

# SUBDIVISION REPORT - CONCEPT/DEVELOPMENT PLAN

► **FILE #:** 11-SG-24-C

**AGENDA ITEM #:** 61

11-J-24-DP

**AGENDA DATE:** 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)

[View map on KGIS](#)

JURISDICTION: County Commission District 8

STREET ADDRESS: 0 STRAWBERRY PLAINS PIKE (8003 STRAWBERRY PLAINS PIKE; 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:** 43.07 acres

► **ZONING:** PR (Planned Residential) up to 5 du/ac

► **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), CA (General Business)

► **NUMBER OF LOTS:** 238

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; and via Strawberry Plains Pike, a minor arterial street with 26 ft of pavement width within a right-of-way of 70 ft.

► **SUBDIVISION VARIANCES  
REQUIRED:**

## STAFF RECOMMENDATION:

► Postpone the concept plan to the December 12, 2024, Planning Commission meeting as recommended by staff.

- **Postpone the development plan to the December 12, 2024, Planning Commission meeting as recommended by staff.**

**COMMENTS:**

Staff are recommending postponement for the plan to be revised to comply with the PR (Planned Residential) < 5 du/ac zoning for the property or providing additional information to confirm the acreage presented on the concept plan. The Planning GIS staff calculated the PR-zoned area to be 43.07 acres based on GIS parcel and zoning map data. This allows up to 215 dwelling units (lots). The proposed 238-lot concept plan is based on the PR-zoned area being 47.66 acres. This results in a 23-lot discrepancy. Staff cannot recommend the approval of a plan that is not compliant with zoning based on the information available at the time of review. In addition, the staff recommendation regarding the requested variances, alternative design standards, or other elements of the subdivision, could be impacted by these changes.

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The proposed residential subdivision is for 238 residential lots (172 attached residential lots and 66 detached residential lots). The concept plan proposes 1 new access to Asheville Highway (Road 'A'), which is the main access for the subdivision, and secondary access via Tribute Lane. The plan also shows a future connection through the CA-zoned property to the west (7920 Asheville Highway) that will require a subsequent concept plan application and approval by the Planning Commission. No access to Strawberry Plains Pike is proposed.

Improvements to Asheville Highway include a westbound left turn lane in the median and eastbound right turn lane at the intersection with Road 'A'. The eastbound right turn lane can be moved to the future connection if approved with a future concept plan application.

**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:** 24 (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:

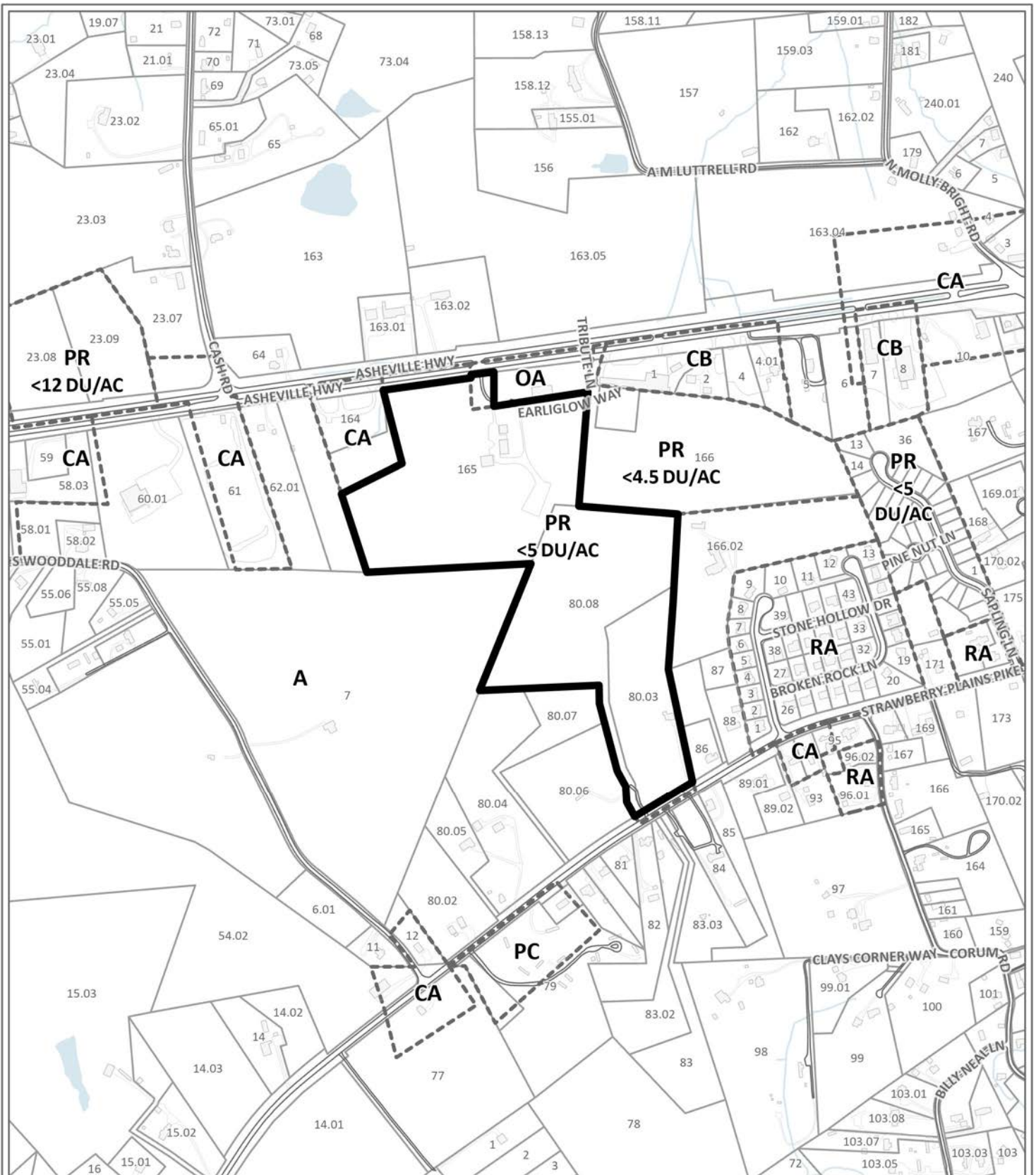
Date:

Payee Name

Payee Phone

Payee Address

October 2022



# 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: 10/15/2024

Knoxville - Knox County Planning Commission \* City / County Building \* Knoxville, TN 37902

