concept plan has yet to be filed

*** 666 building permits were issued Jan-Nov. Some of those may be completed by now

Some background for Hardin Valley

Schools: The three Hardin Valley Schools are over or very close to capacity:

School	Capacity	Enrollment	Notes
HV Elementary	900	1304 (+504 over)	5 portables onsite with 2 more ordered.
HV Middle	1,200	1,081 (-119 under)	Will be over in 2 years when the largest 4th and 5th grade classes in history move up
HV Academy	1,800	2,125 (+325 over)	Designed to accommodate addition of 1 more wing, but would need to be funded
Totals	3,900	4,510 (+610 over)	Just the Dec 2021 requests estimate growth of additional 330 students in next 1-8 years

The student pipeline based on residential land use pipeline looks like:

Lot Type	Estimated Student Yield
Building Permits Issued Jan-Nov 2021	202
Approved Concept Plans - No Building Permit	809
Approved Zoning - No Concept Plan	Approx 325
Pending Rezoning (Jan 2022 County Commission)	Up to 208
Total Student Pipeline	Up to 1,548
Current School Over-Capacity	610 students
New Over-Capacity	Up to 2,158 students

These statistics are based on the student yield formula from Knoxville-Knox County Planning as updated in late 2021. Yes some students in existing homes will age up and graduate from the schools, but new families will move into existing homes with new children. The housing and student pipelines guarantee overcrowding conditions will get worse without facility construction.

Knox County is building a Northwest Elementary School and will build a new elementary school in Farragut. Those still will just barely bring HV Elementary to capacity levels, but there is no relief or plan in sight for the middle and high school. Rezoning to allocate some students to Karns High School would temporarily solve the overcrowding issue, but Karns has seen a number of developments approved and has its own housing and student pipeline. This is only a band-aid for a few years and is not a long-term plan.

Roads: Looking at the 5/15 year improvement plan from the NW sector plan: The Karns Connector and interchange improvements at Hardin Valley / Pellissippi Parkway are completed. The Hardin Valley Mobility Plan was completed in 2019 after the Sector Plan, and it identified and prioritized 34 projects for the next 10 years. The total cost estimates ranged from \$141 million to \$151 million to complete all these projects. Knox County has a yearly capital budget of about \$18 million a year for mobility/transportation projects across the entire county. For the 5 years approved FY22-26 Capital Budget, \$3 million has been allocated to Hardin Valley (Coward Mill, Hickory Creek Roundabout). Another \$26 million is available for the entire county under “Countywide Road Improvements”. Even if that was all allocated to Hardin Valley, another \$112 million would be needed in FY27-31 to complete the improvements we already need. (For context, the entire county capital improvement budget for the five years of FY22-26 is \$84.2 million).

Description	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total
Schaad Road	\$8,000,000	\$8,000,000	\$10,000,000	\$ -	\$ -	\$26,000,000
Beaver Creek and Brickyard Roundabout	1,500,000	-	-	-	-	1,500,000
Canton Hollow Road Improvements	2,000,000	4,000,000	-	-	-	6,000,000
Coward Mill Widening	2,000,000	600,000	-	-	-	2,600,000
Countywide Road Improvements	-	-	2,000,000	12,000,000	12,000,000	26,000,000
Hickory Creek Roundabout	1,000,000	-	-	-	-	1,000,000
Carter School Sidewalk Improvements	500,000	-	-	-	-	500,000
Ledgerwood Intersection Improvements	350,000	-	-	-	-	350,000
Midway Road LIC	800,000	-	-	-	-	800,000
Bridge Repair/Large Culvert Repairs	1,000,000	1,500,000	1,500,000	2,000,000	2,500,000	8,500,000
TDOT Partnerships	500,000	1,500,000	1,500,000	1,750,000	1,750,000	7,000,000
Interagency-Private Partnerships	250,000	500,000	500,000	500,000	750,000	2,500,000
Geometric Improvements	250,000	250,000	250,000	250,000	250,000	1,250,000
State Aid Projects	25,000	50,000	50,000	50,000	50,000	225,000
Total Highways	18,175,000	16,400,000	15,800,000	16,550,000	17,300,000	84,225,000

