



# SUBDIVISION REPORT - CONCEPT/DEVELOPMENT PLAN

▶ **FILE #:** 1-SF-23-C  
1-E-23-DP

**AGENDA ITEM #:** 38  
**AGENDA DATE:** 1/12/2023

▶ **SUBDIVISION:** BEELER ROAD SUBDIVISION  
▶ **APPLICANT/DEVELOPER:** MESANA INVESTMENTS - BEELER ROAD  
**OWNER(S):** Mesana Investments, LLC

**TAX IDENTIFICATION:** 29 188.03 [View map on KGIS](#)

**JURISDICTION:** County Commission District 8

**STREET ADDRESS:** 0 BEELER RD

▶ **LOCATION:** East and west side of Beeler Rd, south of Beeler Farms Ln

**SECTOR PLAN:** Northeast County

**GROWTH POLICY PLAN:** Planned Growth Area

**WATERSHED:** Beaver Creek

▶ **APPROXIMATE ACREAGE:** 27.539 acres

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

▶ **EXISTING LAND USE:** Agriculture/Forestry/Vacant Land

▶ **PROPOSED USE:** Detached residential subdivision

**SURROUNDING LAND USE AND ZONING:**  
North: Single family residential -- PR (Planned Residential)  
South: Single family residential, rural residential, agriculture/forestry/vacant -- A (Agricultural)  
East: Agriculture/forestry/vacant -- PR (Planned Residential)  
West: Agriculture/forestry/vacant, rural residential, single family residential -- PR (Planned Residential), A (Agricultural)

▶ **NUMBER OF LOTS:** 87

**SURVEYOR/ENGINEER:** David Harbin Batson, Himes, Norvell and Poe

**ACCESSIBILITY:** Access is via Beeler Road, a minor collector street with 19 ft of pavement width within 40 ft of right-of-way.

▶ **SUBDIVISION VARIANCES REQUIRED:** **VARIANCES**  
1. Reduce the minimum vertical curve on Road 'A' from K=25 to K=15 at STA 0+75

**ALTERNATIVE DESIGN STANDARDS REQUIRING KNOXVILLE-KNOX COUNTY PLANNING COMMISSION APPROVAL**

1. Reduce the minimum horizontal curve radius from 250' to 150' at STA 2+25 on Road 'D'

**ALTERNATIVE DESIGN STANDARDS REQUIRING KNOX COUNTY ENGINEERING AND PUBLIC WORKS APPROVAL**

\*\* See the Requested Variances and Alternative Design Standards

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**STAFF RECOMMENDATION:**

- ▶ **Approve the requested variance and alternative design standard based on the justification provided by the applicant and recommendations of the Knox County Department of Engineering and Public Works.**

**Approve the Concept Plan subject to 12 conditions.**

- 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) Providing a sight distance easement across the lots on the inside of the horizontal curves with a radius less than 200 ft per the requirements of Knox County Engineering and Public Works during the design plan phase. Any driveways on these lots must be located outside the sight distance easement and shown on the plat, or the driveways must have a depth of 20 ft beyond the sight distance easement if they cannot be located outside the sight distance easement.
- 4) Partnering with Knox County to implement the recommended turn lane improvements to Beeler Road at the E. Emory Road intersection as outlined in the Fairview Road and Beeler Road Subdivision Transportation Impact Study (AJAX Engineering, revised December 2022). The developer is responsible for designing the turn lane, grading the area, and installing the base stone and binder course. Knox County is responsible for installing the surface course, striping the lane, and installing any necessary signage. The improvements that are the responsibility of the developer must be completed before the first phase of the subdivision is platted. The turn lanes on E. Emory Road recommended by the TIS, are not required to be installed by this condition.
- 5) Obtaining all necessary permits from TDOT for the improvements at the Beeler Road and E. Emory Road intersection.
- 6) Providing a 50-ft wide right-of-way stub-out on the south side of the Road 'A' and Road 'D' intersection that extends to the southern property boundary. The stub-out shall be provided on the Final Plat and identified for future connection. With the creation of this stub-out, the developer has the option of eliminating one of the two stub-outs in the Fairview Road Subdivision.
- 7) Installing the curbing and asphalt road surface through the intersection radii referenced in condition #6 above and installing notification of future street connection as required by Section 3.04.C.2.d. of the Knoxville-Knox County Subdivision Regulations.
- 8) If any building construction is proposed within the 50' buffer area around the designated sinkholes/depressions (including the depressions), a geotechnical report must be prepared by a registered engineer to determine soil stability and that report must be submitted to the Knox County Department of Engineering and Public Works for consideration. Any construction in these areas is subject to approval by the County following a review of the report. Engineered footings must be designed for these areas. For those lots that do not have a building site outside of the 50' buffer, approval by Knox County will be required prior to final plat approval. The sinkholes/depressions and 50' buffer shall be designated on the final plat even if they are approved to be filled.
- 9) Providing a greenway easement on the Final Plat, from either the Road 'A' cul-de-sac or Road 'D' between lots 46 and 47, that extends to approximately where the blue line stream crosses the southern boundary line. This easement can be relocated if Knox County Parks and Recreation and Knox County Engineering and Public Works determines that this location is not feasible or a more appropriate location is identified in the Beeler Road Subdivision or Fairview Road Subdivision. The width of the greenway easement will be determined during the design plan phase.
- 10) Providing a note on the final plat that lots 85-87 must have a vehicle turn around on each driveway.
- 11) Meeting all applicable requirements of the Knox County Department of Engineering and Public Works and TDOT.
- 12) 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.

- ▶ **Approve the development plan for a residential subdivision with up to 87 detached dwellings and reduction of the 35-ft peripheral setback to 25-ft for lots 65-70, as shown on the plan, subject to 1 condition.**

- 1) Meeting all applicable requirements of the Knox County Zoning Ordinance.

**COMMENTS:**

**SUMMARY**

This proposal is an 87-lot detached residential subdivision on 27.539 acres at a density of 3.16 du/ac. This

includes 84 lots on the east side of Beeler Road and 3 lots on the west side of Beeler Road. The property was rezoned from A (Agricultural) to PR (Planned Residential) up to 3.3 du/ac in June 2022 (5-L-22-RZ). The new internal roads will be public with 26-ft of pavement within a 50-ft right-of-way. Road 'D' will extend to the east property boundary to provide access to the Fairview Road Subdivision approved in December 2022 (11-SA-22-C / 11-A-22-DP). The Beeler Road Subdivision and Fairview Road Subdivision are being developed by the applicant and are intended to be the same subdivision when platted.

#### PREVIOUS APPROVAL

The previously approved B&B Builders subdivision (7-SA-22-C / 7-A-22-UR) had 86 total dwelling units, with 83 attached house lots and 3 detached house lots. A walking trail was provided around the large detention pond under the TVA powerline easement in the southwest portion of the property, and another trail to the existing pond on the north side of Road 'A', between Road 'B' and Road 'C'. The Planning Commission also added a condition to extend the walking trail in the southwest corner of the property to the large property to the south (parcel 029 186) to provide pedestrian access between the properties, since a road connection or greenway easement was not proposed or required at that time.

#### PROPOSED MODIFICATIONS

The subdivision layout remains relatively unchanged. The only significant change to the road system is extending Road 'D' to the eastern property line. A short boulevard-style entrance is also proposed but is not required. Even though the lots are being widened slightly for detached houses, the lot configuration is similar. The primary differences are four (4) lots added east of the stream on Road 'D' (lots 43-46), and lot 10 added north of the existing pond located on lots 11, 19, and 20. The walking trails around the detention pond and existing pond are removed from the plan.

#### ROAD CONNECTIVITY

The Beeler Road Subdivision contains 84 lots on the east side of Beeler Road and is currently the only access for the 128-lot Fairview Road Subdivision. The two subdivisions combined will have up to 212 lots using the single entrance, which exceeds the long-standing unwritten design policy requiring a second entrance or a boulevard entrance road when a subdivision has more than 150 lots. The purpose of this policy is to address access for emergency services, but it also has the secondary benefit of increasing connectivity when multiple entrances are established. The boulevard option should only be used when there are no feasible or logical connections that can provide secondary access to an external road, and the boulevard must extend into the subdivision far enough to provide a benefit, such as the first intersection that provides access to a significant portion of the lots, or preferably, a loop road. The short boulevard proposed at the entrance is not long enough to provide significant benefits. It can be removed at the developer's option during the design plan phase.

The Fairview Road Subdivision is required to provide a stub-out on the north and south sides of the subdivision. These two stub-out locations allow for feasible extensions into adjoining properties and provide opportunities to connect to external streets other than Beeler Road. However, the impediments to making the connection to external streets are complicated. To the north, access to E. Emory Road is feasible, but it requires building a road on a steep cross-slope or obtaining access on adjacent properties and sight distance could be an issue. To the south, access to Fairview Road is feasible but requires crossing the wide Beaver Creek floodplain and potentially making improvements to Fairview Road because of limited sight distance. Another potential concern is that the stub-outs could be used to provide access for residential subdivisions on the adjoining properties without an additional external connection. This would put additional stress on the single access point through the Beeler Road Subdivision.

Because of the limitations of obtaining additional external access from the Fairview Road Subdivision, staff is recommending a stub-out on the south side of the Road 'A' and Road 'D' intersection, with the option provided to the developer of eliminating one of the required stub-outs in the Fairview Road Subdivision (see condition #6). The stub-out in the Beeler Road Subdivision is feasible and provides a logical secondary access point to Beeler Road if the adjoining property is developed.

#### PEDESTRIAN FACILITIES

The concept plan does not show any sidewalks along internal or external streets; however, the Knox County Sidewalk Ordinance requires them along the frontage of existing adjoining roadways (Beeler Road) and internal street segments with 1,000 or more vehicle trips per day when the development is within a ¼ mile of public facilities, including proposed greenways per the Knox County Greenway Corridor Study. This development is within ¼ mile of the preferred route for the proposed Beaver Creek East greenway corridor (see Exhibit B). A sidewalk is required on one side of Road 'A', from Beeler Road to Road 'D', and on one side of Road 'D' from Road 'A' to the eastern terminus. The Road 'D' sidewalk will connect to the Fairview Road Subdivision sidewalk system.

