



# SUBDIVISION REPORT - CONCEPT

▶ **FILE #:** 1-SC-26-C

**AGENDA ITEM #:** 28

**AGENDA DATE:** 1/8/2026

▶ **SUBDIVISION:** BELLTOWN COMMONS

▶ **APPLICANT/DEVELOPER:** JOSH SANDERSON

OWNER(S): Josh Sanderson Belltown LLC

TAX IDENTIFICATION: 66 122, 12201

[View map on KGIS](#)

JURISDICTION: County Commission District 6

STREET ADDRESS: 4720 W EMORY RD (4561 MARKET BELL WAY)

▶ **LOCATION:** South side of W Emory Rd, west of Belltown Crossing Blvd

GROWTH POLICY PLAN: Planned Growth Area

FIRE DISTRICT: Rural Metro Fire

WATERSHED: Beaver Creek

▶ **APPROXIMATE ACREAGE:** 55.5 acres

▶ **ZONING:** A (Agricultural), PD (Planned Development), F (Floodway)

PLACE TYPE: TN (Traditional Neighborhood), RC (Rural Conservation), SP (Stream Protection)

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

▶ **PROPOSED USE:** Extension of a public road

SURROUNDING LAND USE AND ZONING: North: W. Emory Road right-of-way, single family residential - A (Agricultural), PD (Planned Development)  
South: Agriculture/forestry/vacant land, rural residential, single family residential - A (Agricultural), F (Floodway), RA (Low Density Residential)  
East: Agriculture/forestry/vacant land, transportation/communication/utilities - A (Agricultural), PD (Planned Development), F (Floodway),  
West: Agriculture/forestry/vacant land, rural residential, single family residential - A (Agricultural), F (Floodway), PR (Planned Residential) up to 5 du/ac

▶ **NUMBER OF LOTS:** 1

SURVEYOR/ENGINEER: Wanis A. Rghebi, PE Southland Engineering Consultants, LLC

ACCESSIBILITY: Access is via W. Emory Road, a major arterial street with 24 ft of pavement width within 80 ft of right-of-way.

▶ **SUBDIVISION VARIANCES REQUIRED:** VARIANCES  
None.

**ALTERNATIVE DESIGN STANDARDS REQUIRING KNOXVILLE-KNOX COUNTY PLANNING COMMISSION APPROVAL**  
1) Reduce the minimum horizontal curve radius from 250 ft to 200 ft between STA 20+23 and 23+37

**ALTERNATIVE DESIGN STANDARDS REQUIRING KNOX COUNTY**

**ENGINEERING AND PUBLIC WORKS APPROVAL (PLANNING  
COMMISSION APPROVAL NOT REQUIRED)**

**None.**

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**STAFF RECOMMENDATION:**

- **Approve the alternative design standard based on the justification provided by the applicant and recommendations of the Knox County Department of Engineering and Public Works.**

**Approve the Concept Plan subject to 11 conditions.**

1. Connection to sanitary sewer and meeting other relevant utility provider requirements.
2. Provision of street names consistent with the Uniform Street Naming and Addressing System within Knox County (County Ord. 91-1-102).
3. Meeting the approved development standards in the preliminary plan for the Belltown planned development (11-A-22-PD).
4. Providing a sidewalk on both sides of this portion of Belltown Crossing Boulevard per the requirements of Knox County Engineering and Public Works during the design plan phase.
5. The intersection with W. Emory Road shall meet the requirements of Knox County Engineering and Public Works and the Tennessee Department of Transportation (TDOT) during the design plan phase.
6. Providing a sight distance easement through the horizontal curve radius less than 250 ft per the requirements of Knox County Engineering and Public Works during the design plan phase.
7. Installing the temporary turnaround at the terminus of Belltown Crossing Boulevard and providing an easement for the portion that extends outside of the right-of-way, per the requirements of Knox County Engineering and Public Works during the design plan phase. The easement can be removed after a subsequent Concept Plan is approved for the extension of the road.
8. Providing a sidewalk or greenway on the south side of the W. Emory Road frontage per the Knox County Sidewalk Ordinance (Chapter 54, Article IV of the Knox County Code) and Belltown Preliminary Plan approval, per the requirements of the Concept Plan for Belltown Center (7-SD-24-C).
9. A Concept Plan must be approved for the connection between the east and west portions of Belltown Crossing Boulevard and construction commenced before any further Final Plan applications are accepted by Planning staff for the area east of the subject portion of Belltown Crossing Boulevard in this Concept Plan, including the apartment complex proposed in the Belltown Preliminary Plan on the eastern portion of the site. This condition does not apply to the commercial portion of the development referred to as Belltown Center or the residential development on the west side of Belltown Crossing Boulevard shown on this Concept Plan.
10. 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.
11. Meeting all applicable requirements of the Department of Engineering and Public Works.