Utilities: There is an improved sewage treatment plant and TVA is bringing in a new high voltage transmission line to feed LCUB. But that means an unsightly transmission line crossing people’s properties and dominating their view. And while West Knox Utility District has submitted comments that they can provide new services for the development on Couch Mill Rd, we also

understand in August 2021 they asked Knox County Finance about available assistance with their utility projects that support growth in the northwest sector. Some examples of what West Knox Utility District cited as capital needs directly related to growth:

WKUD Project Type	Unfunded Needs	Examples and Notes
Utility Relocation	\$1.3 million	Areas such as the Hardin Valley Rd and Hickory Creek Rd roundabout. That's in addition to the \$6.3 million they have to spend for relocating utilities for the Schaad Road project.
Growth-related Capital Projects	\$5.2 million	\$800,000 for a Watt Rd wastewater pump station, \$1 million for a Solway Rd pump station, \$1.2 million for improvements to a pump station serving Steele Rd and existing schools and would serve the proposed Couch Mill subdivision.
Fire hydrants	\$21 million	address 15 existing neighborhoods that were built without fire hydrants before codes required them, so the water lines are too small to support them.

Knox County Commission included \$8 million for West Knox for wastewater projects [in its plan for using](#) the State and Local Recovery Funds Program, approved Dec 2021.

Using the Northwest Sector Plan's 5/15 year improvement plan, we should look at how we are doing in the bigger picture regarding:

Parks and Community Facilities: The 5/15 year plan identified 7 projects in Hardin Valley. The Middle School and Plumb Creek Park were completed. But none of the others have been started. Unfortunately the Hardin Valley Community Center on Hickory Creek was condemned and demolished due to unsafe conditions, and also stopped use of that land for athletic practices. We have no community gathering location. Athletic fields on school grounds are in high demand and many teams are paying for off site practice areas. That's why we keep asking for you to require new neighborhoods to put in pocket parks and recreational offerings. Many of you were at the Legacy Parks luncheon where you heard the statistic that a child who grows up within ½ mile of a playground is 5x more likely to be a healthy weight.

Land Use: The 5 year plan calls out 6 initiatives related to Land Use. One of them, creating a Rural Preservation zone, is complete on paper, but there's no property in the county with that zoning applied, and no incentives for landowners or planners to use it. The other 5 land use initiatives haven't started. We feel the sidewalk initiative took a step backwards, and we have less sidewalks being built. Codifying conservation subdivisions is something we desperately want in the Valley. It's been called for in every county Sector Plan for the last 20 years.

That's the facts related to current situations and plans. Here are some facts related to growth:

- In the Northwest Sector (which is a superset of Hardin Valley), there were 1,161 building permits in 2020, 832 in 2019, 891 2018, 1153 in 2017, 872 in 2016. Over 6,000 permits since 2010.

- In Hardin Valley, we are building 1 house every 32 hours.
- We have asked staff for information about residential building permits approved in the Hardin Valley area for 2021; that's basically the number of units that have come online in the last few months and will be in the next 6-9 months.
- We have also asked staff for information: since 2016 how many lots were created through subdivisions (or PR rezonings without a concept plan) where building permits haven't yet been pulled. That will represent the potential units that have been authorized and haven't started the building.

The December 2021 planning agenda has rezoning and concept plan requests from applicants that, if they were approved as applied for, could create up to 801 lots, add another 7,881 trips to the area's roads, and another 330 students to the Hardin Valley schools.

It is clear that investment in infrastructure, schools and public services in Hardin Valley is behind the plan and in further need of investment. At the same time, growth pressures are maintaining or increasing.

Call to Action

HVPA and KCPA are *very* excited about the [Comprehensive Land Use, Transportation, and Park Plans](#) initiative that is just starting. We believe that this update will positively position Knox County, and Hardin Valley, for future residential and economic growth. It will also help preserve our sense of place that makes our community so desirable.