Staff is recommending a greenway easement on either side of the stream, from Road 'D' to the southern boundary line, for the future installation of a greenway connector. A greenway easement through the property to the south is necessary to connect to the greenway corridor. This easement can be moved to a more feasible connection point during the design plan phase. This greenway easement can be considered a substitute for providing a sidewalk along the Beeler Road frontage, at the discretion of Knox County Engineering and Public Works during the design plan phase.

#### VARIANCES AND ALTERNATIVE DESIGN STANDARDS

The proposed vertical curve variance at the entrance is the same as previously approved for the B&B Builders Subdivision. Staff supports this request because it will not create a traffic hazard at this location. The horizontal curve reduction on Road 'D' is also supported because it is near a stop-controlled intersection, where reduced speeds are expected. The horizontal curve radius hasn't changed from the previous plan, however, the road is longer than 1,000' since it now extends into the Fairview Road Subdivision, which increases the minimum horizontal curve radius from 100' to 250'.

#### DEVELOPMENT PLAN ANALYSIS PER ARTICLE 6, SECTION 6.50.06 (APPROVAL OR DENIAL)

In the exercise of its administrative judgment, the Planning Commission shall determine if the proposed plan is in harmony with the general purpose and intent of the zoning ordinance and adopted plans.

##### 1) ZONING ORDINANCE

PR (Planned Residential) up to 3.3 du/ac:

a) The PR zone allows houses as a permitted use. The administrative procedures for the PR zone require the Planning Commission to approve the development plan before permits can be issued (Article 5, Section 5.13.15).

b) This PR zone district is approved for a maximum of 3.3 du/ac. The proposed density is 3.16 du/ac.

c) The peripheral setback is 35 feet, however, the planning commission may reduce it to 15 feet when the adjacent property is zoned agricultural or residential. The applicant is requesting a peripheral setback of 25 ft for lots 65-70. The requested reduction will have minimal impact on adjacent properties.

##### 2) GENERAL PLAN – DEVELOPMENT POLICIES

a) Ensure that the context of new development, including scale and compatibility, does not impact existing neighborhoods and communities (Policy 9.3) – The development will consist of detached houses, which is the same as other nearby residential developments. The proposed peripheral setback reduction should have minimal impact on adjacent properties.

b) Encourage a mixture of housing sizes and prices within planned residential developments (Policy 9.8) – This development is exclusively detached, single-family houses, which does not diversify the housing mix in the area. It is unknown if the price ranges will vary from nearby residential developments.

##### 3) NORTHEAST COUNTY SECTOR PLAN

a) The property is classified LDR (Low Density Residential), which allows consideration of up to 5 du/ac. The proposed density is 3.16 du/ac.

##### 4) KNOXVILLE – FARRAGUT – KNOX COUNTY GROWTH POLICY PLAN

a) The property is within the Planned Growth Boundary. The purposes of the Planned Growth Boundary designation are to encourage a reasonably compact pattern of development, promote the expansion of the Knox County economy, offer a wide range of housing choices, and coordinate the actions of the public and private sectors, particularly with regard to the provision of adequate roads, utilities, schools, drainage and other public facilities and services.

**ESTIMATED TRAFFIC IMPACT:** A traffic impact study was prepared by the applicant. The findings of that study were used in formulating the recommendations of this staff report.

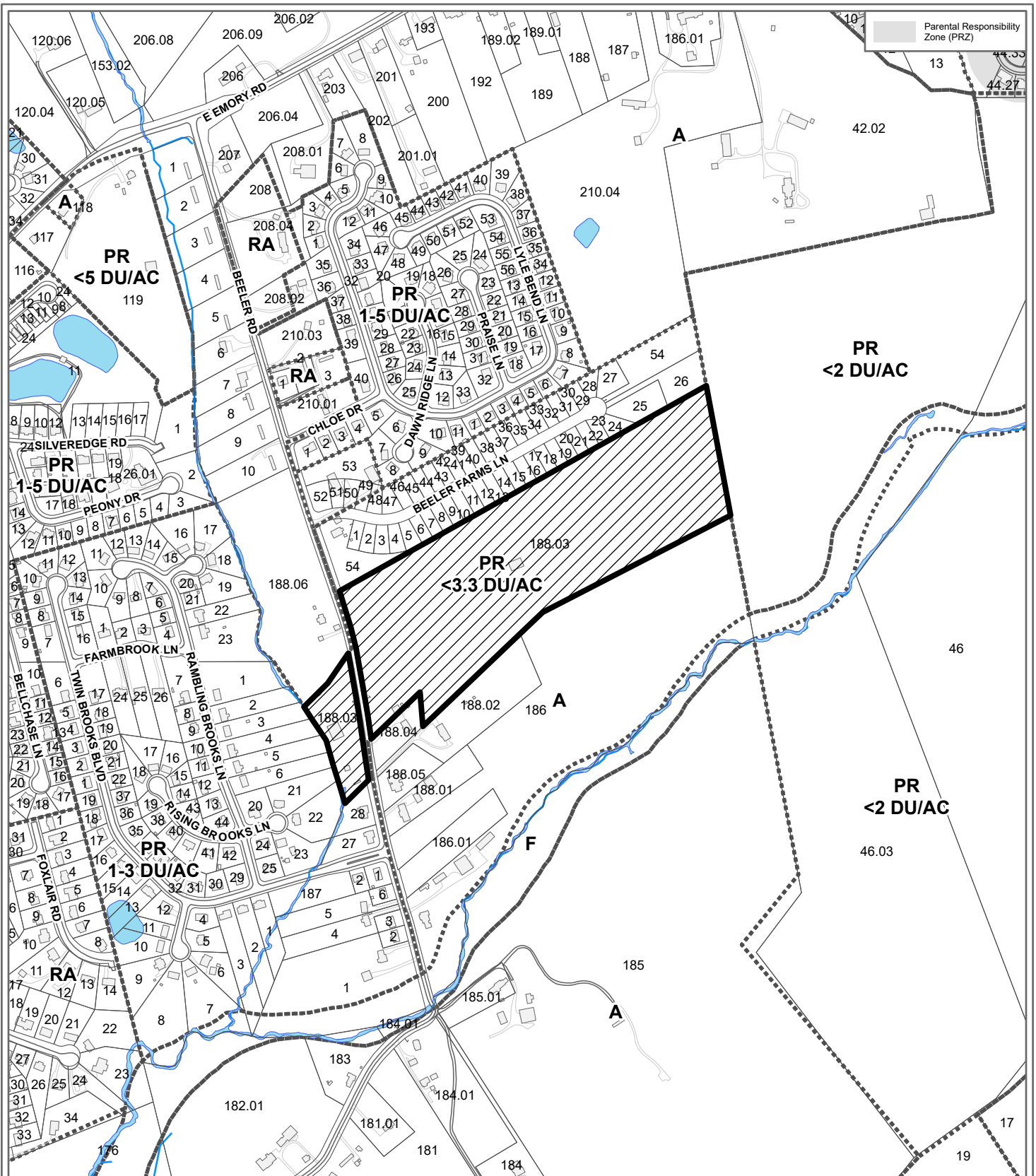
**ESTIMATED STUDENT YIELD:** 37 (public school children, grades K-12)

Schools affected by this proposal: Gibbs Elementary, Gibbs Middle, and Gibbs High.

- 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.

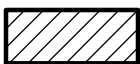
Knoxville-Knox County Planning Commission's approval or denial of this concept plan request is final, unless the action is appealed to Knox County Chancery Court. The date of the Knox County Chancery Court hearing will depend on when the appeal application is filed.

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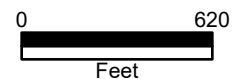
**1-SF-23-C / 1-E-23-DP  
CONCEPT PLAN/DEVELOPMENT PLAN**

Petitioner: Mesana Investments - Beeler Road



Detached residential subdivision in PR (Planned Residential)

Map No: 29  
Jurisdiction: County



Original Print Date: 12/19/2022      Revised:  
Knoxville - Knoxville Planning Commission \* City / County Building \* Knoxville, TN 37902

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## Requested Variances & Alternative Design Standards

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### 1-SF-23-C / 1-E-23-DP– MESANA INVESTMENTS – BEELER ROAD

#### VARIANCES

1. Reduce the minimum vertical curve on Road 'A' from K=25 to K=15 at STA 0+75

#### ALTERNATIVE DESIGN STANDARDS REQUIRING KNOXVILLE-KNOX COUNTY PLANNING COMMISSION APPROVAL

1. Reduce the minimum horizontal curve radius from 250' to 150' at STA 2+25 on Road 'D'

#### ALTERNATIVE DESIGN STANDARDS REQUIRING KNOX COUNTY ENGINEERING AND PUBLIC WORKS APPROVAL

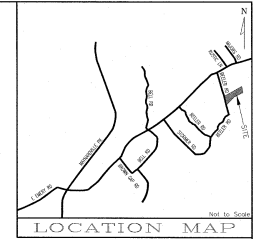
1. Increase the maximum intersection grade from 1% to 3% on Road 'A' at Beeler Road
2. Increase the maximum intersection grade from 1% to 3% on Road 'B' at Road 'A'
3. Increase the maximum intersection grade from 1% to 2% on Road 'C' at Road 'A'
4. Increase the maximum intersection grade from 1% to 3% on Road 'D' at Road 'A'

#### KNOX COUNTY ENGINEERING AND PUBLIC WORKS RECOMMENDATION:

Approve.  
  1/3/23

\* The maximum intersection grade is 2% when there is a pedestrian crosswalk.