Map No: 73

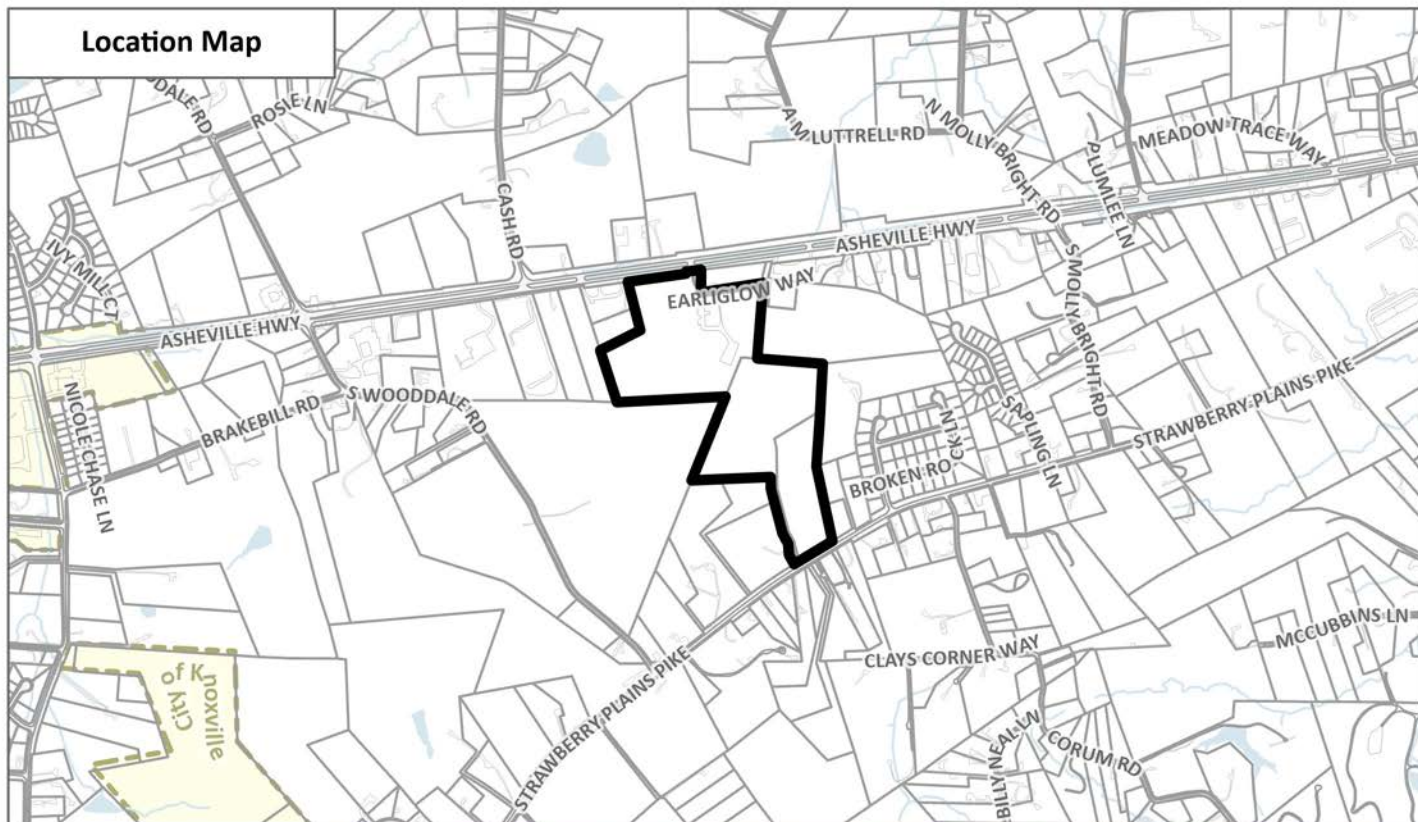
Jurisdiction: County



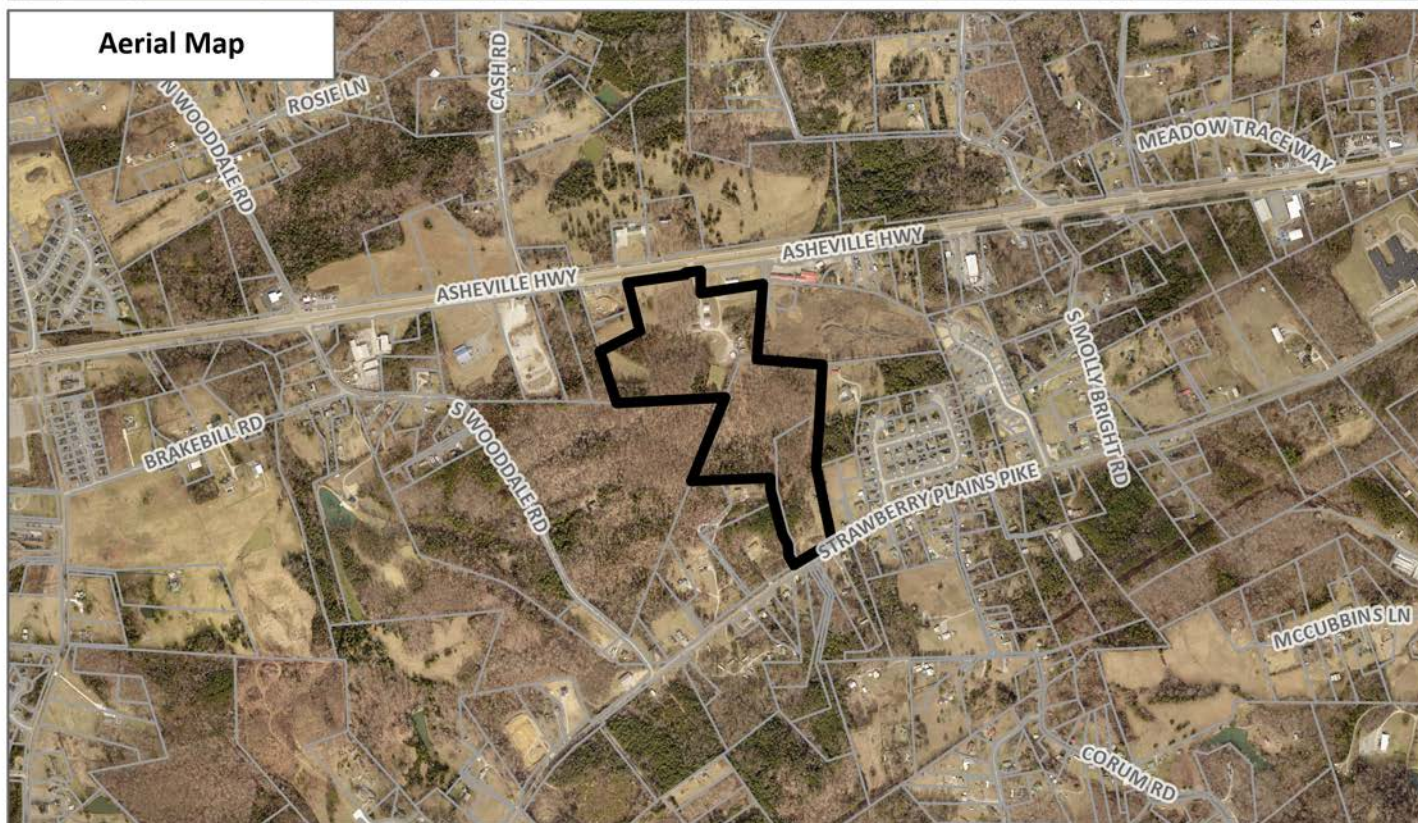


## Exhibit A. Contextual Images

Location Map



Aerial Map

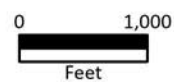


CONTEXTUAL MAPS 1

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

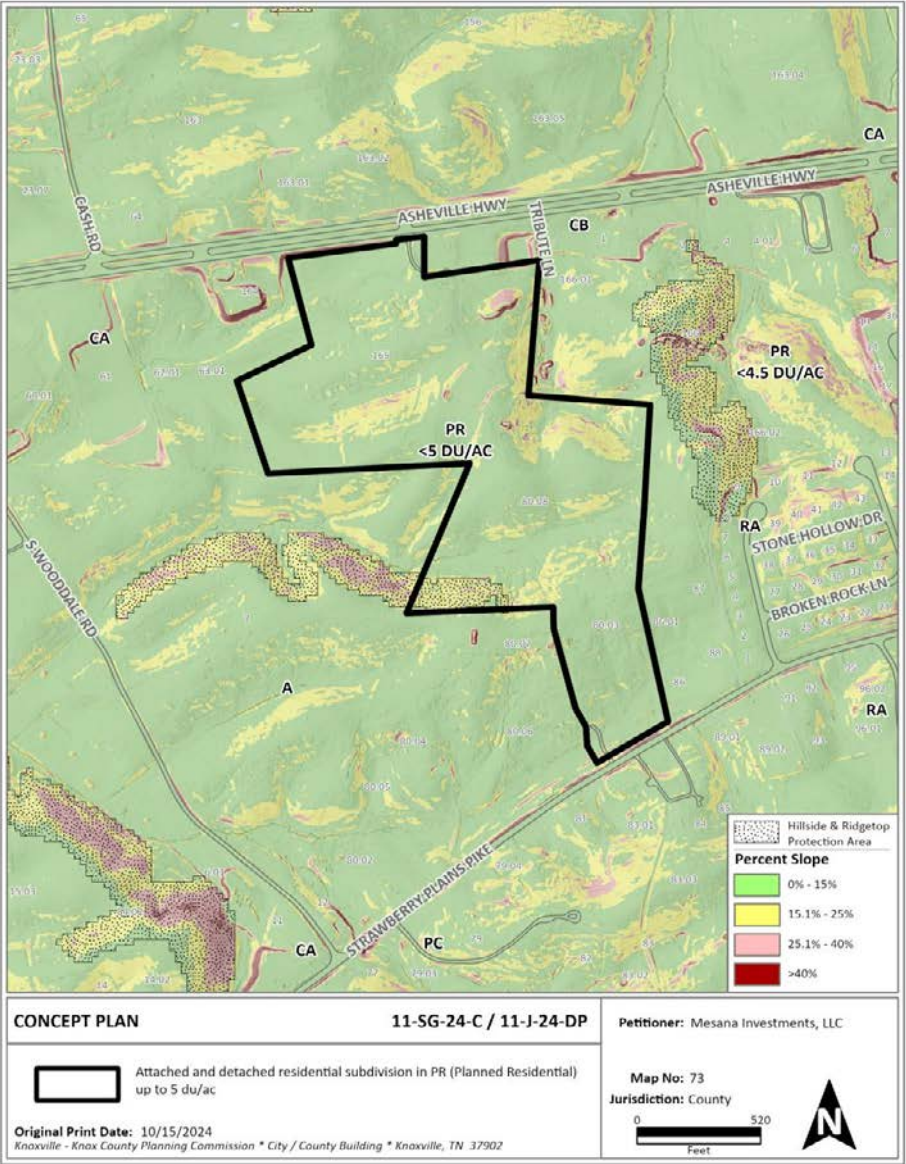


Case boundary





CATEGORY	ACRES	RECOMMENDED DISTURBANCE BUDGET (Percent)	DISTURBANCE AREA (Acres)
Total Area of Site	43.6		
Non-Hillside	42.5	N/A	
0-15% Slope	0.1	100%	0.1
15-25% Slope	0.9	50%	0.4
25-40% Slope	0.1	20%	0.0
Greater than 40% Slope	0.0	10%	0.0
Ridgetops			
Hillside Protection (HP) Area	1.1	Recommended disturbance budget within HP Area (acres)	0.6
		Percent of HP Area	54.6%

