

SUBDIVISION REPORT - CONCEPT/DEVELOPMENT PLAN

► **FILE #:** 11-SH-24-C

AGENDA ITEM #: 62

11-K-24-DP

AGENDA DATE: 11/14/2024

► **SUBDIVISION:** 0 ASHEVILLE HIGHWAY

► **APPLICANT/DEVELOPER:** MESANA INVESTMENTS, LLC (OPTION HOLDER)

OWNER(S): Vaulton Family Holdings, LLC

TAX IDENTIFICATION: 62 02308, 02309

[View map on KGIS](#)

JURISDICTION: County Commission District 8

STREET ADDRESS: 0 ASHEVILLE HWY

► **LOCATION:** North side of Asheville Hwy, east of N Wooddale Rd

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

FIRE DISTRICT: Rural Metro Fire

WATERSHED: Sinking East Creek

► **APPROXIMATE ACREAGE:** 10.24 acres

► **ZONING:** PR (Planned Residential) up to 12 du/ac

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

► **PROPOSED USE:** Attached residential subdivision

SURROUNDING LAND USE AND ZONING: North: Agriculture/forestry/vacant land - A (Agricultural)
South: Public/quasi-public land (church), Industrial, agriculture/forestry/vacant land - A (Agricultural), CA (General Business)
East: Rural residential - CA (General Business), A (Agricultural)
West: Agriculture/forestry/vacant land - CA (General Business), A (Agricultural)

► **NUMBER OF LOTS:** 114

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

ACCESSIBILITY: Access is via Asheville Highway, a median-divided major arterial with 4 lanes within a right-of-way that varies from 138 to 143 ft.

► **SUBDIVISION VARIANCES REQUIRED:** **VARIANCE:**
1. Reduce the K value of Road D from 25 to 20 between stations 0+93.00 and 3+96.90.

ALTERNATIVE DESIGN STANDARDS - PLANNING COMMISSION APPROVAL
None

ALTERNATIVE DESIGN STANDARDS - ENGINEERING APPROVAL
1. Reduce the right of way width from 50' to 40' (Public Roads A and B).
2. Increase the intersection grade from 1% to 2% at all intersections of

STAFF RECOMMENDATION:

- **Approve the variance to reduce the K value of Road D from 25 to 20 between stations 0+93.00 and 3+96.90, based on the following evidence of hardships.**

- A. The property is relatively steep at the location of Road D, with a maximum elevation change of 22 ft from the middle of the road to its northern terminus.**
- 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 this is a private road with no through connection. The Knox County Department of Engineering and Public Works recommends approval of this variance based on the justification provided by the applicant.**

Approve the concept plan subject to 10 conditions.

- 1) Connecting to sanitary sewer and meeting other relevant utility provider requirements.
- 2) Providing street names that are consistent with the Uniform Street Naming and Addressing System within Knox County (County Ord. 91-1-102).
- 3) Implementing the recommendations of the 0 Asheville Highway Subdivision Traffic Impact Study (Ajax Engineering, 10/30/2024) as required by Knox County Engineering and Public Works and the Tennessee Department of Engineering during the design plan phase. See Exhibit B.
- 4) Entering into a Memorandum of Understanding 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).
- 5) 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 a memorandum of understanding (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.
- 6) Installing a landscape buffer along the southern boundary, as shown on the plan. The detailed landscape plan must be submitted to Planning staff for review and approval before grading permits are issued.
- 7) Meeting all applicable requirements of the Knox County Zoning Ordinance, including but not limited to ensuring that lots 1, 19, 106, and 111 meet all setback requirements.
- 8) Meeting all applicable requirements of the Knox County Department of Engineering and Public Works.
- 9) Before certification of the final plat for the subdivision, establishing 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.
- 10) Providing suitable turnarounds meeting American Association of State Highway and Transportation Officials (AASHTO) standards on Road B and Road E, as required by section 3.04.K.3 of the Subdivision Regulations, with review and approval by Knox County Engineering and Public Works during the design plan phase.

- **Approve the development plan for a residential subdivision of up to 111 attached dwellings in the PR zone, subject to 2 conditions.**

- 1) Meeting all applicable requirements of the Knox County Zoning Ordinance, including but not limited to, ensuring that lots 1, 19, 106, and 111 meet all setback requirements.
- 2) The maximum height of the attached dwellings shall be 35 feet.

COMMENTS:

The applicant is proposing to subdivide this 10.24-acre property consisting of two parcels into 111 lots for attached houses at a density of 10.84 du/ac. The Planning Commission approved the PR zone for this property in June of 2024 with a density up to 12 du/ac. The dwelling units are attached in different combinations, resulting in three duplexes and twenty townhouse structures of 3-6 units.

TRANSPORTATION IMPACT STUDY (TIS)

The TIS studied the impact of the additional traffic at the proposed access point on Asheville Highway and the intersections of Wooddale Road to the west and Cash Road to the east. A major recommendation of the study is to permit a median opening on Asheville Highway with an eastbound left-turn lane for the proposed development. The developer will need to apply for this permit and coordinate with TDOT regarding their specific requirements for this entrance and the recommended median opening design. Numerous

recommendations were made for the proposed entrance and the internal roads of the subdivision. The study, however, recommended no improvement for the intersections at Wooddale Road and Cash Road, and suggested that TDOT should monitor the Wooddale Road intersection for further evaluation.

VARIANCE:

Vertical curves of a street are designed based on the Rate of Vertical Curvature, K, referred to as K value. K value expresses the abruptness of the grade change in a single value. For subdivisions in Knox County, section 3.04.I.4.b of the Subdivision Regulations requires a minimum K value of 25 for local streets. The property is relatively steep at the location of the variance request, which makes it challenging to meet the requirement for Road D. Staff recommends approval of the variance since this a private road with no through connectivity to be used for internal circulation of the subdivision only. The Knox County Department of Engineering and Public Works also recommends approval of this request.

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) with up to 12 du/ac:

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

B. The proposed density of 10.84 du/ac is below the approved density of 12 du/ac.

C. With the recommend condition # 1, the site layout will conform to the lot size and setback requirements of the zone.

2) KNOX COUNTY COMPREHENSIVE PLAN - IMPLEMENTATION POLICIES

A. Create neighborhoods with a variety of housing types and amenities in close proximity (Policy 5). – The property is located within two miles of Carter Park and Carter Elementary, Carter High, and Sunnyview schools.

B. Encourage development practices that conserve and connect natural features and habitat (Policy 7). – The development proposes a landscape screen along Asheville Highway. This is also consistent with the East Knox Community Plan which calls out to preserve and enhance the area's rural character and landscape.

3) FUTURE LAND USE MAP

A. The property has the CMU (Corridor Mixed-use) place type. Attached houses are recommended as "secondary uses" in the CMU place type.

B. Two-story townhouses with 20-ft front setbacks are consistent with the CMU place type's recommended building form.

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 not in opposition to any of these criteria.

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

Schools affected by this proposal: Sunnyview Pr/Chilhowee Int, 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.