- NOTES:
1. ALL DIMENSIONS ARE SCALED AND SUBJECT TO CHANGE ON THE FINAL PLAN.
  2. A 10' DRAINAGE, UTILITY AND CONSTRUCTION EASEMENT EXISTS INSIDE ALL EXTERIOR LOT LINES AND ROAD LINES 5' EACH SIDE OF INTERIOR ROAD LINES.
  3. A 10' UTILITY EASEMENT EXISTS 2.5' EACH SIDE OF CENTERLINE OF SANITARY SEWER AS INSTALLED.
  4. THIS PROPERTY COMBINS APPROXIMATELY 27.539 ACRES SUBMITTED INTO 87 SINGLE FAMILY DETACHED LOTS AND 6 COMMON AREAS.
  5. THIS PROPERTY IS ZONED RFR.
  6. ALL ROAD PROFILES ARE BASED ON KNOXVILLE/KNOX COUNTY GIS COORDINATES.
  7. UTILITIES:  
WATER: NORTHEAST KNOX UTILITY DISTRICT  
SEWER: HULLSIDE POWER UTILITY DISTRICT  
ELECTRIC: KNOXVILLE UTILITIES BOARD  
GAS: KNOXVILLE UTILITIES BOARD  
TELEPHONE: TDS TELECOM
  8. A BARRICADE WILL BE REQUIRED ON EACH DRIVEWAY FOR LOTS 85-87.
  9. NO BUILDINGS OR STRUCTURES ALLOWED WITHIN THE TIA POWERLINE EASEMENT.
  10. VARIANCE APPROVED BY KNOXVILLE/KNOX COUNTY PLANNING AT THE JANUARY MEETING:  
(a) REDUCE THE MINIMUM VERTICAL CURVE ON ROAD "A" FROM 4+25 TO 4+15 AT STA. 0+75  
(b) REDUCE HORIZONTAL CURVE RADII FROM 200' TO 150', STA. 2+25 ROAD "D"
  11. GEOTECHNICAL ENGINEER SHALL VERIFY THE SLOPE STABILITY ON ALL FILL SLOPES.
  12. ALTERNATE DESIGN STANDARDS APPROVED BY KNOX COUNTY ENGINEERING AND PUBLIC WORKS ARE AS FOLLOWS:  
(a) INCREASE THE MAXIMUM INTERSECTION GRADE FROM 1% TO 3% AT THE INTERSECTION OF ROAD "A" AT BEELER ROAD  
(b) INCREASE THE MAXIMUM INTERSECTION GRADE FROM 1% TO 3% AT THE INTERSECTION OF ROAD "D" AT ROAD "A"  
(c) INCREASE THE MAXIMUM INTERSECTION GRADE FROM 1% TO 3% AT THE INTERSECTION OF ROAD "C" AT ROAD "A"  
(d) INCREASE THE MAXIMUM INTERSECTION GRADE FROM 1% TO 3% AT THE INTERSECTION OF ROAD "D" AT ROAD "A"
  13. ALL LOTS ARE TO HAVE ACCESS FROM THE INTERNAL STREETS ONLY, EXCEPT LOTS 85-87.
  14. NEIGHBORHOOD ENTRANCE SIGNS ARE TO MEET THE REQUIREMENTS OF SECTION 3.90 (SIGN, BILLBOARD AND OTHER ADVERTISING STRUCTURES) OF THE KNOX COUNTY ZONING ORDINANCE.
  15. NO BUILDINGS WILL BE ALLOWED WITHIN THE 50' BUFFER AREA. A GEOTECHNICAL REPORT WILL BE REQUIRED FOR ANY FOUNDATION DESIGNED WITHIN THE 50' BUFFER AREA. SUBMITTING THE SIGNATURE FROM THE REPORT MAY BE REQUIRED FOR LOTS 10, 11, 14-18 & 19-21. MINIMUM FLOOR ELEVATION FOR THESE LOTS WILL BE ONE FOOT ABOVE THE 50' BUFFER ELEVATION.
  16. BUILDING SETBACKS:  
FRONT: 30'  
SIDE: 5'  
REAR: 10' (UNLESS CONTROLLED BY A 35' OR 25' PERIPHERAL SETBACK - SEE MAP FOR LOCATIONS)



DEVELOPMENT PLAN REQUEST  
 ALLOW A 25' PERIPHERAL SETBACK ON LOTS 65-70 AND LOTS 85-87 (FRONT SETBACK ALONG BEELER ROAD). (THE 35' SETBACK ON ALL OTHER AREAS TO REMAIN)  
 HARSHIP - NARROWNESS OF LOT LIMITS BUILDING SIZES

CERTIFICATION OF CONCEPT PLAN BY REGISTERED ENGINEER  
 I HEREBY CERTIFY THAT I AM A REGISTERED ENGINEER, LICENSED TO PROVIDE ENGINEERING SERVICES IN THE STATE OF TENNESSEE. I HAVE REVIEWED THE CONCEPT PLAN AND ASSOCIATED DOCUMENTS AND FIND THEM TO BE IN ACCORDANCE WITH THE LOCAL APPLICABLE PROVISIONS OF THE KNOX COUNTY ZONING ORDINANCE. THE SIGNATURE FROM THIS REPORT MAY BE REQUIRED IN A REPORT FILED WITH THE METROPOLITAN PLANNING COMMISSION.  
 David B. Harbin  
 PROFESSIONAL ENGINEER  
 TENNESSEE LICENSE NO. 16245 DATE: 10/21/22

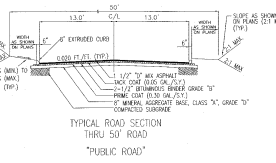
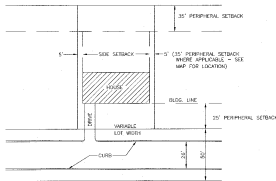
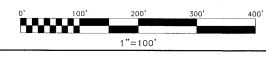
Revised: 12/21/2022  
 1-SF-23-C/1-E-23-UR

DEVELOPER/OWNER  
**MESANA INVESTMENTS**  
 c/o SCOTT DAVIS  
 P.O. BOX 11315  
 KNOXVILLE, TN 37922  
 PHONE: (865) 806-8088

CONCEPT & DEVELOPMENT PLAN FOR  
**MESANA INVESTMENTS-BEELER ROAD**

TAX MAP 29, PART OF PARCEL 188.03  
 DISTRICT 6, KNOX COUNTY, TENNESSEE

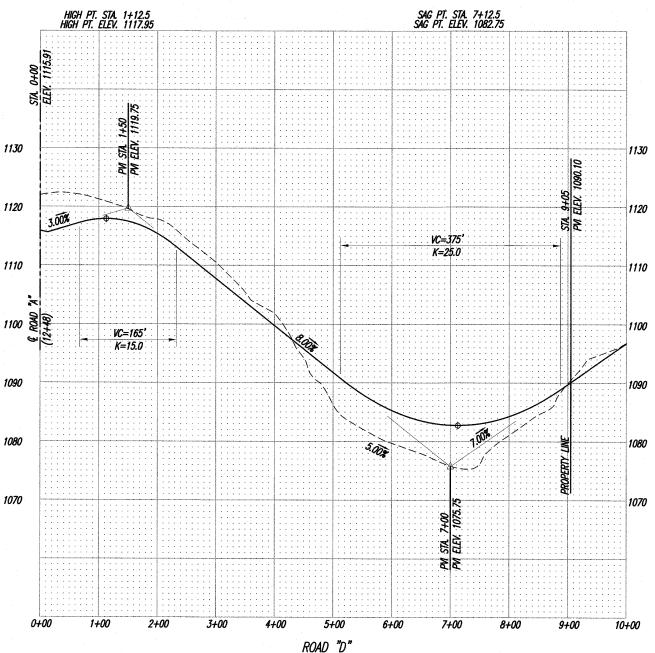
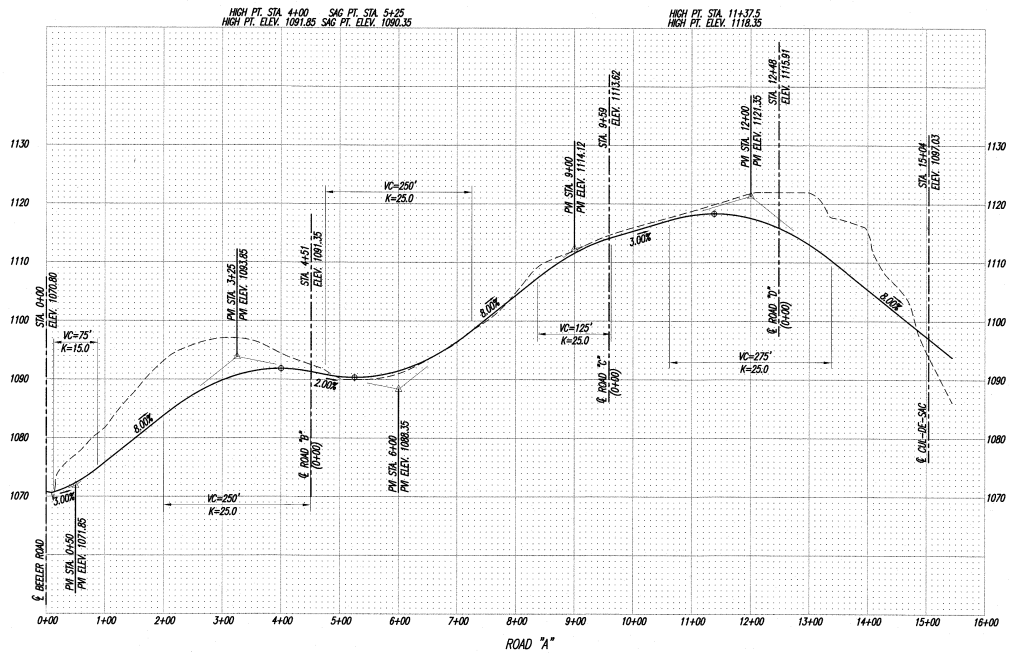
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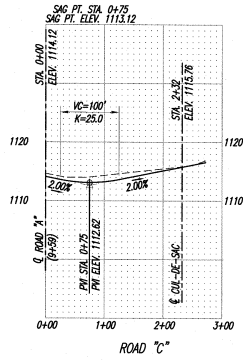
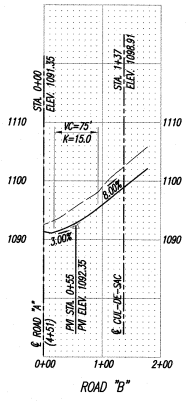
**HATSON, HIMES, NORVELL & POE**  
 REGISTERED ENGINEERS & LAND SURVEYORS  
 4334 PAPERHILL DRIVE  
 KNOXVILLE, TENNESSEE 37909  
 PHONE: (865) 588-6472  
 FAX: (865) 588-6473  
 email@hnp.com