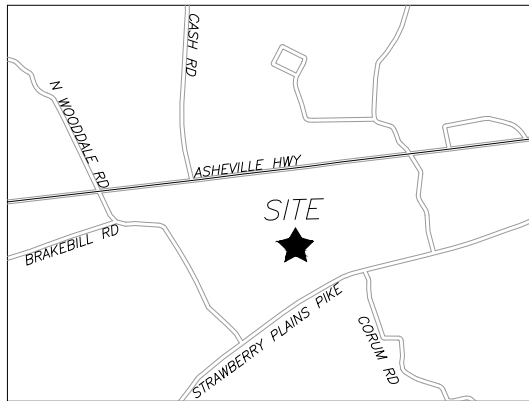


CONCEPT PLAN

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

TITLE

TITLE SHEET  
KEY SHEET / TYPICAL SECTION  
PRELIMINARY DRAINAGE PLAN  
ROAD PROFILES

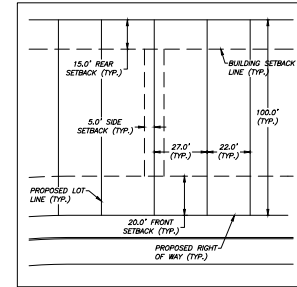
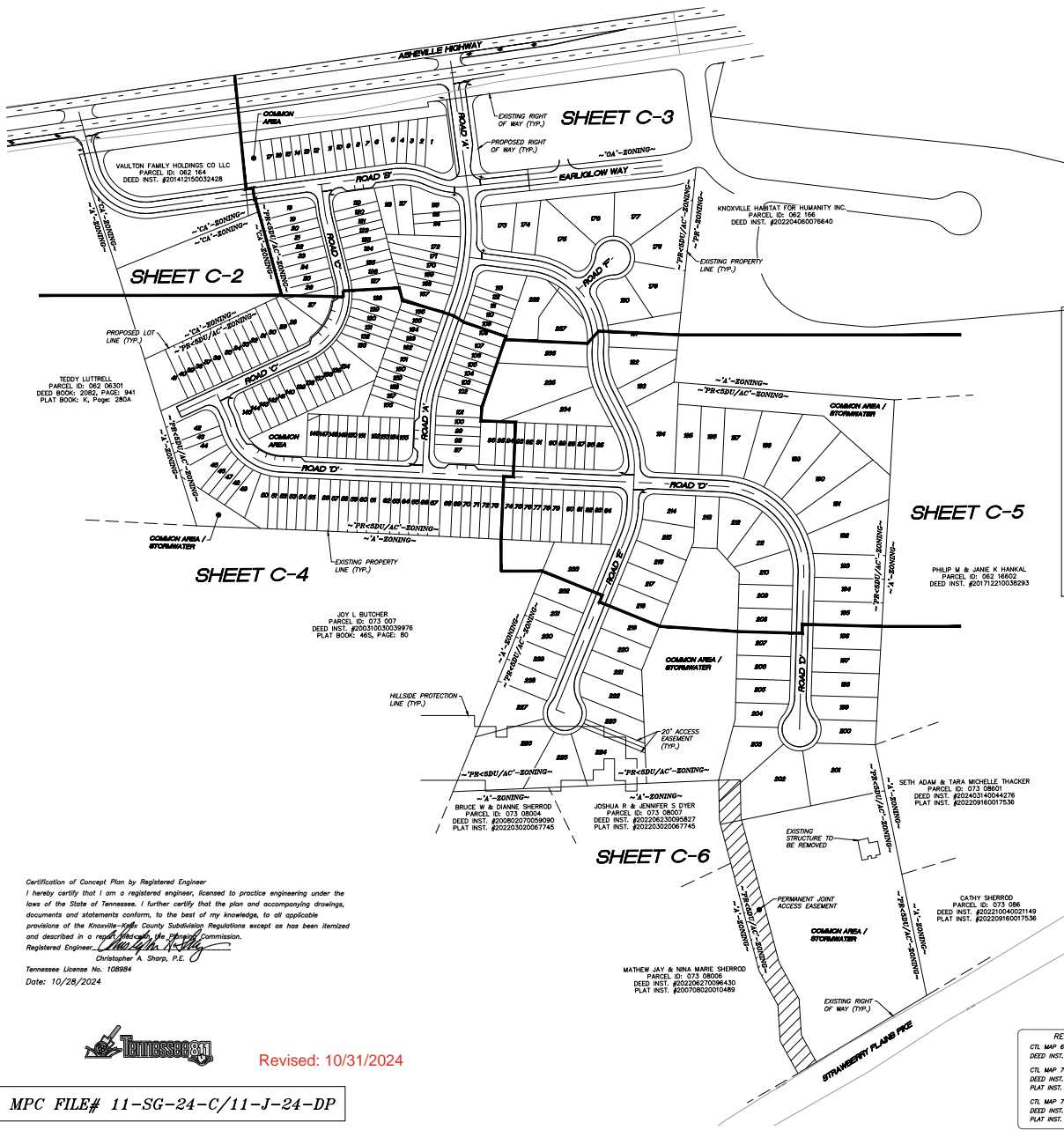
SHEET

C-0  
C-1  
C-2 THRU C-6  
C-7 THRU C-10

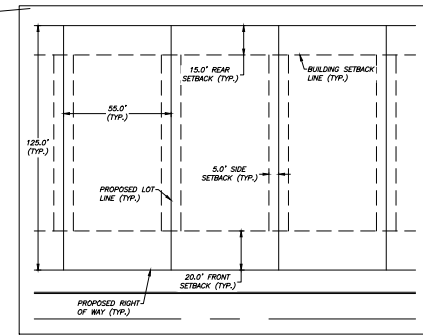
Revised: 10/31/2024

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

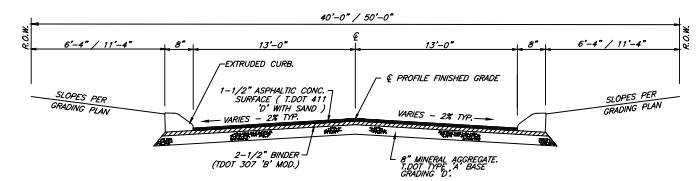
2	10/31/24	GENERAL REVISIONS
1	10/28/24	SUBMITTAL 2
ISSUE NO.	DATE	DESCRIPTION



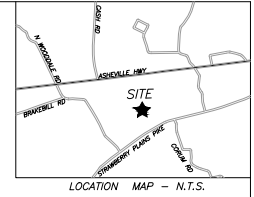
TYPICAL LOT DETAIL  
TOWNHOUSES  
SCALE: 1"=30'



TYPICAL LOT DETAIL  
SINGLE FAMILY HOMES  
SCALE: 1"=30'



TYPICAL SECTION - LOCAL STREETS  
N.T.S.



LOCATION MAP - N.T.S.

**SITE PLAN NOTES:**

1. THIS PROPERTY IS ZONED "P" (<5 DU/AC). REQUIRED BUILDING SETBACKS ARE AS FOLLOWS:  
FRONT: TWENTY (20) FEET  
PERIMETER: 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 HOLES, STRUCTURES SUCH AS CATCH BASINS, MANHOLES, WATER VALVES, ETC., AND COMPLYING INFORMATION FROM PLANS SUPPLIED BY VARIOUS UTILITY COMPANIES AND GOVERNMENT AGENCIES. THE CONTRACTOR 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 LOCATION OF THE UTILITY 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 47.66 ACRES.
6. THE DEVELOPMENT PROPOSES 238 UNITS (4.99 UNITS PER ACRE).
7. THE PROPOSED LOTS SHALL HAVE VEHICULAR ACCESS TO INTERNAL ROADS ONLY.
8. A HOMEOWNERS ASSOCIATION SHALL BE ESTABLISHED TO ADDRESS MAINTENANCE OF THE COMMON AREAS.
9. 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 0.755 ACRE.

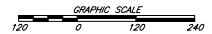
Certification of Concept Plan by Registered Engineer  
I hereby certify that I am a registered engineer, licensed to practice engineering under the laws of the State of Tennessee. I further certify that the plan and accompanying drawings, documents and statements conform, to the best of my knowledge, 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, P.E.*  
Tennessee License No. 120894  
Date: 10/28/2024



Revised: 10/31/2024

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

REFERENCE:  
CTL MAP 62, PARCEL 165  
DEED INST. #2014110002688  
CTL MAP 73, PARCEL 80.03  
DEED INST. #201912170041193  
PLAT INST. #200708020010489  
CTL MAP 73, PARCEL 80.08  
DEED INST. #201603010005079  
PLAT INST. #200708020010489



REVISION	DATE	DESCRIPTION	BY
2	10/31/24	GENERAL REVISIONS	CAS
1	10/28/24	PER PLANNING / EDW COMMENTS	CAS

SHEET C-1 2 OF 11

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



DWG: CLM CHK: CAS DWS: NO 2408032





COMBINATION STOP SIGN / STREET NAME SIGN DETAIL

SPEED LIMIT SIGN DETAIL

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

Revised: 10/31/2024

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-Metropolitan County Subdivision Regulations except as has been itemized and described in a report dated 10/31/2024, filed with the Tennessee Department of Transportation.  
Registered Engineer: Christopher A. Sharp, P.E.  
Tennessee License No. 108984  
Date: 10/28/2024

REFERENCE:  
CTL MAP 62, PARCELS 165  
DEED INST. #20141100026288  
CTL MAP 73, PARCELS 80.03  
DEED INST. #201912170041193  
PLAT INST. #200708020010489  
CTL MAP 73, PARCELS 80.08  
DEED INST. #201603010005379  
PLAT INST. #200708020010489



VARIANCE / ALTERNATIVE DESIGN STANDARDS:

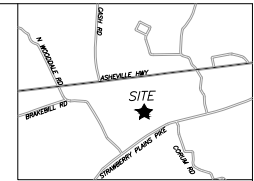
- ROAD B:
1. REDUCE THE CENTERLINE RADIUS FROM 250' TO 125' BETWEEN STATIONS 1+34.55 & 3+14.82.
  2. REDUCE THE CENTERLINE RADIUS FROM 250' TO 150' BETWEEN STATIONS 8+79.68 & 9+53.34.
  3. REDUCE THE DISTANCE BETWEEN REVERSE CURVES FROM 50' TO 22.9' BETWEEN STATIONS 8+53.34 & 9+76.24.
  4. REDUCE THE RIGHT-OF-WAY WIDTH FROM 80'-10'-40" (PUBLIC-ROADS) TO 70'-0" (PRIVATE-ROADS).
  5. REDUCE THE K VALUE FROM 25 TO 20 BETWEEN STATIONS 0+50.85 & 1+79.54.
  6. REDUCE THE K VALUE FROM 25 TO 20 BETWEEN STATIONS 9+46.10 & 10+41.40.

- ROAD C:
1. REDUCE THE RIGHT OF WAY WIDTH FROM 50' TO 40' (PRIVATE ROAD).
  2. REDUCE THE CENTERLINE RADIUS FROM 250' TO 150' BETWEEN STATIONS 0+44.36 & 0+80.99.
  3. REDUCE THE CENTERLINE RADIUS FROM 250' TO 150' BETWEEN STATIONS 2+23.08 & 4+31.09.
  4. INCREASE THE CENTERLINE GRADE FROM 1% TO 1.95% AT ROAD C INTERSECTION WITH ROAD B.

- ROAD D:
1. REDUCE THE CENTERLINE RADIUS FROM 250' TO 125' BETWEEN STATIONS 0+53.33 & 0+72.06.
  2. REDUCE THE CENTERLINE RADIUS FROM 250' TO 125' BETWEEN STATIONS 0+86.85 & 2+39.83.
  3. REDUCE THE CENTERLINE RADIUS FROM 250' TO 200' BETWEEN STATIONS 12+64.81 & 15+75.54.
  4. REDUCE THE DISTANCE BETWEEN REVERSE CURVES FROM 50' TO 14.79' BETWEEN STATIONS 0+72.06 & 0+86.85.
  5. REDUCE THE RIGHT-OF-WAY WIDTH FROM 80'-10'-40" (PUBLIC-ROADS) TO 70'-0" (PRIVATE-ROADS).
  6. INCREASE THE CENTERLINE GRADE FROM 1% TO 2% AT ROAD D INTERSECTION WITH ROAD C.

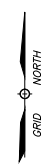
- ROAD E:
1. REDUCE THE CENTERLINE RADIUS FROM 250' TO 175' BETWEEN STATIONS 1+47.43 & 4+08.25.
  2. REDUCE THE CENTERLINE RADIUS FROM 250' TO 200' BETWEEN STATIONS 4+23.08 & 5+25.65.
  3. REDUCE THE CENTERLINE RADIUS FROM 250' TO 200' BETWEEN STATIONS 6+14.53 & 7+18.68.
  4. REDUCE THE CENTERLINE RADIUS FROM 250' TO 200' BETWEEN STATIONS 8+05.09 & 8+17.51.
  5. REDUCE THE DISTANCE BETWEEN REVERSE CURVES FROM 50' TO 12.83' BETWEEN STATIONS 4+08.25 & 4+23.08.
  6. INCREASE THE CENTERLINE GRADE FROM 1% TO 2% AT ROAD E INTERSECTION WITH ROAD A.

