



SUBDIVISION REPORT - CONCEPT/DEVELOPMENT PLAN

▶ **FILE #:** 11-SG-24-C **AGENDA ITEM #:** 36
11-J-24-DP **AGENDA DATE:** 12/12/2024

POSTPONEMENT(S): 11/14/2024

▶ **SUBDIVISION:** 8014 ASHEVILLE HIGHWAY
▶ **APPLICANT/DEVELOPER:** MESANA INVESTMENTS, LLC (OPTION HOLDER)
OWNER(S): Vaulton Family Holdings, LLC

TAX IDENTIFICATION: 73 08003, 08008 062 165 (PART OF), 062 164 [View map on KGIS](#)

JURISDICTION: County Commission District 8

STREET ADDRESS: 8003 STRAWBERRY PLAINS PIKE (0 STRAWBERRY PLAINS PIKE;
7920, 8014 ASHEVILLE HWY)

▶ **LOCATION:** South side of Asheville Hwy, north side of Strawberry Plains Pike, west side of Tribute Ln

GROWTH POLICY PLAN: Urban Growth Area (Outside City Limits)

FIRE DISTRICT: Rural Metro Fire

WATERSHED: Sinking East Creek

▶ **APPROXIMATE ACREAGE:** 46.54 acres

▶ **ZONING:** PR (Planned Residential) up to 5 du/ac, CA (General Business), OA (Office Park)

▶ **EXISTING LAND USE:** Agriculture/Forestry/Vacant Land, Rural Residential

▶ **PROPOSED USE:** Attached and detached residential subdivision

SURROUNDING LAND USE AND ZONING: North: Agriculture/forestry/vacant land, rural residential - A (Agricultural), OA (Office Park)

South: Rural residential, agriculture/forestry/vacant land, single family residential - A (Agricultural)

East: Rural residential, agriculture/forestry/vacant land, single family residential - A (Agricultural), PR (Planned Residential) up to 4.5 du/ac

West: Rural residential, agriculture/forestry/vacant land - A (Agricultural)

▶ **NUMBER OF LOTS:** 216

SURVEYOR/ENGINEER: Chris Sharp, P.E. Urban Engineering, Inc.

ACCESSIBILITY: Access is via Asheville Highway, a median-divided, 4-lane major arterial within a 155 ft right-of-way.

▶ **SUBDIVISION VARIANCES REQUIRED:** **VARIANCES**
1) Reduce the minimum broken back curve tangent on Road 'E' from 150' to 86.52' between STA 7+08.75 and 7+95.27.
2) Reduce the minimum vertical curve K-value on Road 'B' from 25 to 20 at STA 1+15.

ALTERNATIVE DESIGN STANDARD REQUIRING PLANNING COMMISSION APPROVAL

- 1) Reduce the minimum horizontal curve radius on Road 'B' from 250 ft to 125 ft between STA 1+34.55 and 3+14.82.
- 2) Reduce the minimum horizontal curve radius on Road 'D' from 250 ft to 125 ft between STA 5+39.83 and 6+92.81.
- 3) Reduce the minimum horizontal curve radius on Road 'D' from 250 ft to 200 ft between STA 17+17.78 and 20+28.52.
- 4) Reduce the minimum horizontal curve radius on Road 'E' from 250 ft to 225 ft between STA 0+91.33 and 1+24.73.
- 5) Reduce the minimum horizontal curve radius on Road 'E' from 250 ft to 225 ft between STA 3+98.65 and 5+11.96.
- 6) Reduce the minimum horizontal curve radius on Road 'E' from 250 ft to 200 ft between STA 6+04.60 and 7+08.75.
- 7) Reduce the minimum horizontal curve radius on Road 'E' from 250 ft to 200 ft between STA 7+95.27 and 8+63.38.
- 8) Reduce the minimum lot frontage from 25 ft to 20 ft for the townhouse lots.

ALTERNATIVE DESIGN STANDARD REQUIRING KNOX COUNTY ENGINEERING AND PUBLIC WORKS APPROVAL (PLANNING COMMISSION APPROVAL NOT REQUIRED)

- 1) Increase the maximum intersection grade of Road 'A' from 1 percent to 2 percent at Road 'D'.
- 2) Increase the maximum intersection grade of Road 'C' from 1 percent to 1.95 percent at Road 'B'.
- 3) Increase the maximum intersection grade of Road 'C' from 1 percent to 2 percent at Road 'D' and Road 'B'.
- 4) Increase the maximum intersection grade of Road 'D' from 1 percent to 1.5 percent at Road 'B'.
- 5) Increase the maximum intersection grade of Road 'E' from 1 percent to 2 percent at Earliglow Way (Lane).
- 6) Increase the maximum intersection grade of Road 'H' from 1 percent to 1.5 percent at Road 'F'.
- 7) Increase the maximum intersection grade of Road 'I' from 1 percent to 3 percent at Road 'F'.
- 8) Increase the maximum intersection grade of Road 'J' from 1 percent to 2.5 percent at Road 'F'.

STAFF RECOMMENDATION:

- ▶ Approve the variance to reduce the tangent distance between broken back curves on Road 'E' from 150 ft to 86.52 ft between STA 7+08.75 and 7+95.27, based on the following evidence of hardships.
 - A) The property's shape requires a reverse curve to maintain a 90-degree intersection with Road 'D' on the south side of the Road 'E' intersection.
 - B) The location of the tangent is at the intersection of Road 'E' and Road 'D', where traffic on Road 'E' must stop.
 - C) Approval of the variance is not anticipated to be detrimental to public safety, health, or welfare because of the stop condition on Road 'E'. The Knox County Department of Engineering and Public Works recommends approval of this variance based on the justification provided by the applicant.

Approve the variance to reduce the minimum vertical curve K-value on Road 'B' from 25 to 20 at STA 1+15, based on the following evidence of hardships.

- A) The property is relatively steep at the location of Road B, with a maximum elevation change of 20 ft from near the Asheville Highway intersection to the midway point between the intersections of Road 'C' and Road 'D'.
- B) The steepest portion of this property coincides with the location of the request, and the topography is unique to the property.
- C) Approval of the variance is not anticipated to be detrimental to public safety, health, or welfare because the requested k value meets AASHTO (American Association of State Highway and Transportation Officials) . The Knox County Department of Engineering and Public Works recommends approval of this variance based on the justification provided by the applicant.

Approve the alternative design standards 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 15 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. The maximum number of lots shall be consistent with condition #2 of the associated development plan (11-J-24-DP).
4. Implement the recommendations of the 8014 Asheville Highway Subdivision Transportation Impact Study (TIS) (AJAX Engineering, 10/28/2024) as required by Knox County Engineering and Public Works and the Tennessee Department of Transportation (TDOT) during the design plan phase (see Exhibit B). If the TIS is further revised, it must be submitted to the Planning staff for review and approval by all applicable agencies.
5. Provide a westbound left turn lane in the Asheville Highway median at Road 'B' per the requirements of TDOT during the design plan phase.
6. Provide a sidewalk on one side of Road 'B' between the intersections of Asheville Highway and Road 'A', and on one side of Road 'A' between the intersections of Asheville Highway and Road 'B', per the requirements of Knox County Engineering and Public Works during the design plan phase.
7. Obtaining approval from the Knox County Board of Zoning Appeals to reduce the 35-ft peripheral boundary for all lots that do not have buildable areas because of proximity to the CA (General Business) and OA (Office Park) zones. This includes but is not limited to, lots 18 and 216. The variances must be approved prior to the impacted lots being platted.
8. Providing the off-street guest parking located on Road 'D', as shown. The same number of parking spaces may be split into more than one off-street parking lot to provide greater distribution in the area of the townhouses, with review and approval by Planning and Knox County Engineering and Public Works staff.
9. The existing house located on parcel 073 08003 (8003 Strawberry Plains Pike), south of Road 'D' on the "common area" lot must be demolished, as proposed on the concept plan, before certification of phase 1 of this subdivision. If the property owner wants to maintain the house, a new development plan application must be approved by the Planning Commission for the proposed use.
10. Entering into a Memorandum of Understanding (MOU) with Knox County Engineering and Public Works for completing off-site improvements per Chapter 54, Article V of the Knox County Code (Ord. O-23-4-102). The cost of these improvements is the responsibility of the property owner.
11. If during design plan approval or construction of the development, it is discovered that unforeseen off-site improvements within the right-of-way are necessary, the developer will either enter into an MOU with the County for these improvements or reimburse the County for their direct expenses (if completed by County crews) to make corrections deemed necessary.
12. Providing a sight distance easement on the inside of any horizontal curve with a radius less than 250 ft, per the requirements of Knox County Engineering and Public Works during the design plan phase. Any driveway that cannot be located outside the sight distance easement must have a 20 ft depth outside the sight distance easement.
13. Meeting all applicable requirements of the Knox County Department of Engineering and Public Works.
14. Meeting all applicable requirements of the Knox County Zoning Ordinance.
15. 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 up to 216 dwelling units on individual lots, subject to 4 conditions.**

1. Meeting all applicable requirements of the Knox County Zoning Ordinance.
2. The subdivision shall not exceed 216 residential lots (units) in the PR-zoned portion of the property based on site plan note #5 on the concept plan, which states that 43.27 acres are zoned PR. The PR-zoned acreage must be confirmed on the final plat. If the acreage is less than stated in site plan note #5, the maximum number of residential lots (units) must be reduced to conform with the maximum density of 5 du/ac.
3. The maximum height of the attached dwellings shall be 35 feet.
4. Providing a Type C landscape screen (Exhibit D) along the Asheville Highway frontage where the residential lots are located, with review and approval of the landscape plan by Planning staff during the design plan phase.

With the conditions noted, this plan meets the requirements for approval in the PR zone and the criteria for approval of a development plan.

COMMENTS:

This subdivision includes approximately 167 attached and 49 detached residential lots on 43.27 acres zoned PR (Planned Residential) up to 5 du/ac (6-S-24-RZ). The maximum number of dwelling units in the PR-zoned portion of the property cannot exceed the platted acreage zoned PR, not to exceed the total of 216 lots (units) proposed in this concept plan. If the platted acreage zoned PR is less than 43.27 acres, the number of dwelling units must be reduced to comply with the maximum density of the zoning district.

The boundary of the PR zone is adjacent to CA (General Business) zoning as the property also includes 3.27 acres zoned CA in the northwest corner of the property, where Road 'B' intersects with Asheville Highway, OA (Office Park) zoning in the northeast corner. When the PR zone is adjacent to non-residential zone districts, the Planning Commission does not have the authority to reduce the 35-ft peripheral setback. Any lots adjacent to the non-residential zones may require approval of the peripheral setback from the Board of Zoning Appeals if there is no buildable area. This may only impact lots 18 and 216.

No uses are currently proposed for the CA portion of the property; however, the CA zone was recently amended to allow attached and multi-family residential uses. A new application may be required if additional residential dwellings are proposed in the CA zone. The OA zone is partially developed with a physical therapy clinic. The main entrance to the subdivision (Road 'A') extends through the OA zoning, but there are no residential lots in the OA zone.

The subject properties have frontage on Asheville Highway and Strawberry Plains Pike; however, the subdivision will only have access to Asheville Highway at three locations. Road 'A' and Road 'B' will make new connections at existing median cuts. The third access is via Earliglow Way (Lane), which connects to Tribute Lane. Earliglow Way is a private right-of-way that provides access to the OA-zoned property. However, it was permitted and inspected to be accepted as a public right-of-way when the remainder of the property was developed.

VARIANCES

Variance #1 is a request to reduce the distance (tangent) between broken back curves, which are consecutive curves in the same direction. This request on Road 'E' is where the tangent is broken up on both sides of an intersection by a stop condition.

Variance #2 is a request to reduce the vertical curve K value from 25 to 20. This is located on Road 'B' near the intersection with Asheville Highway, resulting in a sharper crest in the road. The higher the K value, the flatter the vertical curve will be. The proposed K value of 20 meets AASHTO (American Association of State Highway and Transportation Officials) standards for a road posted at 25 MPH.

ALTERNATIVE DESIGN STANDARDS

Eight requests require approval by the Planning Commission, and eight require approval by Knox County Engineering and Public Works.

Planning Commission approval: Seven of the eight requests are a reduction of the minimum 250 ft horizontal curve radius. Only two curves were identified by the applicant's engineer as requiring sight distance easements through the inside of the curves with a 125 ft radius on Road 'B' and Road 'D'. All other curves can maintain sight distance within the right-of-way.

The Planning Commission can approve a reduced lot frontage from 25 ft to 20 ft for attached (townhouse) lots if guest parking is provided throughout the development as required by the Planning Commission. The applicant proposes 20 off-street parking spaces on Road 'D' and provides an on-street parking exhibit showing where on-street parking along the curb is feasible (Exhibit C).

TRANSPORTATION IMPACT STUDY (TIS)

The TIS studied the impact of the development on the two new access points to Asheville Highway and the existing Tribute Lane intersection. When the proposed development increases the traffic at an existing median opening, TDOT requires the installation of a left turn lane. This subdivision must install a westbound left turn lane in the Asheville Highway median at the Road 'A' and Road 'B' intersections. The TIS also recommends an eastbound right-turn lane on Asheville Highway at Road 'A.' The concept plan proposes the right-turn lane at the Road 'B' access point. TDOT will determine the location of the right-turn lane during the design plan phase. Traffic signals are not warranted based on the traffic projects. The TIS recommends a new traffic count at full buildout of the subdivision to determine if the signal warrants are met.

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 5 du/ac.

A. The PR zone allows attached and detached houses as permitted uses. The administrative procedures for the PR zone require the Planning Commission to approve the development plan before permits can be issued (Knox County Zoning Ordinance Article 5, Section 5.13.15).

B. The PR zone allows consideration of up to 5 du/ac. The proposed subdivision has a density of 4.99 du/ac based on the 43.27 acres zoned PR.

C. The PR zone establishes a maximum height for detached houses, but all other uses have a maximum height established by the Planning Commission. Staff are recommending a maximum height of 35 ft for the attached houses, consistent with the other residential houses in the subdivision and the general area.

2) COMPREHENSIVE PLAN - IMPLEMENTATION POLICIES

A. The large common area (open space) on the southern portion of the property is consistent with Policy 2, to ensure that development is sensitive to existing community character.

B. The development includes a mix of attached and detached houses, and is located within two miles of Carter Park and Carter Elementary, Carter High, and Sunnyview schools, consistent with Policy 5 to create neighborhoods with a variety of housing types and amenities in close proximity.

C. If approved as recommended, a Type C landscape screen (Exhibit D) will be provided along the Asheville Highway frontage where the residential lots are located, consistent with Policy 7 to encourage development practices that conserve and connect natural features and habitat. This is also consistent with the East Knox Community Plan, which calls for the preservation and enhancement of the area's rural character and landscape.

3) COMPREHENSIVE PLAN - FUTURE LAND USE MAP

A. The development is located in the CMU (Corridor Mixed Use), RC (Rural Conservation), and SR (Suburban Residential) place types and has 1.07 acres within the HP (Hillside Protection) area. The HP area will remain undisturbed according to Site Plan Note #11.

B. The 22 acres on the site's southern portion are within the SR place type, which recommends single-family residential as a "primary use" and attached residential as a "secondary use." Approximately 10.5 acres will be single-family residential, and 0.8 acres will be attached residential. The remaining 10.7 acres include approximately 1 acre for stormwater facilities and 9.7 acres of open space.

C. The 25 acres on the site's northern portion consist of approximately 7 acres within the CMU place type (along the Asheville Highway frontage) and 18 acres within RC. The CMU and RC place types recommend attached houses as a "secondary use." The RC recommends single-family residential as a "primary use."

D. The RC place type recommends preserving 50 percent or more open space on a given site. There are approximately 0.25 acres of a common area in the RC area that isn't a parking lot or exclusively for stormwater facilities. However, the SR place type has approximately 9.75 acres of open space. While the open space is not in the RC area, it is on the same site, exceeds 50 percent of the RC area (9 acres), and is along Strawberry Plains Pike, which has a more rural setting. The Asheville Highway portion of the property is more appropriate for clustering residential development.

4) KNOXVILLE - FARRAGUT - KNOX COUNTY GROWTH POLICY PLAN

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

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: 20 (public school children, grades K-12)

Schools affected by this proposal: Carter Elementary, Carter Middle, and Carter 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.

The Planning Commission's approval or denial of this development plan request is final, unless the action is appealed either to the Board of Zoning Appeals or to a court of competent jurisdiction within thirty (30) days of the decision being appealed (Knox County, Tennessee Code of Ordinances, Appendix A, Zoning, 6.50.08).



Request to Postpone • Table • Withdraw

Mesana Investments, LLC

11/13/24

Applicant Name (as it appears on the current Planning Commission agenda)

Date of Request

11/14/24

Scheduled Meeting Date

File Number(s)

11-SG-24-C / 11-J-24-DP

POSTPONE

POSTPONE: All applications are eligible for postponement if the request is received in writing and paid for by noon on Thursday the week prior to the Planning Commission meeting. All requests must be acted upon by the Planning Commission, except new applications which are eligible for one 30-day automatic postponement. If payment is not received by the deadline, the item will be tabled.

SELECT ONE: 30 days 60 days 90 days

Postpone the above application(s) until the December 12, 2024 Planning Commission Meeting.

WITHDRAW

WITHDRAW: Applications may be withdrawn automatically if the request is received in writing no later than 3:30pm on Thursday the week prior to the Planning Commission meeting. Requests made after this deadline must be acted on by the Planning Commission. Applicants are eligible for a refund only if a written request for withdrawal is received no later than close of business 2 business days after the application submittal deadline and the request is approved by the Executive Director or Planning Services Manager.

TABLE

**The refund check will be mailed to the original payee.*

TABLE: Any item requested for tabling must be acted upon by the Planning Commission before it can be officially tabled. There is no fee to table or untable an item.

AUTHORIZATION

By signing below, I certify I am the property owner, and/or the owners authorized representative.