DESIGNED	DBH	SCALE	1"=100'
DRAWN	TPD <td>DATE</td> <td>11/20/22 </td>	DATE	11/20/22
CHECKED	DBH <td>REVISION</td> <td></td>	REVISION	
		1 12/20/22	
		KKCP COMMENTS	
		REVISION	
		APPR	
		NO. DATE	
		REVISION	
		APPR	





Horizontal Scale = 1:100  
Vertical Scale = 1:10



1-SF-23-C / 1-E-23-DP  
Revised: 12/21/2022



DEVELOPER/OWNER  
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BATSON, HIMES, NORVELL & POE  
REGISTERED ENGINEERS & LAND SURVEYORS  
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KNOXVILLE, TENNESSEE 37909  
PHONE: (865) 588-6472  
FAX: (865) 588-6473  
email: bhn@b-n-p.com

DESIGNED	DBH						
DRAWN	TPD						
CHECKED	DBH	1	12/20/22	KKCP COMMENTS			
		NO.	DATE	REVISION	APPR.	NO.	DATE

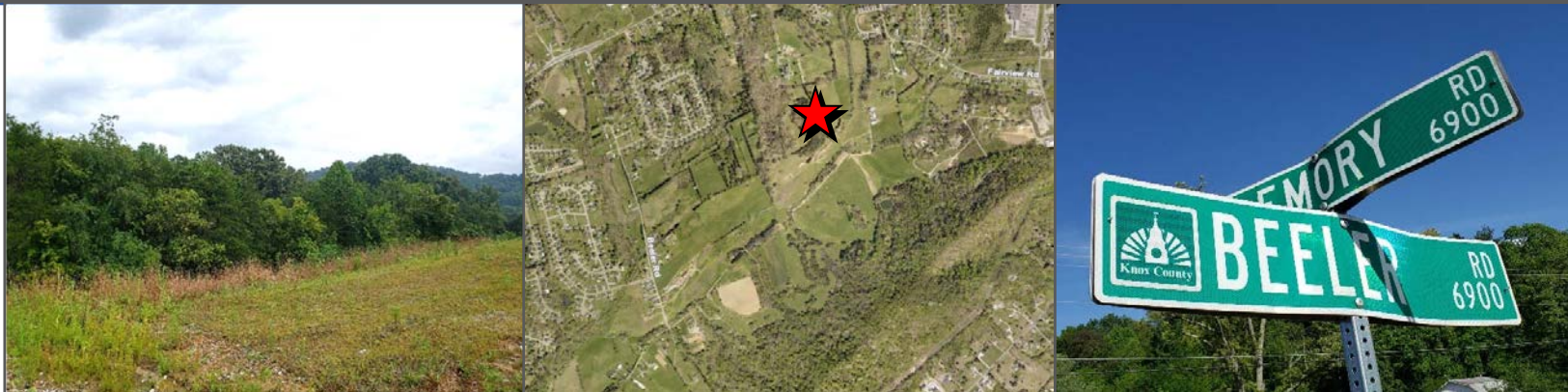
SCALE	AS NOTED
DATE	11/20/22

ROAD PROFILES FOR  
MESANA INVESTMENTS-BEELER ROAD  
TAX MAP 29, PART OF PARCEL 188.03  
DISTRICT 6, KNOX COUNTY, TENNESSEE

25418-RP  
SHEET 2 OF 2 SHEET(S)  
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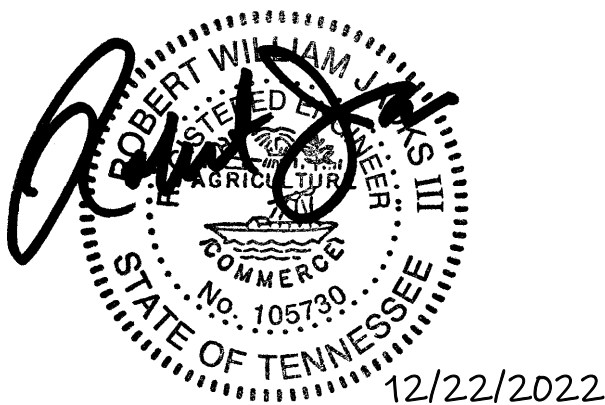


# Transportation Impact Study Fairview Road Subdivision & Beeler Road Subdivision Knox County, Tennessee



Revised December 22, 2022

Prepared for:  
Eagle Bend Development  
Attn: Scott Davis  
P.O. Box 11315  
Knoxville, TN 37939



1-SF-23-C / 1-E-23-DP  
and revision to:  
11-SA-22-C / 11-A-22-DP  
(subdivisions combined)

Version Date: 12/22/2022

## CONCLUSIONS & RECOMMENDATIONS

The following is an overview of recommendations to minimize the transportation impacts of the proposed Fairview Road Subdivision with the other adjacent subdivisions on the transportation system while attempting to achieve an acceptable traffic flow and safety level.



**Beeler Road at Beeler Farms Lane:** The projected 2027 level of service calculations for this intersection resulted in excellent LOS and low vehicle delays. The construction of left and right-turn lanes on Beeler Road for entering traffic into Beeler Farms Subdivision at Beeler Farms Lane is not warranted. The single exit lane on Beeler Farms Lane at Beeler Road will be sufficient for the residents of Beeler Farms Subdivision.



**Beeler Road at Beeler Road Subdivision Entrance:** The projected 2027 level of service calculations for this intersection resulted in excellent LOS and low vehicle delays. The construction of left and right-turn lanes on Beeler Road for entering traffic into the Beeler Road Subdivision is not warranted. The single exit lane on the Beeler Road Subdivision entrance at Beeler Road will be sufficient for the residents of the Beeler Road Subdivision and the Fairview Road Subdivision.

- 2a) It is recommended that a Stop Sign (R1-1) be installed, and a 24" white stop bar be applied to the Beeler Road Subdivision entrance approach at Beeler Road. This Stop Sign (R1-1) and stop bar will control the exiting motorists from both Beeler Road and Fairview Road Subdivisions at Beeler Road. The stop bar should be applied a minimum of 4 feet away from the edge of Beeler Road and placed at the desired stopping point that maximizes the sight distance.
- 2b) Sight distances at the Beeler Road Subdivision entrance approach must not be impacted by future landscaping, signage, or vegetation. A visual inspection determined that the intersection and stopping sight distances are available. Based on a posted speed limit of 25-mph on Beeler Road, the required intersection sight distance is 250 feet looking in each direction at each entrance. The stopping sight distance is calculated to be 155 feet to the north and the south at the Beeler Road Subdivision entrance location. The site designer must ensure that these sight distances are accounted for and provided in the design plans.

- 2c) Knox County requires specific minimum spacing between intersecting streets. Beeler Road is designated as a Major Collector at the new and proposed entrance locations on Beeler Road, and the minimum intersection spacing is 300 feet.

The proposed spacing between the proposed entrance road for Beeler Road Subdivision and Beeler Farms Lane in Beeler Farms Subdivision will be approximately 500 feet from centerline to centerline, greater than the Knox County minimum.



**East Emory Road at Beeler Road:** The existing 2022 and projected 2027 level of service calculations for the intersection of East Emory Road at Beeler Road resulted in extremely high vehicle delays for the northbound approach of Beeler Road in the AM and PM peak hours.

- 3a) The previous Transportation Impact Study (TIS) for the adjacent proposed Beeler Road Subdivision recommended an eastbound right-turn lane with a storage length of 25 feet and a taper length of 75 feet on East Emory Road at Beeler Road. This eastbound right-turn lane is expected to be constructed as an interim remediation before the TDOT project widens East Emory Road from 2 to 5 lanes. When East Emory Road is reconstructed, this eastbound right-turn lane can be absorbed into one of the new thru lanes, and a separate right-turn lane will not be required when the TDOT project is completed in 2030. Providing an eastbound right-turn lane prior to the reconstruction will slightly reduce the vehicle queue and delay for northbound motorists on Beeler Road attempting to turn left and right onto East Emory Road.
  
- 3b) As determined in this study and the TIS for the Beeler Road Subdivision, a westbound left-turn lane on East Emory Road at Beeler Road was warranted based on the existing and projected traffic volumes. However, it was determined in the previous TIS that the construction of a westbound left-turn lane would not be critically needed at this time. Any construction to install a “temporary” westbound left-turn lane on East Emory Road will be shortly replaced by the TDOT widening project. In the interim, a “No Passing on Shoulder” (R4-18) sign was recommended in the previous study to be installed on East Emory Road. This recommendation was offered to address the illegal movements committed by some motorists occasionally using the shoulder to pass stopped westbound left-turning vehicles on East Emory Road at Beeler Road.

All the calculated high vehicle delays at this intersection are projected to only occur for the northbound motorists on Beeler Road attempting to turn left and right on East Emory Road. Providing a temporary westbound left-turn lane at this time would only primarily benefit westbound thru vehicles on East Emory Road since they would not be impeded by stopped vehicles attempting to turn left onto Beeler Road. Westbound left turns from East Emory Road onto Beeler Road were calculated to operate with low vehicle delays in the existing and projected 2027 conditions. Some safety benefits would be provided if a left-turn lane on East Emory Road were provided at this time, but it would not provide significant vehicle delay reductions for this movement since it is

directly correlated to the number of opposing vehicles and is calculated with good LOS and low vehicle delays.


- 3c) The northbound approach of Beeler Road in 2027 was projected to operate with extremely high delays for the left and right-turning motorists. In addition to the recommended eastbound right-turn lane on East Emory Road from the previous TIS, it is recommended that a northbound right-turn lane with 100 feet of storage on Beeler Road be constructed. The existing and projected right turns at the northbound approach of Beeler Road at East Emory Road are much higher than left turns. Adding an exclusive right-turn lane on this approach would reduce delays for most northbound motorists. Several right-turning motorists on Beeler Road were observed during the traffic count using the shoulder to bypass vehicles waiting to turn left onto East Emory Road and avoid the delay. If not constructed, it is anticipated that more right-turning motorists will be tempted to use the shoulder to avoid excessive delays and queues. The recommended eastbound and northbound right-turn lanes at this intersection should be coordinated in design and construction to reduce costs and construction time. These lanes should be constructed once the Beeler Road and Fairview Road Subdivisions commence construction to provide additional road capacity and moderate vehicle delays and queues until the TDOT widening project is completed. The northbound right-turn lane on Beeler Road should be marked with a white turn arrow and lane markings, as shown in TDOT Standard Drawing T-M-4.