- ROAD F:
1. INCREASE THE CENTERLINE GRADE FROM 1% TO 2% AT ROAD F INTERSECTION WITH ROAD E.



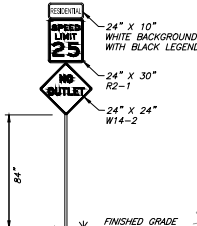
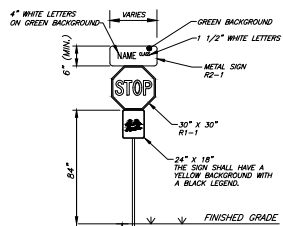
SITE PLAN NOTES:

1. THIS PROPERTY IS ZONED "P" (<5 DU/AC). REQUIRED BUILDING SETBACKS ARE AS FOLLOWS:  
FRONT: TWENTY (20) FEET  
REAR: FIFTEEN (15) FEET  
SIDE: FIVE (5) FEET, UNLESS BETWEEN ATTACHED DWELLINGS, IN WHICH CASE THE SETBACK IS ZERO (0) 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 NAVD83.  
4. ALL WORK SHALL BE IN ACCORDANCE WITH KNOX COUNTY'S SPECIFICATIONS FOR SITE DEVELOPMENT.  
5. THE TOTAL AREA (IN FR) IS 47.66 ACRES.  
6. THE DEVELOPMENT PROPOSES 238-UNITS (4.99 UNITS PER ACRE).  
7. THE PROPOSED LOTS SHALL HAVE VEHICULAR ACCESS TO INTERNAL ROADS ONLY.  
8. A HOMEOWNERS ASSOCIATION SHALL BE ESTABLISHED TO ADDRESS MAINTENANCE OF THE COMMON AREAS.  
9. 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 0.752 ACRE.



SHEET C-2 3 OF 11

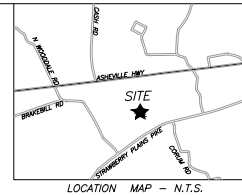
SITE PLAN	
8014 ASHEVILLE HIGHWAY	
SITE ADDRESS: 8014 ASHEVILLE HIGHWAY (37924)	
DEVELOPER:	EAGLE BEND DEVELOPMENT LLC 1920 EBENEZER ROAD KNOXVILLE, TN 37922
DIST. NO. 58	KNOX CO., TN
CLT MAPS 62, 73	PARCELS 165, 80.03, 80.08
SCALE: 1"=40'	AUGUST 9, 2024
URBAN ENGINEERING, INC. 10330 HARDIN VALLEY ROAD,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



**COMBINATION STOP SIGN / STREET NAME SIGN DETAIL**

**SIGN NOTE:**  
SIGNAGE AND STRIPING TO BE IN ACCORDANCE WITH THE MUTCD (LATEST EDITION).

**SPEED LIMIT SIGN DETAIL**



#### SITE PLAN NOTES:

1. THIS PROPERTY IS ZONED "DH" (<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.
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 COPIES OF 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 UTILITY SYSTEM AND IF ADDITIONAL IMPROVEMENTS MAY EXIST.
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5. THE TOTAL AREA (IN PR) IS 47.66 ACRES.
6. THE DEVELOPMENT PROPOSES 238 UNITS (4.89 UNITS PER ACRE).
7. THE PROPOSED LOTS SHALL HAVE VEHICULAR ACCESS TO INTERNAL ROADS ONLY.
8. A HOMEOWNERS ASSOCIATION SHALL BE ESTABLISHED TO ADDRESS MAINTENANCE OF THE COMMON AREAS.
9. 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.
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 0.756 ACRE.



SHEET C-3 4 OF 11

#### 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 DWS: NO 2408032



REVISION	DATE	DESCRIPTION	BY
2	10/31/24	GENERAL REVISIONS	CAS
1	10/28/24	PER PLANNING / L&D COMMENTS	CAS

MATCH LINE (SEE SHEET C-2)

MATCH LINE (SEE SHEET C-2)

MATCH LINE (SEE SHEET C-4)

MATCH LINE (SEE SHEET C-5)

Revised: 10/31/2024

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

#### REFERENCE:

CTL MAP 65, PARCELS 165  
DEED INSTR. #201411000488  
CTL MAP 73, PARCELS 80.03  
DEED INSTR. #20191217004193  
PLAT INSTR. #200708020010489  
CTL MAP 73, PARCELS 80.08  
DEED INSTR. #201603010005079  
PLAT INSTR. #200708020010489

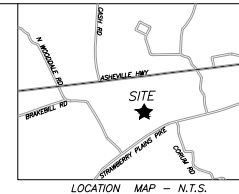
#### Certification of Concept Plan by Registered Engineer

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-1996 County Subdivision Regulations except as has been itemized and described in a report prepared by me for the Commission.

Registered Engineer: *Christopher A. Sharp*  
Christopher A. Sharp, P.E.

Tennessee License No. 108984  
Date: 10/28/2024





# SITE PLAN NOTES:

1. THIS PROPERTY IS ZONED "TR" (<5 DU/AC). REQUIRED BUILDING SETBACKS ARE AS FOLLOWS:  
 FRONT: TWENTY (20) FEET  
 PERIPHERY: 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 MAN HOLES, 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 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 47.66 ACRES.
6. THE DEVELOPMENT PROPOSES 238 UNITS (4.99 UNITS PER ACRE).
7. THE PROPOSED LOTS SHALL HAVE VEHICULAR ACCESS TO INTERNAL ROADS ONLY.
8. A HOMEOWNERS ASSOCIATION SHALL BE ESTABLISHED TO MAINTAINANCE OF THE COMMON AREAS.
9. 10' UTILITY AND DRAINAGE EASEMENTS SHALL BE RESERVED ALONG ALL EXISTING BOUNDARY LINES AND PUBLIC RIGHT OF WAY. 5' UTILITY AND DRAINAGE EASEMENTS SHALL BE RESERVED ALONG ALL EXISTING 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 0.525 ACRES.

SHEET C-4 5 OF 11

## 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

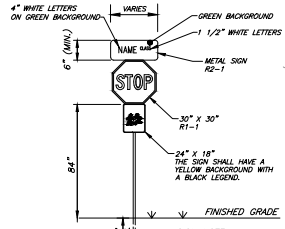
**URBAN ENGINEERING, INC.**  
 10330 HARDIN VALLEY ROAD, SUITE 201  
 KNOXVILLE, TENNESSEE 37932  
 (865) 966-1924



DWG. CLM CHK. CAS DWS. NO. 2408032



### COMBINATION STOP SIGN / STREET NAME SIGN DETAIL



**SIGN NOTE:**  
 SIGNAGE AND STRIPING TO BE  
 IN ACCORDANCE WITH THE  
 MUTCD (LATEST EDITION).

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-Hill County Subdivision Regulations except as has been itemized and described in a report filed with the Tennessee Department of Transportation.  
 Registered Engineer: *Christopher A. Sharp, P.E.*  
 Christopher A. Sharp, P.E.  
 Tennessee License No. 108994  
 Date: 10/28/2024