**COMMENTS:**

**SUMMARY**

This proposal is for the western section of the Belltown Crossing Boulevard loop road, in the portion of the development called Belltown Commons. The eastern portion of this road was approved in July 2024 (7-SD-24-C) in the commercial portion of the development called Belltown Center. Both sections of this road will have temporary turnarounds that will be removed once they are extended and connected in the future.

This concept plan shows a proposed attached residential development on the west side of the road that is not part of this application. It will be reviewed administratively by Planning and Knox County Engineering and Public Works staff to ensure compliance with the Belltown Preliminary Plan (11-A-22-PD).

**BACKGROUND**

The Belltown development was approved through the Planned Development process (Article 6.80), which provides an optional process for projects that may not fit within the bounds of the standard zoning districts established by the Knox County Zoning Code. The underlying zoning for the subject site is A (Agricultural). The underlying zoning district dimensional, design, and use regulations apply unless an exception is granted as part of the planned development approval. The Belltown Preliminary Plan was approved in January 2023, which added permitted uses to those already allowed in the A zone and replaced the dimensional standards in their entirety.

Belltown was approved for up to 1,200 residential units and 64,000 sqft of commercial floor area. The residential is split into three categories: single-family, townhouse, and multi-family. The single family

designated area had 561 lots proposed in the conceptual Master Plan Map, Exhibit J in the preliminary plan document; however, the maximum number of single-family lots is 752. The first four phases of the Belltown development on the north side of W. Emory Road have been approved for up to 397 house lots, leaving 164 additional lots based on the conceptual Master Plan Map, or 397 based on the maximum allowed. No residential units have been approved on the south side of W. Emory Road.

#### ALTERNATIVE DESIGN STANDARDS

The applicant is requesting an alternative road design standard for the 200-ft horizontal curve radius at the southern terminus of this portion of Belltown Crossing Boulevard. The request is appropriate for a street with a 25-mph posted speed limit. A sight distance easement based on the road's design speed must be provided on the inside of the curve, per the requirements of Knox County Engineering and Public Works during the design phase.

#### BELLTOWN PRELIMINARY PLAN

The Belltown development must conform to the preliminary plan and the conditions of the approval (11-A-22-PD). The applicable standard in the Belltown preliminary plan is listed below. The road layout is consistent with the Belltown master plan.