It will take 18-24 months to update the General Plan and Growth Plan, and then we need to enact the plans through updates to the Zoning Ordinance and Subdivision Regulations.

During the intervening time, with all the growth pressures and infrastructure investment needed, KCPA and HVPA asks that Knoxville-Knox Planning Commission and Knox County Commission:

- Uphold the existing Sector Plans by applying the plans and guidelines to land use decisions, without assuming that what the updated General Plan will have until it is agreed to and adopted.
- Deliberate about if a request should be approved based on the big picture of the area - what is the availability of public services and utilities in the are, and how the land use decision will impact the characteristics identified as important in the Sector Plan
- Apply the requirements of the zoning ordinance, subdivision regulations to rezonings and Use on Reviews. With Use on Review applications, carefully consider character and adverse impact to neighbors, as impacts are more acutely felt in a more densely populated county.
- Look for opportunities where land use decisions can further projects already identified in sector plans, such as parks, greenways, new schools, or transportation projects

2016 Northwest County Sector Plan 5 and 15 Year Improvement Plan (Hardin Valley Area Projects) - HVPA Tracker

<i>Project or Program</i>	<i>5-Year</i>	<i>15-Year</i>	<i>Responsible Agency</i>	<i>Community Comments</i>
LAND USE				
Develop a scenic corridor overlay district for commercial and rural corridors - Oak Ridge Highway, Hardin Valley Road, W. Emory Road, Schaad Road Extension	X		County/MPC	Not initiated
Create a new Agricultural zone in the county to protect farmland and rural landscapes	X		City/County/MPC	Rural Preservation Zone codified, but no incentives to use this zone or protection from adjacent land uses
Update the subdivision ordinance to include conservation subdivisions as a development alternative	X		City/County/MPC	Not initiated. This is a key tool that Hardin Valley and all communities in Knox County desire
Update the Growth Policy Plan – Will be after General Plan Update	X		City/County/MPC	General Plan won't come for 18-24 months
Update the subdivision ordinance to include sidewalk and connectivity standards	X		MPC	Feeling is that updated sidewalk ordinance is resulting in fewer sidewalks being built within subdivisions
Draft Small Scale Innovation District Zone	X		City/County/MPC	Not initiated
GREEN INFRASTRUCTURE				
Adopt conservation subdivision development ordinance for the preservation of farmland and/or open space	X		City/County	Not initiated, and something HV and other areas strongly desire
COMMUNITY FACILITIES				
Work with Knox County Schools on site planning for the proposed Hardin Valley Middle School	X		County/Knox County Schools/MPC	Completed
Complete Plumb Creek Park	X		County	Completed
Build the West Knox to Oak Ridge Greenway (along the Pellissippi Parkway Technology Corridor)	X	X	TDOT/City/County	Not initiated
Acquire land in Hardin Valley area for Hardin Valley Community Park	X		County	Not initiated. Also Hardin Valley Community Center on Hickory Creek was demolished and athletic fields closed
Acquire easements and build Conner Creek Greenway (Hardin Valley Area)	X	X	County	Opportunistic easements are being acquired during Subdivision process, but no other progress to acquiring or building greenway
Build Northwest District Recreation Center	X	X	County	Not Initiated
Build Hardin Valley Community Park		X	County	Not initiated. 15 year horizon
HISTORIC PRESERVATION				
Update the inventory of historic resources in the Northwest County Sector	X		County/MPC	The Coward Mill Bridge is National Register Eligible and Knox County has a road project that may impact it

TRANSPORTATION				
Construct new road, Karns Connector, between Westcott Boulevard and Oak Ridge Highway	X		County	Completed
Pellissippi Parkway and Hardin Valley Road Interchange Improvements	X		TDOT/County	In Progress
Widen Lovell Road from 2 lanes to 4 lanes between Cedardale Lane and Middlebrook Pike with median, bike lanes and sidewalk	X		County/TPO	In design and ROW
Improve Pellissippi Parkway interchanges at Lovell Road and Oak Ridge Highway		X	TDOT/County	Not initiated. 15 year horizon
Widen Campbell Station Road to add center turn lane and bike and pedestrian facilities		X	County	Not initiated. 15 year horizon