Separate left and right lanes at unsignalized intersections operating under stop conditions can be an issue due to motorists' potential to compete for sight distance. However, with the existing horizontal alignment on East Emory Road, it is anticipated that a northbound right-turn lane on Beeler Road could be constructed to allow left and right-turning motorists to see oncoming vehicles on East Emory Road in both directions freely without being obstructed by other vehicles.

Adding a northbound right-turn lane on Beeler Road would reduce the overall intersection delay and the excessive queue lengths on the northbound approach by spreading the vehicles into two lanes. The LOS calculation results of adding a northbound right-turn lane on Beeler Road with the previously recommended eastbound right-turn lane on East Emory Road in the projected 2027 conditions are shown in Table 10. The worksheets for these results are provided in Appendix F.



**TABLE 10**  
**2027 INTERSECTION CAPACITY ANALYSIS RESULTS -**  
**PROJECTED TRAFFIC CONDITIONS (WITH THE PROJECT)**  
**INCLUDING RECOMMENDED EASTBOUND AND NORTHBOUND RIGHT-TURN LANES**

INTERSECTION	TRAFFIC CONTROL	APPROACH/ MOVEMENT	AM PEAK			PM PEAK		
			LOS	DELAY (seconds)	V/C	LOS	DELAY (seconds)	V/C
East Emory Road (EB & WB) at Beeler Road (NB)	 Unsignalized	Northbound Left	F	108.8	0.769	F	611.8	1.912
		Northbound Right	C	16.0	0.389	C	19.5	0.354
		Westbound Left/Thru	A	8.9	0.074	B	11.2	0.217

Note: All analyses were calculated in Synchro 11 software and reported using HCM 2010 intersection methodology

<sup>a</sup> Level of Service

<sup>b</sup> Average Delay (sec/vehicle)

<sup>c</sup> Volume-to-Capacity Ratio

Since the projected northbound left-turn lane is computed to remain at LOS F even with the addition of an eastbound and northbound right-turn lane, the projected vehicle queues were calculated. An additional software program was used to calculate the projected 2027 AM and PM peak hour vehicle queues at the studied intersection with the addition of the recommended eastbound and northbound right-turn lanes. The previously mentioned Synchro Traffic Software includes SimTraffic. The Synchro portion of the software performs the macroscopic calculations for intersections, and SimTraffic performs micro-simulation and animation of vehicular traffic. SimTraffic (Version 11) software was utilized to estimate the projected vehicle queues.

The 95<sup>th</sup> percentile vehicle queue is the recognized measurement in the traffic engineering profession as the design standard used when considering vehicle queue lengths. A 95<sup>th</sup> percentile vehicle queue length means 95% certainty that the vehicle queue will not extend beyond that point. The calculated vehicle queue results were based on averaging the outcome obtained during ten traffic simulations. The calculated 95<sup>th</sup> percentile vehicle queue lengths at the intersection for the 2027 projected conditions with an eastbound and northbound right-turn lane are shown in Table 11. The vehicle queue worksheet results from the SimTraffic software are in Appendix J. As shown in Table 11, the longest vehicle queues will occur in the PM peak hour. In particular, the longest northbound left-turn queue is calculated to be 145 feet. Thus, even though the northbound left-turn lane will experience high vehicle delays, as shown in Table 10, the calculated 95<sup>th</sup> percentile queue is projected to be just under six passenger cars, assuming a length and spacing of 25 feet per vehicle.

**TABLE 11**  
**TURN LANE STORAGE & VEHICLE QUEUE SUMMARY -**  
**2027 PROJECTED TRAFFIC CONDITIONS (WITH THE PROJECT)**  
**INCLUDING RECOMMENDED EASTBOUND AND NORTHBOUND RIGHT-TURN LANES**

INTERSECTION	APPROACH/ MOVEMENT	PROPOSED STORAGE (ft)	ADEQUATE LENGTH?	95 <sup>th</sup> PERCENTILE QUEUE LENGTH (ft)	
				AM PEAK HOUR	PM PEAK HOUR
East Emory Road (EB & WB) at Beeler Road (NB)	Eastbound Right	75	Yes	5	20
	Westbound Left/Thru	n/a	n/a	105	216
	Northbound Left	n/a	n/a	72	145
	Northbound Right	100	Yes	79	99

Note: 95<sup>th</sup> percentile queues were calculated in SimTraffic 11 software

- 3d) This report has determined that the documented need for separate left and right-turn lanes on East Emory Road at Beeler Road will be satisfied by the capacity provided by the future TDOT widening project in 2030. TDOT proposes widening East Emory Road from 2 to 5 lanes. This project will include two thru lanes in each direction and a center turn lane. East Emory Road will be widened to provide a center turn lane for westbound left-turns at Beeler Road, and the two thru lanes (in each direction) will eliminate the need for a separate eastbound right-turn lane at Beeler Road.


The thru volumes on East Emory Road shown in Figure 8 were increased by an annual growth factor of 1% from 2027 to 2030 to provide an analysis of the intersection in 2030 with the TDOT road widening project. These volumes are shown in Figure 9.

The eastbound right-turn volume thresholds were examined in the projected 2030 conditions to provide evidence that the need for a separate eastbound right-turn lane will be eliminated with a 5-lane roadway section. This examination included the AM and PM peak hour projected 2030 volumes on East Emory Road with five lanes, as shown in Figure 9. The worksheets from this examination are shown in Appendix I and show that a separate eastbound right-turn lane at the intersection would not be required with a 5-lane roadway section on East Emory Road with the projected 2030 traffic volumes.

The capacity and vehicle queues calculations were re-analyzed with five lanes on East Emory Road and the recommended northbound right-turn lane on Beeler Road, combined with the projected 2030 traffic volumes. The results of these calculations are

shown in Tables 12 and 13. The worksheets for these results are provided in Appendix F and J.

**TABLE 12**  
**2030 INTERSECTION CAPACITY ANALYSIS RESULTS -**  
**PROJECTED TRAFFIC CONDITIONS (WITH THE PROJECT)**  
**WITH TDOT WIDENING PROJECT AND NORTHBOUND RIGHT-TURN LANE ON BEELER ROAD**

INTERSECTION	TRAFFIC CONTROL	APPROACH/ MOVEMENT	AM PEAK			PM PEAK		
			LOS	DELAY (seconds)	V/C	LOS	DELAY (seconds)	V/C
East Emory Road (EB & WB) at Beeler Road (NB)	 Unsignalized	Northbound Left	C	22.7	0.283	E	48.1	0.537
		Northbound Right	B	12.6	0.304	B	14.7	0.268
		Westbound Left	A	8.9	0.075	B	11.4	0.222

Note: All analyses were calculated in Synchro 11 software and reported using HCM 2010 intersection methodology

<sup>a</sup> Level of Service

<sup>b</sup> Average Delay (sec/vehicle)

<sup>c</sup> Volume-to-Capacity Ratio

As shown in Table 12, the TDOT road widening project in 2030, coupled with the recommended northbound right-turn lane on Beeler Road, will provide the necessary road capacity to mitigate the excessive vehicle delays on the northbound approach at the intersection of East Emory Road at Beeler Road.

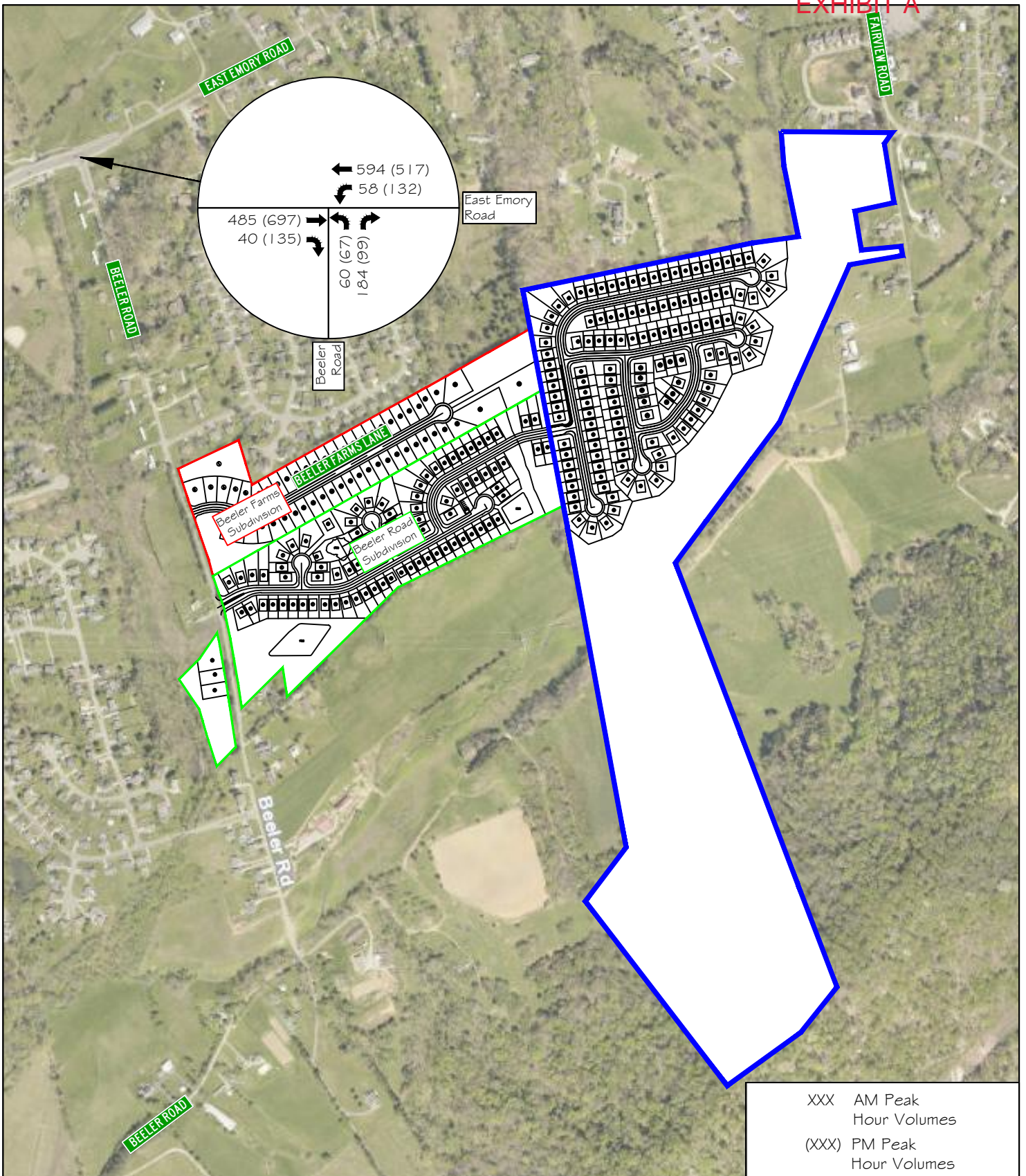
As shown in Table 13, the recommended northbound right-turn lane with 100 feet of storage will be adequate in the projected 2030 conditions since the longest 95<sup>th</sup> percentile vehicle queue is calculated to be 76 feet in the projected PM peak hour.