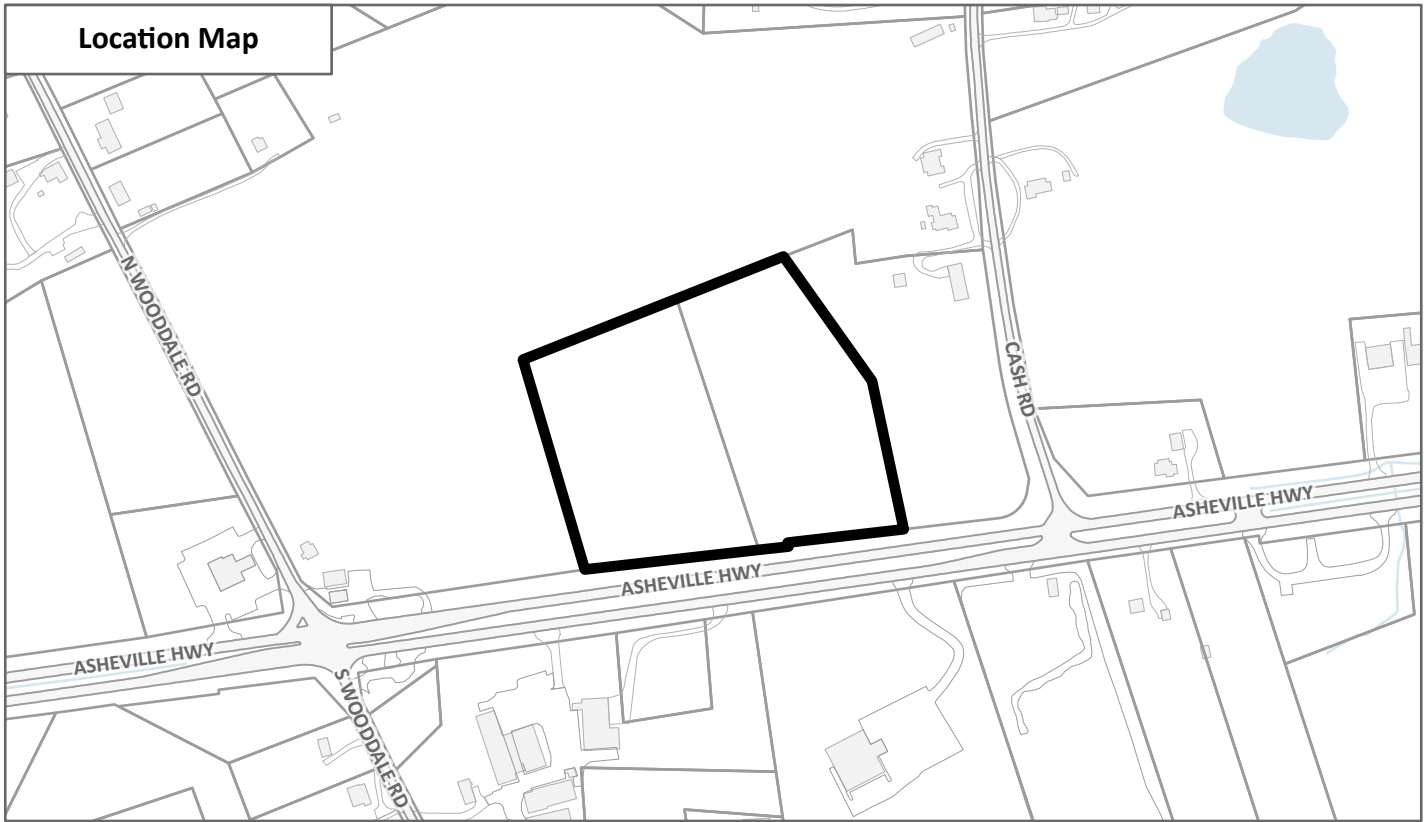
Knoxville-Knox County Planning Commission's approval or denial of this concept plan request is final, unless the action is appealed to Knox County Chancery Court. The date of the Knox County Chancery Court hearing will depend on when the appeal application is filed.

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).



Exhibit A. Contextual Images

Location Map



Aerial Map

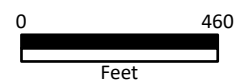


CONTEXTUAL MAPS 1

11-K-24-DP / 11-SH-24-C



Case boundary

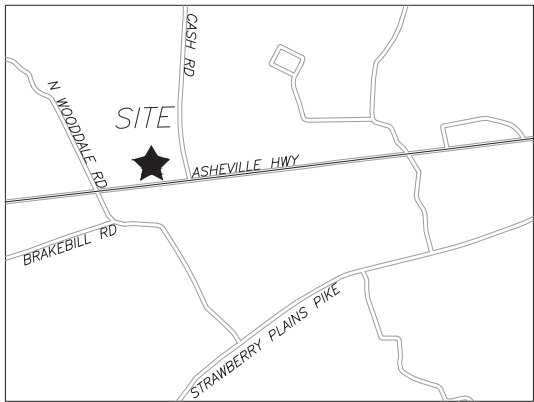


CONCEPT PLAN

U.E.I. PROJECT NO. 2408030

0 ASHEVILLE HIGHWAY

SITE ADDRESS: 0 ASHEVILLE HIGHWAY, KNOXVILLE, TENNESSEE 37924
CLT MAP 62, PARCELS 23.08, 23.09



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	SHEET
TITLE SHEET	C-0
KEY SHEET / TYPICAL SECTION	C-1
SITE PLAN	C-2 & C-3
ROAD PROFILES	C-4 & C-5
PRELIMINARY DRAINAGE PLAN	C-6
EXTERIOR ELEVATIONS	A3.4

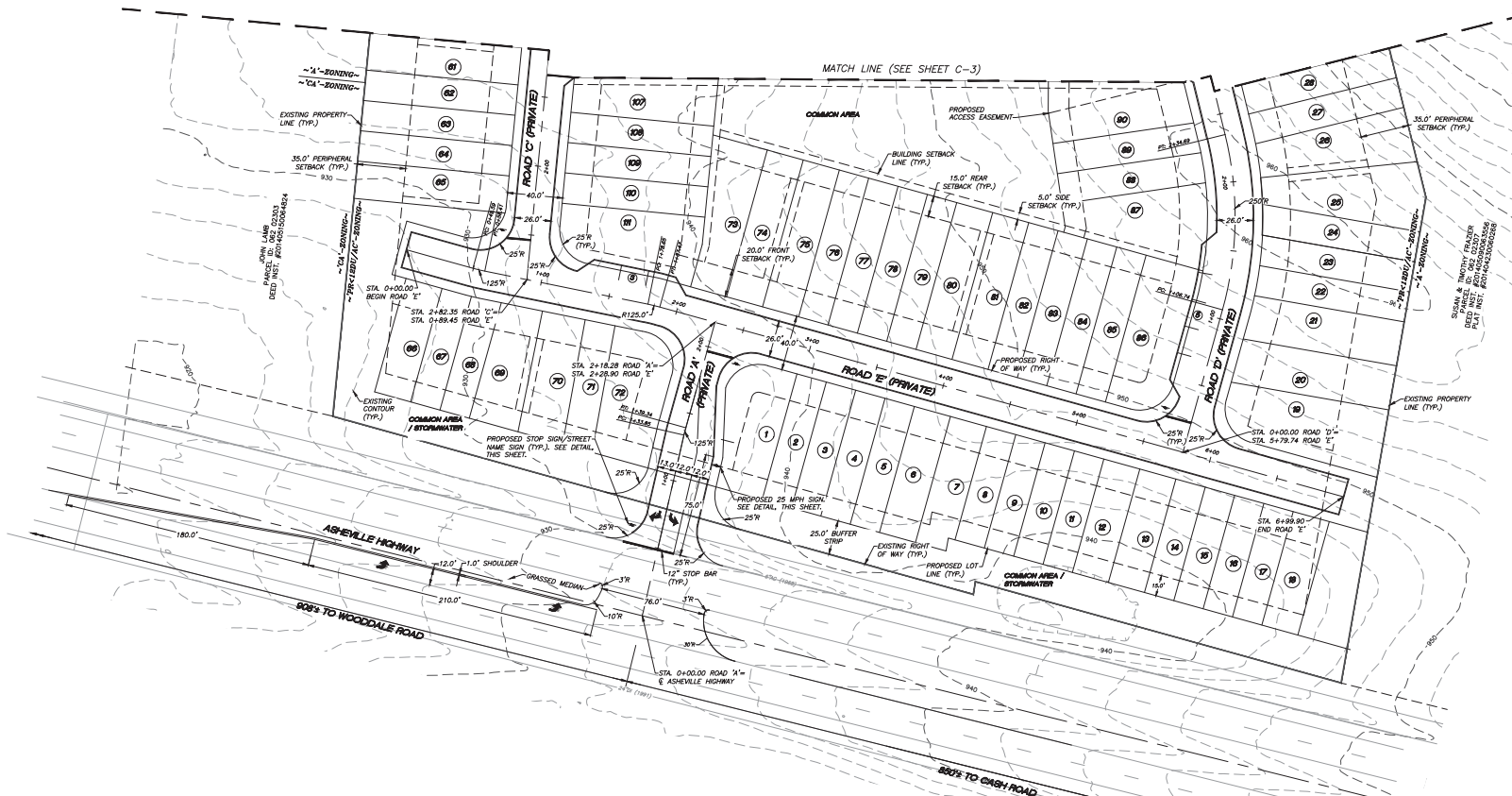
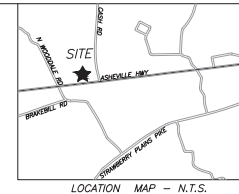
Revised: 11/4/2024