Chris Sharp

Digitally signed by Chris Sharp
Date: 2024.11.13 09:59:10 -05'00'

Christopher Sharp

Applicant Signature

Please Print

(865) 966-1924

chris@urban-eng.com

Phone Number

Email

STAFF ONLY

Michael Reynolds

Staff Signature

Please Print

Date Paid

No Fee

Eligible for Fee Refund? Yes No

Amount:

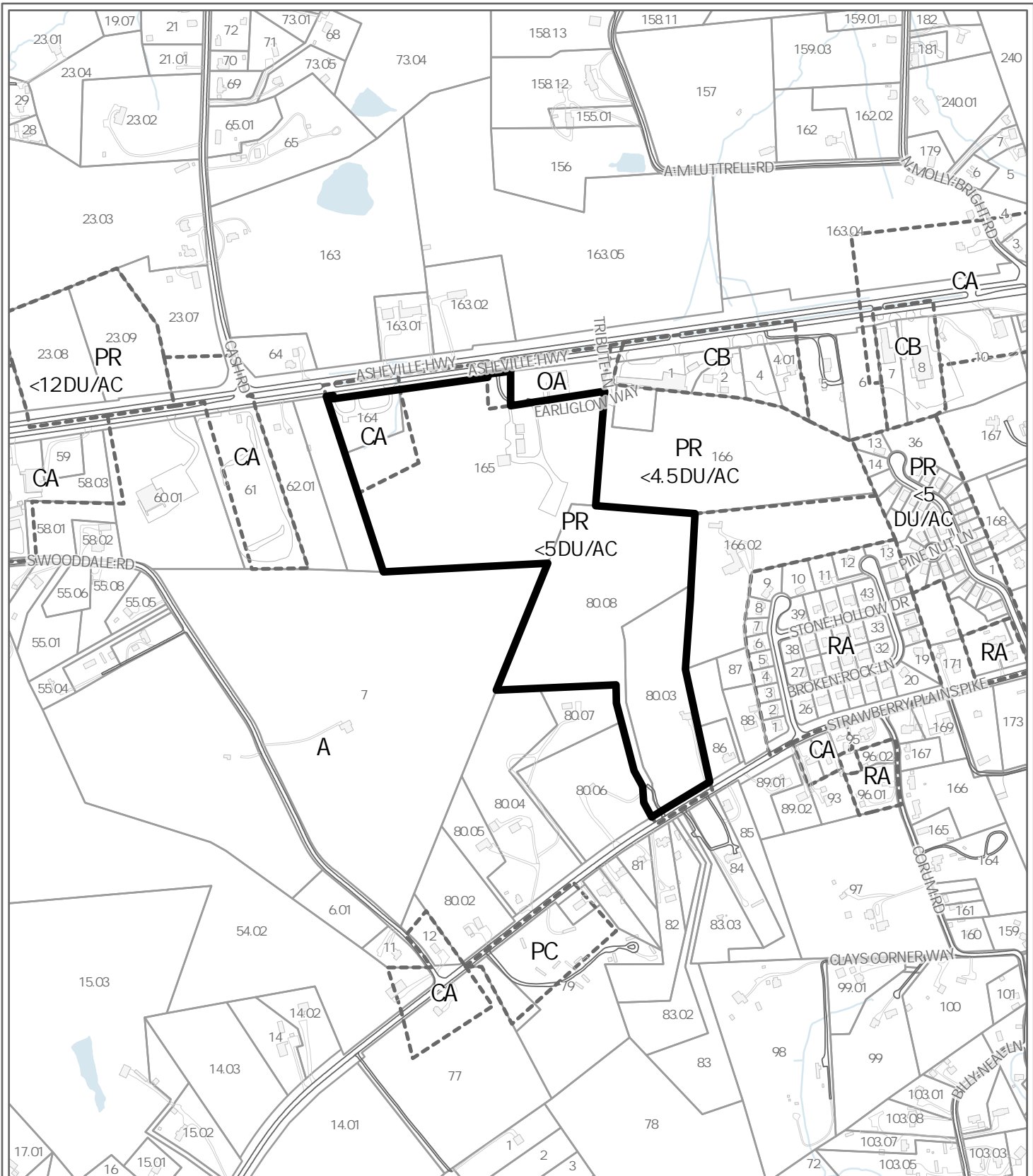
Approved by:

Date:

Payee Name

Payee Phone

Payee Address



CONCEPT PLAN / DEVELOPMENT PLAN

11-SG-24-C / 11-J-24-DP

Petitioner: Mesana Investments, LLC



Attached and detached residential subdivision in PR (Planned Residential) up to 5 du/ac

Original Print Date: 12/5/2024
 Knoxville - Knox County Planning Commission * City / County Building * Knoxville, TN 37902

Map No: 73
 Jurisdiction: County

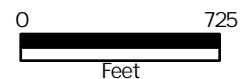
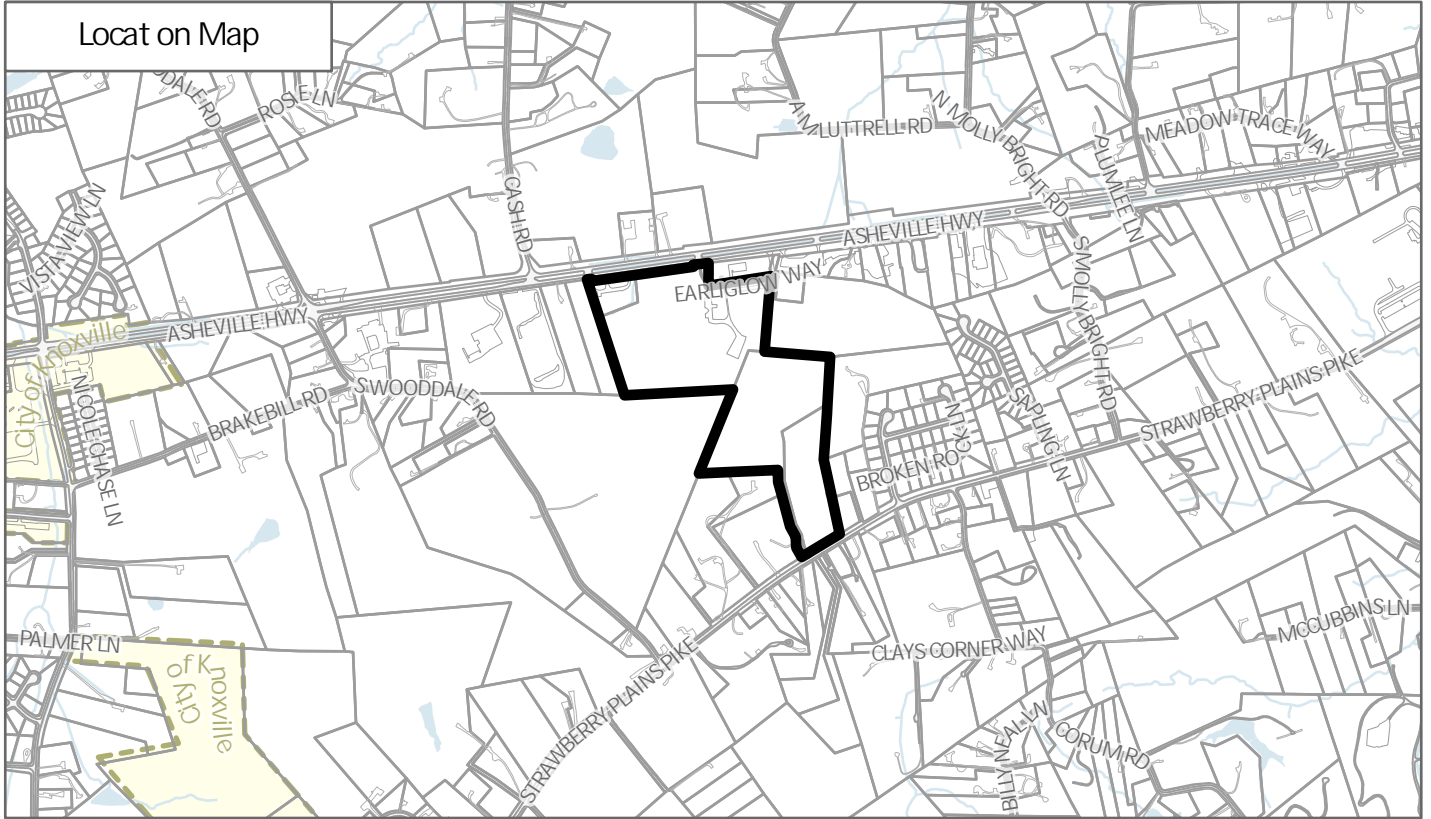
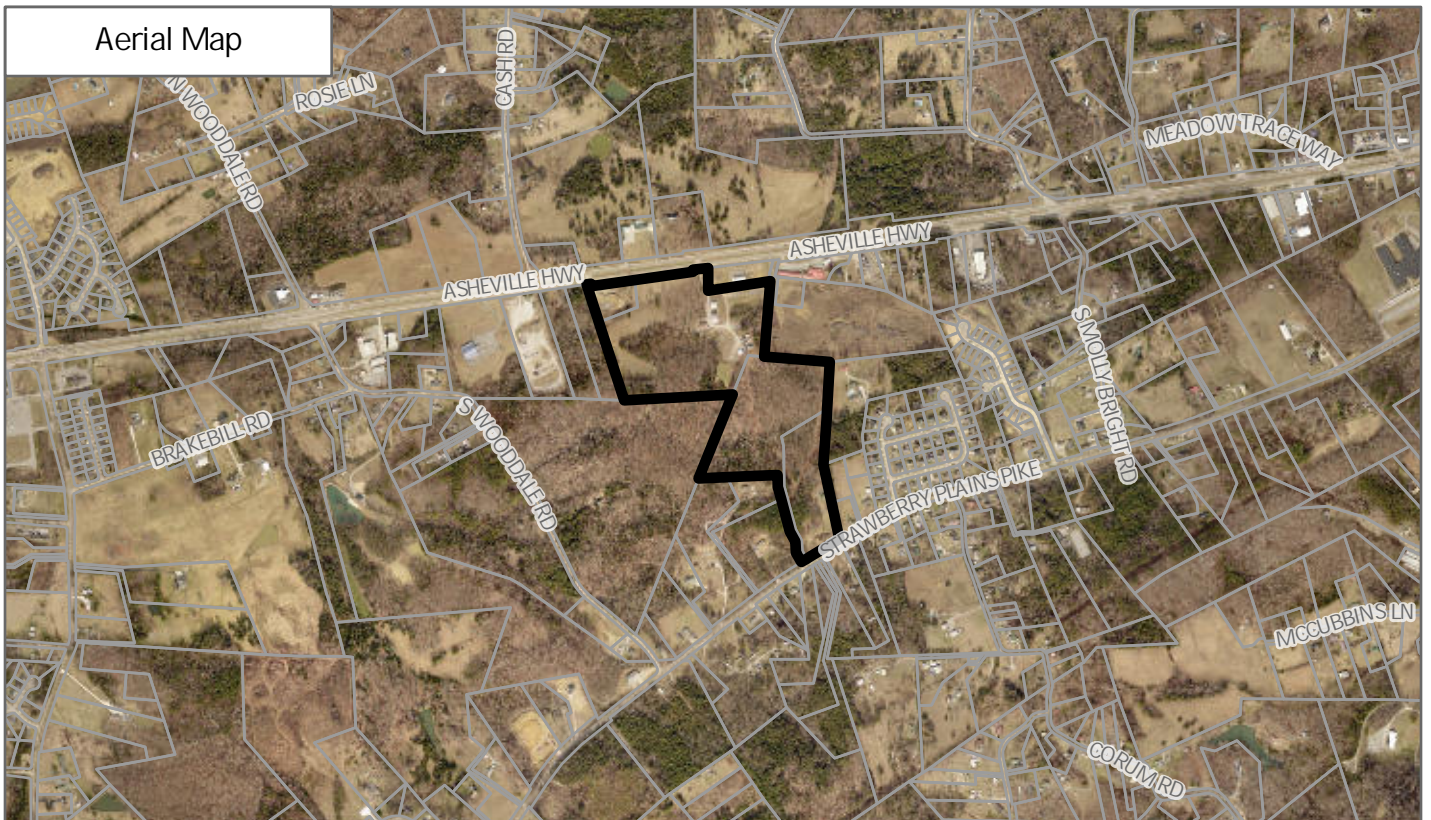


Exhibit A. Contextual Images

Locat on Map



Aerial Map

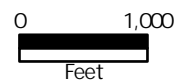


CONTEXTUAL MAPS 1

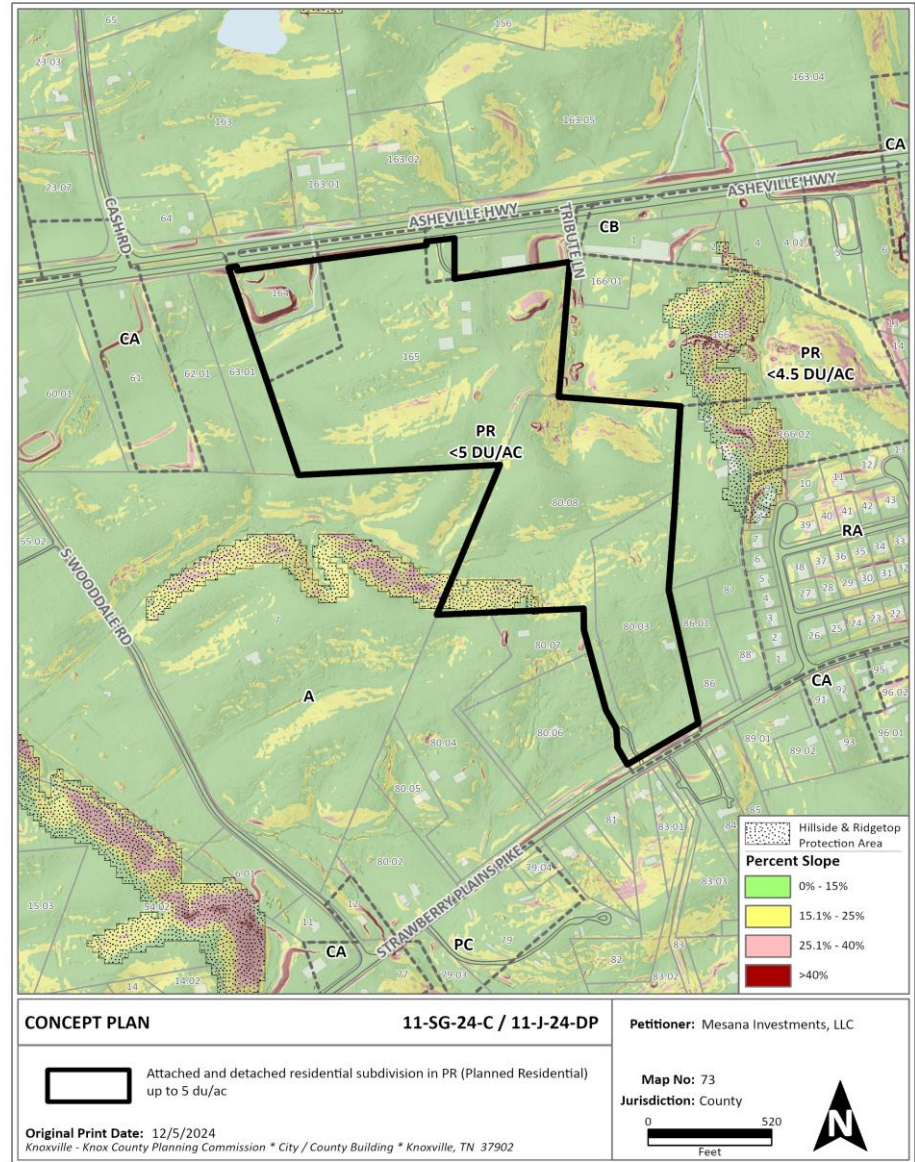
11-SG-24-C / 11-J-24-DP



Case boundary



CATEGORY	ACRES	RECOMMENDED DISTURBANCE BUDGET (Percent)	DISTURBANCE AREA (Acres)
Total Area of Site	47.27		
Non-Hillside	46.19	N/A	
0-15% Slope	0.14	100%	0.14
15-25% Slope	0.86	50%	0.43
25-40% Slope	0.07	20%	0.01
Greater than 40% Slope	0.00	10%	0.00
Ridgetops			
Hillside Protection (HP) Area	1.07	Recommended disturbance budget within HP Area (acres)	0.59
		Percent of HP Area	54.6%

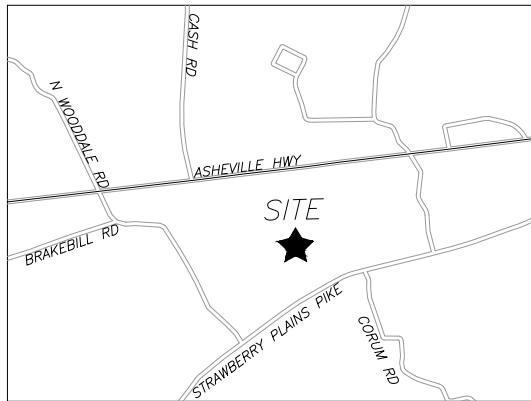


CONCEPT PLAN

U.E.I. PROJECT NO. 2408032

8014 ASHEVILLE HIGHWAY

SITE ADDRESS: 8014 ASHEVILLE HIGHWAY, KNOXVILLE, TENNESSEE 37924
CLT MAPS 62 & 73, PARCELS 165, 80.03, 80.08



LOCATION MAP - N.T.S.

DEVELOPER:
EAGLE BEND DEVELOPMENT LLC
1920 EBENEZER ROAD
KNOXVILLE, TN 37922

SITE ENGINEER:
URBAN ENGINEERING, INC.
CHRIS SHARP
10330 HARDIN VALLEY ROAD, SUITE 201
KNOXVILLE, TENNESSEE 37932
(865) 966-1924

SPECIFICATIONS
EXCEPT WHERE DIRECTED OTHERWISE BY THE PLANS, WORKMANSHIP AND MATERIAL (BUT NOT MEASUREMENT AND PAYMENT) FOR THIS PROJECT SHALL BE IN ACCORDANCE WITH THE FOLLOWING SPECIFICATIONS AND STANDARDS.

ELECTRICAL	- AS DIRECTED BY KNOXVILLE UTILITIES BOARD
GAS	- AS DIRECTED BY KNOXVILLE UTILITIES BOARD
WATER	- AS DIRECTED BY KNOXVILLE UTILITIES BOARD
SEWER	- AS DIRECTED BY KNOXVILLE UTILITIES BOARD
TELEPHONE	- AS DIRECTED BY AT&T
CABLE	- AS DIRECTED BY COMCAST
SITE DEVELOPMENT	- KNOX COUNTY STANDARDS AND SPECIFICATIONS

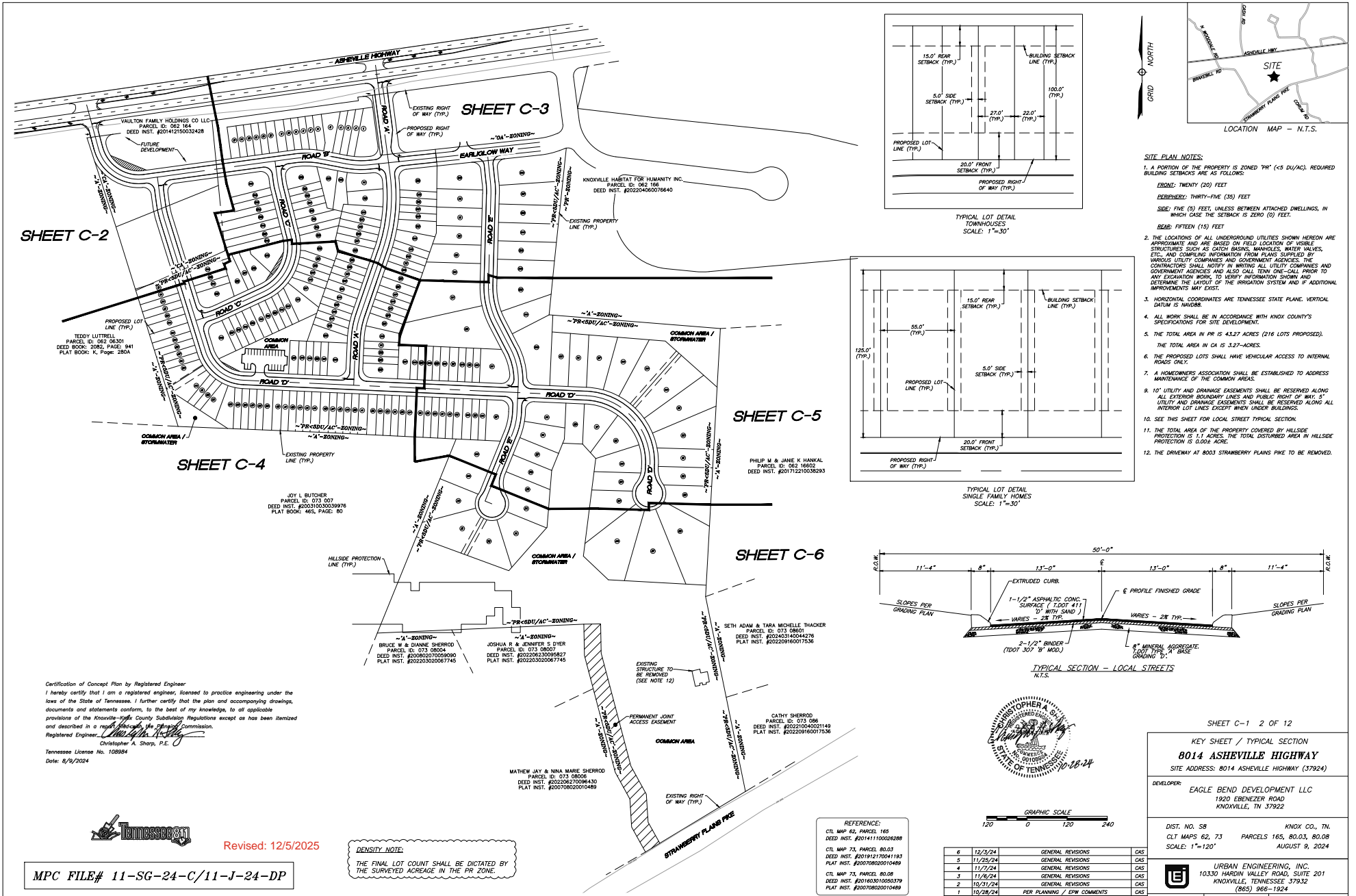
SHEET INDEX

<u>TITLE</u>	<u>SHEET</u>
TITLE SHEET	C-0
KEY SHEET / TYPICAL SECTION	C-1
PRELIMINARY DRAINAGE PLAN	C-2 THRU C-6
ROAD PROFILES	C-7 THRU C-11