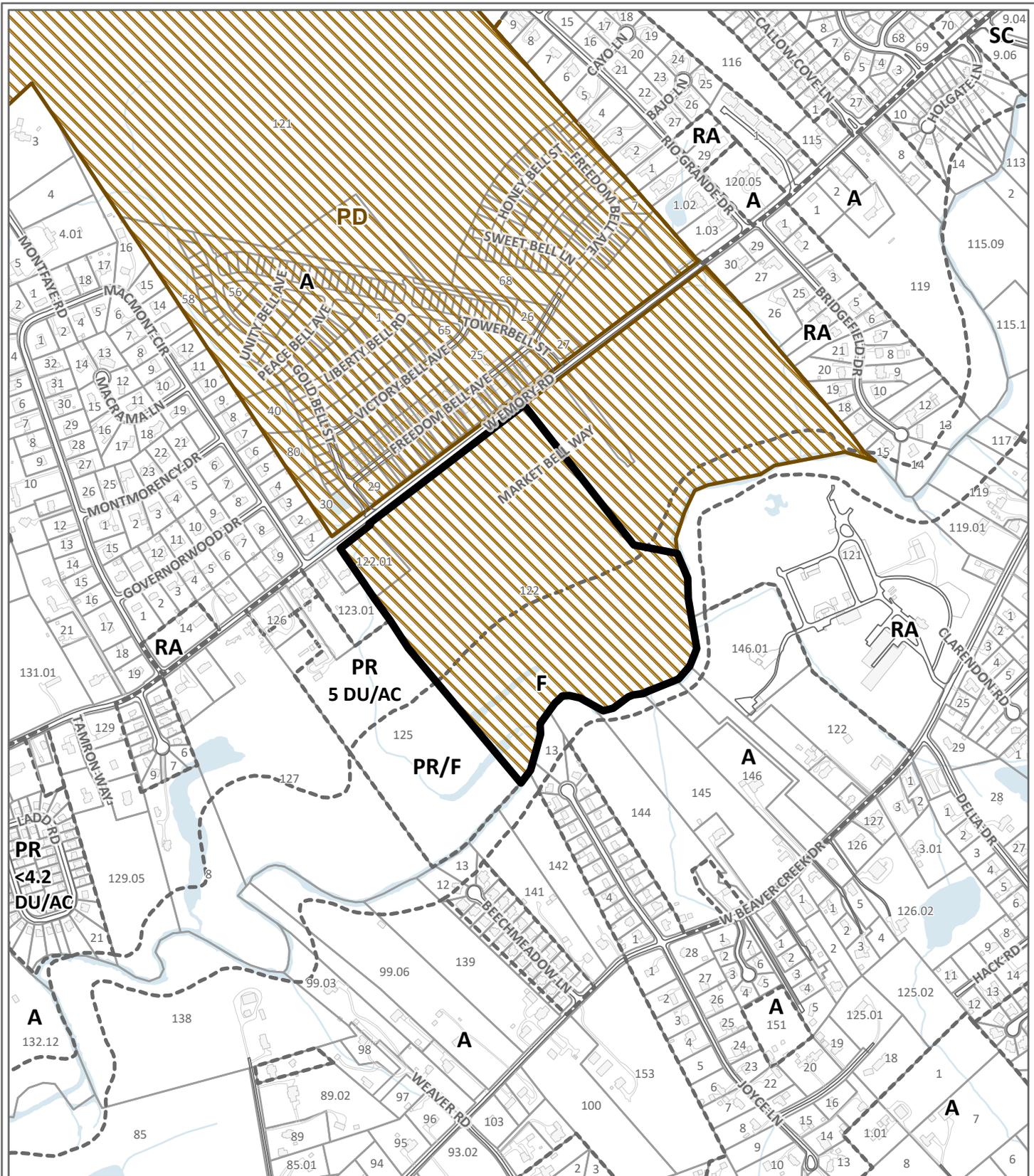
Section 9.C (Walkability and Connectivity) – Every road will have sidewalks on at least one side.

NOTE: Sidewalks will be installed on both sides of Belltown Crossing Boulevard to minimize the need for pedestrians to cross the street and create a continuous sidewalk on the inner portion of the loop road (east and north sides in this phase).

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: Not applicable.

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



**CONCEPT PLAN**

**1-SC-26-C**

**Petitioner:** Josh Sanderson



Extension of public road in A (Agricultural), PD (Planned Development), F (Floodway)