Revised: 10/31/2024

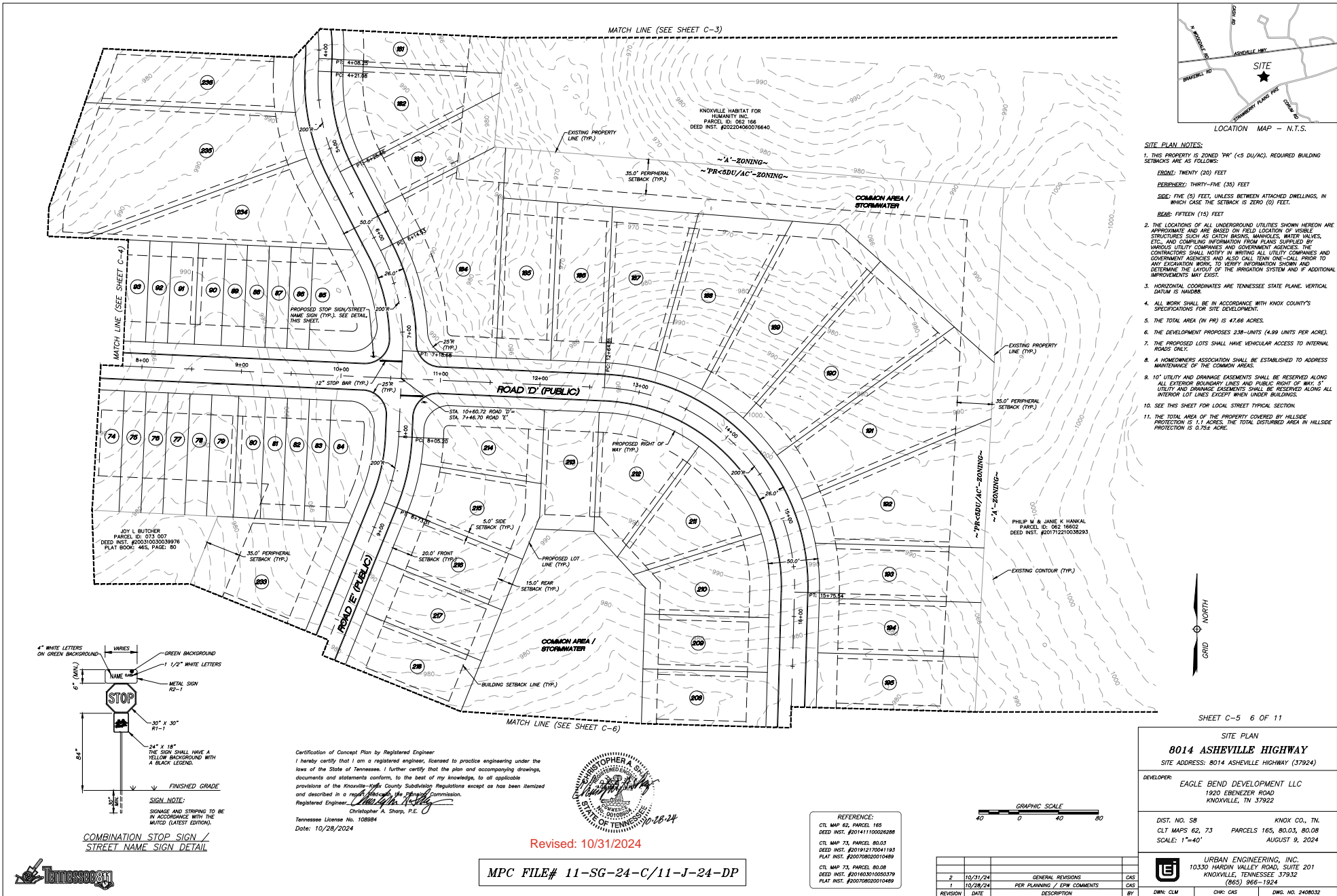
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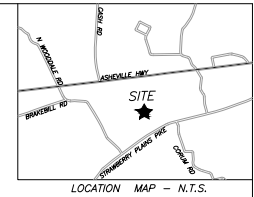
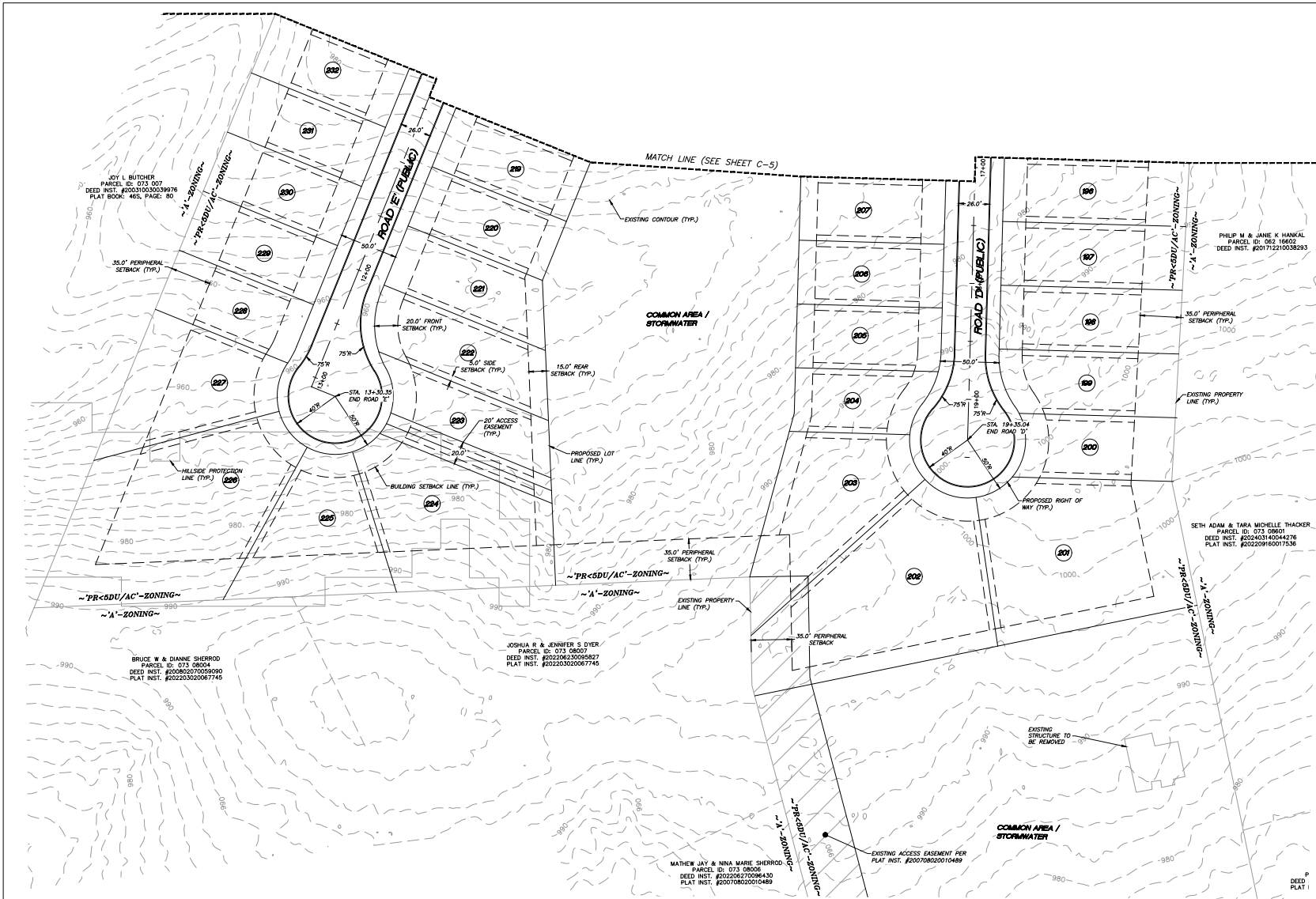
**REFERENCE:**  
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 CTL MAP 73, PARCEL 80.08  
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 PLAT INSTR. #200708020010489



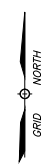
REVISION	DATE	DESCRIPTION	BY
1	10/28/24	PER PLANNING / EDW COMMENTS	CAS
2	10/31/24	GENERAL REVISIONS	CAS







- SITE PLAN NOTES:**
1. THIS PROPERTY IS ZONED "PR" (<5 DU/AC). REQUIRED BUILDING SETBACKS ARE AS FOLLOWS:  
 FRONT: TWENTY (20) FEET  
 REAR/SIDE: 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 GATE VALVES, 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 NAD83.
  4. ALL WORK SHALL BE IN ACCORDANCE WITH KNOX COUNTY'S SPECIFICATIONS FOR SITE DEVELOPMENT.
  5. THE TOTAL AREA (IN PR) IS 47.66 ACRES.
  6. THE DEVELOPMENT PROPOSES 238 UNITS (4.99 UNITS PER ACRE).
  7. THE PROPOSED LOTS SHALL HAVE VEHICULAR ACCESS TO INTERNAL ROADS ONLY.
  8. A HOMEOWNERS ASSOCIATION SHALL BE ESTABLISHED TO ADDRESS MAINTENANCE OF THE COMMON AREAS.
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  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 0.754 ACRE.



SHEET C-6 7 OF 11

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

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 Tennessee State Planning Commission.  
 Registered Engineer: *Christopher A. Sharp*  
 Christopher A. Sharp, P.E.  
 Tennessee License No. 10994  
 Date: 10/28/2024

Revised: 10/31/2024

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

**REFERENCE:**  
 CTR. MAP 62, PARCELS 165  
 DEED INST. #2014110002688  
 CTR. MAP 73, PARCELS 80.03  
 DEED INST. #201912170041193  
 PLAT INST. #200708020010469  
 CTR. MAP 73, PARCELS 80.08  
 DEED INST. #201603010005179  
 PLAT INST. #200708020010469



