



SUBDIVISION REPORT - CONCEPT

► **FILE #:** 3-SA-25-C

AGENDA ITEM #: 42

AGENDA DATE: 3/13/2025

► **SUBDIVISION:** EASTWOOD ESTATES

► **APPLICANT/DEVELOPER:** EASTWOOD, LLC

OWNER(S): Joseph Kendrick

TAX IDENTIFICATION: 61 01907

[View map on KGIS](#)

JURISDICTION: County Commission District 8

STREET ADDRESS: 0 MOUNTIE LN

► **LOCATION:** North side of Mountie Ln, west of Ranger Ln

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

FIRE DISTRICT: Rural Metro Fire

WATERSHED: Sinking East Creek

► **APPROXIMATE ACREAGE:** 20.83 acres

► **ZONING:** RA (Low Density Residential)

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

► **PROPOSED USE:** Detached residential subdivision

SURROUNDING LAND USE AND ZONING: North: Agriculture/forestry/vacant land - A (Agricultural)
South: Single family residential - RA (Low Density Residential)
East: Single family residential, rural residential - RA (Low Density Residential)
West: Single family residential, rural residential - RA (Low Density Residential), A (Agricultural)

► **NUMBER OF LOTS:** 35

SURVEYOR/ENGINEER: David Campbell Ideal Engineering Solutions, Inc.

ACCESSIBILITY: Access is via Mountie Lane, an unstriped local street with 26 ft of pavement width within a 50-ft right-of-way.

► **SUBDIVISION VARIANCES REQUIRED:**

VARIANCES:

- Reduction in broken back curve tangent from 150 ft to 88 ft Road A 6+18.
- Reduction in broken back curve tangent from 150 ft to 63 ft Road B 3+80.
- Reduce the minimum K value from 25 to 16 at Road A sta 8+51.91.
- Reduce the minimum K value from 25 to 18 at Road B 3+15.89.

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

- Increase intersection grade from 1% to 2% at Mountie Rd and Road A.
- Increase intersection grade from 1% to 2% at Road A and Road B.
- Reduce public road right-of-way from 50 ft to 40 ft.

d. Reduce public road driving surface width from 26 ft to 22 ft.

**ALTERNATIVE DESIGN STANDARD REQUIRING PLANNING
COMMISSION APPROVAL:**

None.

STAFF RECOMMENDATION:

- **Approve the variance to reduce the broken back curve tangent from 150' to 88' Road A Sta 6+18.**
- A. The property has steep topography in this location.**
 - B. The lots have been clustered in the buildable areas to minimize disturbance in the Hillside Protection Area.**
 - C. This is a road with low traffic volumes, and the variation is not great enough to cause detriment to public safety, health, or welfare, nor would it be injurious to other properties in the neighborhood.**

Approve the variance to reduce the broken back curve tangent from 150' to 63' Road B Sta 3+80.

- A. The property has steep topography in this location.**
- B. The lots have been clustered in the buildable areas to minimize disturbance in the Hillside Protection Area.**
- C. This is a road with low traffic volumes, and the variation is not great enough to cause detriment to public safety, health, or welfare, nor would it be injurious to other properties in the neighborhood.**

Approve the variance to reduce vertical curve length on Road A from K=25 to K=16 at sta 8+51.91, based on the following evidence of hardship.

- A. Due to the existing steeper topography along this section of Road A, a reduction of the vertical curve length is needed.**
- B. The existing slope is steep, and the variance allows for a smoother approach.**
- C. The granting of the variance will not be detrimental to public safety, health, or welfare because the shortened vertical curve meets American Association of State Highway and Transportation Officials (AASHTO) standards. Knox County EPW recommends approval of this variance based on the justifications provided by the applicant.**

Approve the variance to reduce vertical curve length on Road B from K=25 to K=18 at sta 3+15.89, based on the following evidence of hardship.

- A. The steep topography throughout the property requires reducing the vertical curve length to keep site grading balanced.**
- B. The location and grade of the existing access easement presents a unique challenge.**
- C. The granting of the variance will not be detrimental to public safety, health, or welfare because the shortened vertical curve meets American Association of State Highway and Transportation Officials (AASHTO) standards. Knox County EPW recommends approval of this variance based on the justifications provided by the applicant.**

Approve the concept plan, subject to 9 conditions.

1. Connecting to sanitary sewer and meeting other relevant utility provider requirements.
2. Providing street names consistent with the Uniform Street Naming and Addressing System within Knox County (County Ord. 91-1-102).
3. 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 as caused by the development, 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.
4. Before recording 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.
5. Providing a sight distance easement through the horizontal curve radius less than 250 ft and, if necessary, through Lot 17 to maintain 250 ft of sight through the curve on Road B, per the requirements of Knox County Engineering and Public Works during the design plan phase. Any driveways that cannot be located outside the sight distance easement must have a 20 ft depth outside the sight distance easement.
6. Providing a stream determination study to the Knox County Department of Engineering and Public Works for review and approval regarding a potential stream through Lot 17, Lot 4 and under Road B. The required stream buffers must be provided if this is determined to be a stream.
7. The access easement must run through at least one lot and cannot be platted separately from the lot.

8. Meet all applicable requirements of the Knox County Zoning Ordinance.
9. Meeting all applicable requirements of the Knox County Department of Engineering and Public Works.