MPC FILE# 11-SH-24-C/11-K-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 separate letter to the Commission.
Registered Engineer, *Christopher A. Sharp, P.E.*
Tennessee License No. 108984
Date: 8/7/2024

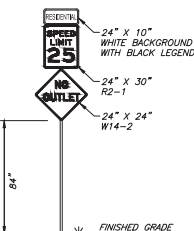
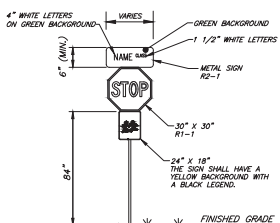
ISSUE NO.	DATE	DESCRIPTION
4	11/4/24	SUBMITTAL 4
3	10/30/24	SUBMITTAL 3
2	10/28/24	SUBMITTAL 2

SHEET C-0



SITE PLAN NOTES:

1. THIS PROPERTY IS ZONED "P" (<12 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 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 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 CURRENT TOTAL AREA OF THE DEVELOPMENT IS 10.24 ACRES.
6. THE DEVELOPMENT PROPOSES 111 UNITS (10.84 UNITS PER ACRE).
7. PROPOSED OPEN SPACE (INCLUDING EASEMENTS, & AREAS WITHIN STORM WATER DETENTION AREAS) = 1.378 ACRES (13.38%).
8. THE PROPOSED LOTS SHALL HAVE VEHICULAR ACCESS TO INTERNAL ROADS ONLY.
9. A HOMEOWNERS ASSOCIATION SHALL BE ESTABLISHED TO ADDRESS MAINTENANCE OF THE COMMON AREAS.
10. 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.
11. SEE SHEET C-1 FOR LOCAL STREET TYPICAL SECTION.
12. PARKING SUMMARY:
 PROPOSED PARKING = 111 UNITS x 2 = 222
 ON-STREET PARKING = 17
 TOTAL PROPOSED PARKING = 239
13. ALL UNITS TO HAVE A ONE CAR GARAGE.



Revised: 11/4/2024

MPC FILE# 11-SH-24-C/11-K-24-DP

REFERENCE:
 CTL MAP 62, PARCEL 23.08
 DEED INST. #20150618009857
 PLAT INST. #20150605006827
 CTL MAP 62, PARCEL 23.09
 DEED INST. #20150618009857
 PLAT INST. #20150605006827

REVISION	DATE	DESCRIPTION	BY
4	11/4/24	GENERAL REVISIONS	CAS
3	10/21/24	GENERAL REVISIONS	CAS
2	10/20/24	GENERAL REVISIONS	CAS
1	10/28/24	PER PLANNING & EIR COMMENTS	CAS

SHEET C-2

SITE PLAN

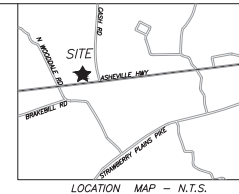
0 ASHEVILLE HIGHWAY
 SITE ADDRESS: 0 ASHEVILLE HIGHWAY (37924)

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

DIST. NO. 58 KNOX CO., TN
 CLT MAP 62 PARCELS 23.08, 23.09
 SCALE: 1"=40' AUGUST 9, 2024

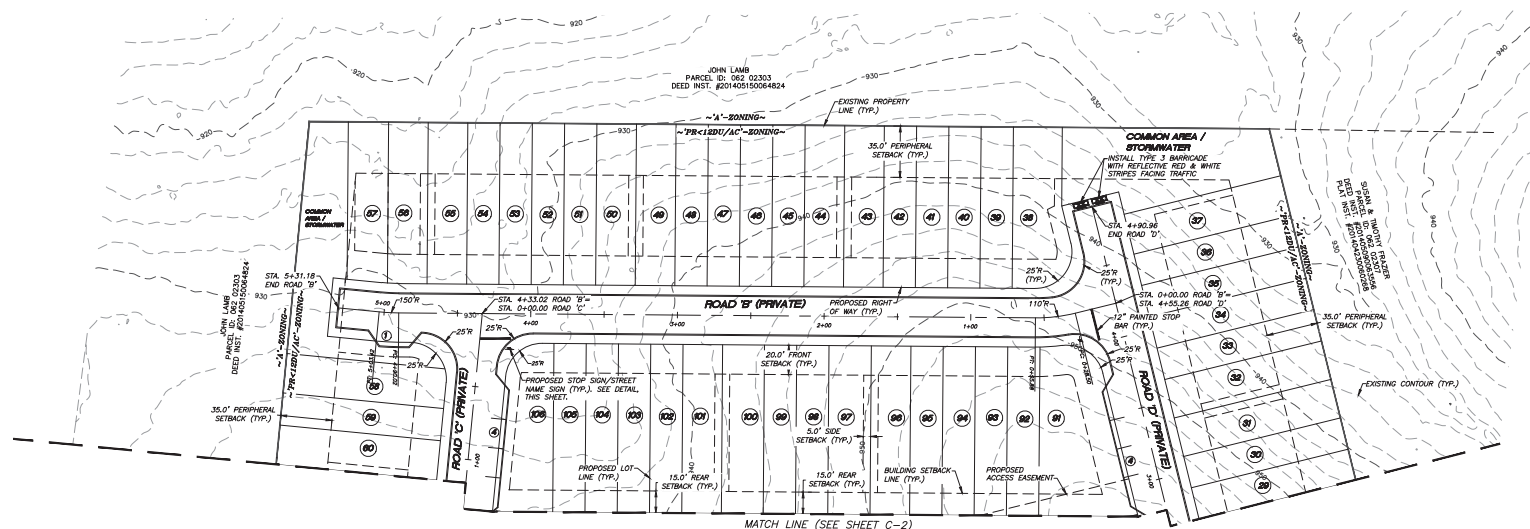
URBAN ENGINEERING, INC.
 10330 HARDIN VALLEY ROAD, SUITE 201
 KNOXVILLE, TENNESSEE 37932
 (865) 966-1924

DWN: CLM CHW: CAS DWS: NO 2408030



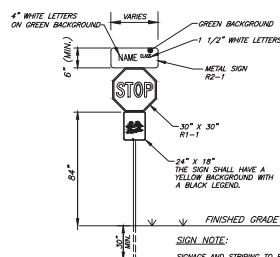
SITE PLAN NOTES:

1. THIS PROPERTY IS ZONED "R" (<12 DU/AC). REQUIRED BUILDING SETBACKS ARE AS FOLLOWS:
 ERODE: TWENTY (20) FEET
 ERENDERED: 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 NAVD83.
4. ALL WORK SHALL BE IN ACCORDANCE WITH KNOX COUNTY'S SPECIFICATIONS FOR SITE DEVELOPMENT.
5. THE CURRENT TOTAL AREA OF THE DEVELOPMENT IS 10.24 ACRES.
6. THE DEVELOPMENT PROPOSES 111 UNITS (10.84 UNITS PER ACRE).
7. PROPOSED OPEN SPACE (INCLUDING EASEMENTS, & AREAS WITHIN STORM WATER DETENTION AREAS) = 1.37± ACRES (13.38%).
8. THE PROPOSED LOTS SHALL HAVE VEHICULAR ACCESS TO INTERNAL ROADS ONLY.
9. A HOMEOWNERS ASSOCIATION SHALL BE ESTABLISHED TO ADDRESS MAINTENANCE OF THE COMMON AREAS.
10. 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.
11. SEE SHEET C-1 FOR LOCAL STREET TYPICAL SECTION.
12. PARKING SUMMARY:
 PROPOSED PARKING = 111 UNITS x 2 = 222
 ON-STREET PARKING = 17
 TOTAL PROPOSED PARKING = 239
13. ALL UNITS TO HAVE A ONE CAR GARAGE.



SIGN NOTE:

SIGNAGE AND STRIPING TO BE IN ACCORDANCE WITH THE MUTCD (LATEST EDITION).



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

COMBINATION STOP SIGN / STREET NAME SIGN DETAIL

Revised: 11/4/2024

MPC FILE# 11-SH-24-C/11-K-24-DP

REFERENCE:
 CTL MAP 62, PARCEL 23.08
 DEED INST. #201506180069557
 PLAT INST. #201506050066827
 CTL MAP 62, PARCEL 23.09
 DEED INST. #201506180069557
 PLAT INST. #201506050066827

REVISION	DATE	DESCRIPTION	BY
3	11/4/24	GENERAL REVISIONS	CAS
2	10/30/24	GENERAL REVISIONS	CAS
1	10/28/24	PER PLANNING & EDW COMMENTS	CAS

SHEET C-3

SITE PLAN

O ASHEVILLE HIGHWAY

SITE ADDRESS: O ASHEVILLE HIGHWAY (37924)

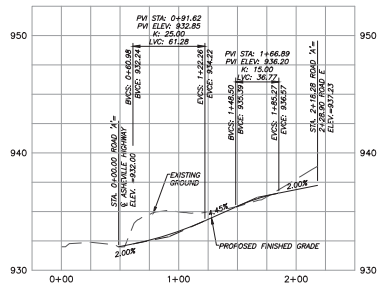
DEVELOPER: **EAGLE BEND DEVELOPMENT LLC**
 1920 EBENEZER ROAD
 KNOXVILLE, TN 37922

DIST. NO. 58 KNOX CO., TN.
 CLT MAP 62 PARCELS 23.08, 23.09
 SCALE: 1"=40' AUGUST 9, 2024

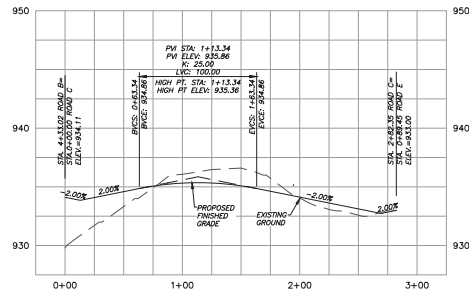
URBAN ENGINEERING, INC.
 10330 HARDIN VALLEY ROAD, SUITE 201
 KNOXVILLE, TENNESSEE 37932
 (865) 966-1924

DWN: CLM CHW: CAS DWS: NO, 2408030





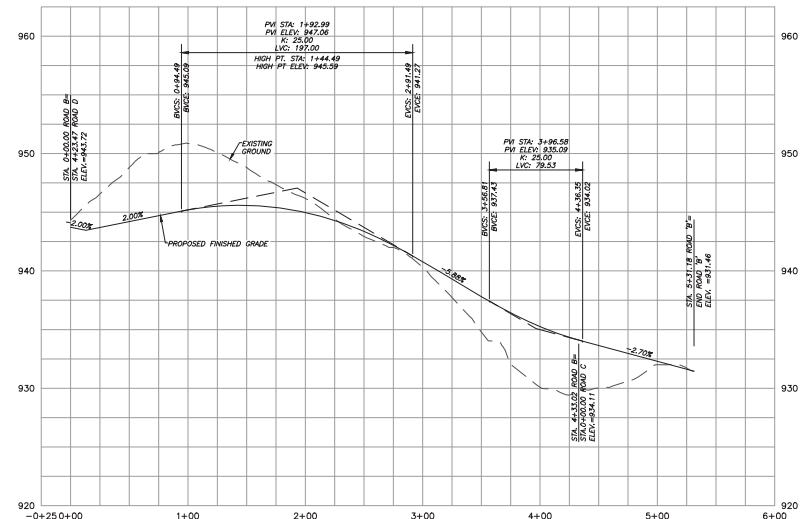
PROFILE-ROAD 'A'
1"=50' (HORIZONTAL)
1"=5' (VERTICAL)



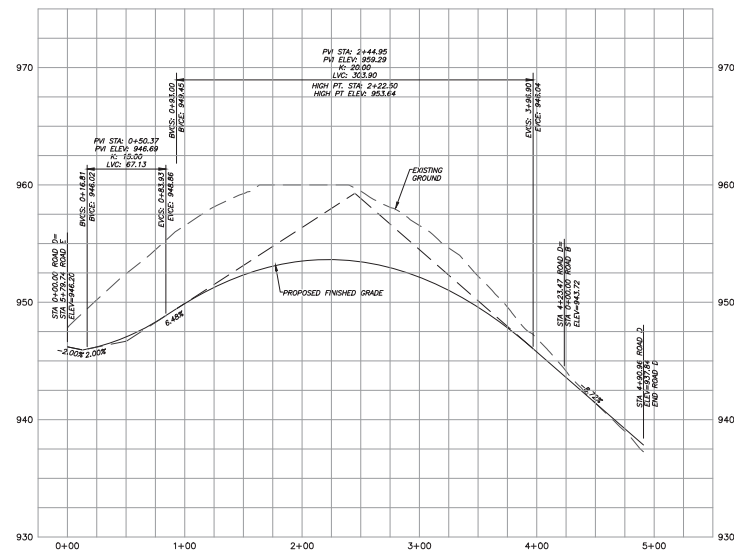
PROFILE-ROAD 'C'
1"=50' (HORIZONTAL)
1"=5' (VERTICAL)

Revised: 11/4/2024

MPC FILE# 11-SH-24-C/11-K-24-DP



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



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

REVISION	DATE	DESCRIPTION	BY
3	11/4/24	GENERAL REVISIONS	CAS
2	10/30/24	GENERAL REVISIONS	CAS
1	10/28/24	PER PLANNING & EDW COMMENTS	CAS