Revised: 12/5/2025

MPC FILE# 11-SG-24-C/11-J-24-DP

ISSUE NO.	DATE	DESCRIPTION
6	12/3/24	GENERAL REVISIONS
5	11/25/24	GENERAL REVISIONS
4	11/7/24	GENERAL REVISIONS
3	11/6/24	GENERAL REVISIONS
2	10/31/24	GENERAL REVISIONS
1	10/28/24	SUBMITTAL 2



- SITE PLAN NOTES:**
- A PORTION OF THE PROPERTY IS ZONED "PR" (C-5 DU/AC). REDUCED BUILDING SETBACKS ARE AS FOLLOWS:
 FRONT: TWENTY (20) FEET
 REAR: THIRTY-FIVE (35) FEET
 SIDE: FIVE (5) FEET, UNLESS BETWEEN ATTACHED DWELLINGS, IN WHICH CASE THE SETBACK IS ZERO (0) FEET.
 REAR: FIFTEEN (15) FEET
 - THE LOCATIONS OF ALL UNDERGROUND UTILITIES SHOWN HEREON ARE APPROXIMATE AND ARE BASED ON FIELD LOCATION OF VISIBLE STRUCTURES SUCH AS CATCH BASINS, MANHOLES, WATER VALVES, ETC. AND COMPLYING INFORMATION FROM PLANS SUPPLIED BY VARIOUS UTILITY COMPANIES AND GOVERNMENT AGENCIES. THE CONTRACTORS SHALL NOTIFY IN WRITING ALL UTILITY COMPANIES AND GOVERNMENT AGENCIES AND ALSO CALL TENN ONE-CALL PRIOR TO ANY EXCAVATION WORK TO VERIFY INFORMATION SHOWN AND DETERMINE THE LAYOUT OF THE IRRIGATION SYSTEM AND IF ADDITIONAL IMPROVEMENTS MAY EXIST.
 - HORIZONTAL COORDINATES ARE TENNESSEE STATE PLANE, VERTICAL DATUM IS NAVD83.
 - ALL WORK SHALL BE IN ACCORDANCE WITH KNOX COUNTY'S SPECIFICATIONS FOR SITE DEVELOPMENT.
 - THE TOTAL AREA IN PR IS 43.27 ACRES (216 LOTS PROPOSED).
 THE TOTAL AREA IN O4 IS 3.27-ACRES.
 - THE PROPOSED LOTS SHALL HAVE VEHICULAR ACCESS TO INTERNAL ROADS ONLY.
 - A HOMEOWNERS ASSOCIATION SHALL BE ESTABLISHED TO ADDRESS MAINTENANCE OF THE COMMON AREAS.
 - UTILITY AND DRAINAGE EASEMENTS SHALL BE RESERVED ALONG ALL EXTERIOR BOUNDARY LINES AND PUBLIC RIGHT OF WAY. UTILITY AND DRAINAGE EASEMENTS SHALL BE RESERVED ALONG ALL INTERIOR LOT LINES EXCEPT WHEN UNDER BUILDINGS.
 - SEE THIS SHEET FOR LOCAL STREET SECTION.
 - THE TOTAL AREA OF THE PROPERTY COVERED BY HILLSIDE PROTECTION IS 1.1 ACRES. THE TOTAL DISTURBED AREA IN HILLSIDE PROTECTION IS 0.024 ACRES.
 - THE DRIVEWAY AT 8003 STRAWBERRY PLAINS PIKE TO BE REMOVED.

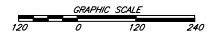
Certification of Concept Plan by Registered Engineer:
 I hereby certify that I am a registered engineer, licensed to practice engineering under the laws of the State of Tennessee. I further certify that the plan and accompanying drawings, documents and statements conform, to the best of my knowledge, to all applicable provisions of the Knoxville-High County Subdivision Regulations except as has been Remized and described in a report approved by the Planning Commission.
 Registered Engineer, *Christopher A. Sharp*
 Christopher A. Sharp, P.E.
 Tennessee License No. 108984
 Date: 6/9/2024

Revised: 12/5/2025

DENSITY NOTE:
 THE FINAL LOT COUNT SHALL BE DICTATED BY THE SURVEYED ACREAGE IN THE PR ZONE.

MPC FILE# 11-SG-24-C/11-J-24-DP

REFERENCE:
 CTR. MAP 62, PARCELS 165
 DEED INST. #2014110006288
 CTR. MAP 74, PARCELS 80,83
 DEED INST. #201912170041183
 PLAT INST. #200708020010489
 CTR. MAP 74, PARCELS 80,08
 DEED INST. #20160301006379
 PLAT INST. #200708020010489



REVISION	DATE	PER PLANNING / LEW COMMENTS	DESCRIPTION	BY
6	12/3/24		GENERAL REVISIONS	CAS
5	11/25/24		GENERAL REVISIONS	CAS
4	11/7/24		GENERAL REVISIONS	CAS
3	11/6/24		GENERAL REVISIONS	CAS
2	10/31/24		GENERAL REVISIONS	CAS
1	10/28/24		PER PLANNING / LEW COMMENTS	CAS

SHEET C-1 2 OF 12

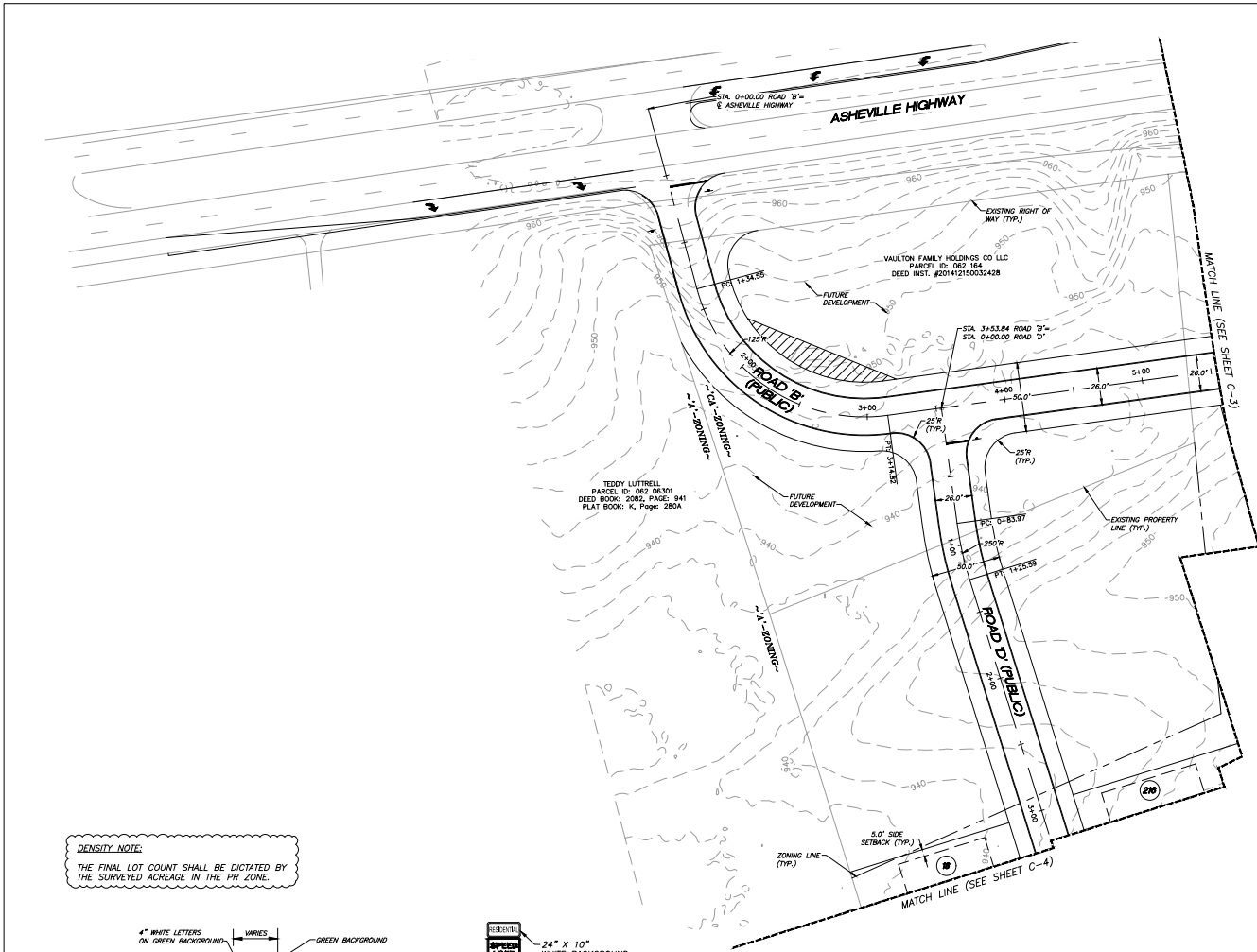
KEY SHEET / TYPICAL SECTION
8014 ASHEVILLE HIGHWAY
 SITE ADDRESS: 8014 ASHEVILLE HIGHWAY (37924)

DEVELOPER:
 EAGLE BEND DEVELOPMENT LLC
 1920 EBENEZER ROAD
 KNOXVILLE, TN 37922

DIST. NO. 58 KNOX CO., TN.
 CLT MAPS 62, 73 PARCELS 165, 80,03, 80,08
 SCALE: 1"=120' AUGUST 9, 2024

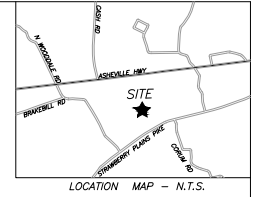
URBAN ENGINEERING, INC.
 10330 HARDIN VALLEY ROAD, SUITE 201
 KNOXVILLE, TENNESSEE 37932
 (865) 966-1924

DWN: CLM CHW: CAS DWG. NO: 2408032



VARIANCE / ALTERNATIVE DESIGN STANDARDS:

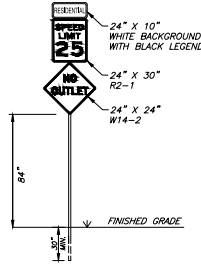
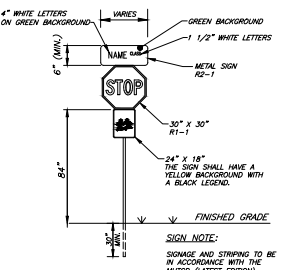
- ROAD A:**
1. INCREASE THE CENTERLINE GRADE FROM 1% TO 2% AT THE INTERSECTION OF ROADS A AND D.
 2. REDUCE THE R VALUE FROM 25 TO 20 FOR ROAD A NEAR ITS INTERSECTION WITH ASHEVILLE HIGHWAY (STA. 1+155).
- ROAD B:**
1. INCREASE THE CENTERLINE GRADE FROM 1% TO 2% FOR ROAD B AT ITS INTERSECTION WITH ROAD A.
 2. REDUCE THE CENTERLINE GRADE FROM 1% TO 2% AT ROAD C INTERSECTION WITH ROAD B.
- ROAD C:**
1. INCREASE THE CENTERLINE GRADE FROM 1% TO 1.95% AT ROAD C INTERSECTION WITH ROAD B.
 2. INCREASE THE CENTERLINE GRADE FROM 1% TO 2% AT ROAD C INTERSECTION WITH ROAD D.
- ROAD D:**
1. REDUCE THE CENTERLINE GRADE FROM 250' TO 125' BETWEEN STATIONS 5+39.83 & 6+92.81.
 2. REDUCE THE CENTERLINE GRADE FROM 250' TO 200' BETWEEN STATIONS 17+17.78 & 20+35.49.
 3. INCREASE THE CENTERLINE GRADE FROM 1% TO 1.5% AT ROAD D INTERSECTION WITH ROAD B.
- ROAD E:**
1. REDUCE THE CENTERLINE GRADE FROM 250' TO 225' BETWEEN STATIONS 0+91.33 & 1+24.73.
 2. REDUCE THE CENTERLINE GRADE FROM 250' TO 225' BETWEEN STATIONS 3+98.65 & 5+11.98.
 3. REDUCE THE CENTERLINE GRADE FROM 250' TO 200' BETWEEN STATIONS 6+04.60 & 7+08.75.
 4. REDUCE THE CENTERLINE GRADE FROM 250' TO 200' BETWEEN STATIONS 7+95.27 & 8+63.30.
 5. REDUCE THE DISTANCE BETWEEN BROKEN BACK CURVES FROM 150' TO 86.50' BETWEEN STATIONS 7+08.75 & 7+95.27.
 6. INCREASE THE CENTERLINE GRADE FROM 1% TO 2% AT ROAD E INTERSECTION WITH EARLUGLOW LANE.
- OTHER:**
1. REDUCE THE MINIMUM LOT WIDTH TO 20'.



SITE PLAN NOTES:

1. A PORTION OF THE PROPERTY IS ZONED 'PR' (<5 DU/AC). REQUIRED BUILDING SETBACKS ARE AS FOLLOWS:
 FRONT: TWENTY (20) FEET
 REAR: THIRTY-FIVE (35) FEET
 SIDE: FIVE (5) FEET, UNLESS BETWEEN ATTACHED DWELLINGS, IN WHICH CASE THE SETBACK IS ZERO (0) FEET.
 BEAM: FIFTEEN (15) FEET
2. THE LOCATIONS OF ALL UNDERGROUND UTILITIES SHOWN HEREON ARE APPROXIMATE AND ARE BASED ON FIELD LOCATION OF VISIBLE STRUCTURES SUCH AS CATCH BASINS, MANHOLES, WATER VALVES, ETC., AND COMPILED INFORMATION FROM PLANS SUPPLIED BY VARIOUS UTILITY COMPANIES AND GOVERNMENT AGENCIES. THE CONTRACTORS SHALL NOTIFY IN WRITING ALL UTILITY COMPANIES AND GOVERNMENT AGENCIES AND ALSO CALL TOWN ONE-CALL PRIOR TO ANY EXCAVATION WORK, TO VERIFY INFORMATION SHOWN AND DETERMINE THE LAYOUT OF THE IRRIGATION SYSTEM AND IF ADDITIONAL IMPROVEMENTS MAY EXIST.
3. HORIZONTAL COORDINATES ARE TENNESSEE STATE PLANE. VERTICAL DATUM IS NAVD83.
4. ALL WORK SHALL BE IN ACCORDANCE WITH KNOX COUNTY'S SPECIFICATIONS FOR SITE DEVELOPMENT.
5. THE TOTAL AREA IN PR IS 43.27 ACRES (216 LOTS PROPOSED). THE TOTAL AREA IN CA IS 3.27-ACRES.
6. THE PROPOSED LOTS SHALL HAVE VEHICULAR ACCESS TO INTERNAL ROADS ONLY.
7. A HOMEOWNERS ASSOCIATION SHALL BE ESTABLISHED TO ADDRESS MAINTENANCE OF THE COMMON AREAS.
8. 10' UTILITY AND DRAINAGE EASEMENTS SHALL BE RESERVED ALONG ALL EXTERIOR BOUNDARY LINES AND PUBLIC RIGHT OF WAY. 5' UTILITY AND DRAINAGE EASEMENTS SHALL BE RESERVED ALONG ALL INTERIOR LOT LINES EXCEPT WHEN UNDER BUILDINGS.
10. SEE THIS SHEET FOR LOCAL STREET TYPICAL SECTION.
11. THE TOTAL AREA OF THE PROPERTY COVERED BY HILLSIDE PROTECTION IS 1.1 ACRES. THE TOTAL DISTURBED AREA IN HILLSIDE PROTECTION IS 0.002 ACRES.
12. THE DRIVEWAY AT 8003 STRAWBERRY PLAINS PIKE TO BE REMOVED.

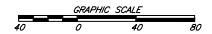
DENSITY NOTE:
THE FINAL LOT COUNT SHALL BE DICTATED BY THE SURVEYED ACREAGE IN THE PR ZONE.



Revised: 12/5/2025

MPC FILE# 11-SG-24-C/11-J-24-DP

REFERENCE:
 CTI MAP 62, PARCELS 165
 DEED INST. #2014110006288
 CTI MAP 73, PARCELS 80,83
 DEED INST. #201912170041183
 PLAT INST. #200708020010489
 CTI MAP 73, PARCELS 80,08
 DEED INST. #201603010060379
 PLAT INST. #200708020010489



REVISION	DATE	DESCRIPTION	BY
5	12/3/24	GENERAL REVISIONS	CAS
4	11/25/24	GENERAL REVISIONS	CAS
3	11/8/24	PER PLANNING COMMENTS	CAS
2	10/31/24	PER PLANNING / EIR COMMENTS	CAS
1	10/28/24	PER PLANNING / EIR COMMENTS	CAS

SHEET C-2 3 OF 12

SITE PLAN
8014 ASHEVILLE HIGHWAY
 SITE ADDRESS: 8014 ASHEVILLE HIGHWAY (37924)