COMMENTS:

The most recent approval on this property was in 2000 for 34 lots (3-SE-00-C). This proposal is for 35 single-family lots on 20.38 acres. The property is zoned RA (Low Density Residential). The RA zone requires a minimum lot size of 10,000 sq ft. The proposed lots are 10,218 sq ft to 121,268 sq ft and are generally equivalent to the lot sizes in the area.

Two new public roads will be built off Mountie Ln in the Eastwood Estate subdivision, and an access easement will be created at the rear of the property for the large lots. Because of the steep topography, the pavement width of the public roads has been reduced to 22 ft from 26 ft, and the right-of-way width has been reduced to 40 ft.

The total Hillside Protection Area is 19.56 acres. The preliminary grading plan shows 8.72 acres of disturbed area, which doesn't include the houses off the access easement. The slope analysis recommends a disturbance budget of 6.7 acres.

ESTIMATED TRAFFIC IMPACT: 384 (average daily vehicle trips)

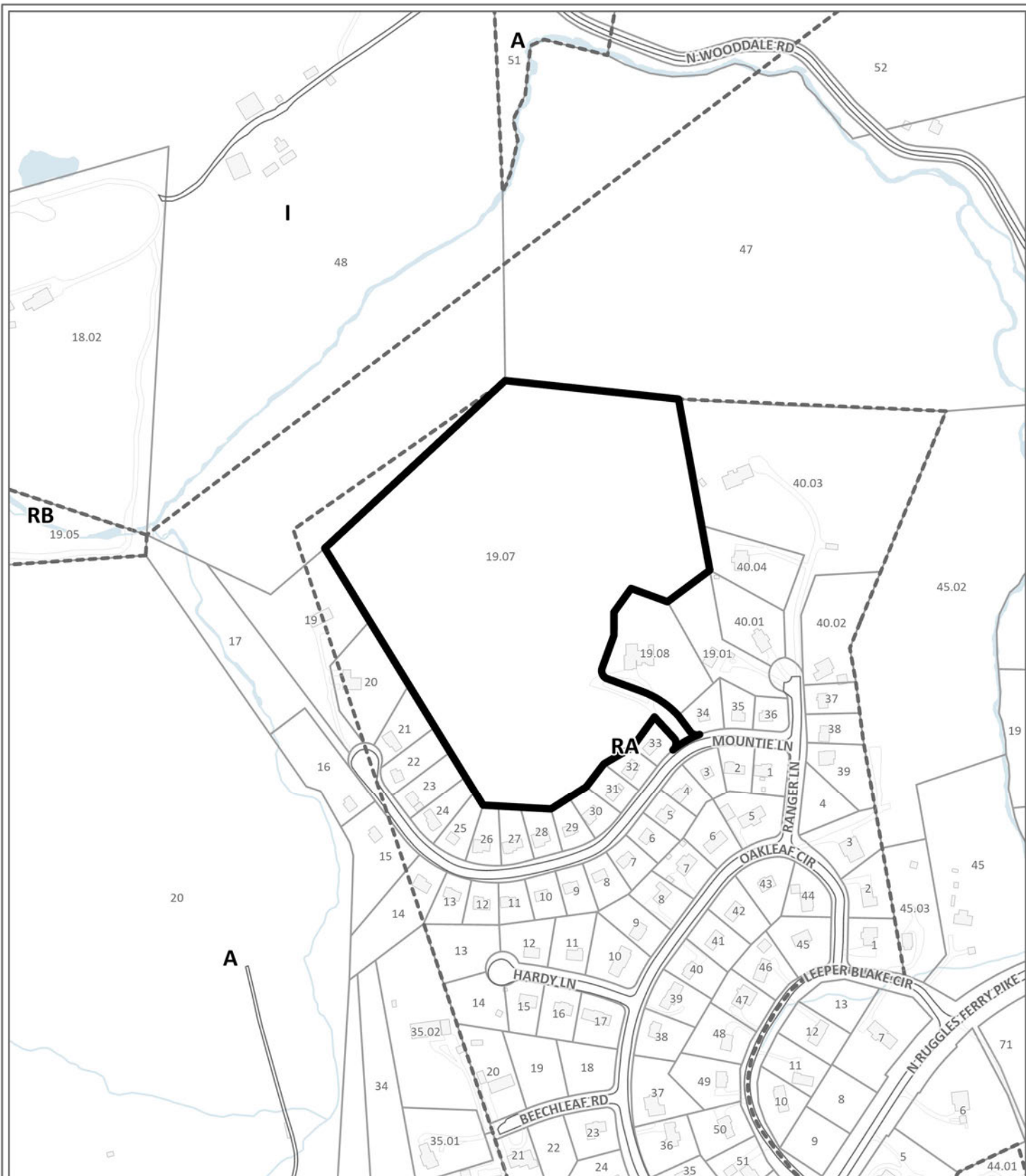
Average Daily Vehicle Trips are computed using national average trip rates reported in the latest edition of "Trip Generation," published by the Institute of Transportation Engineers. Average Daily Vehicle Trips represent the total number of trips that a particular land use can be expected to generate during a 24-hour day (Monday through Friday), with a "trip" counted each time a vehicle enters or exits a proposed development.

ESTIMATED STUDENT YIELD: 8 (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 request is final, unless the action is appealed to Knoxville-Knox County Planning Commission. The date of the Knoxville-Knox County Planning Commission appeal hearing will depend on when the appeal application is filed.