SHEET C-4

ROAD PROFILES

0 ASHEVILLE HIGHWAY

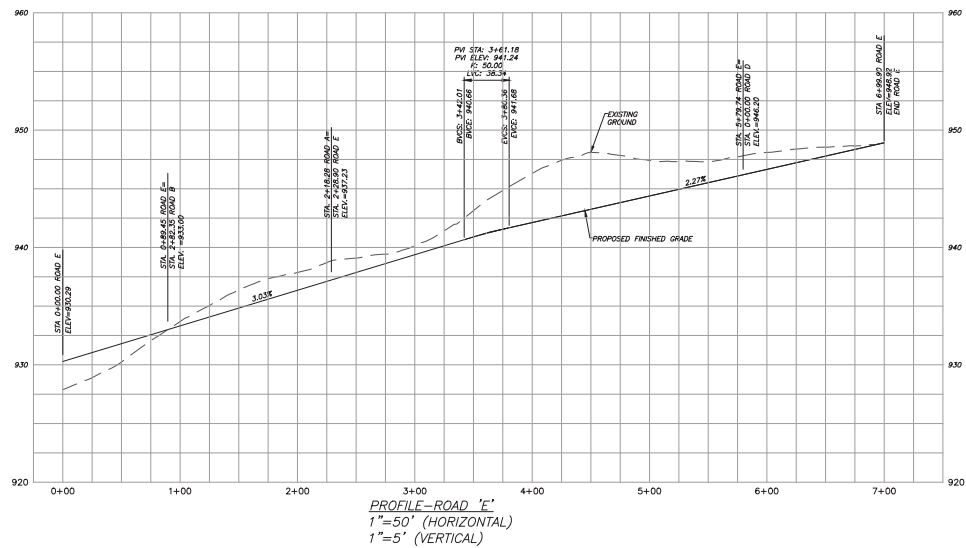
SITE ADDRESS: 0 ASHEVILLE HIGHWAY (37924)

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

DIST. NO. 58 KNOX CO., TN
CLT MAP 62 PARCELS 23.08, 23.09
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. 2408030



Revised: 11/4/2024

MPC FILE# 11-SH-24-C/11-K-24-DP

SHEET C-5

ROAD PROFILES

0 ASHEVILLE HIGHWAY

SITE ADDRESS: 0 ASHEVILLE HIGHWAY (37924)

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

DIST. NO. 58 KNOX CO., TN.
 CLT MAP 62 PARCELS 23.08, 23.09
 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 DWS: NO. 2408030

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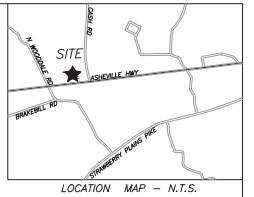
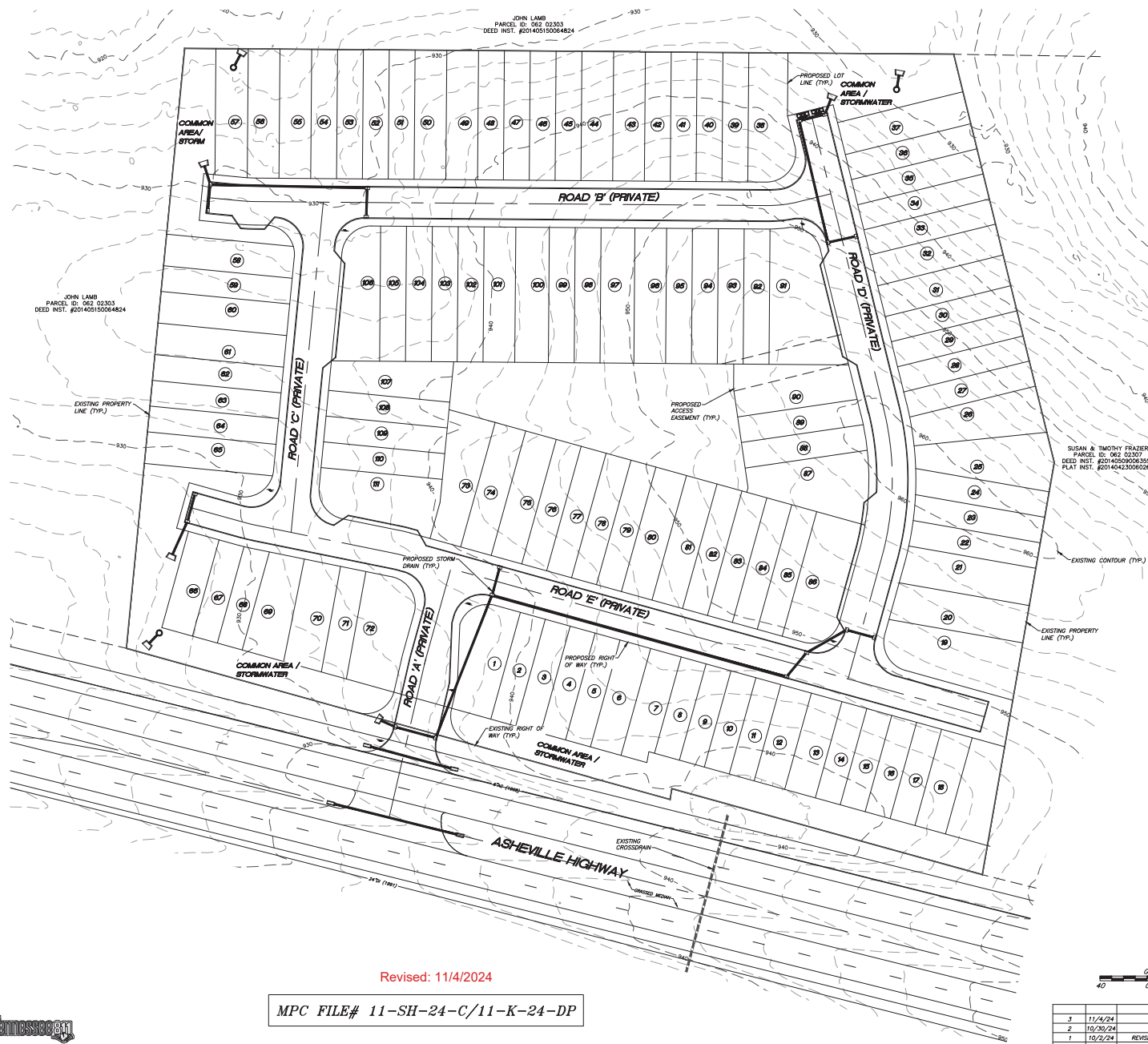


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3	11/4/24	GENERAL REVISIONS	CAS
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1	10/2/24	REVISED FOR PLANNING & EIR COMMENTS	CAS

	URBAN ENGINEERING, INC. 10330 HARDIN VALLEY ROAD, SUITE 201 KNOXVILLE, TENNESSEE 37932 (865) 966-1924	
DWN: CLM	CHK: CAS	DWG. NO. 2408030



SHEET C-6

PRELIMINARY DRAINAGE PLAN
0 ASHEVILLE HIGHWAY
SITE ADDRESS: 0 ASHEVILLE HIGHWAY (37924)
DEVELOPER: EAGLE BEND DEVELOPMENT LLC
1920 EBENEZER ROAD
KNOXVILLE, TN 37922
DIST. NO. 58 KNOX CO., TN.
CLT MAP 62 PARCELS 23.08, 23.09
SCALE: 1"=40' AUGUST 9, 2024



LOT 32
ELEVATION 'A-5'
ALTAMONT (LH)

LOT 31
ELEVATION 'A-3'
ALTAMONT (LH)

LOT 30
ELEVATION 'A-3'
ALTAMONT (LH)

LOT 29
ELEVATION 'A-5'
ALTAMONT (LH)

Front Elevation 4-Plex - Building 'F'

SCALE: 1/8"=1'-0" AT 22"x34" LAYOUT



LOT 29
ELEVATION 'A-5'
ALTAMONT (LH)

LOT 30
ELEVATION 'A-3'
ALTAMONT (LH)

LOT 31
ELEVATION 'A-3'
ALTAMONT (LH)

LOT 32
ELEVATION 'A-5'
ALTAMONT (LH)