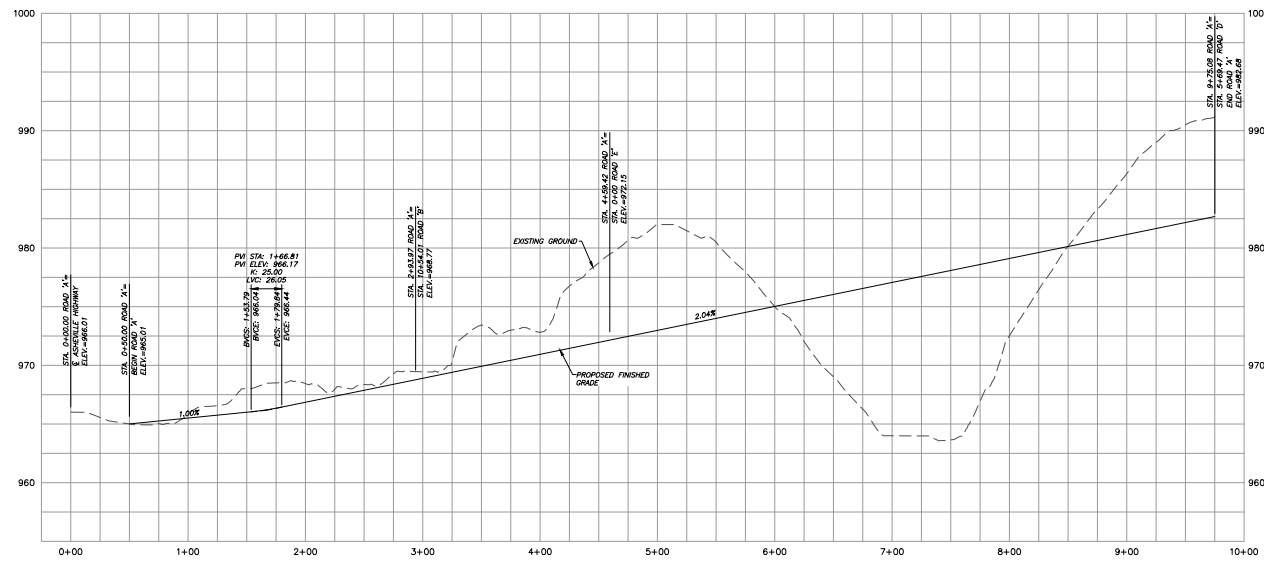
REVISION	DATE	DESCRIPTION	CAS	BY
1	10/28/24	PER PLANNING / EDW COMMENTS		



1	10/28/24	PER PLANNING / EPW COMMENTS	CAS
REVISION	DATE	DESCRIPTION	BY

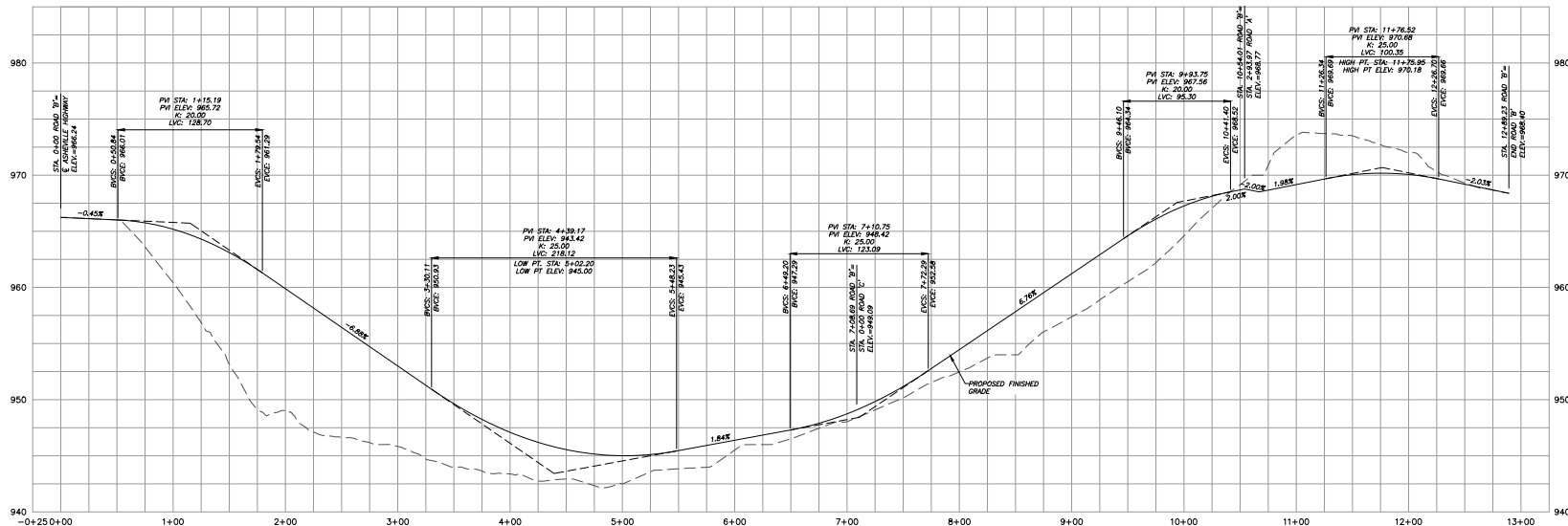
MPC FILE# 11-SG-24-C/11-J-24-DP

Revised: 10/31/2024



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-1996 County Subdivision Regulations except as has been itemized and described in a report prepared by the Planning Commission.  
Registered Engineer: *Christopher A. Sharp*  
Christopher A. Sharp, P.E.  
Tennessee License No. 108884  
Date: 10/28/2024



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



SHEET C-7 8 OF 11

ROAD PROFILES

8014 ASHEVILLE HIGHWAY

SITE ADDRESS: 8014 ASHEVILLE HIGHWAY (37924)

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

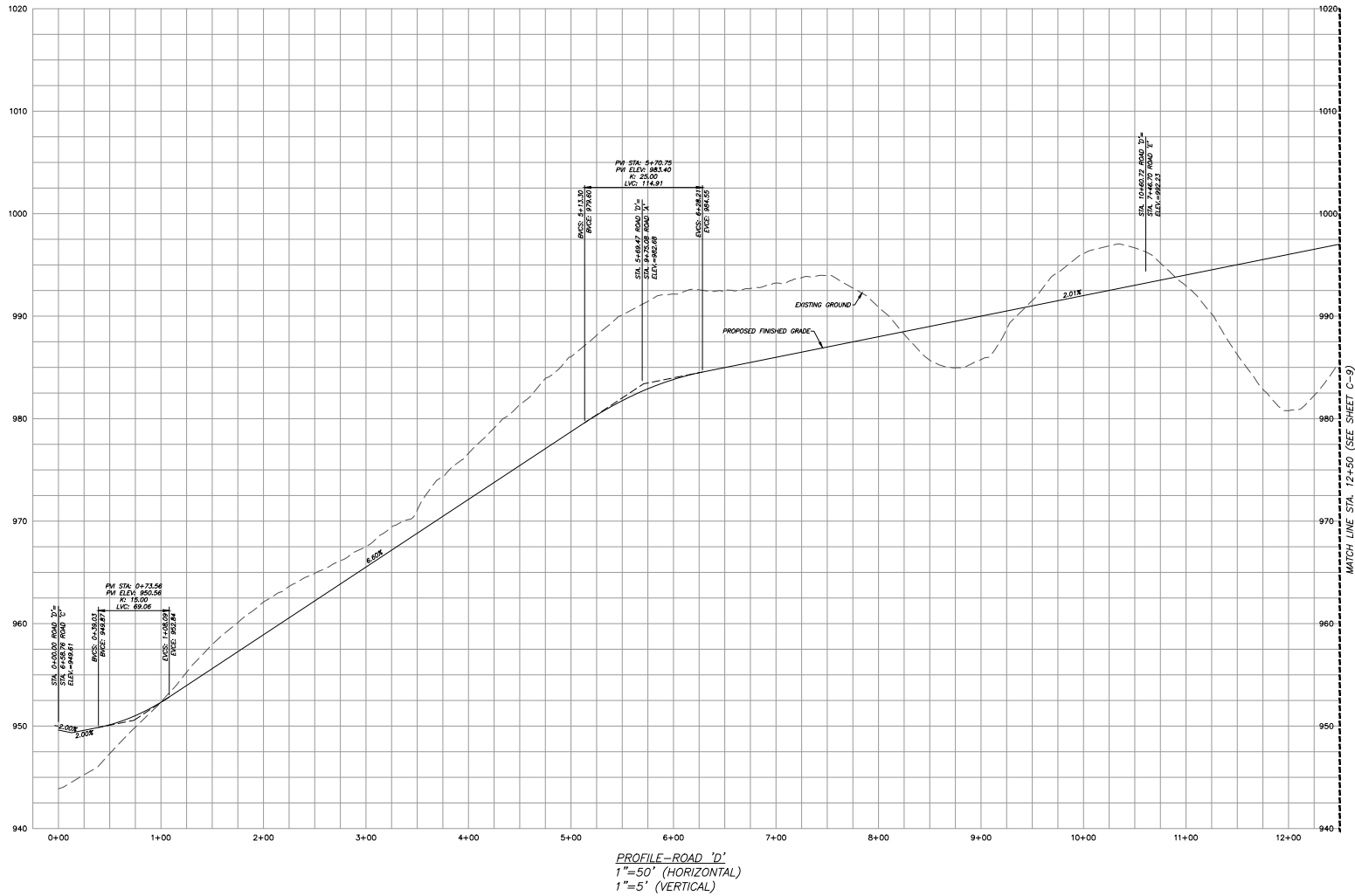
DIST. NO. 58 KNOX CO., TN  
CLT MAPS 62, 73 PARCELS 165, 80.03, 80.08  
SCALE: AS NOTED AUGUST 9, 2024

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

DWG: CLM CHK: CAS DWG. NO. 2408032







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-1994 County Subdivision Regulations except as has been itemized and described in a report filed with the Planning Commission.  
Registered Engineer: *Christopher A. Sharp*  
Tennessee License No. 108984  
Date: 10/28/2024

Revised: 10/31/2024

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

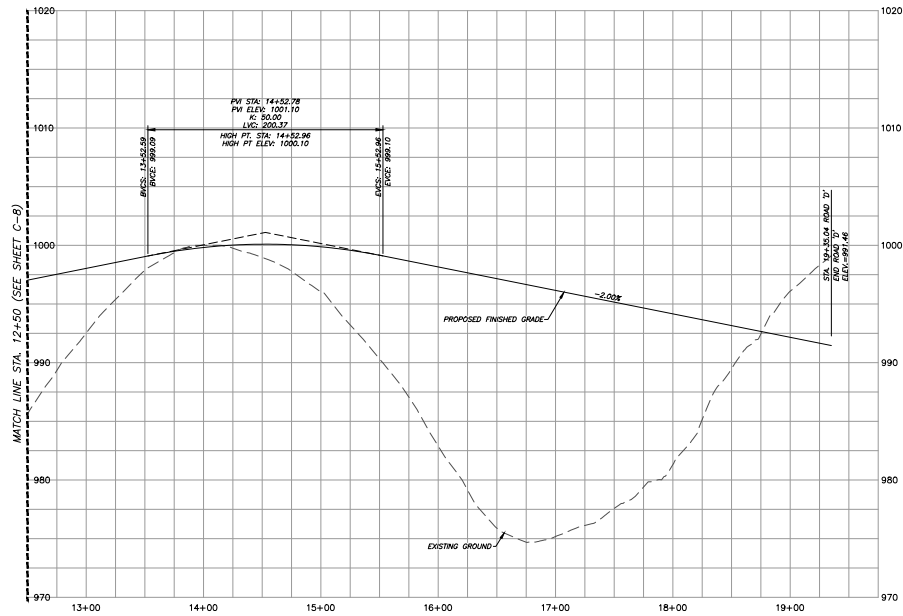


SHEET C-8 9 OF 11

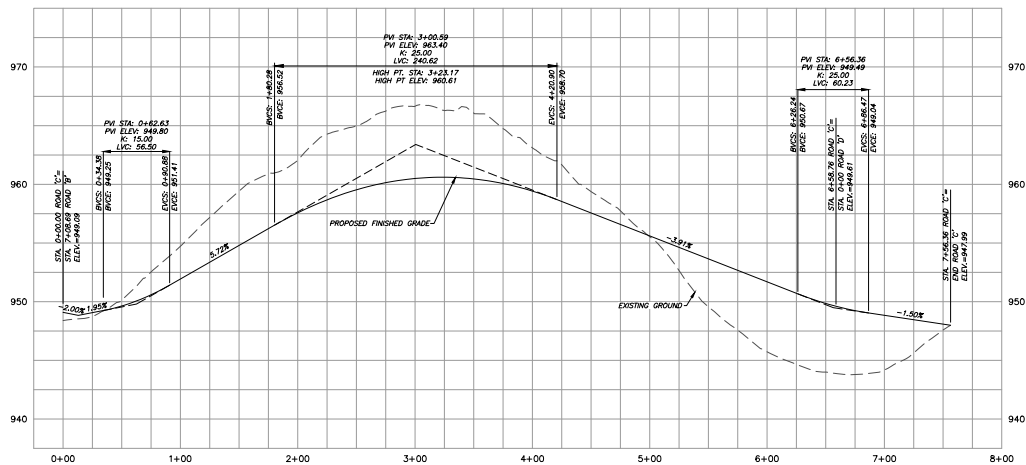
ROAD PROFILES	
<b>8014 ASHEVILLE HIGHWAY</b>	
SITE ADDRESS: 8014 ASHEVILLE HIGHWAY (37924)	
DEVELOPER:	EAGLE BEND DEVELOPMENT LLC 1920 EBENEZER ROAD KNOXVILLE, TN 37922
DIST. NO. 58	KNOX CO., TN
CLT MAPS 62, 73	PARCELS 165, 80.03, 80.08
SCALE: AS NOTED	AUGUST 9, 2024
URBAN ENGINEERING, INC. 10330 HARDIN VALLEY ROAD, SUITE 201 KNOXVILLE, TENNESSEE 37932 (865) 966-1924	
DWN: CLM	CHK: CAS
DWG. NO. 2408032	