CONCEPT PLAN

3-SA-25-C

Petitioner: Eastwood, LLC



Detached residential subdivision in RA (Low Density Residential)

Original Print Date: 2/4/2025

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

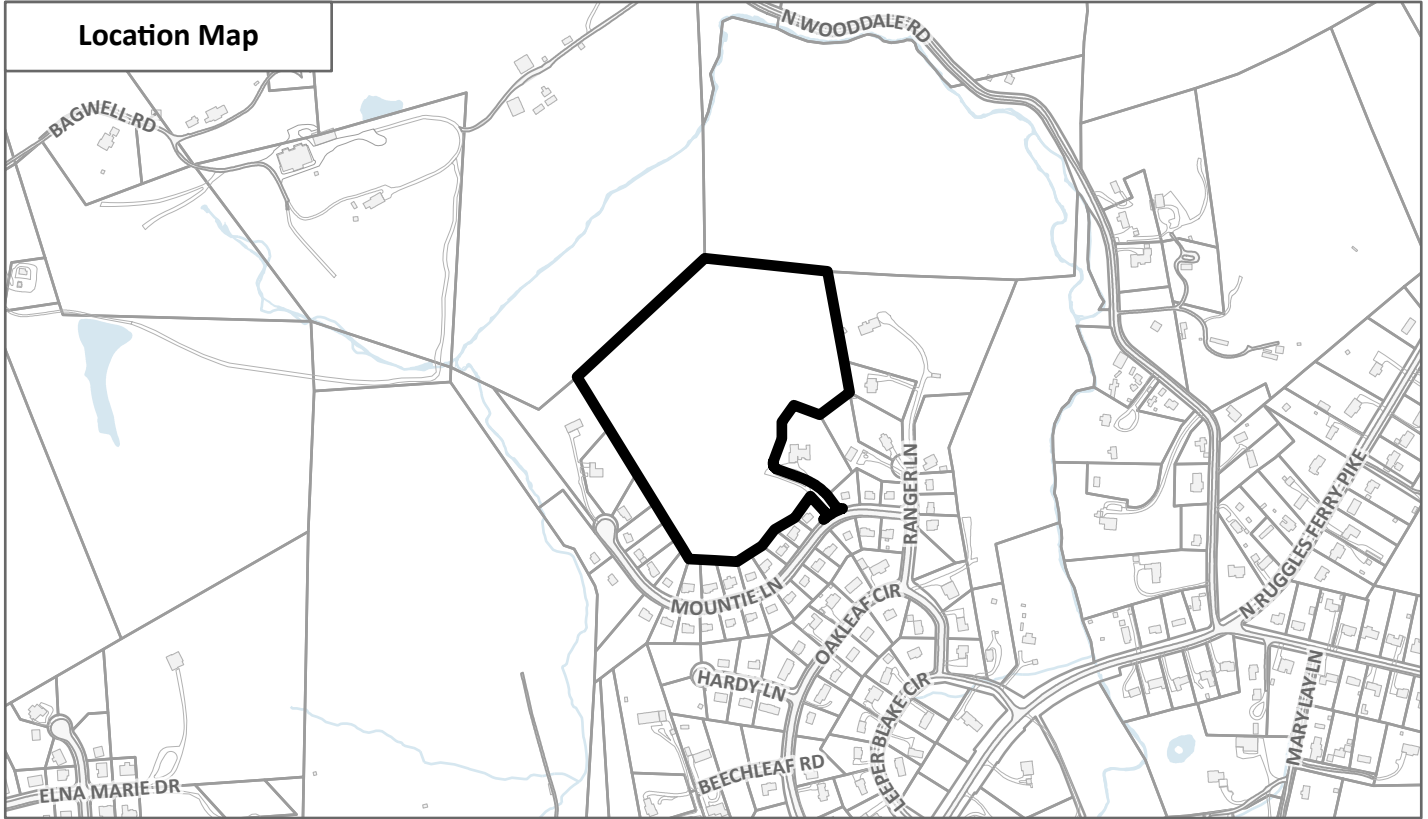