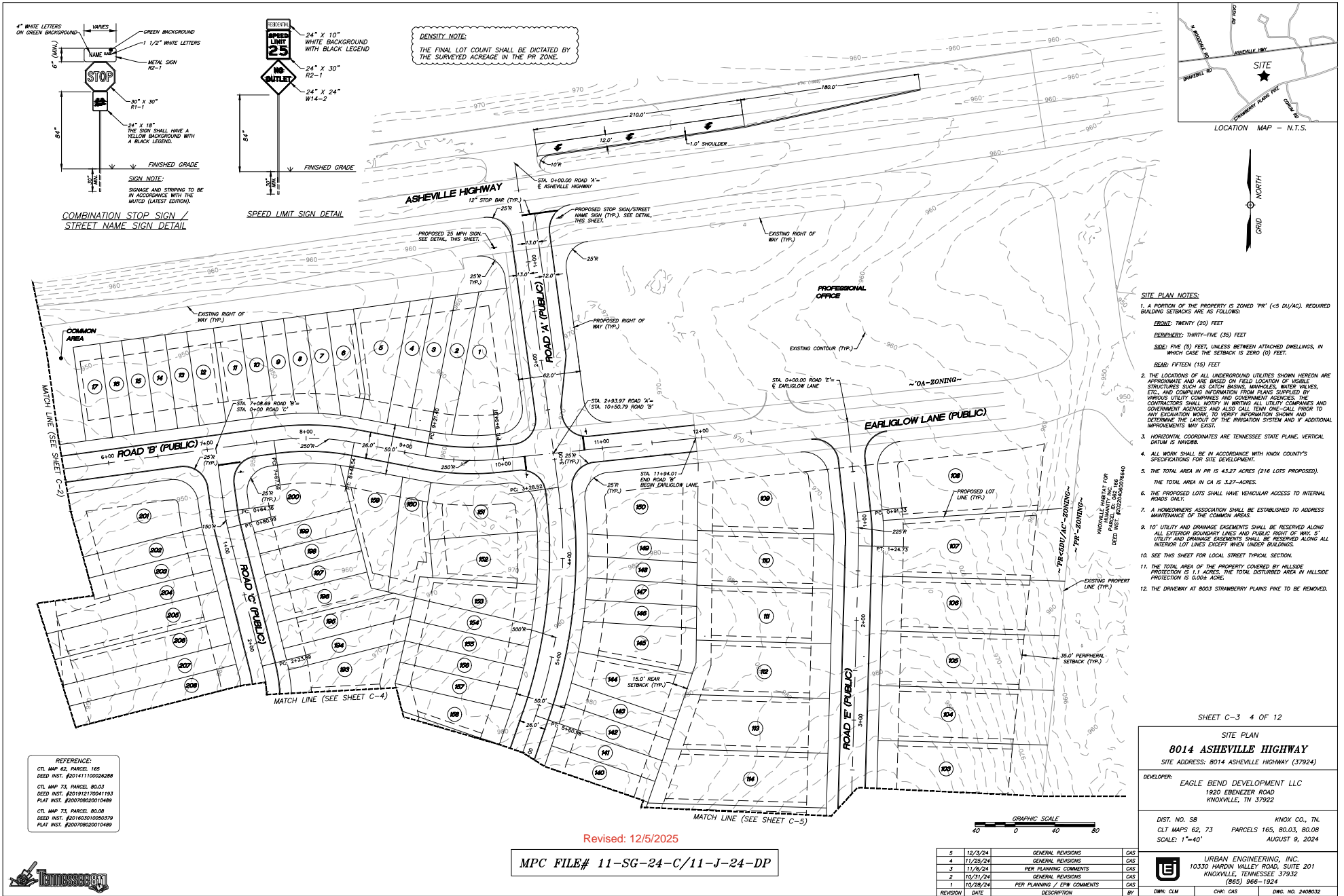
DEVELOPER: EAGLE BEND DEVELOPMENT LLC
 1920 EBENEZER ROAD
 KNOXVILLE, TN 37922

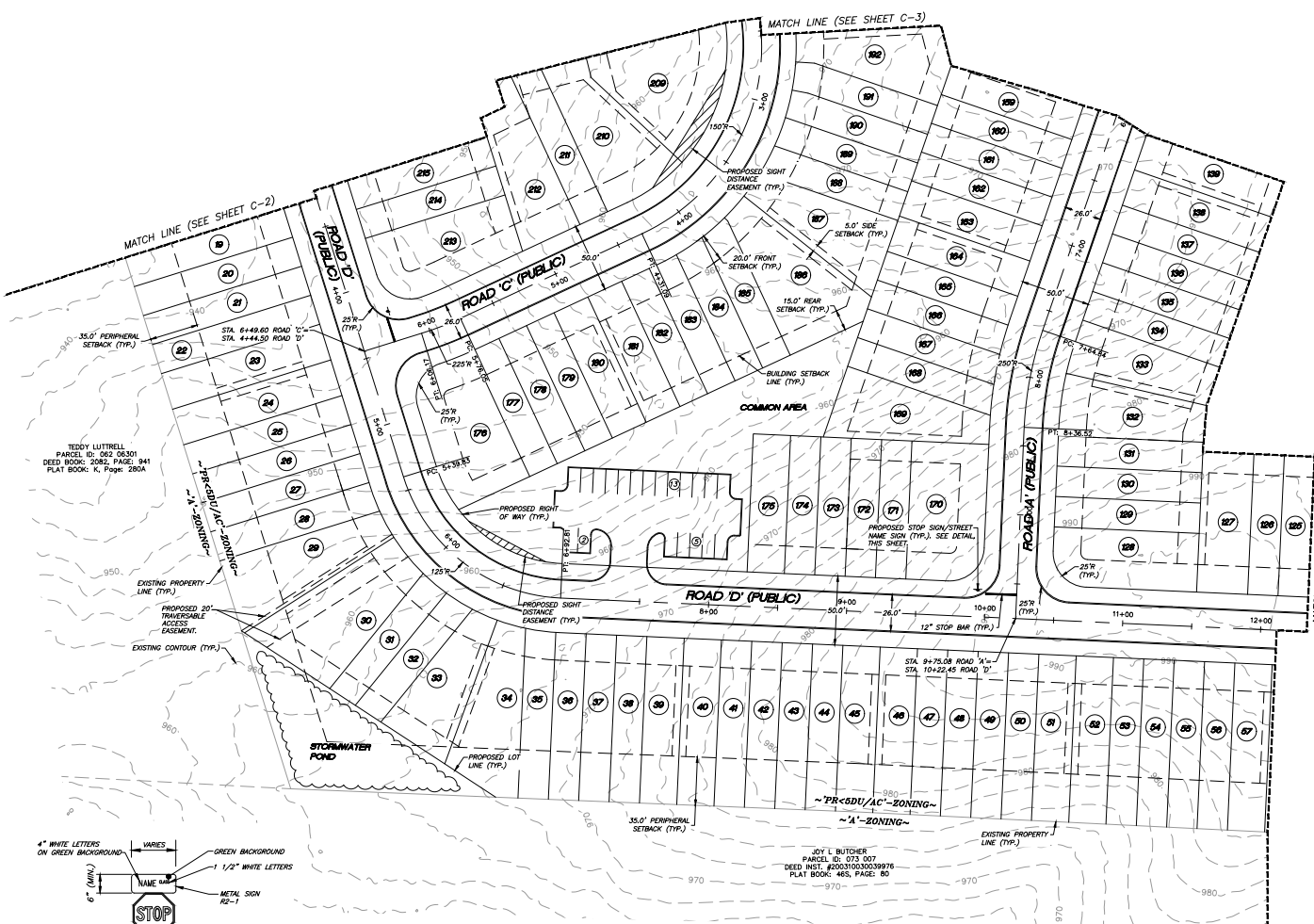
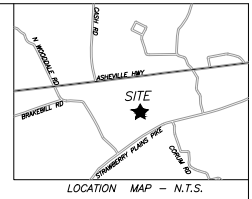
DIST. NO. 58 KNOX CO., TN
 CLT MAPS 62, 73 PARCELS 165, 80,03, 80,08
 SCALE: 1"=40' AUGUST 9, 2024

URBAN ENGINEERING, INC.
 10330 HARDIN VALLEY ROAD, SUITE 201
 KNOXVILLE, TENNESSEE 37932
 (865) 966-1924

DWN: CLM OHC: CAS DWG. NO. 2408032



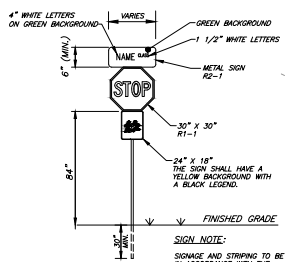




- SITE PLAN NOTES:**
1. A PORTION OF THE PROPERTY IS ZONED "PR" (<5 DU/AC). REQUIRED BUILDING SETBACKS ARE AS FOLLOWS:
 ESBASE: TWENTY (20) FEET
 BERMSIDE: THIRTY-FIVE (35) FEET
 SIDE: FIVE (5) FEET, UNLESS BETWEEN ATTACHED DWELLINGS, IN WHICH CASE THE SETBACK IS ZERO (0) FEET.
 REAR: FIFTEEN (15) FEET
 2. THE LOCATIONS OF ALL UNDERGROUND UTILITIES SHOWN HEREON ARE APPROXIMATE AND ARE BASED ON FIELD LOCATION OF VISIBLE STRUCTURES SUCH AS CATCH BASINS, MANHOLES, WATER VALVES, ETC., AND COMPILING INFORMATION FROM PLANS SUPPLIED BY VARIOUS UTILITY COMPANIES AND GOVERNMENT AGENCIES. THE CONTRACTORS SHALL NOTIFY IN WRITING ALL UTILITY COMPANIES AND GOVERNMENT AGENCIES AND ALSO CALL TREN ONE-CALL PRIOR TO ANY EXCAVATION WORK. TO VERIFY INFORMATION SHOWN AND DETERMINE THE LAYOUT OF THE IRRIGATION SYSTEM AND IF ADDITIONAL IMPROVEMENTS MAY EXIST.
 3. HORIZONTAL COORDINATES ARE TENNESSEE STATE PLANE. VERTICAL DATUM IS NAVD83.
 4. ALL WORK SHALL BE IN ACCORDANCE WITH KNOX COUNTY'S SPECIFICATIONS FOR SITE DEVELOPMENT.
 5. THE TOTAL AREA IN PR IS 43.27 ACRES (216 LOTS PROPOSED). THE TOTAL AREA IN CA IS 3.27-ACRES.
 6. THE PROPOSED LOTS SHALL HAVE VEHICULAR ACCESS TO INTERNAL ROADS ONLY.
 7. A HOMEOWNERS ASSOCIATION SHALL BE ESTABLISHED TO ADDRESS MAINTENANCE OF THE COMMON AREAS.
 8. 10' UTILITY AND DRAINAGE EASEMENTS SHALL BE RESERVED ALONG ALL EXTERIOR BOUNDARY LINES AND PUBLIC RIGHT OF WAY. 5' UTILITY AND DRAINAGE EASEMENTS SHALL BE RESERVED ALONG ALL INTERIOR LOT LINES EXCEPT WHERE UNDER BUILDINGS.
 9. THE TOTAL AREA OF THE PROPERTY COVERED BY HILLSIDE PROTECTION IS 1.1 ACRES. THE TOTAL DISTURBED AREA IN HILLSIDE PROTECTION IS 0.004 ACRES.
 10. SEE THIS SHEET FOR LOCAL STREET TYPICAL SECTION.
 11. THE TOTAL AREA OF THE PROPERTY COVERED BY HILLSIDE PROTECTION IS 1.1 ACRES. THE TOTAL DISTURBED AREA IN HILLSIDE PROTECTION IS 0.004 ACRES.
 12. THE DRIVEWAY AT 8003 STRAWBERRY PLAINS PIKE TO BE REMOVED.

TEDDY LUTTRELL
 PARCEL ID: 062 06301
 DEED INSTR: 2082 PAGE: 841
 PLAT BOOK: K, PAGE: 280A

JOY L BUTCHER
 PARCEL ID: 073 007
 DEED INSTR: 800310000339976
 PLAT BOOK: 46S, PAGE: 80

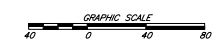


DENSITY NOTE:
 THE FINAL LOT COUNT SHALL BE DICTATED BY THE SURVEYED ACREAGE IN THE PR ZONE.

Revised: 12/5/2025

MPC FILE# 11-SG-24-C/11-J-24-DP

REFERENCE:
 CTR. MAP 62, PARCELS 165
 DEED INSTR: #0114110006288
 CTR. MAP 74, PARCELS 80,83
 DEED INSTR: #01912170041183
 PLAT INST: #000708020010489
 CTR. MAP 74, PARCELS 80,08
 DEED INSTR: #011631010063179
 PLAT INST: #000708020010489



SHEET C-4 5 OF 12

SITE PLAN
8014 ASHEVILLE HIGHWAY
 SITE ADDRESS: 8014 ASHEVILLE HIGHWAY (37924)

DEVELOPER:
 EAGLE BEND DEVELOPMENT LLC
 1920 EBENEZER ROAD
 KNOXVILLE, TN 37922

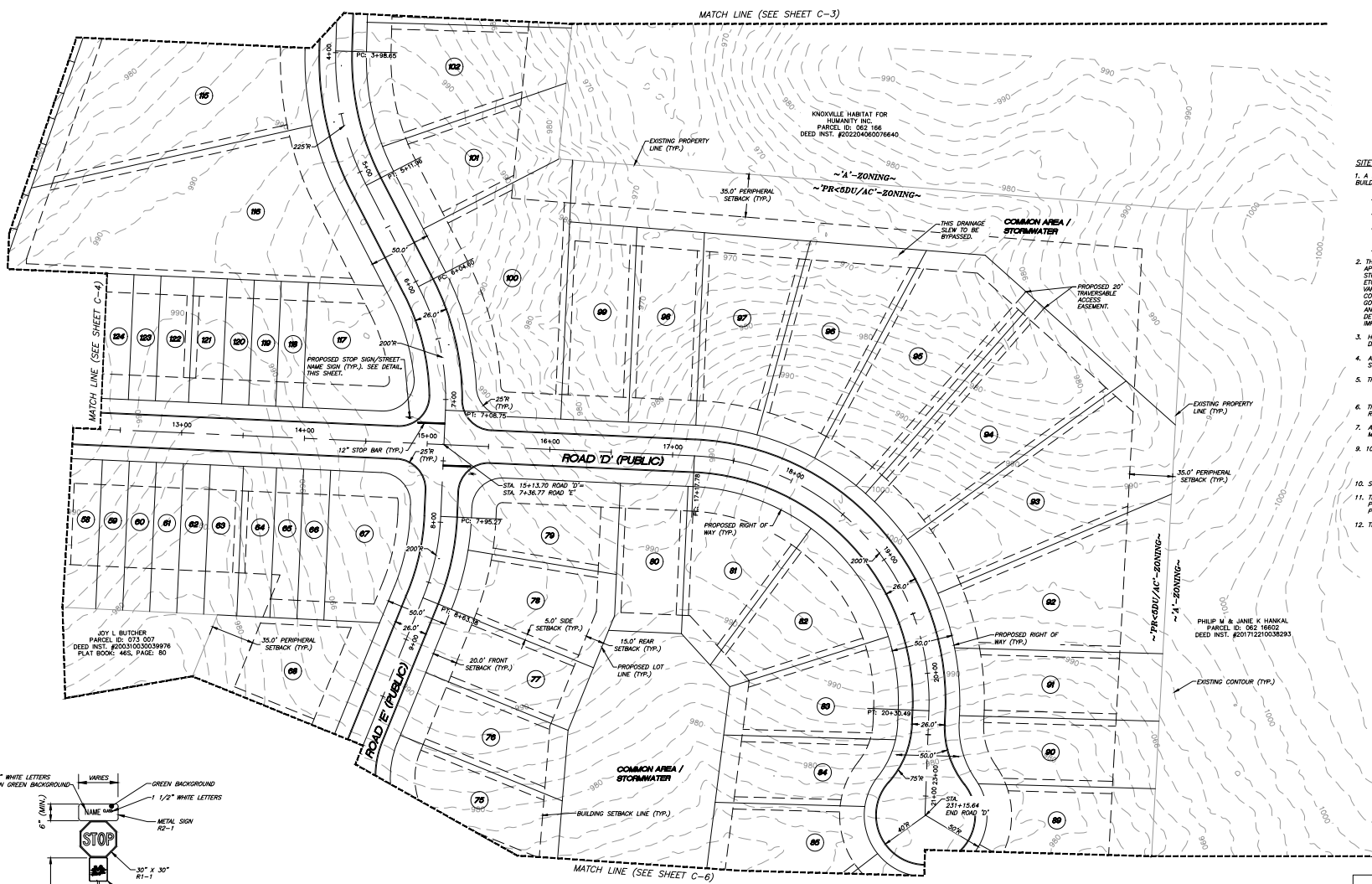
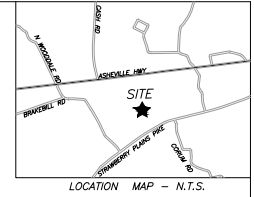
DIST. NO. 58 KNOX CO., TN
 CLT MAPS 62, 73 PARCELS 165, 80,03, 80,08
 SCALE: 1"=40' AUGUST 9, 2024

URBAN ENGINEERING, INC.
 10330 HARDIN VALLEY ROAD, SUITE 201
 KNOXVILLE, TENNESSEE 37932
 (865) 966-1924

DWN: CLM OHC: CAS DWG: NO. 2408032

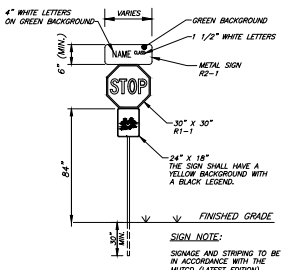
REVISION	DATE	PER PLANNING / EIR COMMENTS	DESCRIPTION	BY
6	12/3/24	GENERAL REVISIONS	CAS	
5	11/25/24	GENERAL REVISIONS	CAS	
4	11/7/24	ADDED ROAD C TURNAROUND	CAS	
3	11/6/24	PER PLANNING COMMENTS	CAS	
2	10/21/24	GENERAL REVISIONS	CAS	
1	10/28/24	PER PLANNING / EIR COMMENTS	CAS	





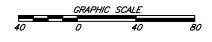
- SITE PLAN NOTES:**
- A PORTION OF THE PROPERTY IS ZONED "PR" (<5 DU/AC). REQUIRED BUILDING SETBACKS ARE AS FOLLOWS:
 FRONT: TWENTY (20) FEET
 REAR/SIDE: THIRTY-FIVE (35) FEET
 THIS SIDE: FIVE (5) FEET, UNLESS BETWEEN ATTACHED DWELLINGS, IN WHICH CASE THE SETBACK IS ZERO (0) FEET.
 REAR: FIFTEEN (15) FEET
 - THE LOCATIONS OF ALL UNDERGROUND UTILITIES SHOWN HEREON ARE APPROXIMATE AND ARE BASED ON FIELD LOCATION OF VISIBLE STRUCTURES SUCH AS CATCH BASINS, MANHOLES, WATER VALVES, ETC., AND COMPILING INFORMATION FROM PLANS SUPPLIED BY VARIOUS UTILITY COMPANIES AND GOVERNMENT AGENCIES. THESE CONTRACTORS SHALL NOTIFY IN WRITING ALL UTILITY COMPANIES AND GOVERNMENT AGENCIES AND ALSO CALL TOWN ONE-CALL PRIOR TO ANY EXCAVATION WORK, TO VERIFY INFORMATION SHOWN AND DETERMINE THE LAYOUT OF THE IRRIGATION SYSTEM AND IF ADDITIONAL IMPROVEMENTS MAY EXIST.
 - HORIZONTAL COORDINATES ARE TENNESSEE STATE PLANE. VERTICAL DATUM IS NAVD83.
 - ALL WORK SHALL BE IN ACCORDANCE WITH KNOX COUNTY'S SPECIFICATIONS FOR SITE DEVELOPMENT.
 - THE TOTAL AREA IN PR IS 43.27 ACRES (216 LOTS PROPOSED). THE TOTAL AREA IN CA IS 3.27-ACRES.
 - THE PROPOSED LOTS SHALL HAVE VEHICULAR ACCESS TO INTERNAL ROADS ONLY.
 - A HOMEOWNERS ASSOCIATION SHALL BE ESTABLISHED TO ADDRESS MAINTENANCE OF THE COMMON AREAS.
 - 10' UTILITY AND DRAINAGE EASEMENTS SHALL BE RESERVED ALONG ALL EXTERIOR BOUNDARY LINES AND PUBLIC RIGHT OF WAY. 15' UTILITY AND DRAINAGE EASEMENTS SHALL BE RESERVED ALONG ALL INTERIOR LOT LINES EXCEPT WHEN UNDER BUILDINGS.
 - SEE THIS SHEET FOR LOCAL STREET TYPICAL SECTION.
 - THE TOTAL AREA OF THE PROPERTY COVERED BY HILLSIDE PROTECTION IS 1.11 ACRES. THE TOTAL DISTURBED AREA IN HILLSIDE PROTECTION IS 0.0026 ACRE.
 - THE DRIVEWAY AT 8003 STRAWBERRY PLAINS PIKE TO BE REMOVED.

SHEET C-5 6 OF 12



COMBINATION STOP SIGN / STREET NAME SIGN DETAIL

DENSITY NOTE:
 THE FINAL LOT COUNT SHALL BE DICTATED BY THE SURVEYED ACREAGE IN THE PR ZONE.