REVISION	DATE	DESCRIPTION	BY
1	10/28/24	PER PLANNING / EDW COMMENTS	CAS





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



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

Revised: 10/31/2024

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

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. 106884  
Date: 10/28/2024



SHEET C-9 10 OF 11

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

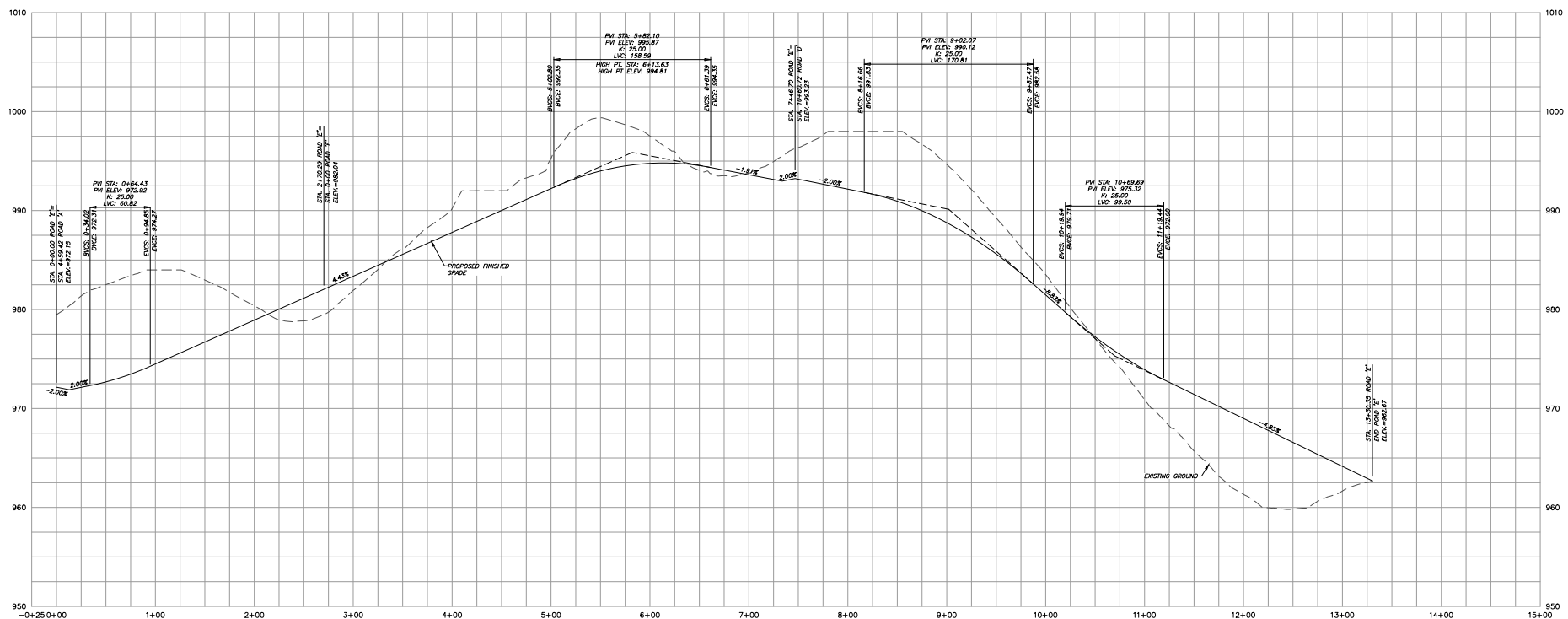
**URBAN ENGINEERING, INC.**  
10330 HARDIN VALLEY ROAD, SUITE 201  
KNOXVILLE, TENNESSEE 37932  
(865) 966-1924



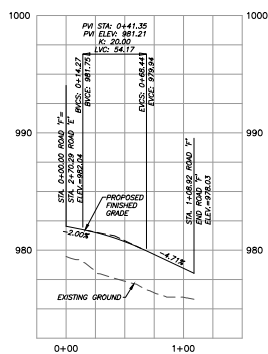
DWN: CLM CHK: CAS DWG. NO. 2408032

REVISION	DATE	PER PLANNING / LDC COMMENTS	CAS	BY
1	10/28/24	PER PLANNING / LDC COMMENTS	CAS	





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



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



Revised: 10/31/2024

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

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-Hamilton County Subdivision Regulations except as has been itemized and described in a separate document filed with the Commission.  
Registered Engineer: *Christopher A. Sharp*  
Tennessee License No. 108984  
Date: 10/28/2024



SHEET C-10 11 OF 11

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



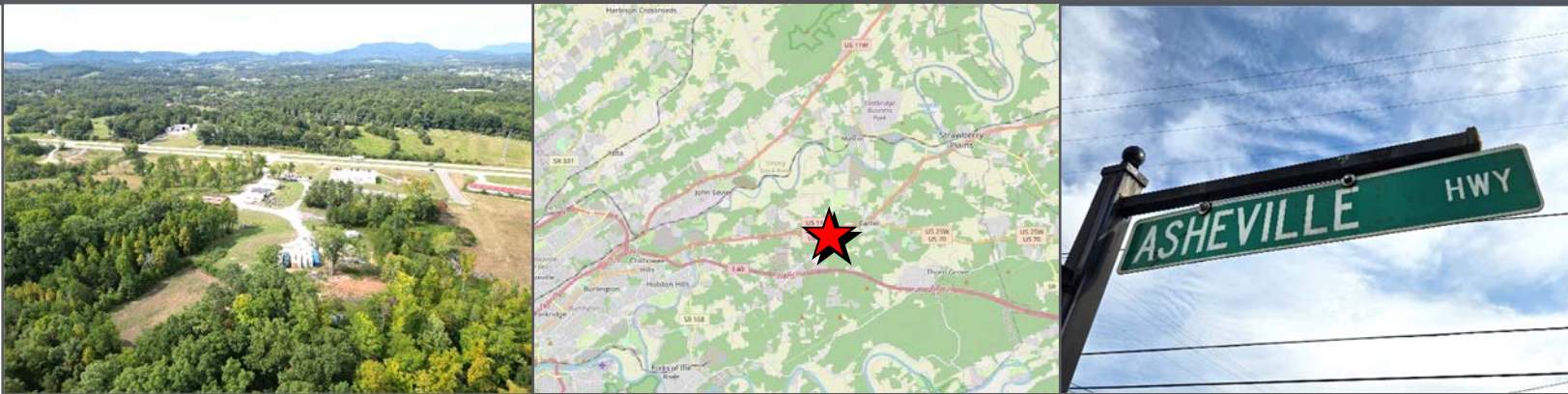
DWN: CLM CHK: CAS DWS: NO. 2408032

REVISION	DATE	DESCRIPTION	BY
1	10/28/24	PER PLANNING / EDW COMMENTS	CAS



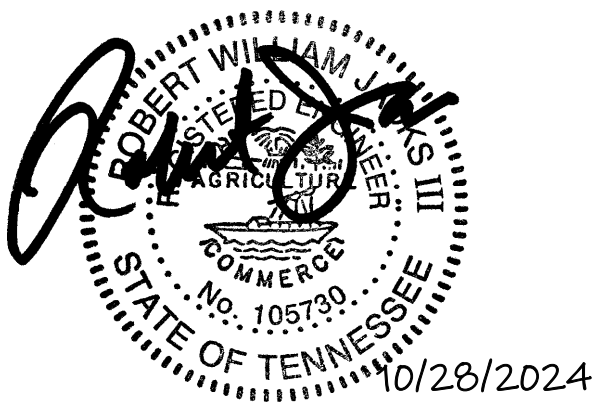


# Transportation Impact Study 8014 Asheville Highway Subdivision Knox County, Tennessee



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.



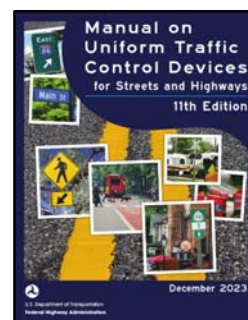
**Asheville Highway at Proposed Main Entrance:** This intersection is projected to operate with average vehicle delays and minimal vehicle queues for all movements except for exiting northbound left turns towards the west. This movement will experience considerable vehicle delays and queues in the AM 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 – 11<sup>th</sup> 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.

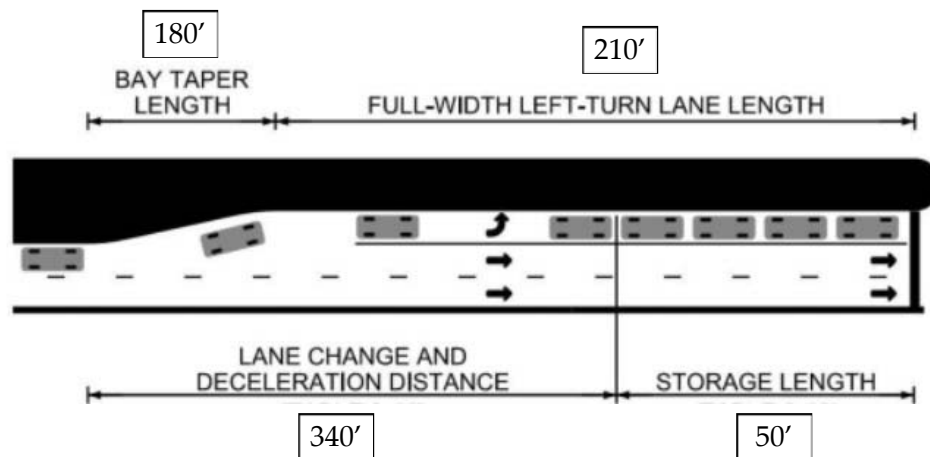
In conclusion, concerning traffic signal warrants, this intersection is not expected to meet signalization warrants based on the projected 2028 traffic volumes. However, once and if the 8014 Asheville Highway Subdivision is entirely constructed as proposed, it is recommended that a traffic count be re-conducted 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:

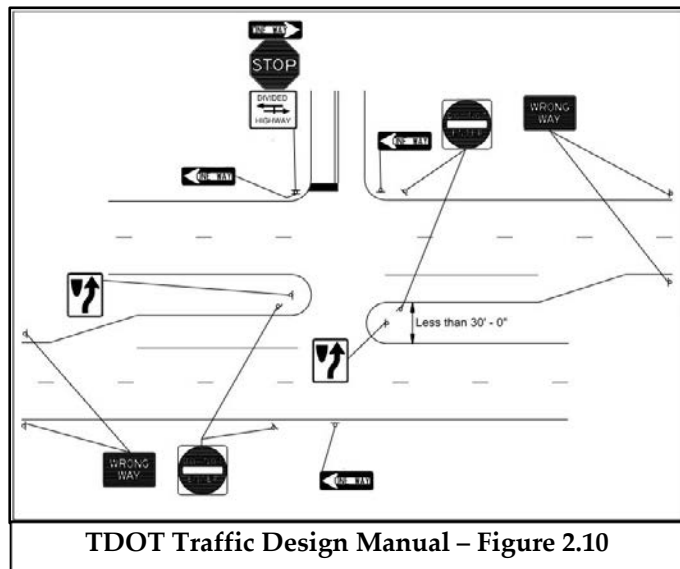


The lane change and deceleration distance are a function of vehicle speeds, and the designer can assume some deceleration before the lane change. A speed of 10 mph less than the posted speed was assumed for this location. For this proposed left-turn lane on Asheville Highway, a vehicle speed of 45 mph was assumed, with vehicle speeds slightly reduced due to some deceleration occurring before the lane change. The longest 95<sup>th</sup> 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.

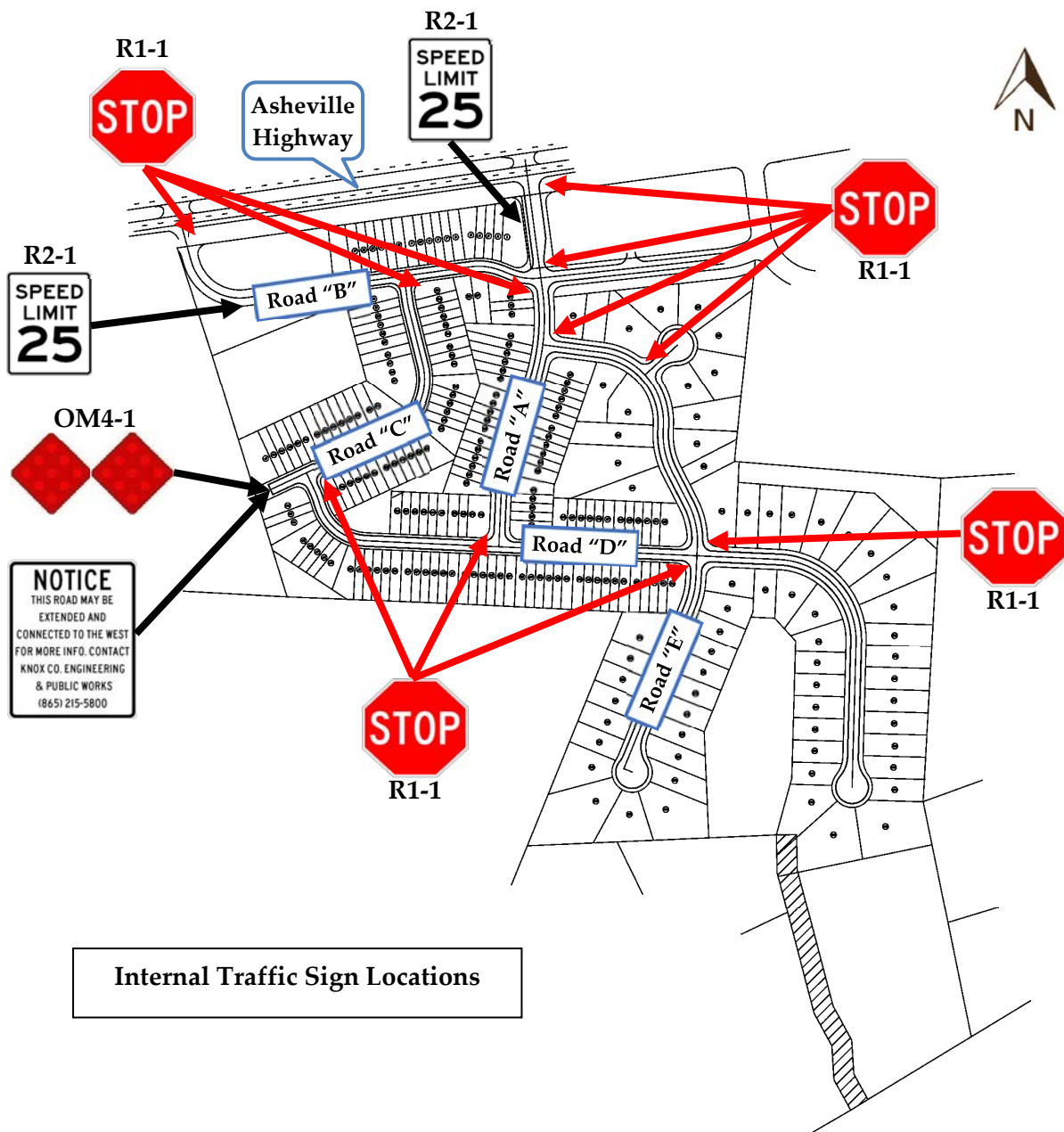
- 2a) The construction of the Proposed Secondary Entrance on Asheville Highway will require a TDOT Highway Entrance Permit. The developer will need to apply for this permit and coordinate with TDOT regarding their specific requirements for this entrance and any other proposed median modifications.
- 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.



# URBAN ENGINEERING, INC.

CIVIL ENGINEERS • LAND PLANNERS

November 7, 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 2.05% for Road A at its intersection with Road D.

Road B:

1. Increase the centerline grade from 1% to 2% for Road B at its intersection with Road A.
2. Reduce the centerline radius from 250' to 150' between stations 8+75.68 & 9+53.34.
- ~~3. Reduce the K value from 25 to 20 between stations 9+46.10 & 10+41.40.~~

Road C:

1. Reduce the right of way width from 50' to 40' (public road).
2. Reduce the centerline radius from 250' to 150' between stations 0+64.36 & 0+80.99.3. Reduce the centerline radius from 250' to 150' between stations 2+23.89 & 4+31.09.4. Increase the centerline grade from 1% to 1.95% at road C intersection with road B.





# URBAN ENGINEERING, INC.

CIVIL ENGINEERS • LAND PLANNERS

## Road D:

1. Reduce the centerline radius from 250' to 125' between stations 0+53.33 & 0+72.06.
2. Reduce the centerline radius from 250' to 125' between stations 0+86.85 & 2+39.83.
3. Reduce the centerline radius from 250' to 200' between stations 12+64.81 & 15+75.54.
4. Increase the centerline grade from 1% to 2% at road D intersection with road C.

## Road E:

1. Reduce the centerline radius from 250' to 175' between stations 1+47.63 & 4+08.25.
2. Reduce the centerline radius from 250' to 200' between stations 4+21.08 & 5+25.65.
3. Reduce the centerline radius from 250' to 200' between stations 6+14.53 & 7+18.68.
4. Reduce the centerline radius from 250' to 200' between stations 8+05.20 & 8+73.31.
5. Increase the centerline grade from 1% to 2% at road E intersection with road A.

## Road F:

1. Increase the centerline grade from 1% to 2% at road F intersection with road E. Please do not hesitate to contact me if you have questions or need additional information.

Sincerely,

Urban Engineering, Inc.

Chris Sharp, P.E.

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:**

Allow for a temporary turnaround at the beginning of Road B (at the future road connection).

**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 roadway will be extended as a third connection point to Asheville Highway.

- 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 roadway will be extended as a third connection point to Asheville Highway. The geometry of the temporary turnaround and permanent connection will be coordinated with KCEPW.

- 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:

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 between stations 9+46.10 & 10+41.40 (Road B).

### **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 topography is somewhat challenging at the subject location. The request is at 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 topography is somewhat challenging at the subject location. The request is at 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:



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.

### **3. VARIANCE REQUESTED:**

Reduce the distance between reverse curves from 50' to 22.9' between stations 9+53.34 & 9+76.24 (Road B)

#### **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 attempting to provide sufficient distance between the main intersection of the property and Asheville Highway.

- 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:

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.

#### **4. VARIANCE REQUESTED:**

Reduce the distance between reverse curves from 50' to 14.79' between stations 0+72.06 and 0+85.85 (Road D).

**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:

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.

## 5. VARIANCE REQUESTED:

Reduce the distance between reverse curves from 50' to 12.83' between stations 4+08.25 & 4+21.08 (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 introducing curvature in an effort to limit speeds.

- 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 road's horizontal geometry will not create sight distance deficiencies.

- 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:

+



# 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

Applicant Name

Option Holder

Affiliation

10/2/2024

Date Filed

11/14/2024

Meeting Date (if applicable)

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

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

Owner Name (if different)

7808 Asheville Hwy Knoxville TN 37924

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)

Parcel ID

Part of Parcel (Y/N)?

47.15 acres

Tract Size

Knoxville Utilities Board

Sewer Provider

Knoxville Utilities Board

Water Provider

No

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) <b>Attached and detached residential subdivision</b>			

## SUBDIVISION REQUEST

<b>8014 Asheville Highway</b>	Related Rezoning File Number
Proposed Subdivision Name	
Unit / Phase Number	<b>245</b> 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
<b>\$1,600.00</b>	
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.

Mesana Investments, LLC	10/2/2024
Applicant Signature	Date

Phone / Email

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





# 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

8014

8104 Asheville Highway, 8003 & 0 Strawberry Plains Pike

062 165, 073 08008 & 073 08003

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

Home Occupation (specify) \_\_\_\_\_

Other (specify) Attached and detached residential subdivision

Related City Permit Number(s)

**SUBDIVISION REQUEST**

8014 Asheville Highway

Proposed Subdivision Name

Related Rezoning File Number

Unit / Phase Number ☐ Combine Parcels ☒ Divide Parcel 245 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		
Fee 3		\$1,600.00

**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

*Scott Davis*dotloop verified  
10/01/24 10:19 AM EDT  
CC1D-FC0D-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**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