**Original Print Date:** 12/2/2025

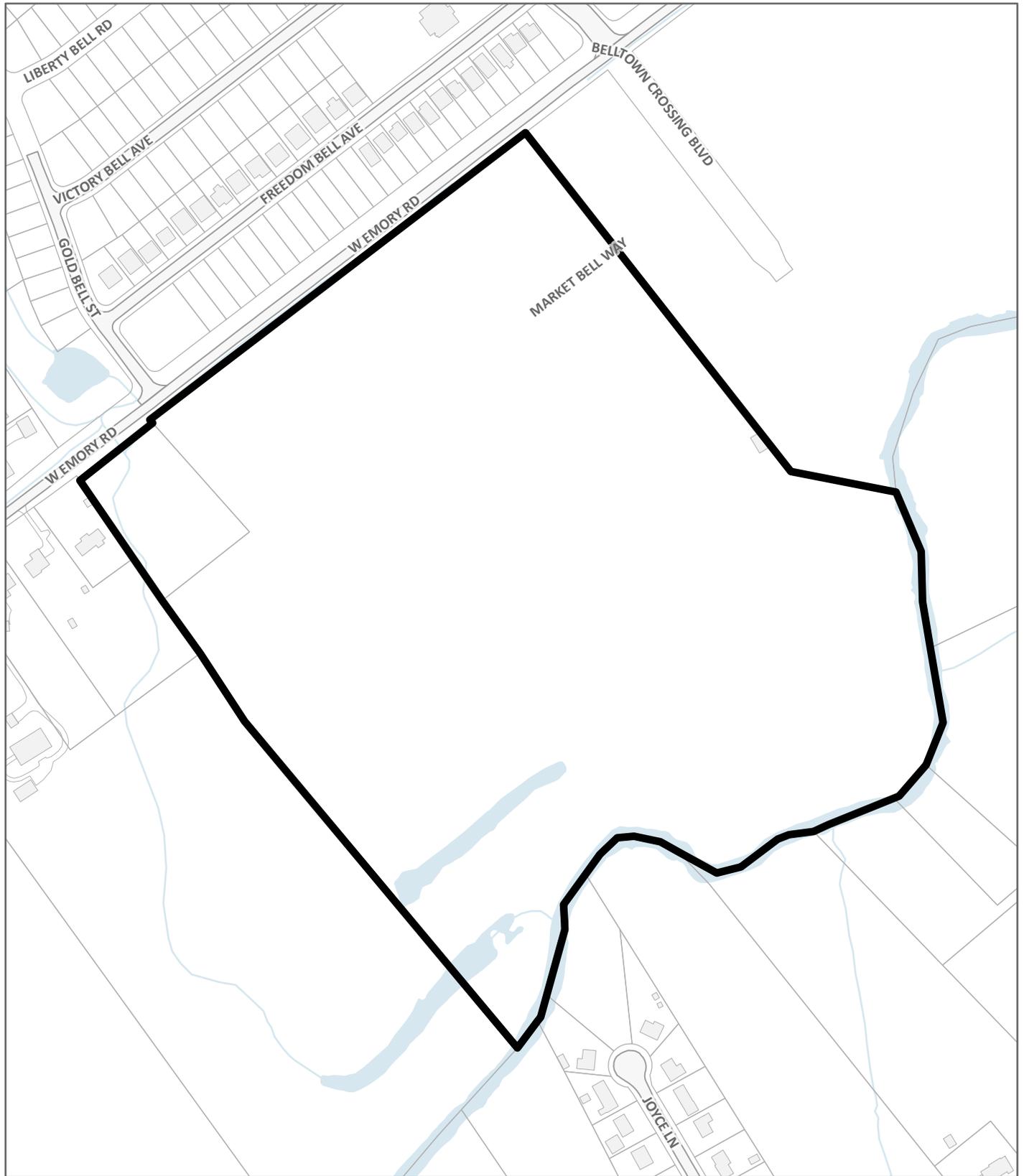
Knoxville - Knoxville County Planning Commission \* City / County Building \* Knoxville, TN 37902

**Map No:** 66

**Jurisdiction:** County



# Exhibit A. Contextual Images

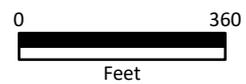


**LOCATION MAP**

**1-SC-26-C**



Case boundary



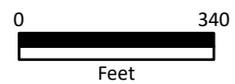
# Exhibit A. Contextual Images



## AERIAL MAP



Case boundary



# Alternative Design Standards

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

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

### **Alternative Design Standards Requiring Planning Commission Approval**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Signature 

Josh Sanderson

12-29-25

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:**

Request a reduction in Horizontal Curve from 250' to 200' at sta. 20+23 to sta. 23+378 n Belltown Crossing Blvd.