REFERENCE:
 CLT MAP #2, PARCELS 165
 DEED INST. #2014110006288
 CLT MAP #74, PARCELS 80,83
 DEED INST. #201912170041183
 PLAT INST. #200708020010489
 CLT MAP #74, PARCELS 80,08
 DEED INST. #201603010056379
 PLAT INST. #200708020010489

Revised: 12/5/2025

MPC FILE# 11-SG-24-C/11-J-24-DP

SITE PLAN
8014 ASHEVILLE HIGHWAY
 SITE ADDRESS: 8014 ASHEVILLE HIGHWAY (37924)

DEVELOPER: EAGLE BEND DEVELOPMENT LLC
 1920 EBENEZER ROAD
 KNOXVILLE, TN 37922

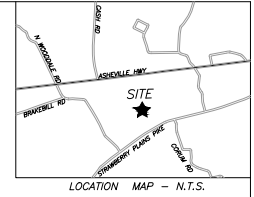
DIST. NO. 58 KNOX CO., TN.
 CLT MAPS #2, 73 PARCELS 165, 80,03, 80,08
 SCALE: 1"=40' AUGUST 9, 2024

URBAN ENGINEERING, INC.
 10330 HARDIN VALLEY ROAD, SUITE 201
 KNOXVILLE, TENNESSEE 37932
 (865) 966-1924

DWN: CLM OHC: CAS DWG. NO. 2408032

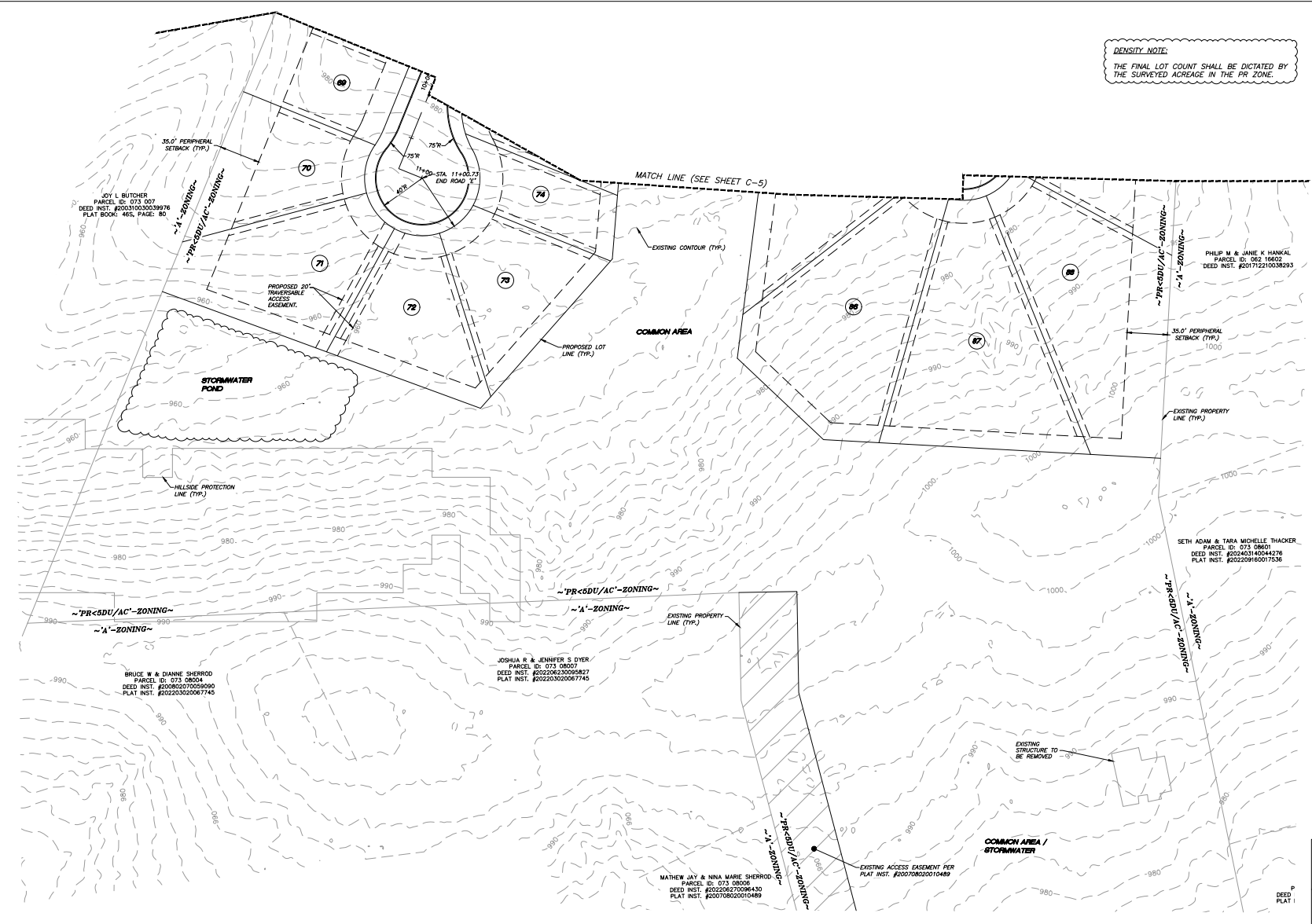
REVISION	DATE	DESCRIPTION	BY
5	12/3/24	GENERAL REVISIONS	CAS
4	11/25/24	GENERAL REVISIONS	CAS
3	11/8/24	PER PLANNING COMMENTS	CAS
2	10/31/24	GENERAL REVISIONS	CAS
1	10/28/24	PER PLANNING / LEW COMMENTS	CAS





DENSITY NOTE:
THE FINAL LOT COUNT SHALL BE DICTATED BY THE SURVEYED ACREAGE IN THE PR ZONE.

- SITE PLAN NOTES:**
1. A PORTION OF THE PROPERTY IS ZONED "PR" (<5 DU/AC). REQUIRED BUILDING SETBACKS ARE AS FOLLOWS:
 EBBED: TWENTY (20) FEET
 EBBED/ED: THIRTY-FIVE (35) FEET
 SIDE: FIVE (5) FEET, UNLESS BETWEEN ATTACHED DWELLINGS, IN WHICH CASE THE SETBACK IS ZERO (0) FEET.
 REAR: FIFTEEN (15) FEET
 2. THE LOCATIONS OF ALL UNDERGROUND UTILITIES SHOWN HEREON ARE APPROXIMATE AND ARE BASED ON FIELD LOCATION OF VISIBLE STRUCTURES SUCH AS CATCH BASINS, MANHOLES, WATER VALVES, ETC. AND COMPLYING INFORMATION FROM PLANS SUPPLIED BY VARIOUS UTILITY COMPANIES AND GOVERNMENT AGENCIES. THE CONTRACTORS SHALL NOTIFY IN WRITING ALL UTILITY COMPANIES AND GOVERNMENT AGENCIES AND ALSO CALL TOWN ONE-CALL PRIOR TO ANY EXCAVATION WORK, TO VERIFY INFORMATION SHOWN AND DETERMINE THE LAYOUT OF THE IRRIGATION SYSTEM AND IF ADDITIONAL IMPROVEMENTS MAY EXIST.
 3. HORIZONTAL COORDINATES ARE TENNESSEE STATE PLANE. VERTICAL DATUM IS MGD88.
 4. ALL WORK SHALL BE IN ACCORDANCE WITH KNOX COUNTY'S SPECIFICATIONS FOR SITE DEVELOPMENT.
 5. THE TOTAL AREA IN PR IS 4.327 ACRES (216 LOTS PROPOSED). THE TOTAL AREA IN CA IS 3.27 ACRES.
 6. THE PROPOSED LOTS SHALL HAVE VEHICULAR ACCESS TO INTERNAL ROADS ONLY.
 7. A HOMEOWNERS ASSOCIATION SHALL BE ESTABLISHED TO ADDRESS MAINTENANCE OF THE COMMON AREAS.
 8. 10' UTILITY AND DRAINAGE EASEMENTS SHALL BE RESERVED ALONG ALL EXTERIOR BOUNDARY LINES AND PUBLIC RIGHT OF WAY. 5' UTILITY AND DRAINAGE EASEMENTS SHALL BE RESERVED ALONG ALL INTERIOR LOT LINES EXCEPT WHEN UNDER BUILDINGS.
 9. SEE THIS SHEET FOR LOCAL STREET TYPICAL SECTION.
 10. THE TOTAL AREA OF THE PROPERTY COVERED BY HILLSIDE PROTECTION IS 1.1 ACRES. THE TOTAL DISTURBED AREA IN HILLSIDE PROTECTION IS 0.002 ACRE.
 11. THE DRIVEWAY AT 8003 STRAWBERRY PLAINS PIKE TO BE REMOVED.



SHEET C-6 7 OF 12

SITE PLAN
8014 ASHEVILLE HIGHWAY
 SITE ADDRESS: 8014 ASHEVILLE HIGHWAY (37924)
 DEVELOPER: EAGLE BEND DEVELOPMENT LLC
 1920 EBENEZER ROAD
 KNOXVILLE, TN 37922
 DIST. NO. 58 KNOX CO., TN
 CLT MAPS 62, 73 PARCELS 165, 80.03, 80.08
 SCALE: 1"=40' AUGUST 9, 2024

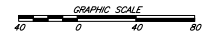
URBAN ENGINEERING, INC.
 10330 HARDIN VALLEY ROAD, SUITE 201
 KNOXVILLE, TENNESSEE 37932
 (865) 966-1924
 DWN: CLM CHW: CAS DWG: NO. 2408032



Revised: 12/5/2025

MPC FILE# 11-SG-24-C/11-J-24-DP

REFERENCE:
 CT. MAP 62, PARCELS 165
 DEED INST. #20141110006288
 CT. MAP 74, PARCELS 80.03
 DEED INST. #201912170041183
 PLAT INST. #200708020010489
 CT. MAP 74, PARCELS 80.08
 DEED INST. #201603010063179
 PLAT INST. #200708020010489

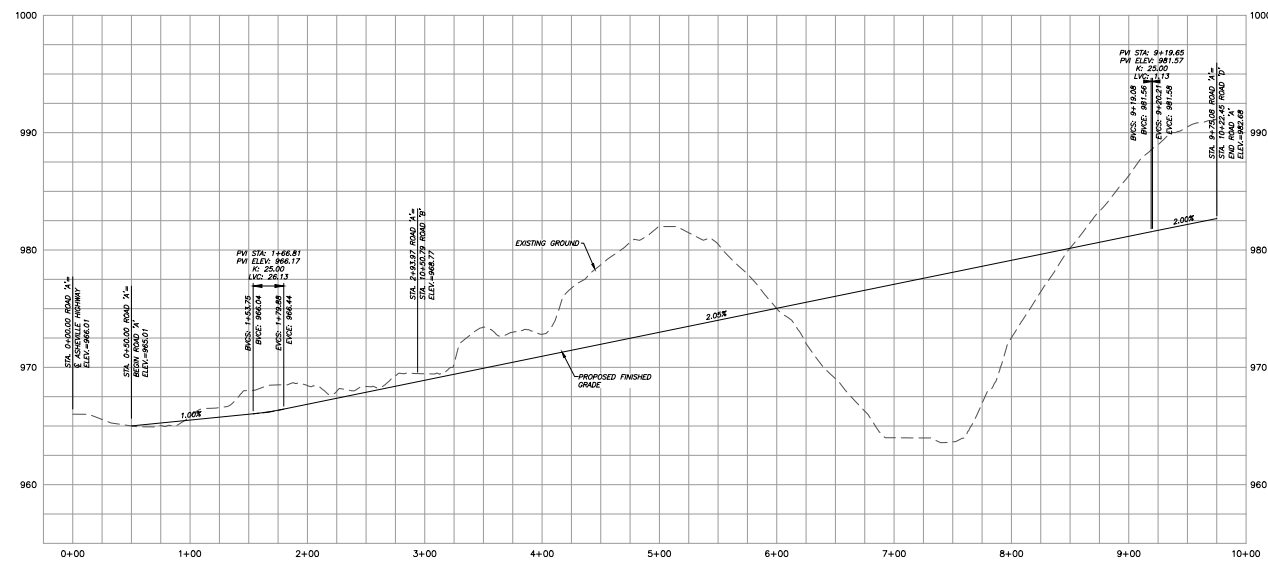


REVISION	DATE	DESCRIPTION	BY
4	12/3/24	GENERAL REVISIONS	CAS
3	11/25/24	GENERAL REVISIONS	CAS
2	11/6/24	PER PLANNING COMMENTS	CAS
1	10/28/24	PER PLANNING / LEW COMMENTS	CAS

REVISION	DATE	DESCRIPTION	BY
3	12/3/24	GENERAL REVISIONS	CAS
2	11/25/24	GENERAL REVISIONS	CAS
1	10/28/24	PER PLANNING / EPW COMMENTS	CAS

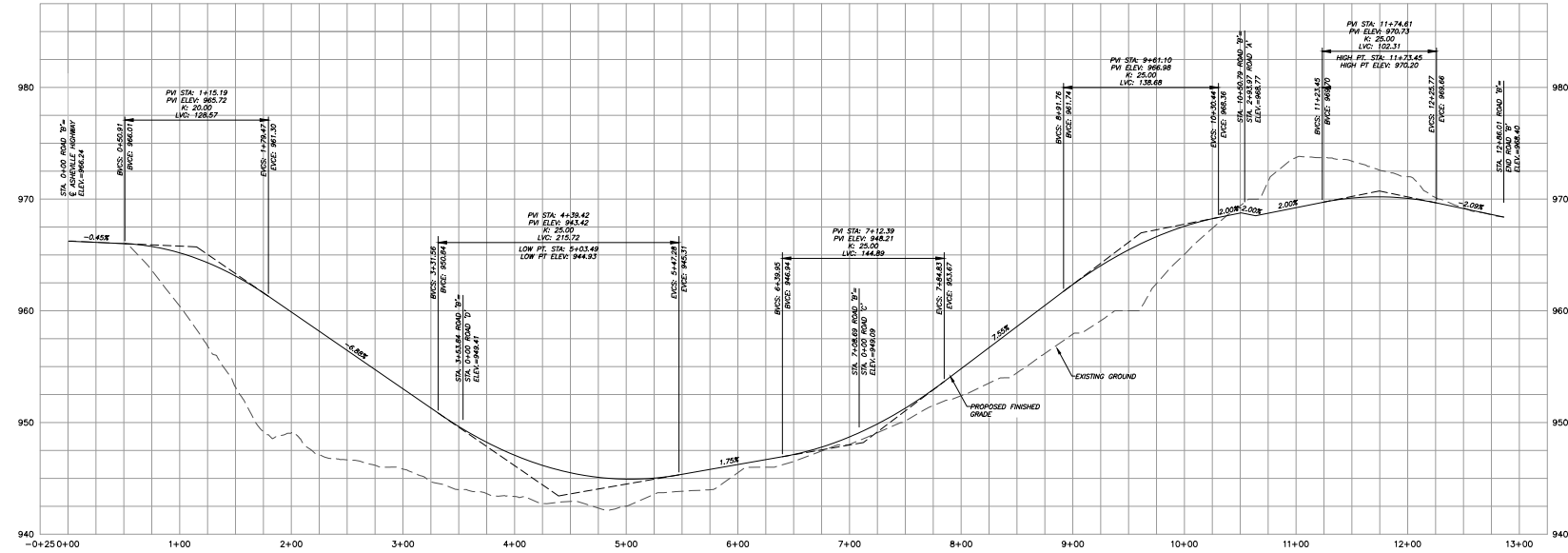
MPC FILE# 11-SG-24-C/11-J-24-DP

Revised: 12/5/2025



PROFILE-ROAD 'A'
1"=50' (HORIZONTAL)
1"=5' (VERTICAL)

Certification of Concept Plan by Registered Engineer
I hereby certify that I am a registered engineer, licensed to practice engineering under the laws of the State of Tennessee. I further certify that the plan and accompanying drawings, documents and statements conform, to the best of my knowledge, to all applicable provisions of the Knoxville-1998 County Subdividing Regulations except as has been itemized and described in a report filed with the Planning Commission.
Registered Engineer: *Christopher A. Sharp*
Christopher A. Sharp, P.E.
Tennessee License No. 108884
Date: 8/9/2024



PROFILE-ROAD 'B'
1"=50' (HORIZONTAL)
1"=5' (VERTICAL)



SHEET C-7 8 OF 12

ROAD PROFILES
8014 ASHEVILLE HIGHWAY
SITE ADDRESS: 8014 ASHEVILLE HIGHWAY (37924)

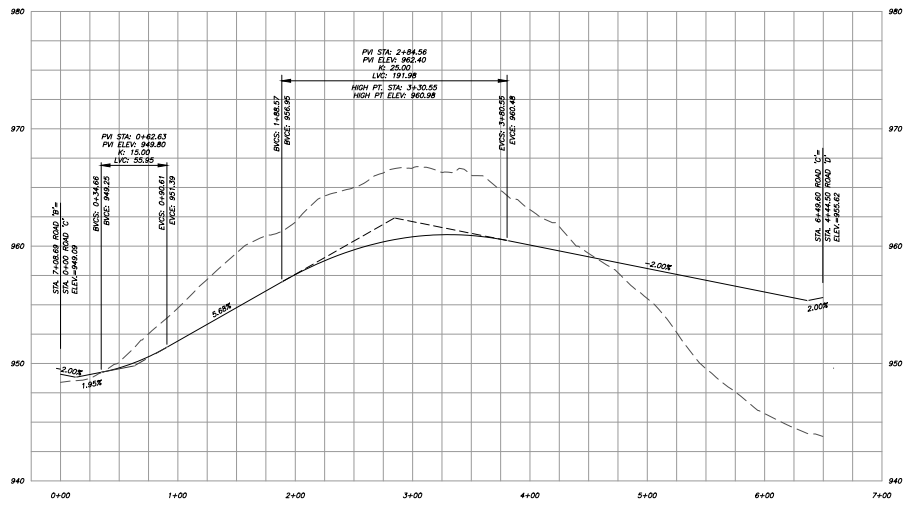
DEVELOPER: EAGLE BEND DEVELOPMENT LLC
1920 EBENEZER ROAD
KNOXVILLE, TN 37922

DIST. NO. 58 KNOX CO., TN
CLT MAPS 62, 73 PARCELS 165, 80.03, 80.08
SCALE: AS NOTED AUGUST 9, 2024

URBAN ENGINEERING, INC.
10330 HARDIN VALLEY ROAD, SUITE 201
KNOXVILLE, TENNESSEE 37932
(865) 966-1924

DWN: CLM CHW: CAS DWG. NO. 2408032





PROFILE—ROAD "C"
 1"=50' (HORIZONTAL)
 1"=5' (VERTICAL)



SHEET C-8 9 OF 12

ROAD PROFILES
8014 ASHEVILLE HIGHWAY
 SITE ADDRESS: 8014 ASHEVILLE HIGHWAY (37924)

DEVELOPER:
 EAGLE BEND DEVELOPMENT LLC
 1920 EBENEZER ROAD
 KNOXVILLE, TN 37922

DIST. NO. 58 KNOX CO., TN
 CLT MAPS 62, 73 PARCELS 165, 80.03, 80.08
 SCALE: AS NOTED AUGUST 9, 2024

Certification of Concept Plan by Registered Engineer
 I hereby certify that I am a registered engineer, licensed to practice engineering under the laws of the State of Tennessee. I further certify that the plan and accompanying drawings, documents and statements conform, to the best of my knowledge, to all applicable provisions of the Knoxville-Knox County Subdivision Regulations except as has been itemized and described in a report filed with the Planning Commission.
 Registered Engineer: *Christopher A. Sharp*
 Christopher A. Sharp, P.E.

Tennessee License No. 109584
 Date: 8/9/2024

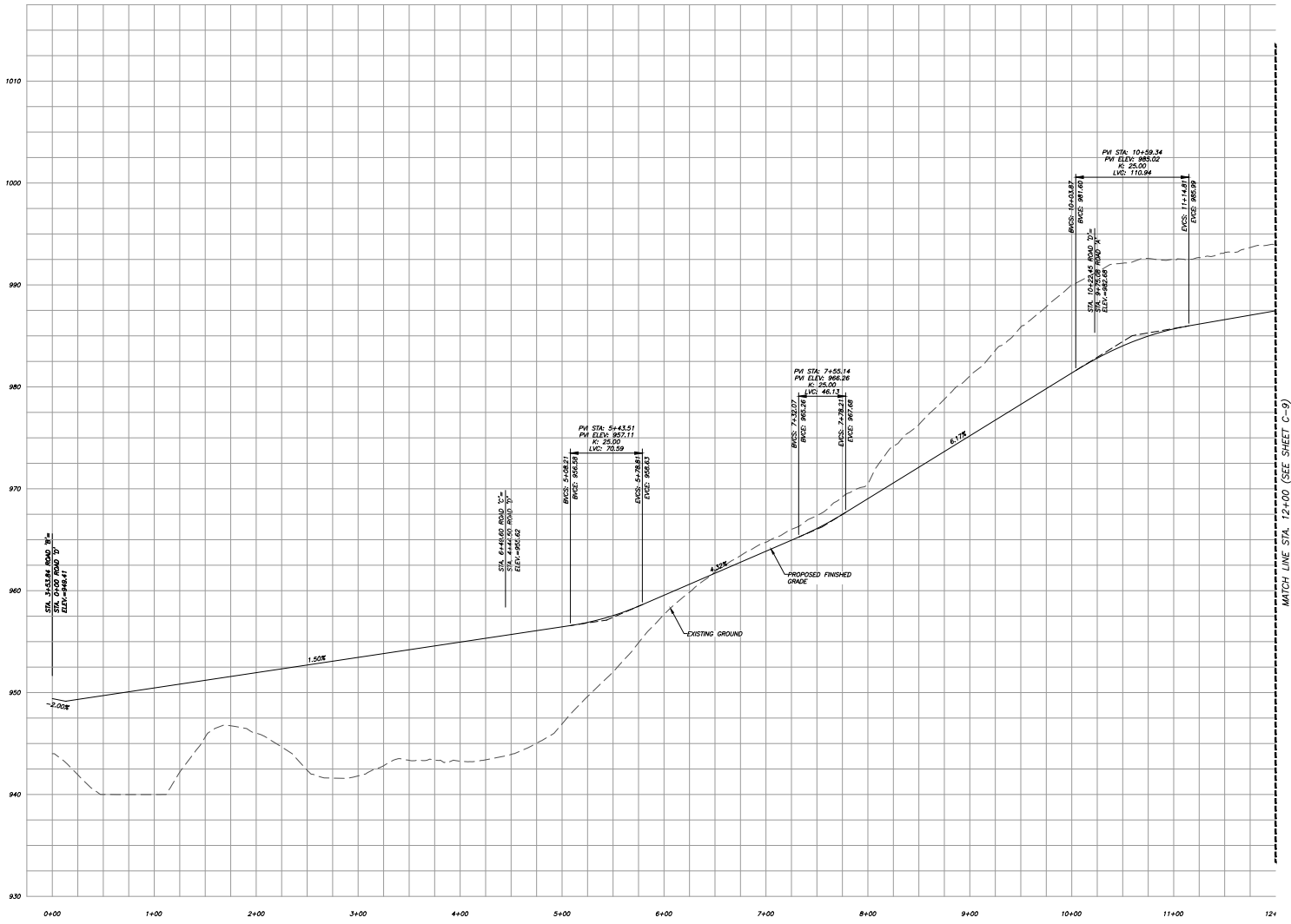
Revised: 12/5/2025

MPC FILE# 11-SG-24-C/11-J-24-DP

REVISION	DATE	DESCRIPTION	BY
3	12/3/24	GENERAL REVISIONS	CAS
2	11/25/24	GENERAL REVISIONS	CAS
1	10/28/24	PER PLANNING / EIR COMMENTS	CAS

DWN: CLM OHC: CAS DWG. NO. 2408032





PROFILE-ROAD 'D'
 1"=50' (HORIZONTAL)
 1"=5' (VERTICAL)

Certification of Concept Plan by Registered Engineer
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 Registered Engineer: *Christopher A. Sharp*
 Christopher A. Sharp, P.E.