**TABLE 13**  
**TURN LANE STORAGE & VEHICLE QUEUE SUMMARY -**  
**2030 PROJECTED TRAFFIC CONDITIONS (WITH THE PROJECT)**  
**WITH TDOT WIDENING PROJECT AND NORTHBOUND RIGHT-TURN LANE ON BEELER ROAD**

INTERSECTION	APPROACH/ MOVEMENT	PROPOSED STORAGE (ft)	ADEQUATE LENGTH?	95 <sup>th</sup> PERCENTILE QUEUE LENGTH (ft)	
				AM PEAK HOUR	PM PEAK HOUR
East Emory Road (EB & WB) at Beeler Road (NB)	Eastbound Thru/Right	n/a	n/a	5	17
	Westbound Left	n/a	n/a	45	71
	Northbound Left	n/a	n/a	66	100
	Northbound Right	100	Yes	66	76

Note: 95<sup>th</sup> percentile queues were calculated in SimTraffic 11 software





11812 Black Road  
 Knoxville, TN 37932  
 Phone: (865) 556-0042  
 Email: ajaxengineering@gmail.com

NOT TO SCALE



FIGURE 9

Fairview Road Subdivision

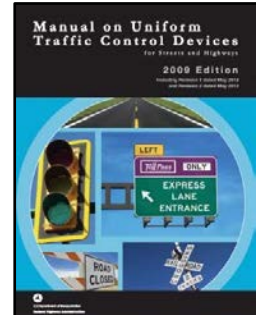
2030 Peak Hour Traffic Volumes -  
 PROJECTED CONDITIONS  
 (WITH THE PROJECT)

- 3e) As a further investigation into potential remediation for this intersection in future conditions, an evaluation was conducted with respect to traffic signal warrants.

Methodology:

The Manual on Uniform Traffic Control Devices – 2009 Edition

(MUTCD) presents nine different warrants that the traffic engineering profession has developed to determine whether a traffic signal is warranted. These warrants cover a broad range of minimum elements required to indicate whether a traffic signal is justified for any particular location. These elements include traffic volumes, pedestrian volumes, crash history, and other factors. The MUTCD explicitly states that a traffic control signal should not be installed unless one or more of the Manual's signal warrants are met. However, the satisfaction of a warrant does not entirely in itself justify the need for a traffic signal. Sometimes further engineering studies and judgments must be applied before justifying the need for a traffic signal installation. These additional studies are significant in ensuring that a traffic signal's installation will not degrade safety and efficiency.



The MUTCD defines nine different warrants, two of which are potentially applicable for this intersection at this time and are explained below:



Warrant #1, Eight-Hour Vehicular Volume:

Warrant #1 is comprised of 2 conditions – A and B. The Minimum Vehicular Volume, Condition A, is intended for applications where the volume of intersecting traffic is the principal reason for consideration of signal installation. The Interruption of Continuous Traffic, Condition B, is intended for use at locations where Condition A is not satisfied and where the traffic volume on a major street is so heavy that traffic on a minor intersecting street suffers excessive delay or conflict in entering or crossing the major street.



Warrant #2, Four-Hour Vehicular Volume:

The Four-Hour Vehicular Volume signal warrant conditions are intended to be applied where the volume of intersecting traffic is the principal reason to consider installing a traffic control signal.

Even though nine warrants are offered to justify a traffic signal, according to the TDOT Traffic Signal Manual, the agency gives precedence to Warrant #1 (Eight Hour Vehicular Volume) and Warrant #7 (Crash Experience). Even though Warrant #2 is not a primary warrant used by TDOT, it is included in this study. Furthermore, TDOT does not allow installing a traffic signal on a state route based on speculative developments or unrealized traffic volumes.

The intersection of East Emory Road at Beeler Road was evaluated in the projected 2030 conditions with the volumes shown in Figure 9 to determine whether a traffic signal could be justified based on the MUTCD Warrants listed above. Beeler Road was used as the minor side street for the warrant analysis, and East Emory Road was the major street. Warrant #7 was not analyzed at this intersection for this study. Warrant #7 was not included because one of the primary criteria for an intersection to meet the warrant is that an “Adequate trial of alternatives with satisfactory observance and enforcement has failed to reduce the crash frequency...”; therefore, this warrant was not included in this study.

A spreadsheet was developed and used to calculate the 2030 traffic volumes generated by the developments being added to the intersection during the highest 8 hours of traffic based on the study’s assumed trip distribution and assignment. The volumes in the spreadsheet include the existing tabulated thru volumes on East Emory Road increased by 1% for eight years to the year 2030, and the generated traffic from the houses in Beeler Farms Subdivision, Beeler Road Subdivision, and the Fairview Road Subdivision. This spreadsheet is shown in Appendix K.

Traffic signal warrants for this intersection were analyzed with the additional lanes that will be provided on East Emory Road by the TDOT widening project. Based on the projected 2030 traffic volumes with the 5-lane section on East Emory Road, the results of this evaluation determined that Warrant #1 would not be fully met but would meet Warrant #2. Appendix K includes the traffic signal warrant spreadsheet for the projected traffic volumes in 2030, with East Emory Road having 5-lanes provided by the TDOT widening project.

In conclusion, since TDOT does not allow for a traffic signal to be constructed on speculative or projected volumes, it is recommended that traffic counts be re-conducted in the future once the subdivisions on Beeler Road are constructed and fully occupied,






and the road widening of East Emory Road is under design. Updated traffic counts will allow a re-examination of the Traffic Signal Warrants and establish a timeframe if this intersection could or should be signalized during the TDOT road widening project of East Emory Road. Traffic crash data should also be included in the examination.

Higher growth than anticipated in this study could occur and increase traffic volumes large enough to meet Warrant #1 fully.

In summary, and to provide a comparison of all the discussed options, Table 14 presents the calculated LOS and 95<sup>th</sup> percentile vehicle queues at the intersection of East Emory Road at Beeler Road for three scenarios. The scenarios in the table include the 2027 projected conditions with the project, the 2027 projected conditions with the project and an eastbound and northbound right-turn lane, and the 2030 projected conditions with the project with a northbound right-turn lane and the TDOT road widening with five lanes. As seen in the table, the vehicle delays and queues are reduced in each scenario when additional road capacity is provided.

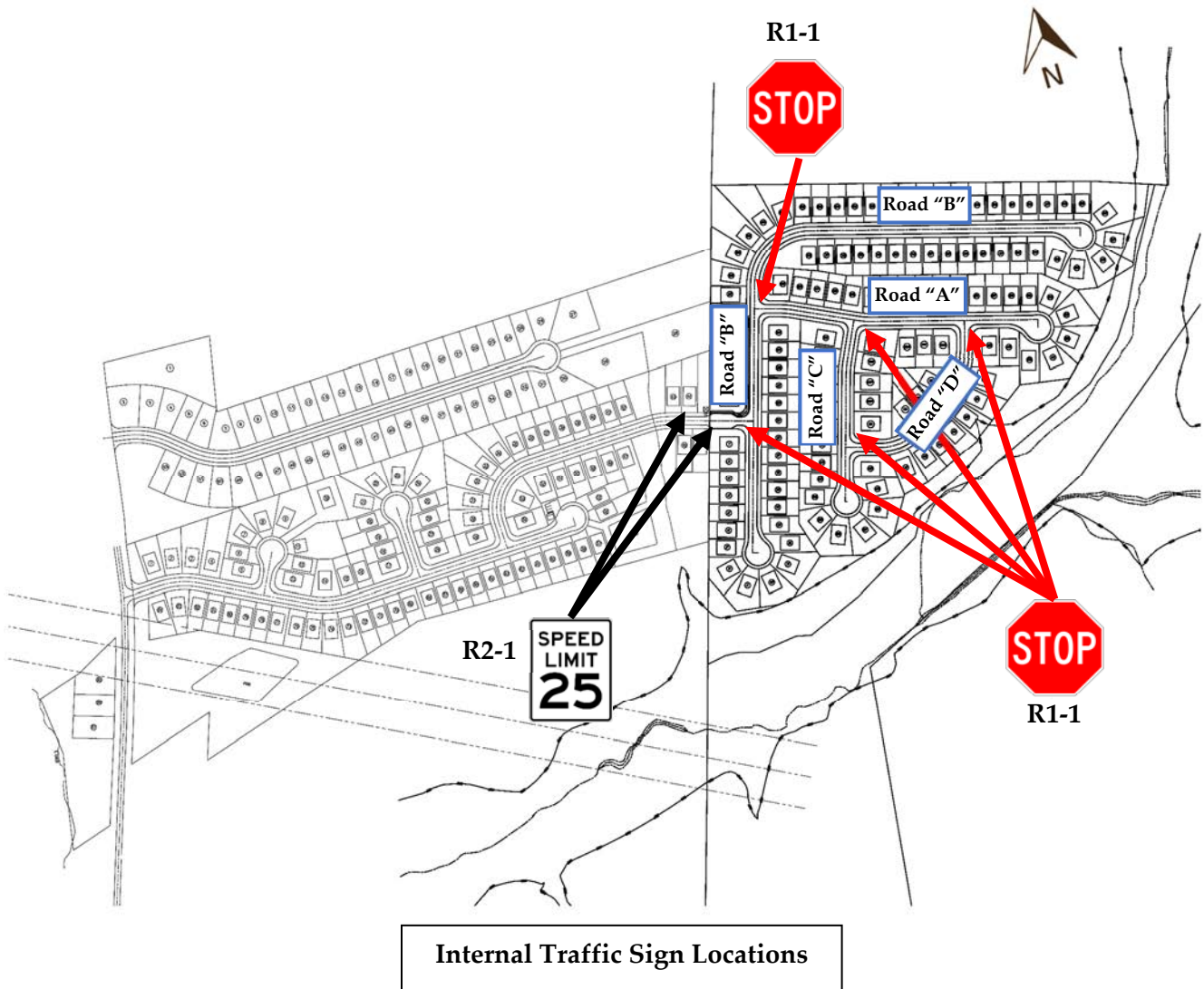
**TABLE 14**  
**INTERSECTION CAPACITY AND VEHICLE QUEUE ANALYSIS RESULTS -**  
**EAST EMORY ROAD AT BEELER ROAD**