Approval required by: Planning Commission  Engineering

Engineering supports the alternative design standard requested

(to be completed during review process): YES  NO

Engineering Comments:

Because it's already graded and graveled as part of the commercial development approved and completed a few years ago..

**2. ALTERNATIVE DESIGN STANDARD REQUESTED:**

*Steve Elliott*

Approval required by: Planning Commission  Engineering

Engineering supports the alternative design standard requested

(to be completed during review process): YES  NO

Engineering Comments:

**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:

# BELLTOWN PLANNED DEVELOPMENT

## KNOX COUNTY, TENNESSEE

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FOLLOW-UP TRAFFIC IMPACT STUDY

W. EMORY ROAD  
POWELL COMMUNITY

CCI PROJECT NO. 01203-0001

PREPARED FOR:

Smithbilt Homes  
4907 Ball Road  
Knoxville, Tennessee 37931

SUBMITTED BY:

Cannon & Cannon, Inc.  
8550 Kingston Pike  
Knoxville, TN 37919  
865.670.8555

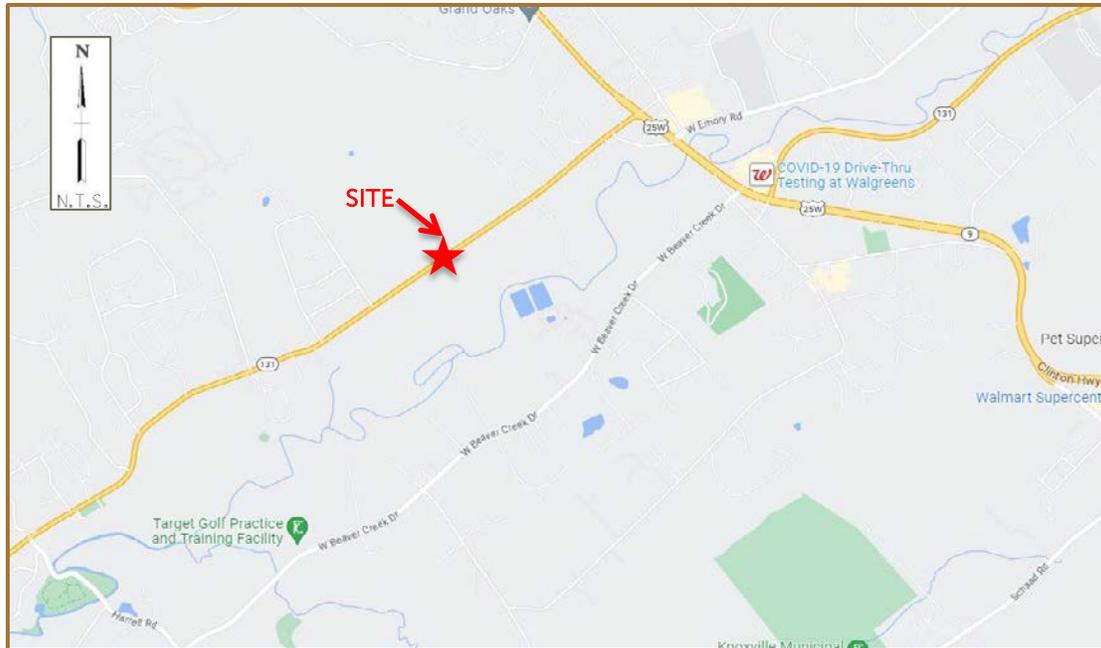


1-SC-26-C  
(11-A-22-PD)  
TIS Version 1  
3/10/2023

MARCH  
2023

## INTRODUCTION & PURPOSE OF STUDY

This report provides a summary of a follow-up traffic impact study that was performed for a proposed planned development on West Emory Road (SR 131) in the Powell Community of Knox County, Tennessee. The project site is located on both the north and south sides of W. Emory Road, about three quarters of a mile west of the intersection of W. Emory Road with Clinton Highway (SR 9, US 25W). FIGURE 1 is a location map showing the roadways in the vicinity of the project site.