Tennessee License No. 108584
 Date: 8/9/2024

Revised: 12/5/2025

MPC FILE# 11-SG-24-C/11-J-24-DP



SHEET C-9 10 OF 12

ROAD PROFILES
8014 ASHEVILLE HIGHWAY
 SITE ADDRESS: 8014 ASHEVILLE HIGHWAY (37924)

DEVELOPER:
 EAGLE BEND DEVELOPMENT LLC
 1920 EBENEZER ROAD
 KNOXVILLE, TN 37922

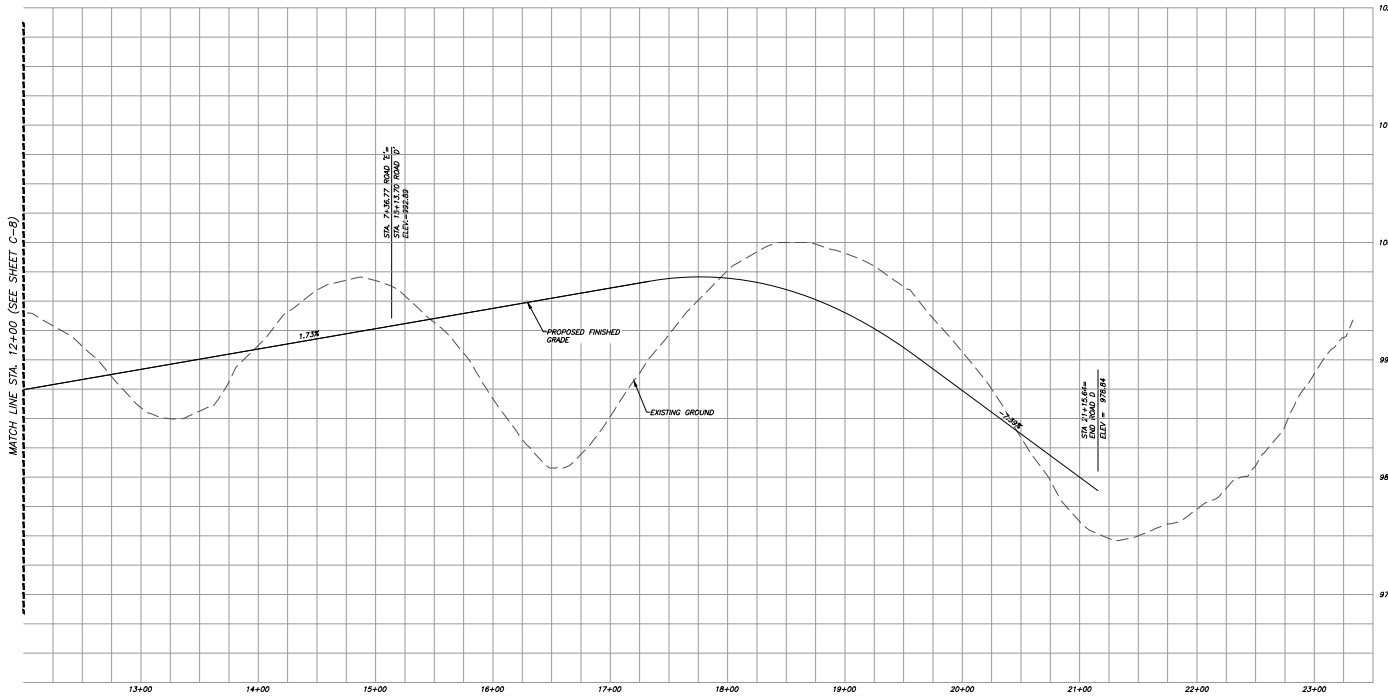
DIST. NO. 58 KNOX CO., TN
 CLT MAPS 62, 73 PARCELS 165, 80.03, 80.08
 SCALE: AS NOTED AUGUST 9, 2024

URBAN ENGINEERING, INC.
 10330 HARDIN VALLEY ROAD, SUITE 201
 KNOXVILLE, TENNESSEE 37932
 (865) 966-1924

DWN: CLM CHK: CAS DWG. NO. 2408032

REVISION	DATE	DESCRIPTION	BY
3	12/3/24	GENERAL REVISIONS	CAS
2	11/25/24	GENERAL REVISIONS	CAS
1	10/28/24	PER PLANNING / L&W COMMENTS	CAS





PROFILE-ROAD 'D'
 1"=50' (HORIZONTAL)
 1"=5' (VERTICAL)



SHEET C-10 11 OF 12

ROAD PROFILES
8014 ASHEVILLE HIGHWAY
 SITE ADDRESS: 8014 ASHEVILLE HIGHWAY (37924)
 DEVELOPER: EAGLE BEND DEVELOPMENT LLC
 1920 EBENEZER ROAD
 KNOXVILLE, TN 37922
 DIST. NO. 58 KNOX CO., TN
 CLT MAPS 62, 73 PARCELS 165, 80.03, 80.08
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 Registered Engineer: *Christopher A. Sharp*
 Christopher A. Sharp, P.E.
 Tennessee License No. 106984
 Date: 8/9/2024

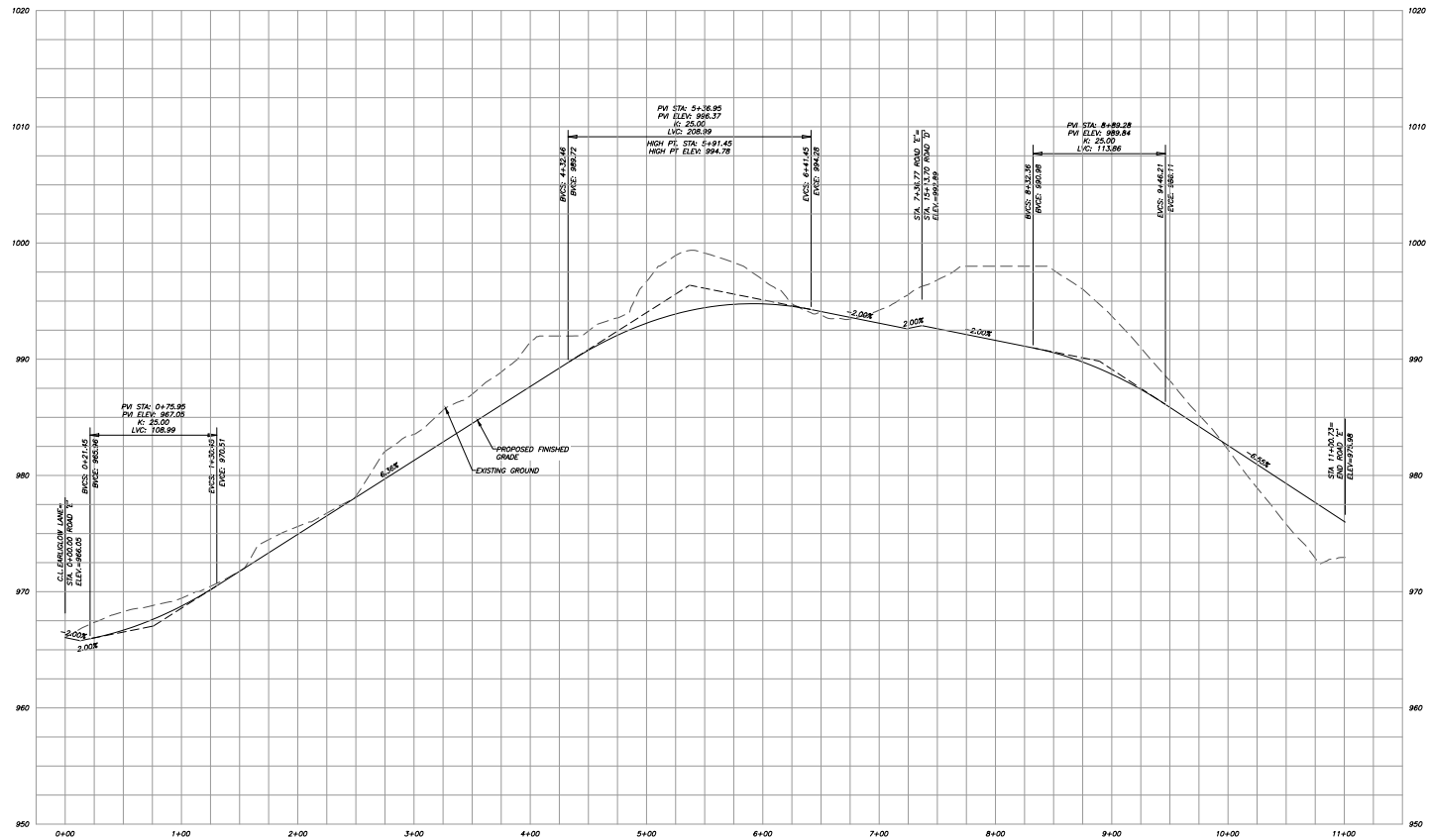
Revised: 12/5/2025

MPC FILE# 11-SG-24-C/11-J-24-DP

REVISION	DATE	DESCRIPTION	BY
4	12/3/24	GENERAL REVISIONS	CAS
3	11/25/24	GENERAL REVISIONS	CAS
2	11/7/24	UPDATED ROAD C	CAS
1	10/28/24	PER PLANNING / EIR COMMENTS	CAS

URBAN ENGINEERING, INC.
 10330 HARDIN VALLEY ROAD, SUITE 201
 KNOXVILLE, TENNESSEE 37932
 (865) 966-1924
 DWN: CLM OHC: CAS DWG. NO. 2408032





PROFILE-ROAD "E"
 1"=50' (HORIZONTAL)
 1"=5' (VERTICAL)

SHEET C-11 12 OF 12

ROAD PROFILES

8014 ASHEVILLE HIGHWAY
 SITE ADDRESS: 8014 ASHEVILLE HIGHWAY (37924)

DEVELOPER: **EAGLE BEND DEVELOPMENT LLC**
 1920 EBENEZER ROAD
 KNOXVILLE, TN 37922

DIST. NO. 58 KNOX CO., TN.
 CLT MAPS 62, 73 PARCELS 165, 80.03, 80.08
 SCALE: AS NOTED AUGUST 9, 2024

URBAN ENGINEERING, INC.
 10330 HARDIN VALLEY ROAD, SUITE 201
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 Registered Engineer: *Christopher A. Sharp*
 Christopher A. Sharp, P.E.
 Tennessee License No. 108884
 Date: 8/9/2024



Revised: 12/5/2025

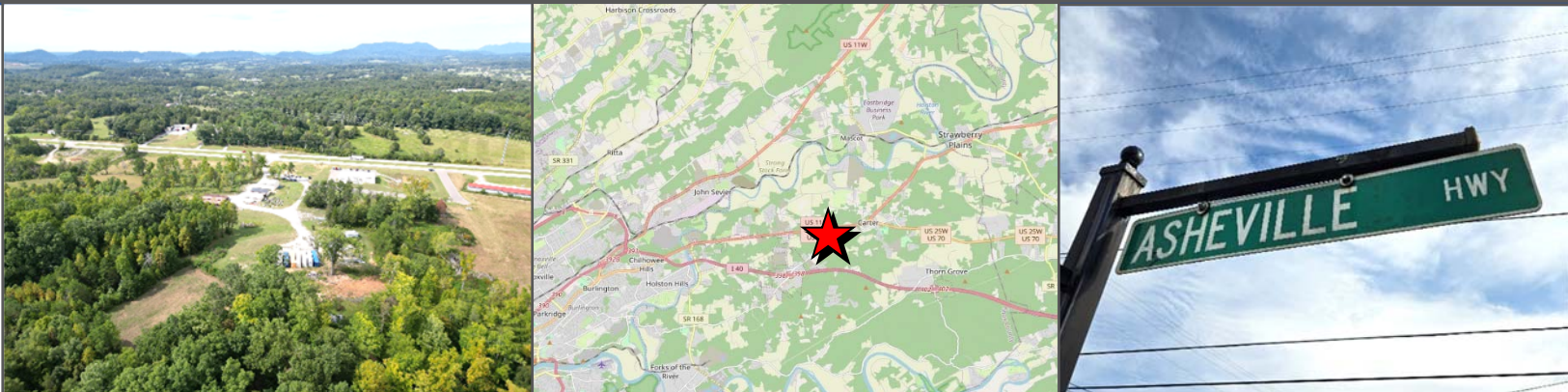
MPC FILE# 11-SG-24-C/11-J-24-DP

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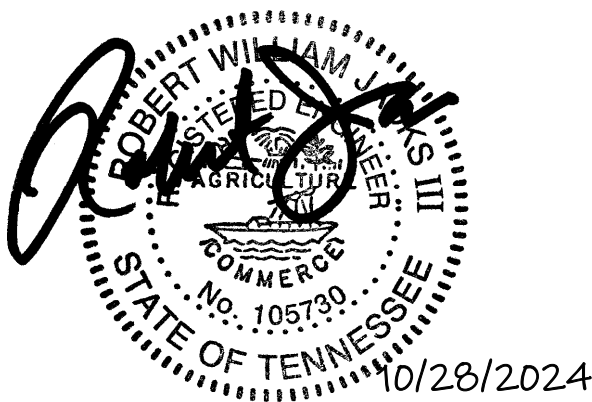


Transportation Impact Study 8014 Asheville Highway Subdivision Knox County, Tennessee



Revised October 2024

Prepared for:
Mesana Investments, LLC
P.O. Box 11315
Knoxville, TN 37939



11-SG-24-C
11-J-24-DP
Version 2
Revised: 10/28/2024

CONCLUSIONS & RECOMMENDATIONS

The following is an overview of recommendations to minimize the transportation impacts of the 8014 Asheville Highway Subdivision on the adjacent transportation system while attempting to achieve an acceptable traffic flow and safety level. The recommendations also take into account the nearby non-related proposed residential subdivisions along Asheville Highway.

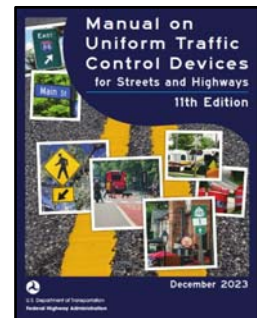


Asheville Highway at Proposed Main Entrance: This intersection is projected to operate with average vehicle delays and minimal vehicle queues for all movements except for exiting northbound left turns towards the west. This movement will experience considerable vehicle delays and queues in the AM and PM peak hours.

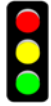
- 1a) Due to this significant, calculated vehicle delay and queues for the northbound left-turn lane at the Proposed Main Entrance in the peak hours, a further investigation was made to determine if this intersection could potentially meet traffic signal warrants in the projected 2028 conditions. The overall methodology of determining whether an intersection could be signalized is presented in the following:

Methodology:

The Manual on Uniform Traffic Control Devices – 11th Edition (MUTCD) presents nine different warrants 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 ensure that a traffic signal's installation will not degrade safety and efficiency.



The MUTCD defines nine different warrants, four are listed below, and two of which are potentially applicable for this intersection at this time based on TDOT's preference and are explained in the following:



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.



Warrant #3, Peak Hour:

The Peak Hour signal warrant is intended for use at a location where traffic conditions are such that for a minimum of 1 hour of an average day, the minor-street traffic suffers undue delay when entering or crossing the major street. This warrant has two conditions, A and B, and if either is satisfied, can be used to justify a traffic signal. This warrant is used for unique situations.



Warrant #7, Crash Experience

The Crash Experience signal warrant conditions are intended for applications where the severity and frequency of crashes are the principal reasons 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 heavily emphasizes Warrant #1 (Eight Hour Vehicular Volume) and Warrant #7 (Crash Experience). Even though Warrant #2 and 3 are not primary warrants used by TDOT, they are included in this study.

The intersection of Asheville Highway at the Proposed Main Entrance was evaluated in the projected 2028 conditions to determine whether a traffic signal could be justified based on the MUTCD Warrants listed above. Road “A” was used as the minor side street for the warrant analysis, and Asheville Highway was the major street. Warrant #7 was not analyzed at this intersection for this study and was omitted because one of the primary criteria for an intersection to meet the warrant is an “Adequate trial of alternatives with satisfactory observance and enforcement has failed to reduce the crash frequency...” Furthermore, the TDOT crash data discussed previously in the report did not show any vehicle crashes at this intersection over the past three calendar years.

A spreadsheet was used to calculate the potential 2028 traffic volumes generated by the new subdivisions being added to the intersection during the highest 8 hours of traffic based on the assumed trip distribution, and it is included in Appendix I. The analysis determined that Warrants #1, #2, and #3 are not expected to be met in the projected 2028 conditions. Appendix I includes the traffic signal warrant spreadsheet for this intersection evaluation in the projected 2028 conditions.

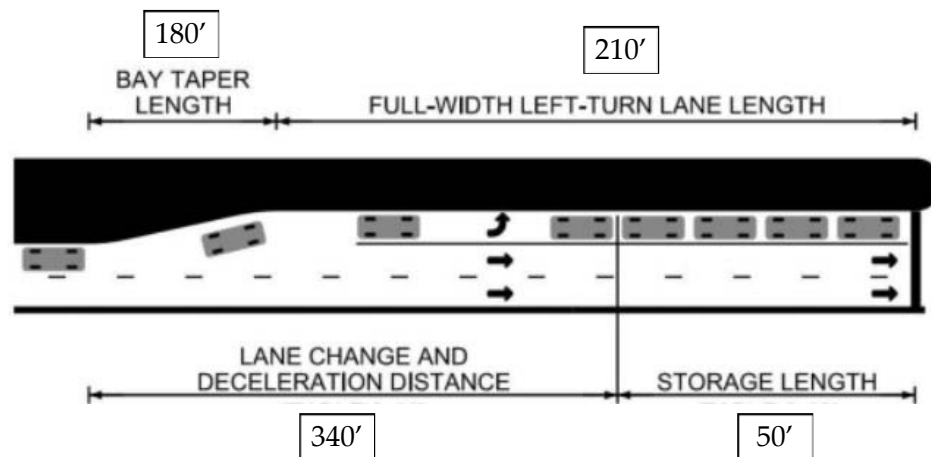
In conclusion, concerning traffic signal warrants, this intersection is not expected to meet signalization warrants based on the projected 2028 traffic volumes. However, once and if the 8014 Asheville Highway Subdivision is entirely constructed as proposed, it is recommended that a traffic count be re-conducted to document that the actual, realized traffic volumes do not exceed what has been estimated in this study and meet traffic signal warrant thresholds.

Overall, providing a secondary entrance for this development will provide a relief valve for exiting left turns towards the west, and the results that show worse vehicle delays and queues at the Proposed Main Entrance will be less than calculated with the Proposed Secondary Entrance slightly higher. The projections assumed a 3 to 2 split of trips to and from the west between the proposed entrances, with more assumed will occur at the Proposed Main Entrance. If exiting westbound motorists face long delays and queues at the main entrance, they will most likely alter their initial travel and utilize the secondary entrance and, in effect, balance the exiting left turn vehicle delay and queues at both entrances more equally than shown in the results of this study.