Map No: 61

Jurisdiction: County

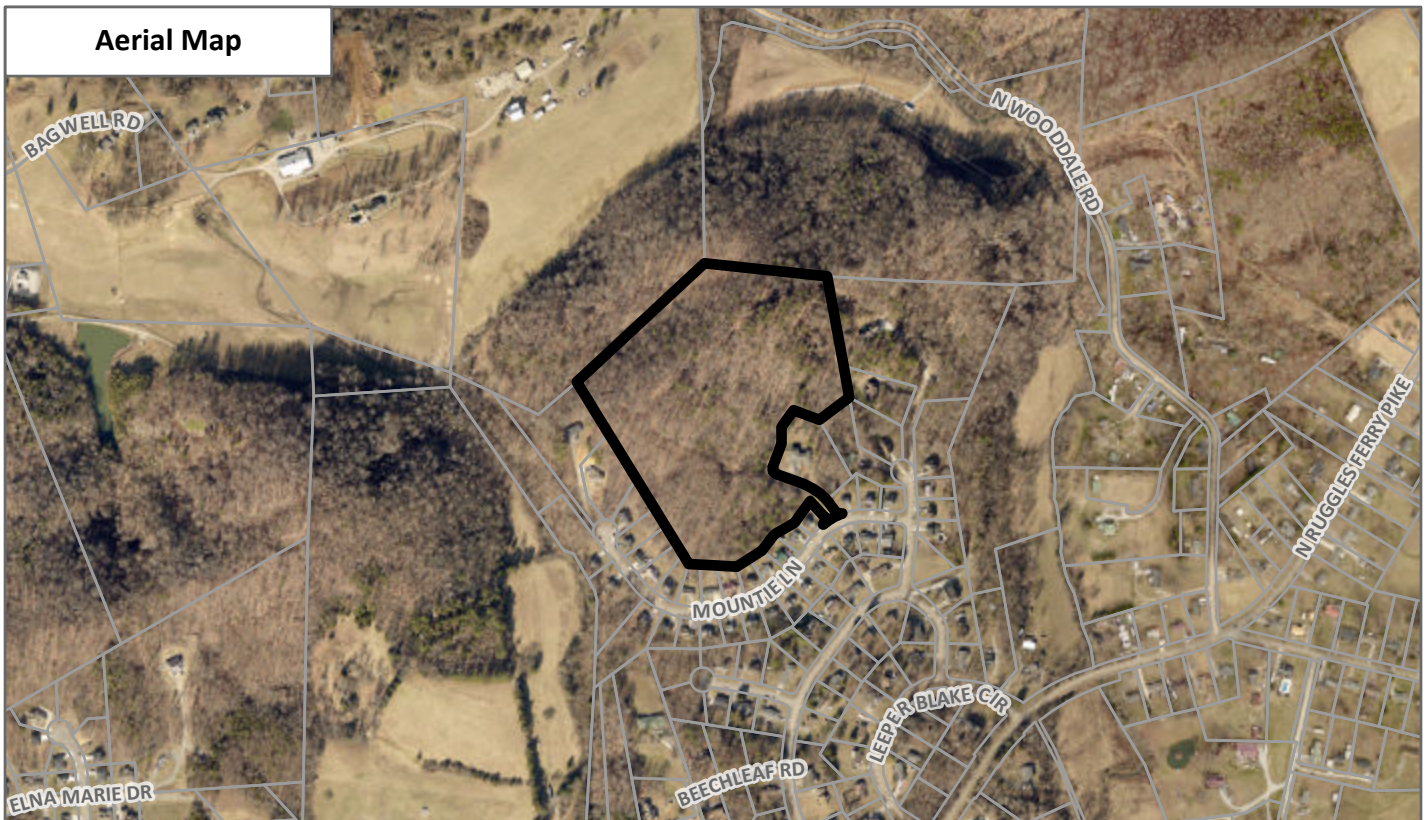


Exhibit A. Contextual Images

Location Map



Aerial Map



CONTEXTUAL MAPS 1

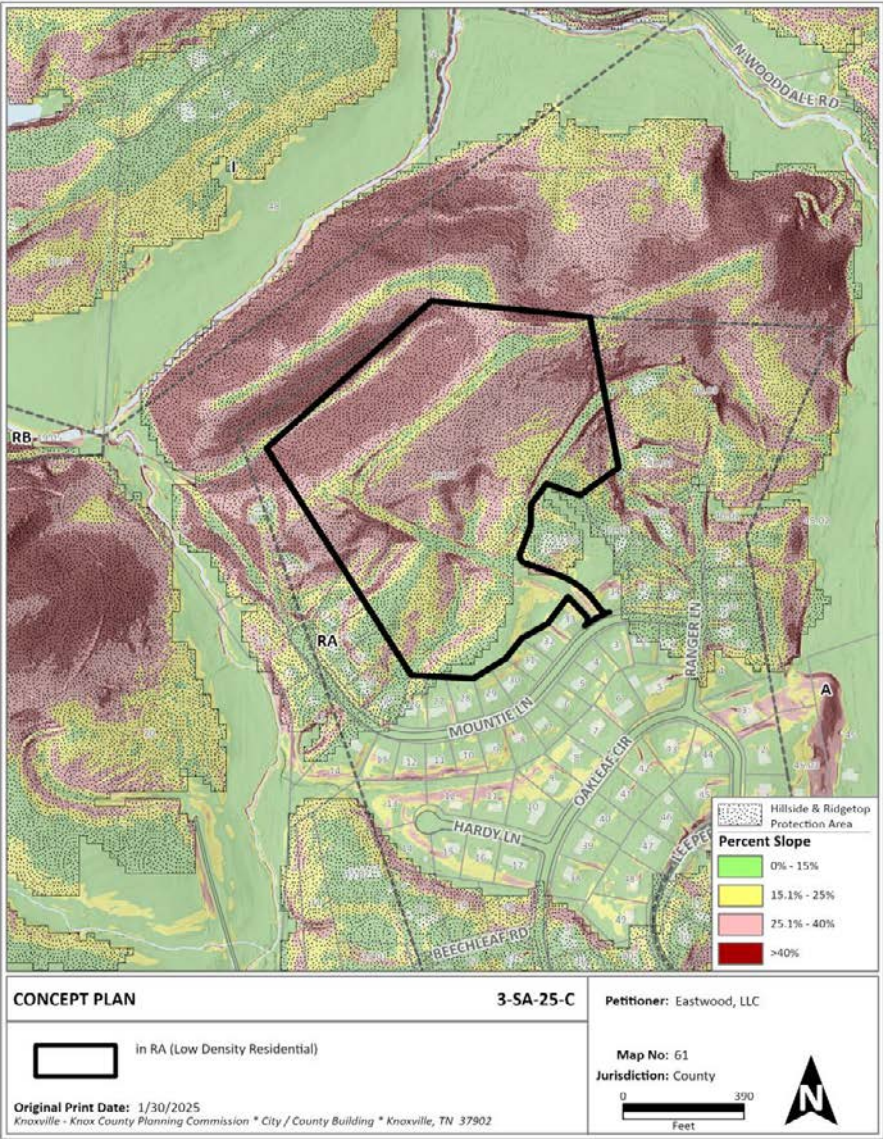
3-SA-25-C