**FIGURE 1  
LOCATION MAP**

This traffic impact study is a follow-up to a study conducted by CDM Smith, whose final report revision was performed in September 2022. The primary purpose of this follow-up study is to confirm the recommendations made in the CDM Smith study. The traffic counts for that study were conducted with local schools not in session. Additionally, since that study was completed, the developer has made some minor adjustments to the site development configuration and size of some uses. Therefore, it was determined that a follow-up study is appropriate utilizing new traffic counts with local schools in session and based on the revised site development configuration and unit sizes.

As with all traffic impact studies, this study focuses on an evaluation of the traffic operational and safety impacts of the proposed development upon roadways in the vicinity of the project site. The evaluation scope and many of the assumptions used in the CDM Smith study were determined to be appropriate for this follow-up study. The study evaluations were conducted for existing and future conditions, both with and without site generated traffic, in order to determine the anticipated impacts of the proposed development and to confirm that the original recommendations made in the CDM Smith study remain appropriate. FIGURE 2 shows the current development plan for the project site.



FIGURE 2  
CONCEPTUAL SITE PLAN

## CONCLUSIONS & RECOMMENDATIONS

The primary conclusion of this study is that the capacity mitigation measures proposed in the CDM Smith study will result in satisfactory traffic operations at the study intersections in the proposed development full build-out year of 2030. This conclusion is based on the most recent traffic counts, which were conducted with local schools in session, and based on the revised site development configuration and unit sizes. Therefore, it is our recommendation that these measures be implemented in conjunction with development of the proposed project. The following is a listing of these proposed measures, which is in full agreement with the recommendations of the CDM Smith report:

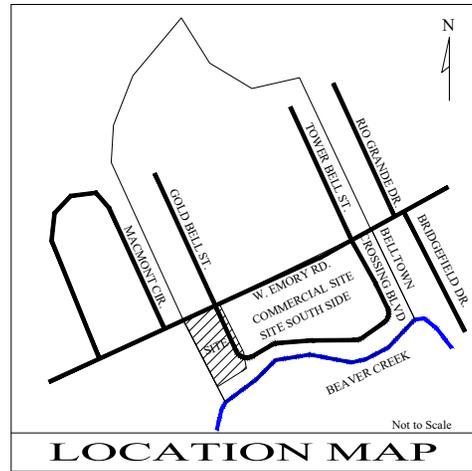
1. Provide a minimum 3-lane roadway section along W. Emory Road adjacent to the project site. The added lane will be a center 2-way left-turn lane providing for eastbound and westbound left-turn movements to the proposed site access.
2. Provide a minimum 315-foot storage/deceleration for right-turn lanes from W. Emory Road to the two proposed east and west site access streets.
3. Provide a traffic signal for the proposed eastern street intersection with W. Emory Road.
4. Signalization should include pedestrian traffic control facilitating possible movements from the northside residential areas to the park/recreational amenities located to the south.
5. Provide pedestrian facilities, including sidewalks and crosswalks, connecting the residential and commercial uses with the park/recreational uses.
6. Minimize landscaping, using low growing vegetation, and signage at the proposed site access streets to W. Emory Road to ensure a minimum 500-foot line-of-sight is provided for the safe operations of the site intersections.
7. Provide a second northwest bound left-turn lane from Clinton Highway to westbound W. Emory Road. The corresponding two westbound departing lanes from this intersection should be a minimum of 300 feet in length on W. Emory Road before transitioning to a single westbound lane.
8. Provide separate left and right-turn lanes from the proposed site intersecting streets with W. Emory Road.