Rear Elevation 4-Plex - Building 'F'

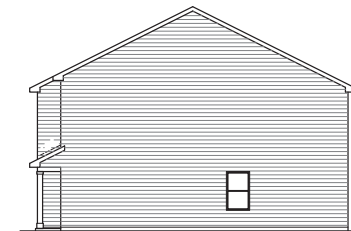
SCALE: 1/8"=1'-0" AT 22"x34" LAYOUT



LOT 32
ELEVATION 'A-5'
ALTAMONT (LH)

Left Elevation 4-Plex - Building 'F'

SCALE: 1/8"=1'-0" AT 22"x34" LAYOUT



LOT 29
ELEVATION 'A-5'
ALTAMONT (LH)

Right Elevation 4-Plex - Building 'F'

SCALE: 1/8"=1'-0" AT 22"x34" LAYOUT

NOTES:

- REFER TO FIRE PROTECTION SHEETS FOR ALL TYPICAL FIRE PROTECTION DETAILS.
- REFER TO LARGER INDIVIDUAL PLANS AND ELEVATIONS FOR ALL TYPICAL NOTES AND DIMENSIONS NOT SHOWN HERE.
- THESE COMPOSITE PLANS ARE FOR REFERENCE ONLY. REFER TO CIVIL ENGINEERS DRAWINGS FOR ALL BUILDING LOCATIONS AND PAD HEIGHTS.

NO.	DATE	REVISION
1	09/07/22	

PROFESSIONAL SEAL:



PROJECT TITLE:

Townhome
Series
TN Div.
Cherokee
Crossing
Building: 'F'

CLIENTS NAME:



PROJECT NO: GMD21007.3

SHEET TITLE:

EXTERIOR
ELEVATIONS
COMPOSITES

PRINT DATE:
March 07, 2022

SHEET NO:

A3.4

FOR
CONSTRUCTION

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 SharpDigitally signed by Chris Sharp
Date: 2024.10.31 11:30:09
-04'00'

Christopher Sharp

10/31/24

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 K value from 25 to 20 between stations 0+93.00 & 3+96.90 (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:

The property is relatively steep at the location of the request.

- 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 vertical 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.

Granting 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.

Steve Elliott

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.

Chris Sharp

Digitally signed by Chris Sharp
Date: 2024.09.30 14:25:50
-04'00'

Christopher Sharp

9/30/24

Signature

Printed Name

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:

Increase the centerline grade from 1% to 2% at all intersections.

Approval required by: Planning Commission ☐ Engineering ☒

Engineering supports the alternative design standard requested

(to be completed during review process): YES ☒ NO ☐

Engineering Comments:

Steve Elliott

2. ALTERNATIVE DESIGN STANDARD REQUESTED:

Decrease the required right of way width from 50' to 40' (private roads).

Approval required by: Planning Commission ☐ Engineering ☒

Engineering supports the alternative design standard requested

(to be completed during review process): YES ☒ NO ☐

Engineering Comments:

Steve Elliott

3. ALTERNATIVE DESIGN STANDARD REQUESTED:

Approval required by: Planning Commission ☐ Engineering ☐

Engineering supports the alternative design standard requested

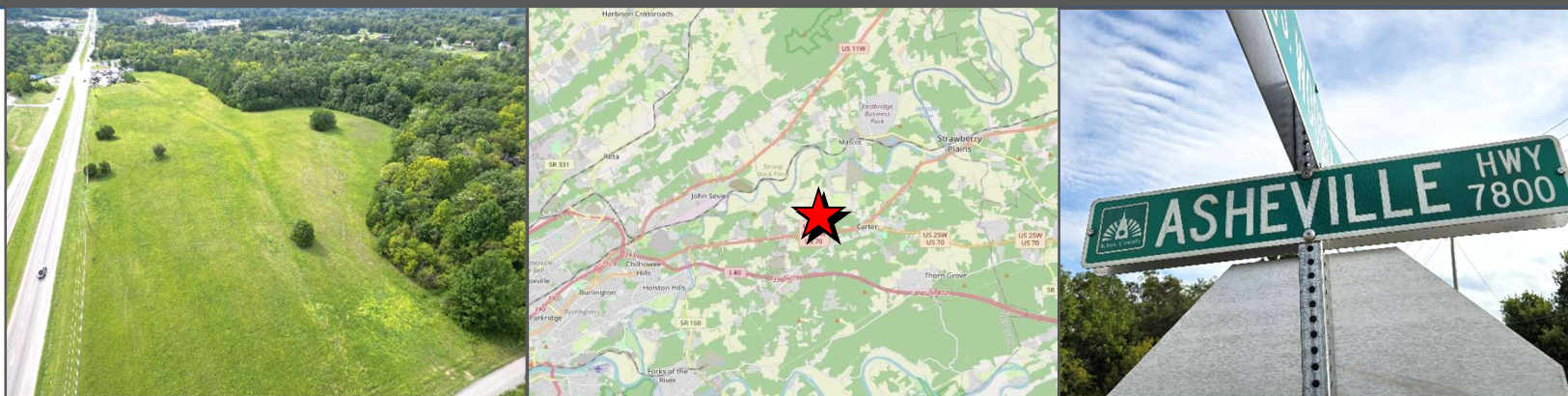
(to be completed during review process): YES ☐ NO ☐

Engineering Comments:



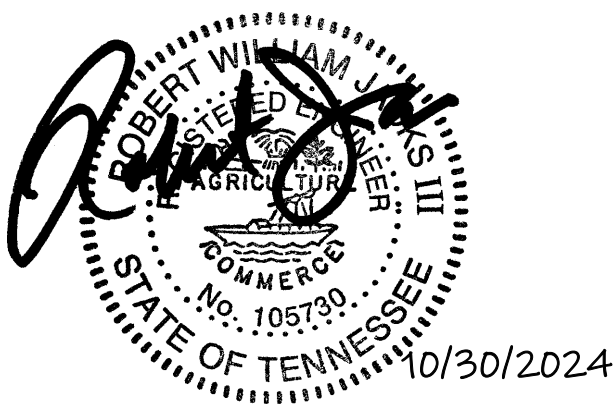
EXHIBIT B

Transportation Impact Study 0 Asheville Highway Subdivision Knox County, Tennessee



Revised October 2024

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



CONCLUSIONS & RECOMMENDATIONS

The following is an overview of recommendations to minimize the transportation impacts of the 0 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 South and North Wooddale Road: This intersection currently operates with high vehicle delays in the existing AM and PM peak hours, particularly for the southbound approach of North Wooddale Road. These delays are expected to worsen if overall general growth on Asheville Highway increases in the future, even without adding generated trips from the proposed 0 Asheville Highway Subdivision and other non-related planned residential subdivisions included in the analyses. However, the vehicle queues were calculated to be short due to the minimal volumes on the side streets. It should be noted that when considerable vehicle delays are calculated for minor side streets, this does not always necessitate mitigation. If only one vehicle experiences a significant delay in attempting to enter a high-volume major street, mitigation is neither realistic nor cost-effective.

Subsequently, it is recommended that TDOT monitor this intersection for further evaluation. A fatal crash occurred at this intersection in 2021. While it appears that there have not been any recorded fatalities since then, the combination of the general future traffic growth, the large expanse of the intersection, the existing established need for flashing beacons, and the high side street vehicle delays, this intersection needs to be monitored for potential improvements. The side street volumes on South and North Wooddale Road are not expected to be substantial enough to meet volume-related warrant thresholds for a traffic signal. However, vehicle crashes may necessitate the need. Additionally, any future development on South or North Wooddale Road could significantly increase side street volumes to meet threshold warrants for a potential traffic signal.