- 1b) The construction of a westbound left-turn lane on Asheville Highway at the Proposed Main Entrance for entering traffic into the proposed subdivision is warranted based on

the projected 2028 traffic volumes and TDOT's thresholds. The recommended lengths for this proposed left-turn lane in the center median include a lane change and deceleration distance of 340 feet and a storage length of 50 feet, for a total of 390 feet. The bay taper length within the lane change and deceleration distance is recommended to be 180 feet (15:1). With a 180-foot bay taper, the full-width left-turn lane will be 210 feet long.

According to TDOT's Highway System Access Manual, the functional area for an exclusive turn lane includes the "lane change and deceleration distance" and the storage length. The bay taper length is included in the lane change and deceleration distance, as shown in the following TDOT diagram:



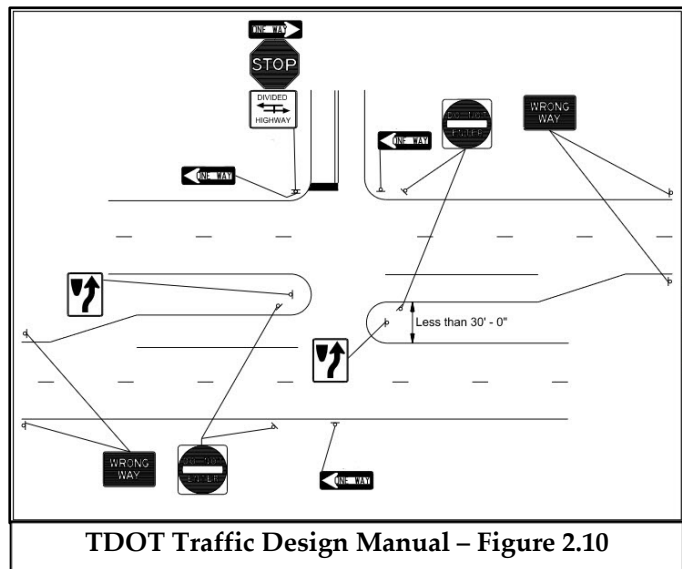
The lane change and deceleration distance are a function of vehicle speeds, and the designer can assume some deceleration before the lane change. A speed of 10 mph less than the posted speed was assumed for this location. For this proposed left-turn lane on Asheville Highway, a vehicle speed of 45 mph was assumed, with vehicle speeds slightly reduced due to some deceleration occurring before the lane change. The longest 95th percentile vehicle queue length for the eastbound left-turn lane on Asheville Highway at the Proposed Main Entrance was calculated to be 5 and 25 feet in the AM and PM peak hours, respectively, in 2028 and will be fully contained within a storage length of 50 feet.

- 1c) Based on TDOT's warrant thresholds and the projected 2028 traffic volumes, an eastbound right turn lane is warranted and recommended to be constructed for the Proposed Main Entrance. This lane should have a lane change and deceleration distance of 340 feet. The bay taper length within the lane change and deceleration distance is

recommended to be 180 feet (15:1), and these distances will provide a full-width lane length of 160 feet.

- 1d) Since substantial left-turning vehicle queues are anticipated, the Proposed Main Entrance should have separate left and right turn lanes for the Road "A" approach at Asheville Highway. It is recommended that the left-turn lane at the Proposed Main Entrance be the continuation of Road "A" from the south and that the right-turn lane have a separate lane with a minimum vehicle storage of 150 feet. The separate left and right exiting lanes for the development at Asheville Highway should be marked on the pavement with the appropriate white turn arrows and delineated with white lane lines.
- 1e) The construction of the Proposed Main Entrance on Asheville Highway will require a TDOT Highway Entrance Permit. The developer will need to apply for this permit and coordinate with TDOT regarding their specific requirements for this entrance and any other proposed median modifications.

- 1f) Many regulatory signs should be installed to avoid and help prevent wrong-way vehicles on Asheville Highway at the Proposed Main Entrance. Figure 2.10 in TDOT's Traffic Design Manual illustrates the signage required for the Proposed Main Entrance at Asheville Highway.





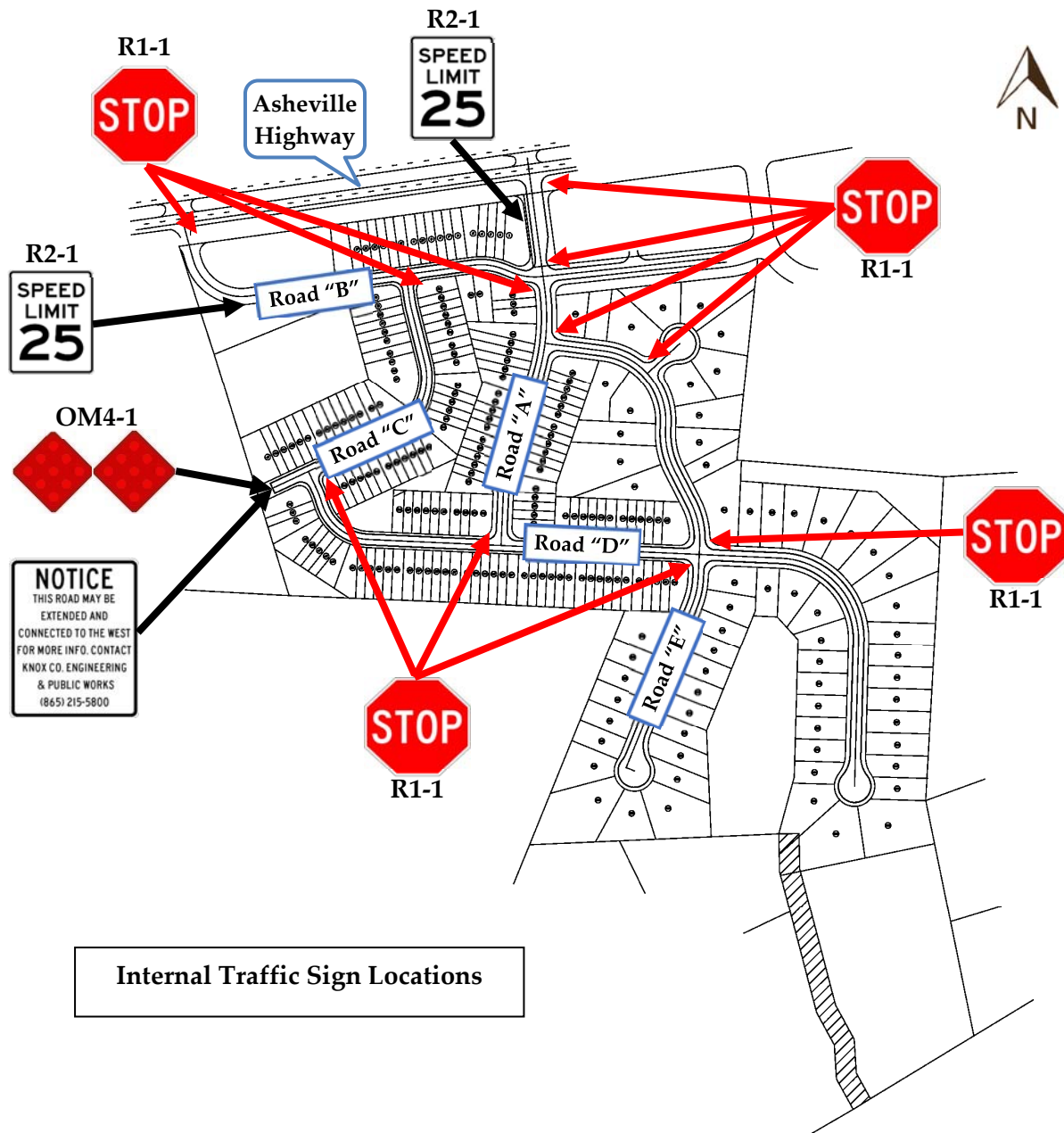
Asheville Highway at Proposed Secondary Entrance: The Proposed Secondary Entrance will operate sufficiently with a single exiting lane for left and right turn movements. This entrance is not expected to have any exiting right-turn movements.

- 2a) The construction of the Proposed Secondary Entrance on Asheville Highway will require a TDOT Highway Entrance Permit. The developer will need to apply for this permit and coordinate with TDOT regarding their specific requirements for this entrance and any other proposed median modifications.
- 2b) Many regulatory signs should be installed to avoid and help prevent wrong-way vehicles on Asheville Highway at the Proposed Main Entrance. Figure 2.10 in TDOT's Traffic Design Manual illustrates the signage required for the Proposed Main Entrance at Asheville Highway.
- 2c) Based on TDOT's warrant thresholds and the projected 2028 traffic volumes, an eastbound right turn lane is warranted and recommended to be constructed for the Proposed Secondary Entrance. This lane should have a lane change and deceleration distance of 340 feet. The bay taper length within the lane change and deceleration distance is recommended to be 180 feet (15:1), and these distances will provide a full-width lane length of 160 feet.
- 2d) If any further future development is proposed, particularly towards the western end of the development, a second exiting lane may be needed at the Proposed Secondary Entrance to provide separate left and right-turn lanes.



8014 Asheville Highway Subdivision Internal Roads: The layout plan shows six new streets, as shown in Figure 3.

- 3a) A 25-mph Speed Limit Sign (R2-1) is recommended to be posted near the beginning of the Proposed Main Entrance, Road "A", and the Proposed Secondary Entrance, Road "B", off Asheville Highway.
- 3b) Stop Signs (R1-1) with 24" white stop bars are recommended to be installed at the internal road locations, as shown in the image below.



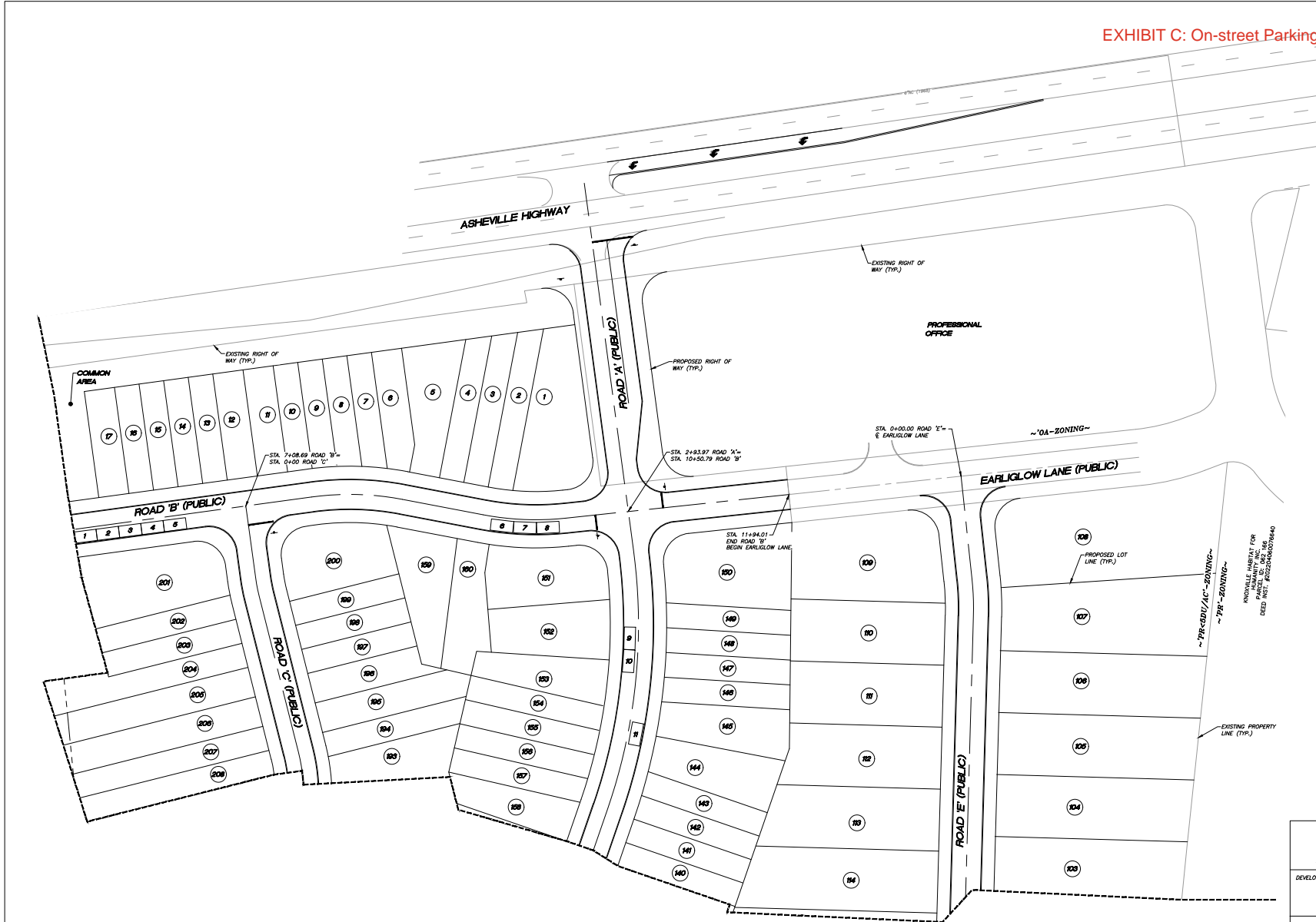
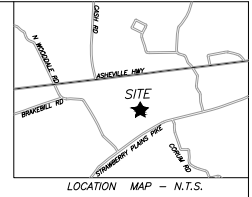
At the internal intersection of Road “D” and “E”, a four-way intersection is proposed. The above image shows stop Signs (R1-1) on the Road “D” approaches. However, it is recommended that a mini-roundabout with the appropriate signage at this intersection be considered. If a mini-roundabout is not feasible, further discussion with Knox County Engineering in the detailed design phase should include whether this intersection should include Stops Signs (R1-1) on all approaches, the reverse as shown, or as proposed in the image.

- 3c) The Stop Sign (R1-1) on the entrance approaches to Asheville Highway should include a One-Way Sign (R6-1) and a Divided Highway Sign (R6-3), as shown in Figure 2.10 in the TDOT Traffic Design Manual.
- 3d) Dual end-of-roadway object markers (OM4-1) should be installed at the end of subdivision Road “C”, as shown in the report. The end of this internal road should include a hammerhead turnaround to facilitate vehicle returns in the opposite direction.
- 3e) An additional sign should be posted internally at the western end of Road “C” to follow Knoxville-Knox County Subdivision regulations. This sign is for notification of possible future street connections. It should state, “NOTICE – This road may be extended and connected to the west – for more info. contact Knox Co. Engineering & Public Works (865) 215-5800”.
- 3f) The proposed lots within the development adjacent to and south of Asheville Highway should not be allowed direct access.
- 3g) Sight distance at the new internal intersections must not be impacted by new signage, parked cars, or future landscaping. With a proposed speed limit of 25-mph in the development, the required internal intersection sight distance is 250 feet. The site designer should ensure that this internal sight distance length is met.
- 3h) If directed by the local post office, the site designer should include a parking area and a centralized mail delivery center within the development for the subdivision residents.
- 3i) All drainage grates and covers for the residential development must be pedestrian and bicycle-safe.

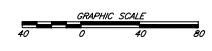
- 3j) Several internal roads in the proposed subdivision will have long, straight road segments. Straight road segments encourage higher vehicle speeds. It is recommended that the civil site designer consider including traffic calming measures on these internal roads, such as speed humps or tables. Specifics regarding this recommendation should be discussed in the design phase with Knox County Engineering.

- 3k) All road and intersection elements should be designed to AASHTO, TDOT, and Knox County specifications and guidelines to ensure proper operation.

EXHIBIT C: On-street Parking



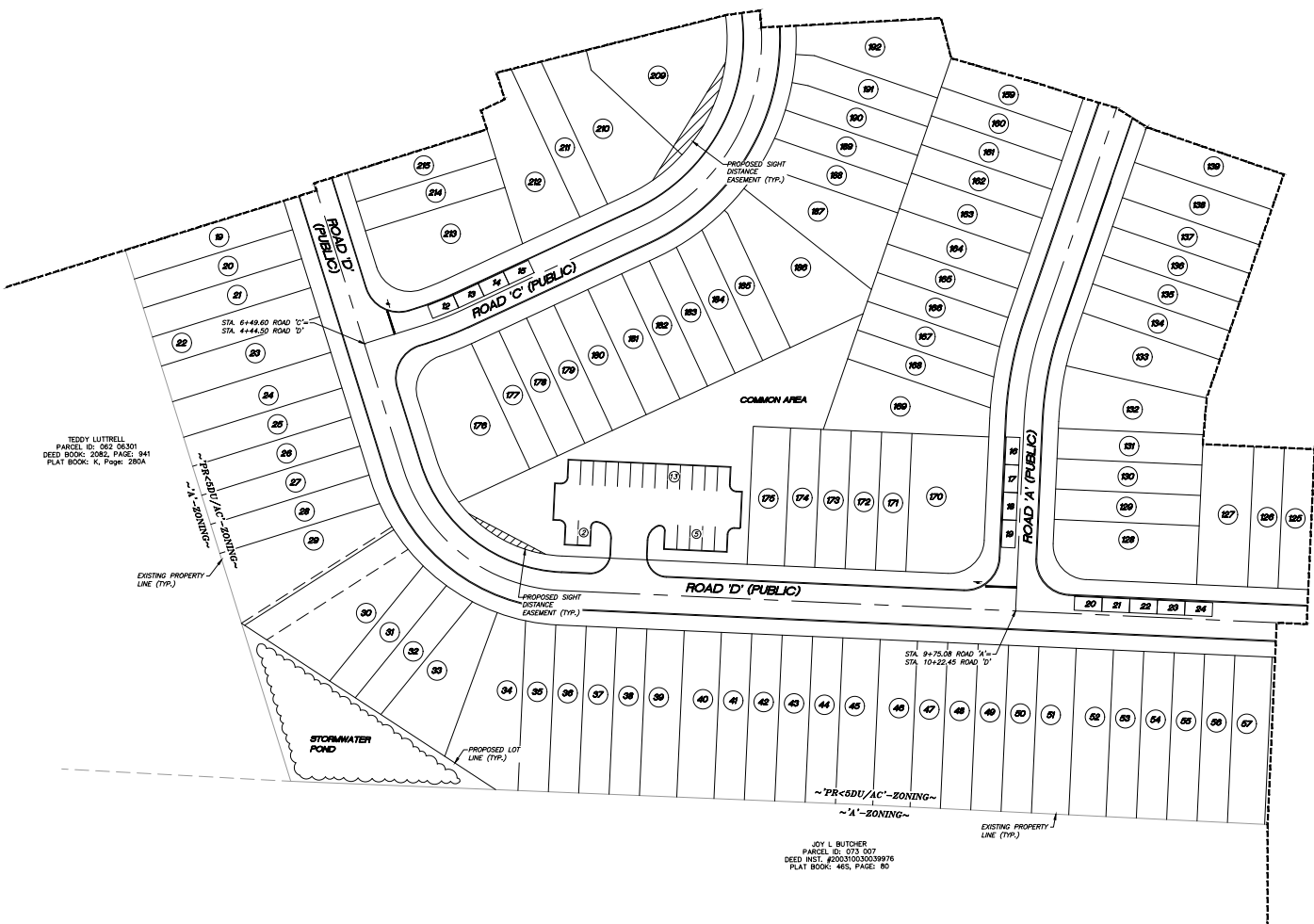
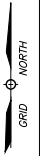
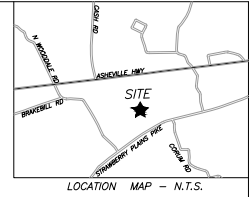
MPC FILE# 11-SG-24-C/11-J-24-DP



ON STREET PARKING EXHIBIT (1 OF 3)	
8014 ASHEVILLE HIGHWAY	
SITE ADDRESS: 8014 ASHEVILLE HIGHWAY (37924)	
DEVELOPER:	EAGLE BEND DEVELOPMENT LLC 1920 EBENEZER ROAD KNOXVILLE, TN 37922
DIST. NO. 58	KNOX CO., TN
CLT MAPS 62, 73	PARCELS 165, 80.03, 80.08
SCALE: 1"=40'	AUGUST 9, 2024
URBAN ENGINEERING, INC. 10330 HARDIN VALLEY ROAD, SUITE 201 KNOXVILLE, TENNESSEE 37932 (865) 966-1924	
DWN: CLM	CHK: CAS
DWG. NO. 2408032	