CONCEPT & DESIGN PLAN  
FOR  
**BELLTOWN COMMONS  
ON W. EMORY ROAD**

CLT MAP 066, PARCEL 122.01  
CLT MAP 066, PARCEL 122  
DISTRICT-6, KNOX COUNTY, TENNESSEE

INDEX OF PLANS

SHEET NO.	DESCRIPTION
1	TITLE SHEET
2	CONCEPT PLAN
3	ROAD PROFILES



OWNER:  
**BELLTOWN, LLC**  
4907 BALL ROAD  
KNOXVILLE, TENNESSEE 37931  
PHONE (865) 694-8582  
FAX: (865) 693-9699

SITE ADDRESS:  
0 BELLTOWN CROSSING BLVD.  
POWELL, TENNESSEE 37849

THREE DAYS PRIOR TO ANY EARTHWORK  
OR CONSTRUCTION CONTRACTOR MUST  
CONTACT:  
TENNESSEE ONE-CALL  
1-800-351-1111

RECORD AND SAVE YOUR  
CONFIRMATION NUMBER.: 160926614  
CONFIRMATION NUMBER.: 160985276



This is to certify that I have consulted the Federal Insurance Administration Flood Hazard Boundary Map, and found that the above described is not located in a special flood hazard area as shown on the Federal Insurance Rate Map Panel 47093C0115F, Knox County Community Number 475433 effective date May 2, 2007.  
Date: 12-29-25  
Signature: [Signature]

SOUTHLAND ENGINEERING CONSULTANTS, LLC  
GENERAL CIVIL & LAND SURVEYORS  
299 BALL ROAD  
KNOXVILLE, TENNESSEE 37911  
PHONE (865) 694-7756  
FAX (865) 693-9699  
E-MAIL: wright@seconssouthland.com  
www.southlandengineering.com

NOC: TNR137100

PERMITS FOR THIS PROJECT ARE ISSUED THROUGH KNOX COUNTY GOVERNMENT

1-SC-26-C

REV. 12-29-25  
NOVEMBER, 2025

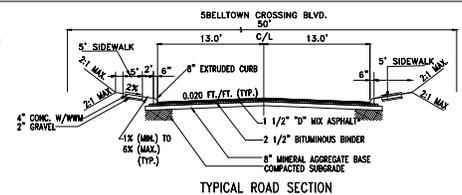
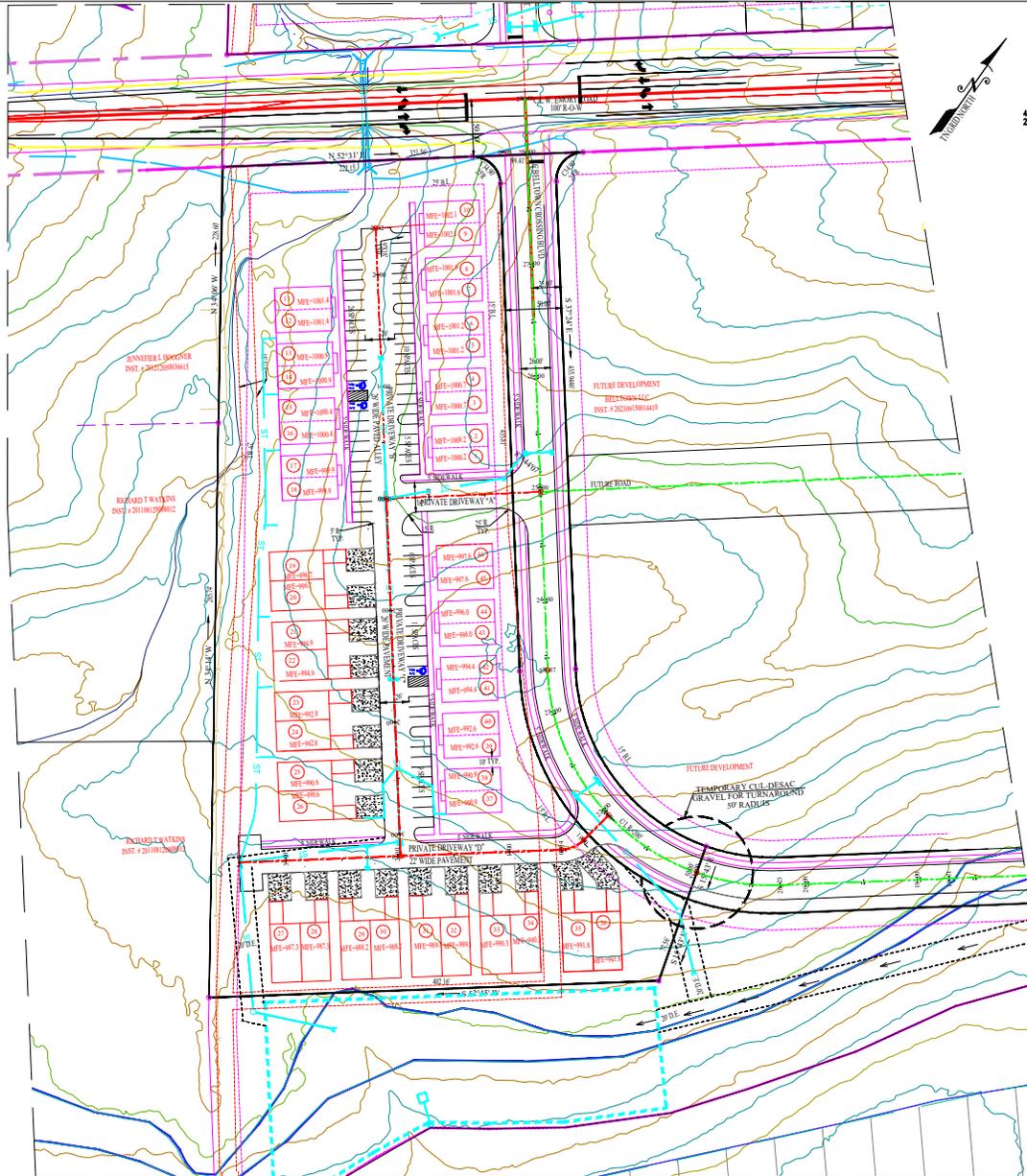
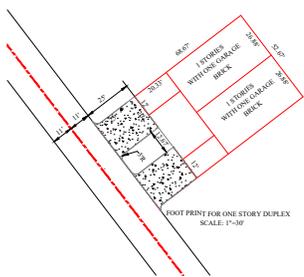
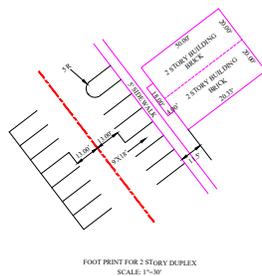
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SHEET 1 OF 7 SHEETS