INTERSECTION	TRAFFIC CONTROL	APPROACH/ MOVEMENT	AM PEAK			PM PEAK		
			LOS	DELAY (seconds)	QUEUE LENGTH (ft)	LOS	DELAY (seconds)	QUEUE LENGTH (ft)
2027 Projected Conditions (With the Project)	 Unsignalized	Northbound Left/Right	F	172.0	156	F	820.2	298
		Westbound Left/Thru	A	8.9	114	B	11.2	242
2027 Projected Conditions (With the Project) with EB and NB Right- Turn Lanes	 Unsignalized	Northbound Left	F	108.8	72	F	611.8	145
		Northbound Right	C	16.0	79	C	19.5	99
		Westbound Left/Thru	A	8.9	105	B	11.2	216
2030 Projected Conditions (With the Project) with 5-Lane TDOT Widening and NB Right-Turn Lane	 Unsignalized	Northbound Left	C	22.7	66	E	48.1	100
		Northbound Right	B	12.6	66	B	14.7	76
		Westbound Left	A	8.9	45	B	11.4	71



**Fairview Road Subdivision Internal Roads:** The layout plan shows one entrance via Beeler Road Subdivision, as shown in Figure 3 and below.

- 4a) Two 25-mph Speed Limit (R2-1) signs are recommended to be installed on the connector road between Beeler Road and Fairview Road Subdivisions. One sign should be installed for eastbound travel into Fairview Road Subdivision and one for westbound travel into the Beeler Road Subdivision. This recommendation will provide a reinforcement notification of the speed limit within the subdivisions.
  
- 4b) Stop Signs (R1-1) with 24" white stop bars and other traffic signage are recommended to be installed at the internal locations in Fairview Road Subdivision, as shown below:



- 4c) Sight distance at the new internal subdivision road intersections must not be impacted by signage, parked cars, or future landscaping. With a proposed speed limit of 25-mph in the development, the internal intersection sight distance is 250 feet. The required stopping sight distance is 155 feet for a level road grade. The site designer should ensure that internal sight distance lengths are met and account for different proposed road grades.
- 4d) The internal roads of “A” and “B” in the Fairview Road Subdivision have relatively long and straight road segments. Straight road segments encourage motorists to travel at higher speeds, especially with steep grades. It is recommended that the site designer consider traffic calming measures on these internal roads. Roads “C” and “D” are relatively short and would not necessarily require traffic calming measures.

Speed humps are a prevalent traffic calming measure to install in residential areas to reduce vehicle speeds due to their relatively low cost. However, speed humps are not recommended on roads with grades greater than 8%.

If implemented, it is recommended that the site designer consider speed humps and chokers. Chokers are recommended when the internal road grades are greater than 8%. A choker is used to discourage motorists from speeding and is appropriate in residential settings. A choker is created by narrowing the road using curb extensions or can be created by installing a planting strip on an island at the road edge. Any road design with chokers must consider driveway placement, stormwater, and sight distance. Details of any traffic calming should be coordinated with Knox County Engineering in the detailed design phase.

- 4e) All drainage grates and covers for the residential development must be pedestrian and bicycle safe.
- 4f) Any sidewalk proposed in the subdivision should be 5 feet minimum in width to meet Knox County regulations. The provision of internal sidewalks in the Beeler Road Subdivision has been removed. The provision of sidewalks in Fairview Road Subdivisions is not known.
- 4g) Knox County completed a greenway study in 2020. They recommended Beaver Creek as a preferred route for a new greenway connecting the area around Interstate 75 in

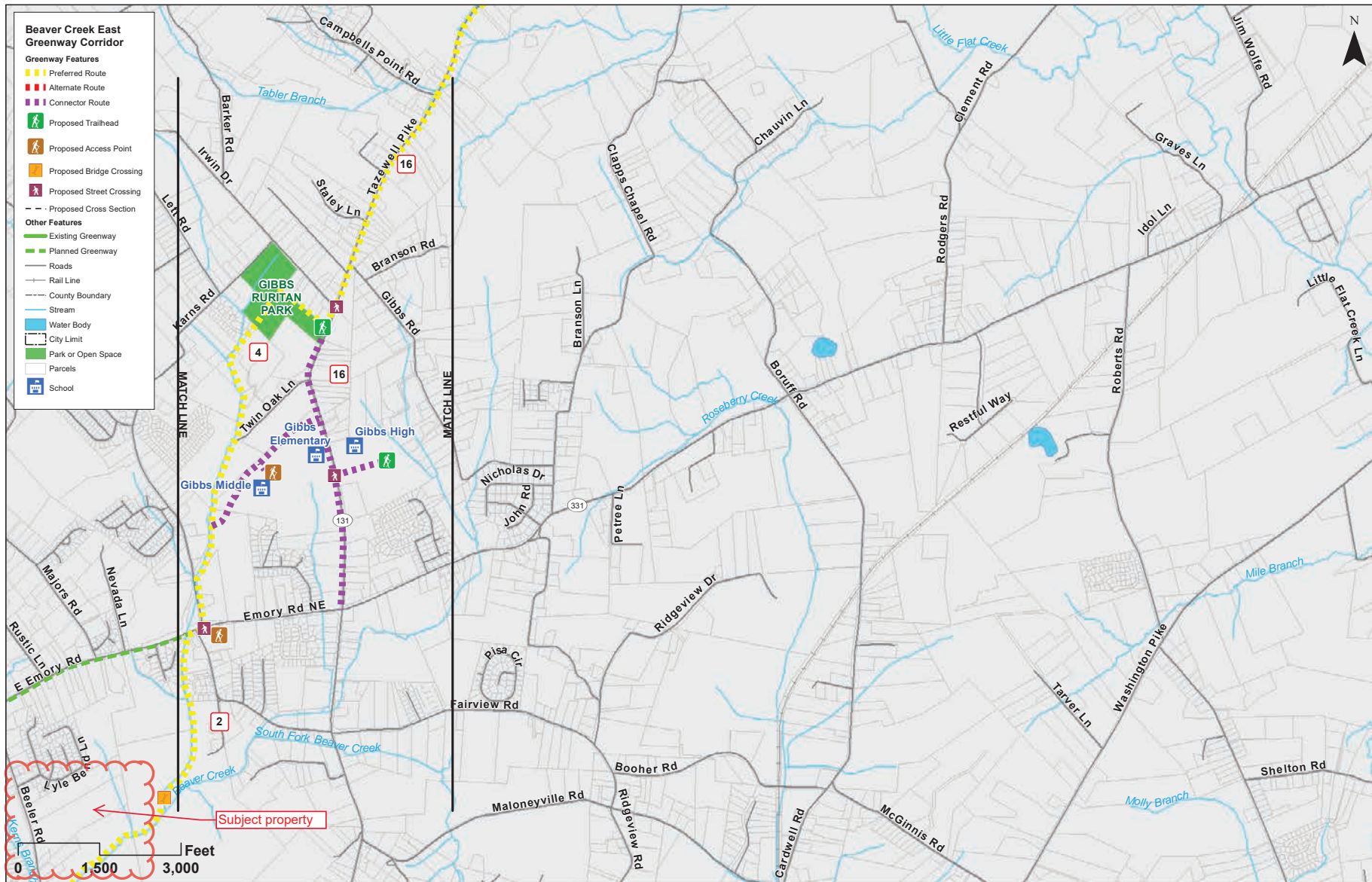
Powell to the Knox County/Union County line. With Beaver Creek adjacent to the development site and on the development property to the south of the proposed houses, the developer should discuss with Knox County if this potential greenway path is feasible to implement while the property is being developed.

- 4h) For residential subdivisions with a single access point and more than 150 houses, Knox County has a long-standing unwritten design policy requiring a second entrance or a boulevard road typical section at the entrance. According to the County, the intent of a boulevard road typical section is to provide a substantial alternate travel path by constructing one up to an internal intersection. This requirement and the appropriate mitigation are evaluated on a case-by-case basis and may require further discussions at future stages of the design plan process. There is a potential for an additional access point to the north in Fairview Road Subdivision that would provide two travel paths. The final decision on the most appropriate way to address this policy will be decided by Knox County Engineering and Public Works.
  
- 4i) All road grade and intersection elements should be designed to AASHTO, TDOT, and Knox County specifications and guidelines to ensure proper operation.