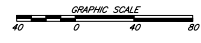
EXHIBIT C: On-street Parking



TEDDY LUTTRELL
PARCEL ID: 062 06301
DEED INSTR: 2082 PAGE: 041
PLAT BOOK: K, Page: 280A

JOY L BUTCHER
PARCEL ID: 073 007
DEED INSTR: 00331000039976
PLAT BOOK: 465, PAGE: 50

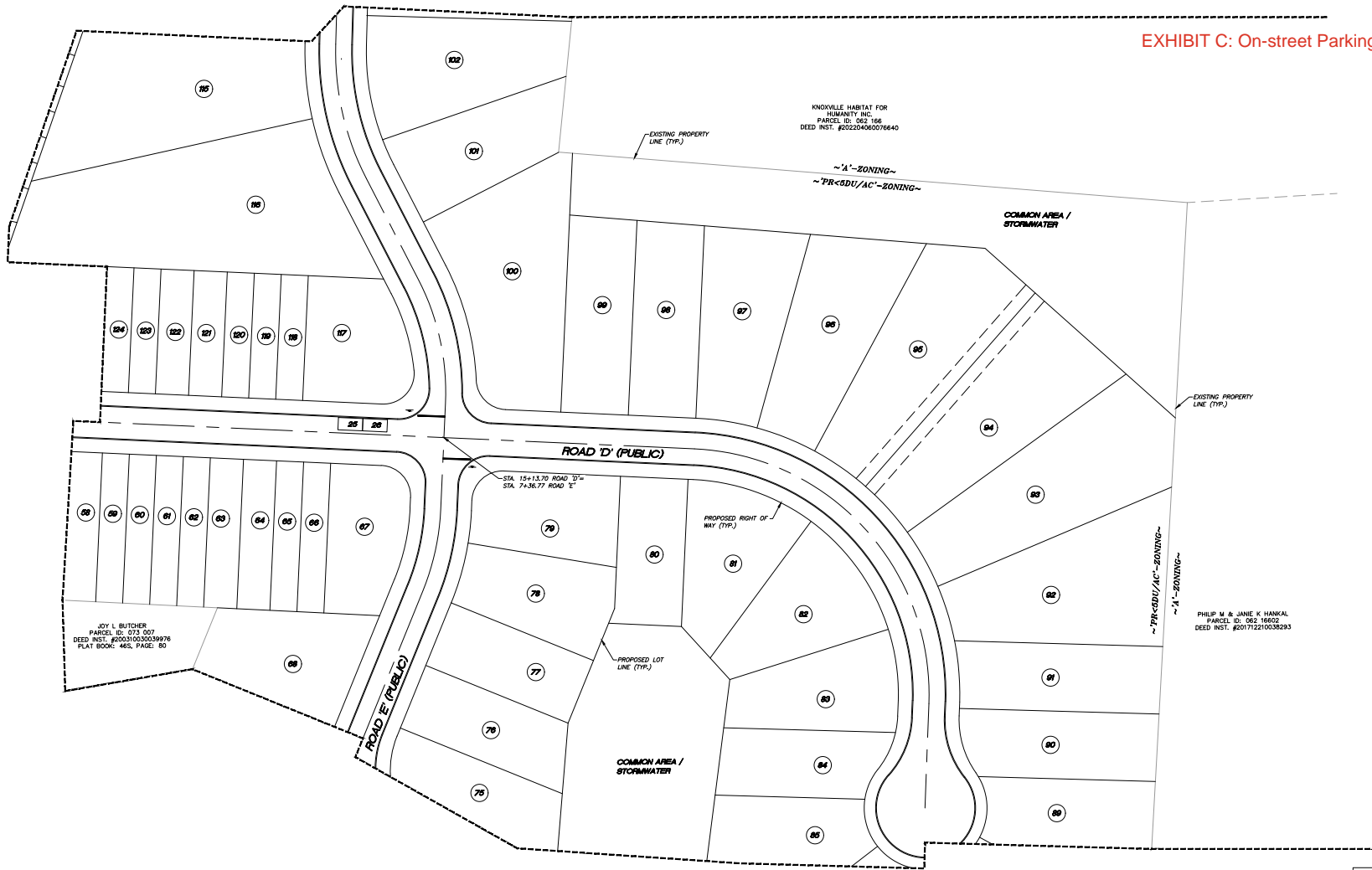
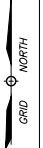
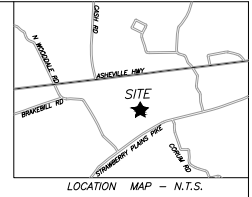
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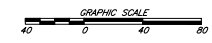
ON STREET PARKING EXHIBIT (2 OF 3)	
8014 ASHEVILLE HIGHWAY	
SITE ADDRESS: 8014 ASHEVILLE HIGHWAY (37924)	
DEVELOPER:	EAGLE BEND DEVELOPMENT LLC 1920 EBENEZER ROAD KNOXVILLE, TN 37922
DIST. NO. 58	KNOX CO., TN
CLT MAPS 62, 73	PARCELS 165, 80.03, 80.08
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DWN: CLM	CHK: CAS
DWG. NO. 2408032	



EXHIBIT C: On-street Parking



MPC FILE# 11-SG-24-C/11-J-24-DP



ON STREET PARKING EXHIBIT (3 OF 3)	
8014 ASHEVILLE HIGHWAY	
SITE ADDRESS: 8014 ASHEVILLE HIGHWAY (37924)	
DEVELOPER:	EAGLE BEND DEVELOPMENT LLC 1920 EBENEZER ROAD KNOXVILLE, TN 37922
DIST. NO. 58	KNOX CO., TN
CLT MAPS 62, 73	PARCELS 165, 80.03, 80.08
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DWN: CLM	CHK: CAS
DWG. NO. 2408032	



Type “C” Screen: Partial

APPROPRIATE LOCATION: Between parking lots and public streets; boundaries of industrial and office development

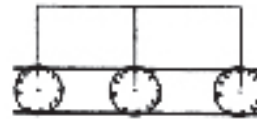
NOTE: Landscape buffer strips should be a minimum of 8 feet in width, and sown with grass or ground cover for their full width, allowing for mulch at the base of plantings.

- A row of small evergreen trees

TREE HEIGHT
Installed: 6 ft.
Mature: 15 ft.



Maximum 20' Centers

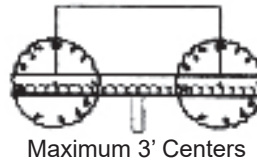


- A row of large broad leaf evergreen trees with a 3 ft. high wall or hedge (deciduous species of similar size & form could be used for every second tree)

TREE HEIGHT
Installed: 8 ft.
Mature: 40 ft.



Maximum 50' Centers



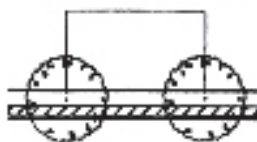
SHRUB HEIGHT
Installed: 2 ft.
Mature: 3 ft.

- A row of evergreen conifers with a 3 ft. high earth berm or solid fence or wall

TREE HEIGHT
Installed: 6 ft.
Mature: 15 ft.



Maximum 40' Centers



INTRODUCTION

Landscape screening reduces the impact of intense development upon adjacent land uses by providing visual separation, reducing the transmission of glare and air pollution, and limiting access. Screening also promotes the aesthetic appeal of a neighborhood and promotes higher property values.

This series of design guidelines defines several types of landscape screen. Each type is applicable to a certain intensity of conflict between adjacent land uses. Each screen type is illustrated by several planting schemes with an equivalent height, density and opacity of landscaping.

Planning uses these guidelines to illustrate desirable levels of screening appropriate to various site planning situations. Creative alternatives which achieve a comparable effect are encouraged.

The contents of these guidelines are advisory and are intended to supplement, but not replace, the requirements of the Knoxville Zoning Ordinance and the Knox County Zoning Ordinance.

The Planning Commission may reduce or otherwise vary the requirements of the Subdivision Regulations when it finds the hardship criteria are met. In granting such variances, the Planning Commission may attach and require whatever conditions it feels are necessary to secure the basic objectives of the varied regulations. Any variance granted by the Planning Commission shall be noted in its official minutes along with the justification for granting the variance (Subdivision Regulations, Section 1.05).

HARDSHIP CONDITIONS TO BE MET:

- 1 Conditions Required:** Where the Planning Commission finds that extraordinary hardships or particular difficulties may result from the strict compliance with these regulations, they may, after written application, grant variations to the regulations, subject to specified conditions, so that substantial justice may be done and the public interest secured, provided that such variations shall not have the effect of nullifying the intent and purpose of these regulations or the comprehensive plan.
- 2 Evidence of Hardship Required:** The Planning Commission shall not grant variations to these regulations if the purpose of the variation is solely for financial gain. The Planning Commission shall not grant variations to the Subdivision Regulations unless they make findings based upon the evidence presented to them in each specific case that the following hardships are met:
 - a. Because of the particular surroundings, shape, or topographical conditions of the specific property involved, a particular hardship to the owner would result, as distinguished from a mere inconvenience, if the strict letter of the regulations were adhered to.
 - b. The conditions upon which the request for a variation is based is unique to the property for which the variation is sought and is not applicable, generally, to other property, and has not been created by any person having an interest in the property.
 - c. The granting of the variation will not be detrimental to the public safety, health, or welfare, or injurious to other property or improvements in the neighborhood in which the property is located.

By signing this form, I certify that the criteria for a variance have been met for each request, and that any and all requests needed to meet the Subdivision Regulations are requested above or are attached. I understand and agree that no additional variances can be acted upon by the legislative body upon appeal and none will be requested.

Chris Sharp
Digitally signed by Chris Sharp
Date: 2024.10.28 14:23:26
-04'00'

Christopher Sharp

10/28/24

Signature

Printed Name

Date

It is the applicant's responsibility to identify the hardship that would result, as distinguished from a mere inconvenience, if the strict letter of the regulations was adhered to. Each of the variance criteria must be addressed in the comments below with specific facts regarding the unique details of the property and/or project, as applicable.

1. VARIANCE REQUESTED:

Reduce the distance between broken back curves from 150' to 86.52' between stations 7+08.75 and 7+95.27 (Road E).

Specify the hardship that would result for each of the variance criteria:

- A. Pertaining to the particular surroundings, shape, or topographical conditions of the subject property:

We are using the reverse curve to maintain a 90 degree intersection.

- B. Pertaining to conditions unique to the property that are not applicable to other property and has not been created by any person having an interest in the property.

The location of the request is near a stop condition.

- C. Pertaining to the granting of a variance will not be detrimental to public safety, health, or welfare, or injurious to other property or improvements in the neighborhood in which the property is located.

Granting the variance will not create an unsafe condition or have detrimental impacts on neighboring properties.

To be completed by the City or County Department of Engineering, as applicable:

Engineering supports the variance requested (to be completed during review process): YES NO

Engineering Comments:

Approve based on applicants justification. SE

It is the applicant's responsibility to identify the hardship that would result, as distinguished from a mere inconvenience, if the strict letter of the regulations was adhered to. Each of the variance criteria must be addressed in the comments below with specific facts regarding the unique details of the property and/or project, as applicable.

2. VARIANCE REQUESTED:

Reduce the K value from 25 to 20 on Road ^B~~X~~ near its intersection with Asheville Highway (Sta. 1+15 approx.)

Specify the hardship that would result for each of the variance criteria:

- A. Pertaining to the particular surroundings, shape, or topographical conditions of the subject property:

The vertical curve is near a stop condition.

- B. Pertaining to conditions unique to the property that are not applicable to other property and has not been created by any person having an interest in the property.

The curve meets the requirements of AASHTO.

- C. Pertaining to the granting of a variance will not be detrimental to public safety, health, or welfare, or injurious to other property or improvements in the neighborhood in which the property is located.

Approving the variance will not create an unsafe condition and will not negatively impact neighboring properties.

To be completed by the City or County Department of Engineering, as applicable:

Engineering supports the variance requested (to be completed during review process): YES NO

Engineering Comments:

Approve based on applicants justification. SE



URBAN ENGINEERING, INC.

CIVIL ENGINEERS • LAND PLANNERS

December 3, 2024

Knoxville / Knox County Planning
Mike Reynolds, AICP
Suite 403, City County Building
400 Main Street
Knoxville, TN 37902

Re: 8014 Asheville Highway (11-SG-24-C / 11-J-24-DP)

Dear Mike:

The following is a list of our Alternative Design Standard requests:

Road A:

1. Increase the centerline grade from 1% to 2.0% for Road A at its intersection with Road D.

Road B:

1. Reduce the centerline radius from 250' to 125' between stations 1+34.55 & 3+14.82.

Road C:

1. Increase the centerline grade from 1% to 1.95% at road C intersection with road B.
2. Increase the centerline grade from 1% to 2% at Road C intersection with Road D.

Road D:

1. Reduce the centerline radius from 250' to 125' between stations 5+39.83 & 6+92.81.
2. Reduce the centerline radius from 250' to 200' between stations 17+17.78 & 20+28.52.
3. Increase the centerline grade from 1% to 1.5% at road D intersection with Road B.



URBAN ENGINEERING, INC.

CIVIL ENGINEERS • LAND PLANNERS

Road E:

1. Reduce the centerline radius from 250' to 225' between stations 0+91.33 & 1+24.73.
2. Reduce the centerline radius from 250' to 225' between stations 3+98.65 & 5+11.96.
3. Reduce the centerline radius from 250' to 200' between stations 6+04.60 & 7+08.75.
4. Reduce the centerline radius from 250' to 200' between stations 7+95.27 & 8+63.38.
5. Increase the centerline grade from 1% to 2% at road E intersection with Earliglow Lane.

Other:

1. Reduce the minimum lot width to 20'.

Please do not hesitate to contact me if you have questions or need additional information.

Sincerely,

Urban Engineering, Inc.

Chris Sharp, P.E.

KCEPW supports the approval of these alternate design standards.



Development Request

DEVELOPMENT

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

SUBDIVISION

- Concept Plan
- Final Plat

ZONING

- Rezoning
- Plan Amendment
- Sector Plan
- City OYP / County Comp Plan

Mesana Investments, LLC

Option Holder

Applicant Name

Affiliation

10/2/2024

11/14/2024

11-SG-24-C / 11-J-24-DP

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.

Chris Sharp, P.E. Urban Engineering, Inc.

Name / Company

10330 Hardin Valley Rd. Pk. Suite 201 Knoxville TN 37932

Address

865-966-1924 / chris@urban-eng.com

Phone / Email

CURRENT PROPERTY INFO

Vaulton Family Holdings, LLC

7808 Asheville Hwy Knoxville TN 37924

Owner Name (if different)

Owner Address

Owner Phone / Email

0 STRAWBERRY PLAINS PIKE / 8003 STRAWBERRY PLAINS PIKE; 8014 ASHEVILLE HWY

Property Address

73 08003, 08008 062 165 (part of)

47.15 acres

Parcel ID

Part of Parcel (Y/N)?

Tract Size

Knoxville Utilities Board

Knoxville Utilities Board

No

Sewer Provider

Water Provider

Septic (Y/N)

COMMUNITY ENGAGEMENT

Sign and return the **Public Notice and Community Engagement** form with this application.

Planning strives to provide community members with information about upcoming cases in a variety of ways. In addition to posting public notice signs, our agency encourages applicants to provide information and offer opportunities for dialogue related to their upcoming case(s). **We require applicants to acknowledge their role in this process.**

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) Attached and detached residential subdivision	

SUBDIVISION REQUEST

8014 Asheville Highway	Related Rezoning File Number
Proposed Subdivision Name	
_____	245
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) _____		

5.2 du/ac

Proposed Density (units/acre)	Previous Rezoning Requests
Additional Information _____	

STAFF USE ONLY

PLAT TYPE

- Staff Review Planning Commission

ATTACHMENTS

- Property Owners / Option Holders Variance Request
 Amendment Request (Comprehensive Plan)

ADDITIONAL REQUIREMENTS

- Use on Review / Special Use (Concept Plan)
 Traffic Impact Study
 COA Checklist (Hillside Protection)

Fee 1	Total
\$1,600.00	
Fee 2	
Fee 3	

AUTHORIZATION

- I declare under penalty of perjury the foregoing is true and correct: 1) He/she/it is the owner of the property, AND 2) the application and all associated materials are being submitted with his/her/its consent.

Applicant Signature	Mesana Investments, LLC Please Print	10/2/2024 Date
---------------------	--	--------------------------

Phone / Email _____

Property Owner Signature	Vaulton Family Holdings, LLC Please Print	10/2/2024 Date
--------------------------	---	--------------------------

Reset Form



Development Request

DEVELOPMENT

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

SUBDIVISION

- Concept Plan
- Final Plat

ZONING

- Plan Amendment
 - SP
 - PA
- Rezoning

Mesana Investments, LLC

Option Holder

Applicant Name

Affiliation

~~8/19/24~~ 9/30/2024

~~10/3/24~~ 11/14/2024

File Number(s)

Date Filed

Meeting Date (if applicable)

11-SG-24-C
11-J-24-DP

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

Chris Sharp

Urban Engineering, Inc.

Name

Company

10330 Hardin Valley Road, Suite 201

Knoxville

TN

37932

Address

City

State

ZIP

(865) 966-1924

chris@urban-eng.com

Phone

Email

CURRENT PROPERTY INFO

Vaulton Family Holdings, LLC

7808 Asheville Hwy (37924)

Property Owner Name (if different)

Property Owner Address

Property Owner Phone

~~8104~~ 8014 Asheville Highway, 8003 & 0 Strawberry Plains Pike
part of

062 165, 073 08008 & 073 08003
part of

Property Address

Parcel ID

KUB

KUB

Sewer Provider

Water Provider

Septic (Y/N)

COMMUNITY ENGAGEMENT

Sign and return the **Public Notice & Community Engagement** form with this application.

Planning strives to provide community members with information about upcoming cases in a variety of ways. In addition to posting public notice signs, our agency encourages applicants to provide information and offer opportunities for dialogue related to their upcoming case(s). **We require applicants to acknowledge their role in this process.**

View Form

JULY 2024

DEVELOPMENT REQUEST

- Development Plan
 Use on Review / Special Use
 Hillside Protection COA
 Residential
 Non-Residential

Related City Permit Number(s)

Home Occupation (specify) _____

Other (specify) Attached and detached residential subdivision

SUBDIVISION REQUEST

8014 Asheville Highway

Related Rezoning File Number

Proposed Subdivision Name

_____ Combine Parcels
 Divide Parcel
 245
 Unit / Phase Number
 Total Number of Lots Created

Other (specify) Attached and detached residential subdivision

Attachments / Additional Requirements

ZONING REQUEST

Zoning Change

 Proposed Zoning

Pending Plat File Number

Plan Amendment Change

 Proposed Plan Designation(s)

Proposed Density (units/acre) Previous Rezoning Requests

Other (specify) _____

STAFF USE ONLY

PLAT TYPE

- Staff Review
 Planning Commission

ATTACHMENTS

- Property Owners / Option Holders
 Variance Request
 Amendment Request (*Comprehensive Plan*)


ADDITIONAL REQUIREMENTS

- Use on Review / Special Use (*Concept Plan*)
 Traffic Impact Study
 COA Checklist (*Hillside Protection*)

Fee 1		Total
0102	\$1,600.00	
Fee 2		\$1,600.00
Fee 3		

AUTHORIZATION

- I declare under penalty of perjury the foregoing is true and correct:
 1) He/she/it is the owner of the property AND 2) The application and all associated materials are being submitted with his/her/its consent



 dotloop verified
 10/01/24 10:19 AM EDT
 CCTD-FCOD-PGED-WNN7

Mesana Investments, LLC

10/01/2024

Applicant Signature

Please Print

Date

(865) 806-8008

swd444@gmail.com

Phone Number

Email

10/02/2024, SG

Property Owner Signature

Please Print

Date Paid



Barry Vaulton

10/01/2024



Public Notice and Community Engagement

Sign Posting and Removal

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.

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.

Community Engagement

Planning strives to provide community members with information about upcoming cases in a variety of ways. In addition to posting public notice signs, our agency encourages applicants to provide information and offer opportunities for dialogue related to their upcoming case(s).

Acknowledgement

By signing below, you acknowledge that public notice signs must be posted and visible on the property consistent with the guidelines above and between the dates listed below.

11/01/2024

11/15/2024

Date to be Posted

Date to be Removed

Have you engaged the surrounding property owners to discuss your request?

Yes No

No, but I plan to prior to the Planning Commission meeting

Trey Ridenour

dotloop verified
09/30/24 3:02 PM EDT
FL70-D9TG-MUNX-LPOG

Applicant Signature

Mesana Investments, LLC

Applicant Name

09/30/2024

Date

11-SG-24-C & 11-J-24-DP

FILE NUMBER