

Alternative Design Standards

The minimum design and performance standards shall apply to all subdivisions unless an alternative design standard is permitted within Article 3 Section 3.01.D, Application of Alternative Design Standards, or Article 4.01.C, Street Standards (within Hillside and Ridgetop Areas).

There are some alternative design standards that require Planning Commission approval, and some that can be approved by the Engineering Departments of the City or County. However, the City or County Engineering Departments, as applicable, will provide review comments on any alternative design proposed. These comments will be provided during the review process.

Alternative Design Standards Requiring Planning Commission Approval

Section 3.03.B.2 - Street frontage in the PR (Planned Residential) zone, Knox County

Section 3.03.E.1.e – Maximum grade of private right-of-way

Section 3.03.E.3.a – Pavement width reduction, private rights-of-way serving 6 or more lots

Section 3.04.H.2 – Maximum grade, public streets

Section 3.04.I.1.b.1 – Horizontal curves, local streets in Knox County

Alternative Design Standards Approved by the Engineering Departments of the City of Knoxville or Knox County

Section 3.03.E.3.a – Right-of-way width reduction, private rights-of-way serving 6 or more lots

Section 3.04.A.3.c – Right-of-way dedication, new subdivisions

Section 3.04.F.1 – Right-of-way reduction, local streets

Section 3.04.G.1 – Pavement width reduction, local streets

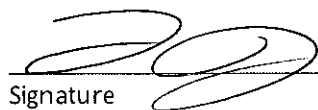
Section 3.04.H.3 – Intersection grade, all streets

Section 3.04.J.2 – Corner radius reduction in agricultural, residential, and office zones

Section 3.04.J.3 – Corner radius reduction in commercial and industrial zones

Section 3.11.A.2 – Standard utility and drainage easement

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.


Signature

Dillian Jackson
Printed Name

1-24-24
Date

For each alternative design standard requested, identify how the proposed alternative design either meets the intent of the standard in the Subdivision Regulations or meets an alternative, nationally recognized engineering standard such as The American Association of State Highway and Transportation Officials (AASHTO) or Public Right-of-Way Accessibility Guidelines (PROWAG).

1. ALTERNATIVE DESIGN STANDARD REQUESTED:

- Roadway grade at intersection with Road "A" from 1% to 3%, Sta 0+13 to Sta 3+00, Road "B"
 - Roadway grade at intersection with Road "B" from 1% to 2%, Sta 0+13 to Sta 1+50, Road "C"
 - Roadway grade at intersection with Road "B" from 1% to 2%, Sta 0+13 to Sta 3+31, Road "D"
- Approval required by: Planning Commission Engineering

Engineering supports the alternative design standard requested

(to be completed during review process): YES NO

Engineering Comments:

Approve based on justification provided by the applicant.

2. ALTERNATIVE DESIGN STANDARD REQUESTED:

- Roadway grade at intersection with Road "B" from 1% to 2.67%, Sta 0+13 to 1+80, Road "G"
 - Roadway grade at intersection with Millertown Pike from 1% to 2.67% Sta 1+80 to Sta 0+13, Road "G"
- Approval required by: Planning Commission Engineering

Engineering supports the alternative design standard requested

(to be completed during review process): YES NO

Engineering Comments:

Deny the request to increase intersection grade since approval would prevent the future installation of pedestrian facilities.

3. ALTERNATIVE DESIGN STANDARD REQUESTED:

- Road "B" horizontal curve radius from 250 to 150 Sta 9+50
 - Road "B" horizontal curve radius from 250 to 150 Sta 12+50
 - Road "B" horizontal curve radius from 250 to 150 Sta 17+00
- Approval required by: Planning Commission Engineering

Engineering supports the alternative design standard requested

(to be completed during review process): YES NO

Engineering Comments:

Approve these variances since these reductions help to reduce the speed on this section of roadway and they do not create unsafe conditions.