Asheville Highway at Cash Road: This intersection is projected to operate with average vehicle delays and minimal vehicle queues. No specific recommendations are offered for this intersection.

The 0 Asheville Highway Subdivision was originally proposed without a median opening on Asheville Highway at the Proposed Entrance location. This arrangement would have required the future subdivision residents to perform U-turn movements at the upstream and downstream median openings at South and North Wooddale Road and Cash Road. However, one of the main factors in abandoning this and proposing a median opening at the Proposed Entrance was the reduced sight distance from the eastbound left-turn lane on Asheville Highway at Cash Road.

U-turn maneuvers require substantial sight distance. A U-turn's sight distance must be long enough to allow a motorist to perceive a gap in the oncoming traffic, complete the U-turn, and accelerate to the road's operating speed without causing the approaching vehicles to reduce their speed substantially.



View of Sight Distance at the Eastbound Left-Turn Lane on Asheville Highway at Cash Road (Looking East)

NCHRP Report 524, Safety of U-Turns at Unsignalized Median Openings, by the Transportation Research Board, provides guidance for these traffic maneuvers. The report lists the Florida Median Handbook as a resource for recommended sight distance requirements for U-turns at unsignalized median openings. Based on Table 8 in this handbook, for a speed of 55 mph (the posted speed limit), the table recommends a sight distance of 1,250 feet. This distance is provided for passenger cars based on a two-second reaction time, a U-turn maneuver beginning at 0 mph, and a 50-foot clearance factor.

A sight distance length of 1,250 feet is not currently available from the eastbound left-turn lane on Asheville Highway at Cash Road, looking towards the east. This reduction in sight distance is primarily due to the slight vertical curve just east of the intersection, which restricts further distance viewing of oncoming vehicles. The vegetation in the median is currently unmowed, which also contributes to limiting the view of oncoming

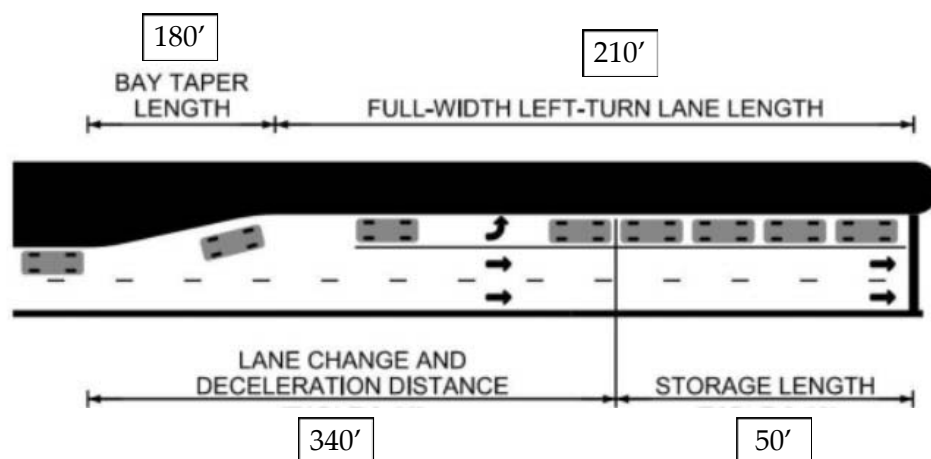
traffic. With these restrictions, at most, the available sight distance to the east is approximately 550 feet. For those reasons, the initial decision that would require motorists to perform U-turns to enter and exit the subdivision was abandoned, and a median opening on Asheville Highway at the Proposed Entrance was proposed as part of the development.



Asheville Highway at Proposed Entrance: This intersection is projected to operate with average vehicle delays and minimal vehicle queues. However, the southbound exiting lane is projected to operate at LOS F during the AM and PM peak hours.

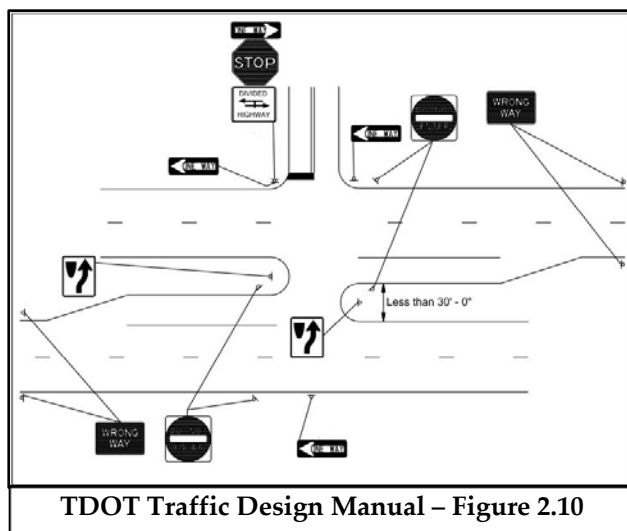
- 3a) It is recommended that a median opening be permitted on Asheville Highway for the Proposed Entrance due to sight distance restrictions at Cash Road and the considerable side street delays on South and North Wooddale Road. Because of these limitations, a median opening should be provided that would eliminate the need for U-turns occurring on Asheville Highway at these existing upstream and downstream intersections, which would otherwise be necessary for entering and exiting subdivision vehicles. While beneficial for the proposed subdivision, it should be noted that this median opening may become attractive for motorists who want to perform a U-turn that would otherwise use the upstream and downstream openings at Cash Road and South and North Wooddale Road. This median opening should be midway between North Wooddale Road and Cash Road, nearly 890 feet from each existing intersecting street.
- 3b) The construction of a westbound right-turn lane on Asheville Highway for traffic entering at the proposed Road "A" Entrance is not warranted based on the projected 2028 traffic volumes. However, the need for an eastbound left-turn lane on Asheville Highway at the proposed median opening for traffic entering is projected to be warranted.

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. 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. Thus, the recommended lengths for this proposed left-turn lane include a lane change and deceleration distance of 340 feet and a storage length of 50 feet, for a total of 390 feet. The longest 95th percentile vehicle queue length for the eastbound left-turn lane on Asheville Highway was calculated to be 3 and 5 feet in the AM and PM peak hours, respectively, in 2028 and will be fully contained within a storage length of 50 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.

- 3c) Due to the projected high vehicle delays for exiting southbound left turns from the proposed subdivision towards the east, separate left and right turn lanes are recommended for the Proposed Entrance approach at Asheville Highway. The left-turn lane should have a minimum vehicle storage of 75 feet, and the right-turn lane should be a continuation of the Road "A" southbound lane traveling towards the highway. 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.
- 3d) The construction of the Proposed 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 the recommended median opening design.
- 3e) Many regulatory signs should be installed to avoid and help prevent wrong-way vehicles on Asheville Highway at the Proposed Entrance. Figure 2.10 in TDOT's Traffic Design Manual illustrates the signage