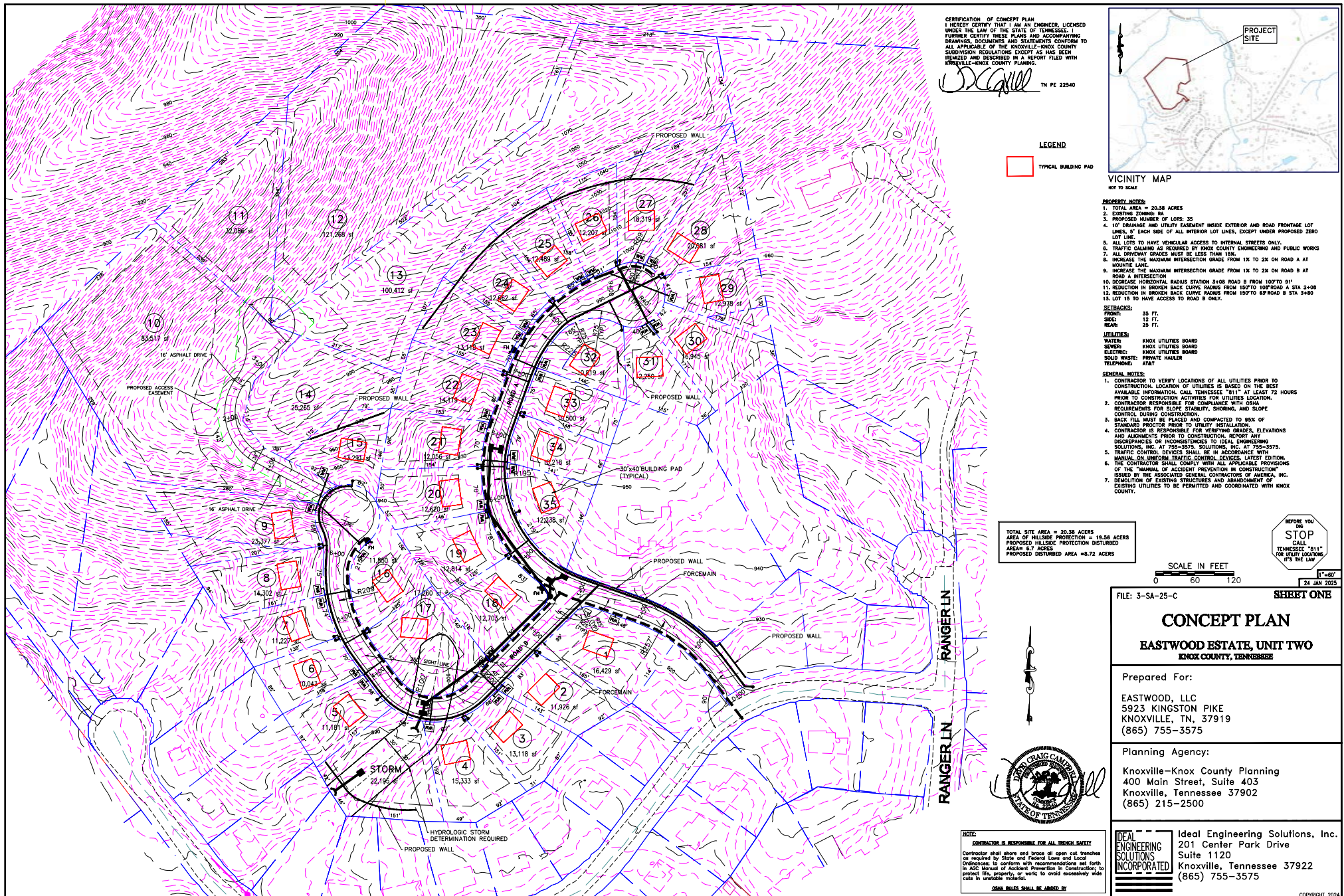


Case boundary



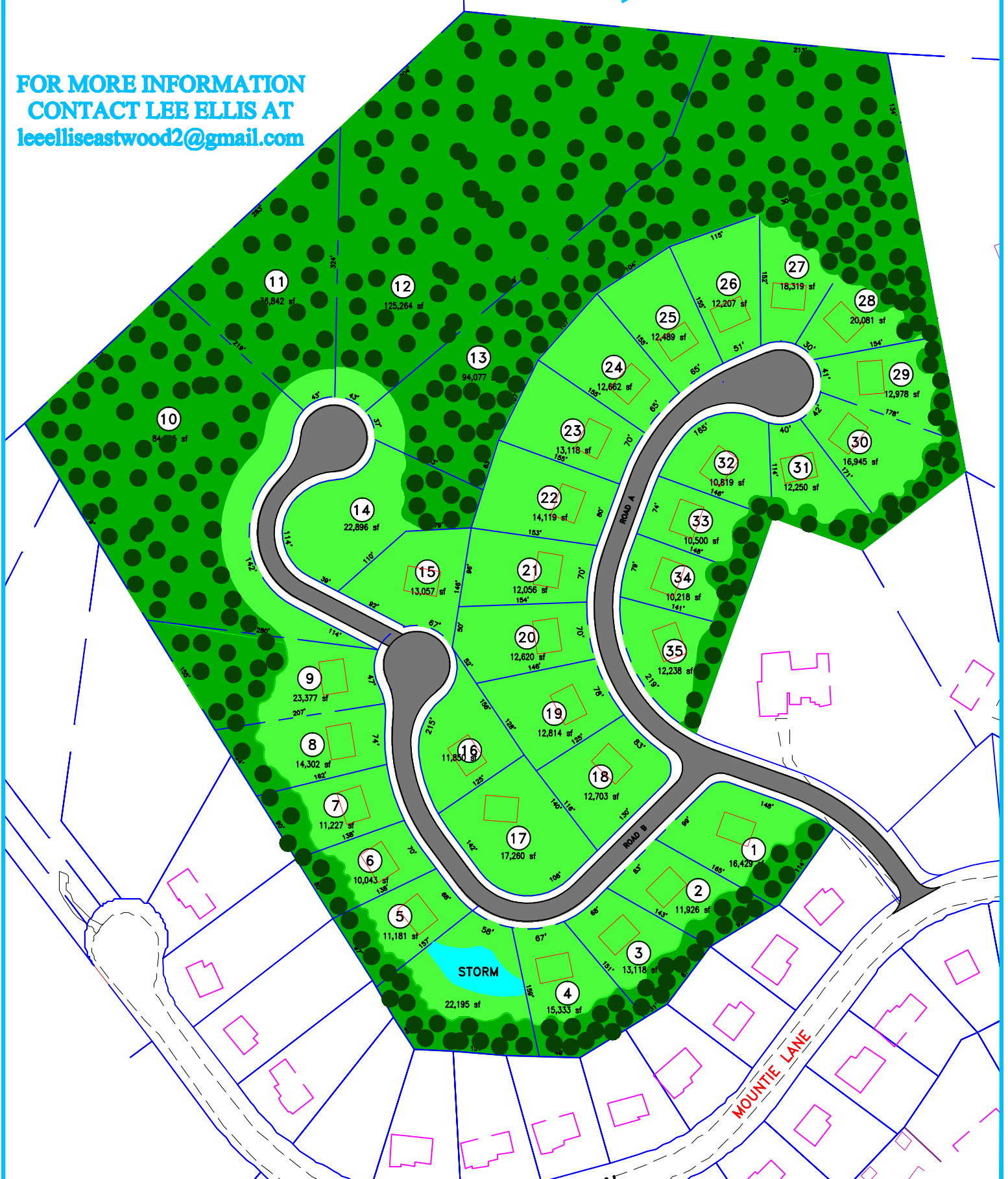
CATEGORY	ACRES	RECOMMENDED DISTURBANCE BUDGET (Percent)	DISTURBANCE AREA (Acres)
Total Area of Site	20.83		
Non-Hillside	1.27	N/A	
0-15% Slope	2.75	100%	2.75
15-25% Slope	4.22	50%	2.11
25-40% Slope	7.64	20%	1.53
Greater than 40% Slope	4.95	10%	0.49
Ridgetops			
Hillside Protection (HP) Area	19.56	Recommended disturbance budget within HP Area (acres)	6.88
		Percent of HP Area	35.2%