2019 Hardin Valley Mobility Plan - HVPA Tracker

Type	Project	Timeframe	Description	Cost - Low	Cost - Medium	Cost - High	Status
Congestion / Operations	T-2	2025-2030+	Widen Hardin Valley Road to a median-divided facility with two through lanes in each direction, landscaped median and turn lanes at key intersections. Incorporate multi-use path and opportunities for driveway consolidation along the length of the project.	\$18,000,000	\$18,000,000	\$18,000,000	
Congestion / Operations	T-3	2025-2030+	Construct landscaped median along the length of Hardin Valley Road with exclusive turn lanes at key intersections (near the school and Steele Rd/Campbell Station Rd, near PSCC/Pellissippi Parkway). Incorporate multi-use path and opportunities for driveway consolidation along the length of the project.	\$10,000,000	\$10,000,000	\$10,000,000	
Congestion / Operations	T-4	2020-2021	Adaptive Signal System for intersections along Hardin Valley Road from Pellissippi Parkway ramps to westernmost PSCC access	\$200,000	\$200,000	\$200,000	In Progress
Congestion / Operations	T-5	2022-2024	Add additional southbound exit ramp from and southbound entry ramp to Pellissippi Parkway from Solway Road	\$5,000,000	\$5,000,000	\$5,000,000	
Congestion / Operations	T-6	2020-2021	Coordinate signal timing on Lovell Road	\$70,000	\$70,000	\$70,000	Unknown
Safety	S-1	2020-2021	Signage for limited sight distance (Carmichael/Valley Vista, Everett/Buttermilk, Solway/Sam Lee)	\$100,000	\$100,000	\$100,000	Not Started
Safety	S-2-A	2022-2024	Option A - New Roadway Alignment; New northbound Graybeal Road alignment to connect to intersection of Buttermilk Road and southbound Graybeal Road with additional signage for sight distance	\$0	\$0	\$2,000,000	Not Started
Safety	S-2-B	2022-2024	Option B - Intersection Approach Realignment; realign both intersections of Buttermilk Road and Graybeal Road with additional signage for sight distance	\$320,000	\$320,000	\$320,000	Not Started
Safety	S-3	2025-2030+	Widen Hickory Creek to include shoulder on either side for all users	\$7,000,000	\$7,000,000	\$7,000,000	Not Started
Safety	S-4	2020-2021	Intersection improvements at Couch Mill Road/Williams Road/Gallaher Ferry Road with signage for sight distance	\$80,000	\$80,000	\$80,000	Not Started
Safety	S-5	2025-2030+	Widen existing travel lanes and shoulders on Williams Bend Road to provide better access to Melton Hill Park for all users	\$6,000,000	\$6,000,000	\$6,000,000	
Safety	S-6	2020-2021	Intersection improvements at Couch Mill Road and Williams Bend Road (consider 3-way stop) with signage for sight distance	\$40,000	\$40,000	\$40,000	Not Started