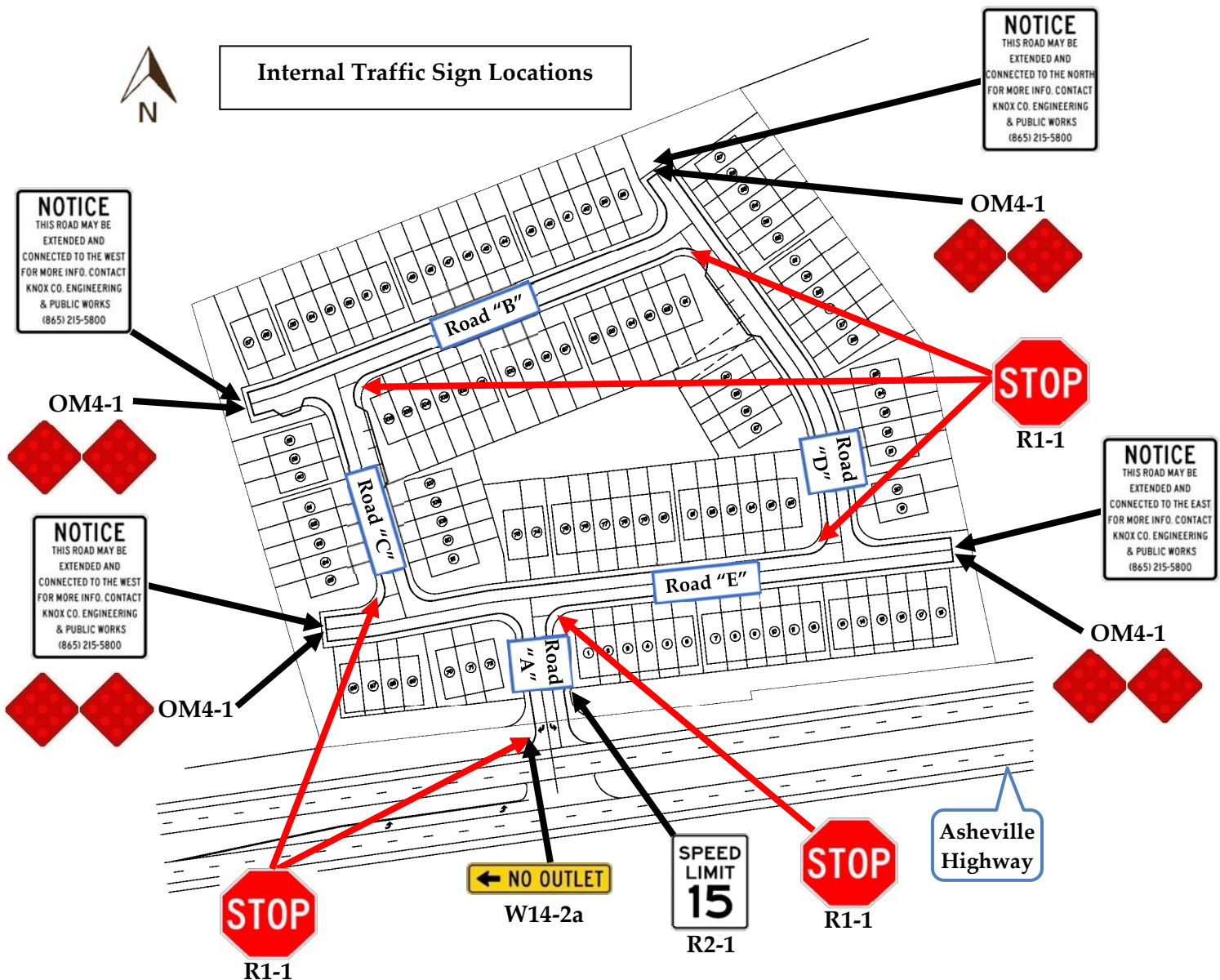
required for the Proposed Entrance at Asheville Highway.

- 3f) Intersection sight distance at the Proposed Entrance at Asheville Highway must not be impacted by future landscaping, signage, or existing or future vegetation. Based on a posted speed limit of 55 mph on Asheville Highway, the required intersection sight distance is 750 feet for exiting left and 530 feet for right-turning vehicles. The existing sight distances at the Proposed Entrance location were estimated visually to be adequate in both directions. The site designer must ensure that the intersection sight distances are accounted for and provided in the design plans.



0 Asheville Highway Subdivision Internal Roads: The layout plan shows five new private streets, as shown in Figure 3.

- 4a) A 15-mph Speed Limit Sign (R2-1) is recommended to be posted near the beginning of the Proposed Entrance, Road "A", off Asheville Highway. Since the subdivision streets will not be public roads, a posted speed limit of less than 25-mph is acceptable. It is also recommended that a "No Outlet" Sign (W14-2a) be posted at the front of the subdivision. This sign can be posted above or below the street name sign.
- 4b) 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.



- 4c) The Stop Sign (R1-1) on the Road "A" entrance approach 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.
- 4d) Dual end-of-roadway object markers (OM4-1) should be installed at the end of the subdivision's internal roads, as shown in the image. The ends of these internal roads should include hammerhead turnarounds to facilitate motorists' ability to turn around. Furthermore, additional signs should be posted internally at the western end of Road "B", the northern end of Road "D", and the western and eastern ends of Road "E" to follow Knoxville-Knox County Subdivision regulations. These signs are for notification of possible future street connections. They should state, "NOTICE – This road may be extended and connected to the west / north / east – for more info. contact Knox Co. Engineering & Public Works (865) 215-5800".
- 4e) The proposed lots within the development adjacent to Asheville Highway should not be allowed direct access to the south.
- 4f) 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 15-mph in the development, the required internal intersection sight distance is 170 feet. The site designer should ensure that internal sight distance lengths are met.
- 4g) 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.
- 4h) All drainage grates and covers for the residential development must be pedestrian and bicycle-safe.
- 4i) 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.
- 4j) All road and intersection elements should be designed to AASHTO, TDOT, and Knox County specifications and guidelines to ensure proper operation.



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-SH-24-C / 11-K-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 ASHEVILLE HWY / 0 ASHEVILLE HWY

Property Address

62 02308, 02309

Parcel ID

Part of Parcel (Y/N)?

10.24 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) 114-lot subdivision for single family houses			

SUBDIVISION REQUEST

0 Asheville Highway	Related Rezoning File Number
Proposed Subdivision Name	
Unit / Phase Number	114 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)	

10.96 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.

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

8/19/24

Date Filed

11/14/2024

10/3/24

Meeting Date (if applicable)

Affiliation

File Number(s)

CORRESPONDENCE

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

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

Chris Sharp

Urban Engineering, Inc.

Name

10330 Hardin Valley Road, Suite 201

Address

(865) 966-1924

Phone

Company

Knoxville

City

TN

State

37932

ZIP

chris@urban-eng.com

Email

CURRENT PROPERTY INFO

Vaulton Family Holdings, LLC

Property Owner Name (if different)

0 Asheville Highway

Property Address

KUB

Sewer Provider

7808 Asheville Hwy (37924)

Property Owner Address

062 02308 & 062 02309

Parcel ID

KUB

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) 114-lot subdivision for single family houses

Related City Permit Number(s)

SUBDIVISION REQUEST

Proposed Subdivision Name

Unit / Phase Number ☐ Combine Parcels ☒ Divide Parcel 114
Total Number of Lots Created

☐ Other (specify) _____

☐ Attachments / Additional Requirements

Related Rezoning File Number

ZONING REQUEST

☐ Zoning Change
Proposed Zoning

☐ Plan Amendment Change
Proposed Plan Designation(s)

Pending Plat File Number

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	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

Scott Davis

dotloop verified
08/05/24 11:20 AM EDT
4TRO-UIDZ-DR9P-3IMZ

Applicant Signature

(865) 806-8008

Phone Number

Mesana Investments, LLC

Please Print

swd444@gmail.com

Email

08/05/2024

Date

Barry Vaulton

dotloop verified
08/05/24 1:57 PM EDT
SWM9-K06V-15WJ-F3ZX

Property Owner Signature

Barry Vaulton

Please Print

Date Paid



KNOXVILLE | KNOX COUNTY

**NAMES OF ALL PROPERTY OWNERS INVOLVED OR HOLDERS OF OPTION ON SAME
MUST BE LISTED BELOW:**

Please print or type in black ink:

[illegible]

If more space is needed, attach additional sheets.



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-SH-24-C & 11-K-24-DP

FILE NUMBER