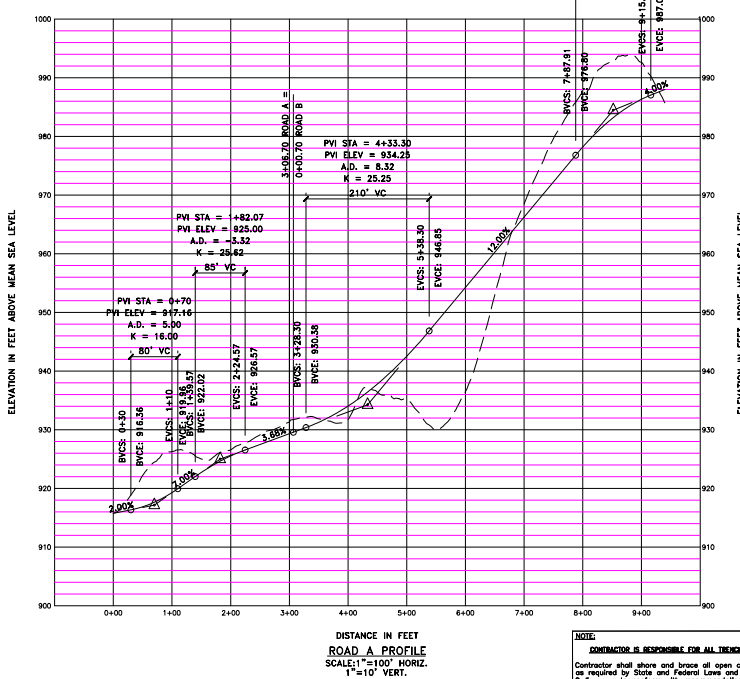
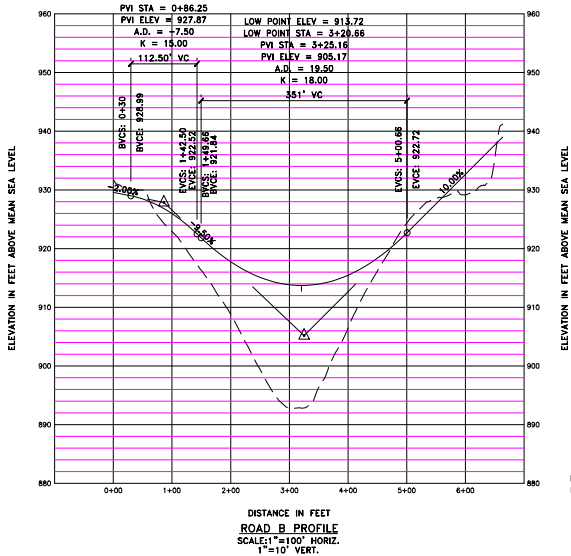
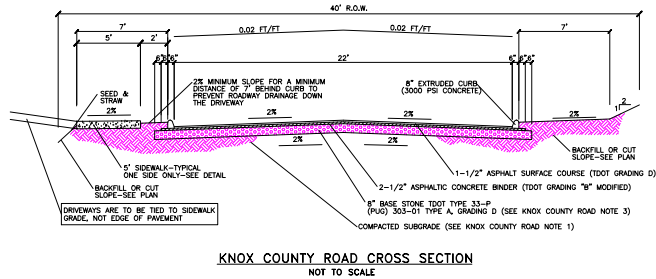
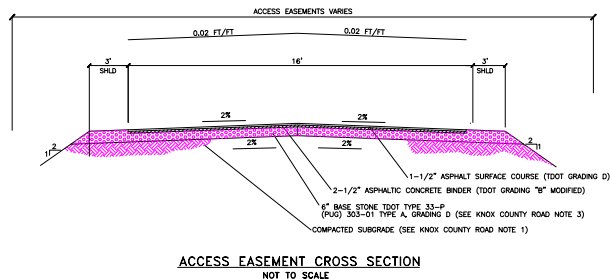
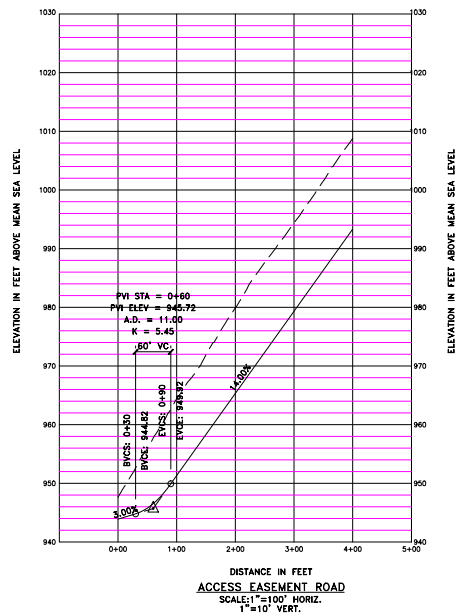




EASTWOOD ESTATES, UNIT TWO

FOR MORE INFORMATION
CONTACT LEE ELLIS AT
leeelliseastwood2@gmail.com





NOTE:
 CONTRACTOR IS RESPONSIBLE FOR ALL TRENCH SAFETY
 Contractor shall shore and brace all open cut trenches as required by State and Federal Laws and Local Ordinances to conform with recommendations set forth in ACC Manual of Accident Prevention in Construction to protect life, property, or work to avoid excessively wide cuts in unstable material.
 2024 BLANK SHALL BE AMENDED



FILE: 3-SA-25-C

SHEET THREE

ROAD PROFILES **EASTWOOD ESTATE, UNIT TWO** **KNOX COUNTY, TENNESSEE**

Prepared For:
 EASTWOOD, LLC
 5923 KINGSTON PIKE
 KNOXVILLE, TN, 37919
 (865) 755-3575

Planning Agency:
 Knoxville-Knox County Planning
 400 Main Street, Suite 403
 Knoxville, Tennessee 37902
 (865) 215-2500

IDEAL ENGINEERING SOLUTIONS INCORPORATED
 Ideal Engineering Solutions, Inc.
 201 Center Park Drive
 Suite 1120
 Knoxville, Tennessee 37922
 (865) 755-3575

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.

David C. Campbell

David C. Campbell

02-27-25

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 maximum intersection grade from 1% to 2% on Road A at

Approval required by: Planning Commission ☐ Engineering ☒

Engineering supports the alternative design standard requested

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

Engineering Comments:

Approve SE

2. ALTERNATIVE DESIGN STANDARD REQUESTED:

Increase the maximum intersection grade from 1% to 2% on Road B at

Approval required by: Planning Commission ☐ Engineering ☒

Engineering supports the alternative design standard requested

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

Engineering Comments:

Approve SE

3. ALTERNATIVE DESIGN STANDARD REQUESTED:

Increase the maximum intersection grade from 1% to 3% on Road B

Approval required by: Planning Commission ☐ Engineering ☐

Engineering supports the alternative design standard requested

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

Engineering Comments:

Approve SE

4. ALTERNATIVE DESIGN STANDARD REQUESTED:

Reduce all public ROW from 50' to 40'

Approval required by: Planning Commission ☐ Engineering ☐

Engineering supports the alternative design standard requested

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

Engineering Comments:

Approve SE

5. ALTERNATIVE DESIGN STANDARD REQUESTED:

Reduce public road driving surface width from 26' to 22'

Approval required by: Planning Commission ☐ Engineering ☐

Engineering supports the alternative design standard requested

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

Engineering Comments:

Approve SE



Variances

File No: **3-SA-25-C**

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.