Type	Project	Timeframe	Description	Cost - Low	Cost - Medium	Cost - High	Status
Safety	S-7	2022-2024	Option A - Intersection improvements at Sam Lee Road and Steele Road - Consider Roundabout	\$1,500,000	\$1,500,000	\$1,500,000	Not Started
Safety		2020-2021	Option B - Intersection improvements at Sam Lee Road and Steele Road - Consider All Way Stop	\$60,000	\$60,000	\$60,000	Not Started
Safety	S-8	2025-2030+	Widen existing travel lanes on Sam Lee Road with additional shoulder width for all users	\$7,000,000	\$7,000,000	\$7,000,000	
Safety	S-9-A	2025-2030+	Option A - Improve existing N. Campbell Station Road to address capacity and safety issues - Shoulders Only	\$13,000,000	\$0	\$0	
Safety	S-9-B	2025-2030+	Option B - Improve N. Campbell Station Road to address capacity and safety issues - New 0.8-mile Connection with Partial Realignment	\$0	\$15,500,000	\$0	
Safety	S-9-C	2025-2030+	Option C - Improve Campbell Station Road to address capacity and safety issues - New 1.5-mile Connection with Partial Realignment	\$0	\$0	\$18,000,000	
Safety	S-10-A	2022-2024	Option A - Intersection improvements at Campbell Station and Yarnell - Consider Roundabout	\$0	\$0	\$2,000,000	Unknown
Safety	S-10-B	2022-2024	Option B - Intersection improvements at Campbell Station and Yarnell - Consider Traffic Signal	\$1,500,000	\$0	\$0	Unknown
Safety	S-11	2025-2030+	Improve Snyder School Road to include shoulders for all users	\$2,500,000	\$2,500,000	\$2,500,000	
Safety	S-12-A	2020-2021	Option A - Intersection improvements at Snyder School Road and Snyder Road - Consider All Way Stop	\$50,000	\$0	\$50,000	Unknown
Safety	S-12-B	2022-2024	Option B - Intersection improvements at Snyder School Road and Snyder Road - Consider Mini Roundabout	\$0	\$2,000,000	\$2,000,000	Unknown
Safety	S-13	2025-2030+	Shoulders/Sidewalks on northern Solway Road	\$5,500,000	\$5,500,000	\$5,500,000	
Safety	S-14	2020-2021	Implement access control measures for George Light Road at Pellissippi Parkway (e.g., RIRO)	\$3,500,000	\$3,500,000	\$3,500,000	Unknown
Connectivity	C-1	2025-2030+	New roadway connection between Hatmaker Road and Snyder Road	\$5,000,000	\$5,000,000	\$5,000,000	
Connectivity	C-2	2025-2030+	New roadway connection from Hatmaker Lane to Everett Road	\$6,500,000	\$6,500,000	\$6,500,000	
Connectivity	C-3	2025-2030+	Improve Marietta Church Road to include additional shoulder width for all users	\$6,000,000	\$6,000,000	\$6,000,000	
Connectivity	C-4	2025-2030+	Provide additional N-S connection from Couch Mill Road to proposed E-W connector and Hardin Valley Road	\$3,000,000	\$3,000,000	\$3,000,000	

Type	Project	Timeframe	Description	Cost - Low	Cost - Medium	Cost - High	Status
Connectivity	C-5	2025-2030+	Provide new E-W connection from Steele Road to Mission Hill Lane to provide parallel route for Hardin Valley	\$13,000,000	\$13,000,000	\$13,000,000	
Connectivity	C-8	2025-2030+	Connect Dutchtown Road and Lovell Road, east of Pellissippi Parkway; remove access to Pellissippi Parkway from residential property	\$4,500,000	\$4,500,000	\$4,500,000	
Connectivity	C-9	2025-2030+	Explore options for N-S connection via Cherahala Boulevard extension	\$2,500,000	\$2,500,000	\$2,500,000	
Non-Motorized	NM-1	2025-2030+	Improve the shoulders on Yarnell Road for all users	\$11,000,000	\$11,000,000	\$11,000,000	
Non-Motorized	NM-3	2025-2030+	Complete sidewalk gap on Outlet Drive	\$90,000	\$90,000	\$90,000	
Non-Motorized	NM-4	2022-2024	Provide new bike facilities (either bike lane or wider shoulders) along Bob Gray Road	\$3,500,000	\$3,500,000	\$3,500,000	Unknown
Non-Motorized	NM-5	2025-2030+	Widen Thompson Road with shoulders and potential bike facility	\$4,500,000	\$4,500,000	\$4,500,000	
Non-Motorized	NM-6-A	2022-2024	Option A - Near-term safety improvements for existing Greenway crosswalk to potentially include refuge islands, Rectangular Rapid Flashing Beacon (RRFB)	\$60,000	\$0	\$60,000	Unknown
Non-Motorized	NM-6-B	2025-2030+	Option B - Long-term solution being a grade-separated crossing at Hardin Valley Road	\$0	\$1,200,000	\$1,200,000	
Total Costs				\$141,070,000	\$145,160,000	\$151,770,000	