Knox County Greenway Corridor Study (adopted January 2020)

Figure 4-3. Beaver Creek East: East of Beeler Road to Campbells Point Road





# Development Request

### DEVELOPMENT

- Development Plan
- Planned Development
- Use on Review / Special Use
- Hillside Protection COA

### SUBDIVISION

- Concept Plan
- Final Plat

### ZONING

- Plan Amendment
  - Sector Plan
  - One Year Plan
- Rezoning

### Mesana Investments - Beeler Road

Applicant Name		Affiliation
<b>11/29/2022</b>	<b>1/12/2023</b>	<b>1-SF-23-C / 1-E-23-DP</b>
Date Filed	Meeting Date (if applicable)	File Number(s)

### CORRESPONDENCE

All correspondence related to this application should be directed to the approved contact listed below.

### David Harbin Batson, Himes, Norvell and Poe

Name / Company

---

**4334 Papermill Dr. Dr. Knoxville TN 37909**

Address

---

**865-588-6472 / harbin@bhn-p.com**

Phone / Email

### CURRENT PROPERTY INFO

<b>Mesana Investments, LLC</b>	<b>P.O. Box 11315 Knoxville TN 37939</b>	<b>865-693-3356 / swd444@gmail.</b>
Owner Name (if different)	Owner Address	Owner Phone / Email

### 0 BEELER RD

Property Address

---

<b>29 188.03</b>	<b>27.539 acres</b>
Parcel ID	Tract Size

---

<b>Northeast Knox Utility District</b>	<b>Northeast Knox Utility District</b>
Sewer Provider	Water Provider

Septic (Y/N)

### STAFF USE ONLY

### East and west side of Beeler Rd, south of Beeler Farms Ln

General Location

---

<input type="checkbox"/> City	<b>Commission District 8</b>	<b>PR (Planned Residential)</b>	<b>Agriculture/Forestry/Vacant Land</b>
<input checked="" type="checkbox"/> County	District	Zoning District	Existing Land Use

---

<b>Northeast County</b>	<b>LDR (Low Density Residential), HP (Hillside Protection), S</b>	<b>Planned Growth Area</b>
Planning Sector	Sector Plan Land Use Classification	Growth Policy Plan Designation



## DEVELOPMENT REQUEST

<input checked="" type="checkbox"/> Development Plan <input type="checkbox"/> Planned Development <input type="checkbox"/> Use on Review / Special Use	Related City Permit Number(s)
<input type="checkbox"/> Hillside Protection COA <input type="checkbox"/> Residential <input type="checkbox"/> Non-residential	
Home Occupation (specify) _____	
Other (specify) <b>Detached residential subdivision</b>	

## SUBDIVISION REQUEST

<b>Mesana Investments - Beeler Road</b>	Related Rezoning File Number
Proposed Subdivision Name	
_____	<b>87</b>
Unit / Phase Number <input checked="" type="checkbox"/> Split Parcels	Total Number of Lots Created
Additional Information _____	
<input type="checkbox"/> Attachments / Additional Requirements	

## ZONING REQUEST

<input type="checkbox"/> Zoning Change	Proposed Zoning	Pending Plat File Number
_____		
<input type="checkbox"/> Plan Amendment	Proposed Plan Designation(s)	
_____		
Proposed Density (units/acre)	Previous Zoning Requests	
Additional Information _____		

## STAFF USE ONLY

### PLAT TYPE

Staff Review     Planning Commission

### ATTACHMENTS

Property Owners / Option Holders     Variance Request

### ADDITIONAL REQUIREMENTS

- COA Checklist (Hillside Protection)  
 Design Plan Certification (Final Plat)  
 Site Plan (Development Request)  
 Traffic Impact Study  
 Use on Review / Special Use (Concept Plan)

Fee 1	Total
<b>\$500.00</b>	
Fee 2	
Fee 3	

## AUTHORIZATION

Applicant Signature	<b>Mesana Investments - Beeler Road</b> Please Print	<b>11/29/2022</b> Date
---------------------	---	---------------------------

Phone / Email \_\_\_\_\_

Property Owner Signature	<b>Mesana Investments, LLC</b> Please Print	<b>11/29/2022</b> Date
--------------------------	--	---------------------------

I declare under penalty of perjury the foregoing (i.e., he/she/they is/are the owner of the property and that the application and all associated materials are being submitted with his/her/their consent) is true and correct.



# Development Request

### DEVELOPMENT

- Development Plan
- Planned Development
- Use on Review / Special Use
- Hillside Protection COA

### SUBDIVISION

- Concept Plan
- Final Plat

### ZONING

- Plan Amendment
  - SP
  - OYP
- Rezoning

MESANA INVESTMENTS - BEELER ROAD

Applicant Name \_\_\_\_\_ Affiliation \_\_\_\_\_

11.28.22

Date Filed

1/12/2023

Meeting Date (if applicable)

File Number(s)

### CORRESPONDENCE

All correspondence related to this application should be directed to the approved contact listed below.

- Applicant
- Property Owner
- Option Holder
- Project Surveyor
- Engineer
- Architect/Landscape Architect

DAVID HARBIN

Name

BATSON Himes MORVELL POE

Company

4334 PAPERMILL DR

Address

KNOXVILLE

City

TN

State

37909

ZIP

865-588-6472

Phone

harbin@bhn-p.com

Email

### CURRENT PROPERTY INFO

MESANA INVESTMENTS Knoxville, TN

SCOTT DAVIS

Property Owner Name (if different)

P.O. BOX 11315 37922

Property Owner Address

865-866-8008

Property Owner Phone

0 Beeler Road

Property Address

TAX MAP 29, Parcel

Parcel ID

188.03

HPUD

Sewer Provider

WKUD

Water Provider

NO

Septic (Y/N)

### STAFF USE ONLY

East and west side of Beeler Road, south of Beeler Farms Ln

General Location

27.539 acres

Tract Size

City  County 8th District

PR (Planned Residential)

Zoning District

Agriculture/forestry/vacant

Existing Land Use

Northeast County

Planning Sector

LDR, HP & SP

Sector Plan Land Use Classification

Planned Growth

Growth Policy Plan Designation

### DEVELOPMENT REQUEST

<input checked="" type="checkbox"/> Development Plan <input type="checkbox"/> Use on Review / Special Use <input type="checkbox"/> Hillside Protection COA <input checked="" type="checkbox"/> Residential <input type="checkbox"/> Non-Residential Home Occupation (specify) _____  Other (specify) <u>Detached residential subdivision</u>	Related City Permit Number(s)   
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### SUBDIVISION REQUEST

Mesana Investments - Beeler Road Proposed Subdivision Name  Unit / Phase Number <input type="checkbox"/> Combine Parcels <input checked="" type="checkbox"/> Divide Parcel <u>87 lots</u> Total Number of Lots Created  <input type="checkbox"/> Other (specify) <u>Detached residential subdivision</u>  <input type="checkbox"/> Attachments / Additional Requirements	Related Rezoning File Number  5-L-22-RZ
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### ZONING REQUEST

<input type="checkbox"/> Zoning Change    _____ Proposed Zoning  <input type="checkbox"/> Plan Amendment Change    _____ Proposed Plan Designation(s)  Proposed Density (units/acre)          Previous Rezoning Requests  <input type="checkbox"/> Other (specify) _____	Pending Plat File Number
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### STAFF USE ONLY

<b>PLAT TYPE</b> <input type="checkbox"/> Staff Review <input type="checkbox"/> Planning Commission  <b>ATTACHMENTS</b> <input type="checkbox"/> Property Owners / Option Holders <input type="checkbox"/> Variance Request  <b>ADDITIONAL REQUIREMENTS</b> <input type="checkbox"/> Design Plan Certification ( <i>Final Plat</i> ) <input type="checkbox"/> Use on Review / Special Use ( <i>Concept Plan</i> ) <input type="checkbox"/> Traffic Impact Study <input type="checkbox"/> COA Checklist ( <i>Hillside Protection</i> )	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;">Fee 1</td> <td style="width: 40%;">0101    Concept Plan</td> <td style="width: 30%;">Total</td> </tr> <tr> <td>Fee 2</td> <td></td> <td rowspan="3" style="font-size: 2em; vertical-align: middle;">\$500</td> </tr> <tr> <td>Fee 3</td> <td></td> </tr> </table>	Fee 1	0101    Concept Plan	Total	Fee 2		\$500	Fee 3	
Fee 1	0101    Concept Plan	Total							
Fee 2		\$500							
Fee 3									

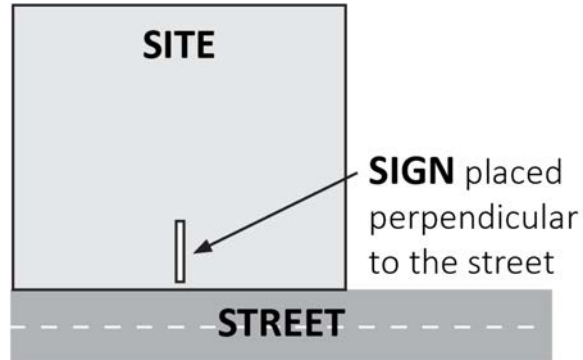
### AUTHORIZATION

	DAVID HARBIN	11-28-22
Applicant Signature	Please Print	Date
865-588-6472	harbin@bhn-p.com	
Phone Number	Email	
	Scott Davis	11/28/22
Property Owner Signature	Please Print	Date

*I declare under penalty of perjury the foregoing [i.e., he/she/they is/are the owner of the property and that the application and all associated materials are being submitted with his/her/their consent] is true and correct.*

MR

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, including the following applications: rezoning, plan amendment, concept plan, use on review/special use, planned development, right-of-way closure, and name change.



The required public notice sign(s) will be provided by Planning to the applicant when an application is submitted. If an application is submitted electronically, 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.

***The individual below is responsible for posting and removing the sign(s) provided consistent with the above guidelines and between the dates of:***

\_\_\_\_\_ 12/31/2022 \_\_\_\_\_ and \_\_\_\_\_ 1/13/2023 \_\_\_\_\_  
 (applicant or staff to post sign) (applicant to remove sign)

**Applicant Name:** Mesana Investments - Beeler Rd

**Date:** 11/29/22

**File Number:** 1-SF-23-C 1-E-23-DP

- Sign posted by Staff  
 Sign posted by Applicant