David C. Campbell
Signature

David C. Campbell 03-04-2025
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:

Reducon in broken back curve radius from 150' to 88' Road A Sta 6+18

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 site contains a winding valley and around it are large and unusable areas of the site. In order to cluster lots in the usable areas of the property, the reduction in horizontal tangent is necessary to allow lots to be placed inside usable space, while steep and natural areas of the site are preserved.

- 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 area of the site has a unique shape and there are no other properties for sale around it that would allow the shape to change.

- 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 of the proposed variance will not new detrimental to the public safety, health or welfare or be injurious to other property or improvements.

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:

Reduction in broken back curve radius from 150' to 63' Road b Sta 3+80

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 site contains a winding valley and around it are large and unusable areas of the site. In order to cluster lots in the usable areas of the property, the reduction in horizontal tangent is necessary to allow lots to be placed inside usable space, while steep and natural areas of the site are preserved.

- 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 area of the site has a unique shape and there are no other properties for sale around it that would allow the shape to change.

- 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 of the proposed variance will not new detrimental to the public safety, health or welfare or be injurious to other property or improvements.

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 minimum K value from 25 to 15 at the intersection of Road B and A

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 forced to request this variance because the land surface drops sharply at this intersection and we would have to grade more of the natural areas of the property to provide fill to raise this area and the areas around it.

- 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.

This landform is absolutely unique and its numerous layouts sketched of the property have it shown to be impossible to use this portion of the site without the requested variance.

- 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 of the proposed variance will not be detrimental to the public safety, health or welfare or be injurious to other property or improvements.

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 minimum K value from 25 to 18 on 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:

This is a minor variance which is required because we must meet the grade of an existing access easement on the property to allow access to four large acreage lots already planned for the site.

- 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 and grade of the existing access easement presents a unique challenge to the use of the site, and this variance is respectfully requested.

- 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 of the proposed variance will not new detrimental to the public safety, health or welfare or be injurious to other property or improvements.

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 minimum K value from 25 to 16 on Road A at the end of Road A

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:

This variance is minor and in a location which allows a gentler slope on portions of Road A, which enhances the safety and accessibility of the road during wet or icy conditions.

- 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 existing land slope charges up the hill and the requested variance allows for a smoother and more friendly approach to the cul de sac, which serves six lots.

- 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 of the proposed variance will not new detrimental to the public safety, health or welfare or be injurious to other property or improvements.

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:

dotloop signature verification: <https://www.dotloop.com/signatures/verify>
(1) Download and fill out this form at your convenience.
(2) Sign the application digitally (or print, sign, and scan).
(3) Sign the application digitally (or print, sign, and scan).

(3) Either print the completed form and bring it to the Knoxville-Knox County Planning offices
OR email it to applications@knoxplanning.org

Reset Form



Development Request

DEVELOPMENT

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

SUBDIVISION

- ☒ Concept Plan
☐ Final Plat

ZONING

- ☐ Plan Amendment
☐ SP ☐ PA
☐ Rezoning

EASTWOOD, LLC

Applicant Name

Affiliation

01/24/2025

03/13/2025

File Number(s)

Date Filed

(Front Counter)

Meeting Date (if applicable)

3-SA-25-C

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

LEE ELLIS

EASTWOOD, LLC

Name

Company

5923 KINGSTON PIKE, KNOXVILLE TN 37919

Address

City

State

ZIP

865 755-3575

Phone

Email

CURRENT PROPERTY INFO

Joseph Kendrick

1313 Avonmouth Rd Knoxville TN 37914

Property Owner Name (if different)

Property Owner Address

Property Owner Phone

0 Mountie Lane

061 19.07

Property Address

Parcel ID

KUB

KUB

N

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) _____

Related City Permit Number(s) _____

SUBDIVISION REQUEST

Eastwood Estates -- Unit Two

Proposed Subdivision Name

Two

35

Unit / Phase Number

- ☐
- Combine Parcels
- ☐
- Divide Parcel

Total Number of Lots Created

☐ Other (specify) _____☐ Attachments / Additional Requirements

Related Rezoning File Number _____

ZONING REQUEST☐ Zoning Change

N/A

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

Fee 2

Fee 3

\$1,425.00

By signing below, 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. If there are additional owners or options holders, each additional individual must sign the Property Owners/Option Holders Form.

Ashley Ellis

Applicant Signature

Ashley Ellis

Print Name / Affiliation

1/24/25

Date

865-585-7810

Phone Number

Email

Joseph Kendrick

Property Owner Signature

 dotloop verified
 01/24/25 11:49 AM EST
 USBW-YUW-WYWS-TRPT

Dr. Joseph Kendrick

Please Print

01/24/2025, 01

Date Paid



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.

3.1.25

Date to be Posted

3.14.25

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

Handwritten signature of the applicant.

Applicant Signature

Lee Ellis

Applicant Name

2.5.25

Date

FILE NUMBER