BF-11-17-25-TS

**NOTE:**  
CONTRACTOR TO NOTIFY ENGINEER BEFORE START OF CONSTRUCTION

**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. OSHA RULES SHALL BE ADHERED BY.



- NOTES:**
- ALL DIMENSIONS AND ACREAGE ARE SCALED AND SUBJECT TO CHANGE ON THE FINAL PLAN.
  - THE UNDERGROUND UTILITIES SHOWN HAVE NOT BEEN LOCATED FROM FIELD SURVEY INFORMATION AND EXISTING DRAWINGS. THE SURVEYOR MAKES NO GUARANTEES THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED, ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE. THE SURVEYOR HAS NOT PHYSICALLY LOCATED ALL UNDERGROUND UTILITIES.
  - MINIMUM FINISHED FLOOR ELEVATION AS SHOWN.
  - ZONING IS AGRICULTURE.
  - THESE TWO TRACTS CONTAIN APPROX. 4.96 ACRES FOR DUPLEXES AS ADMINISTRATIVE PLAN AND 0.81 ACRES FOR THE PUBLIC RIGHT-OF-WAY AS USE-IN-REVIEW ON JANUARY 8, 2026.
  - UTILITIES:  
WATER: HPUJ  
SEWER: HPUJ  
ELECTRIC: KUB  
GAS: KUB  
TELEPHONE: FRONTIER
  - 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. OSHA RULES SHALL BE ADHERED BY.
  - CONTOURS PROVIDED BY KNOXVILLE, KNOX COUNTY GIS.
  - ALTERNATIVE DESIGN STANDARDS:  
a. REQUEST REDUCTION IN THE HORIZONTAL CENTERLINE RADIUS ON BELLETTOWN CROSSING BLVD. AT STA. 20+23 TO 23+37 FROM 250' TO 200'.
  - BORROW MATERIAL TO BE USED FOR FILL WILL BE TESTED FOR MAXIMUM DRY DENSITY AND OPTIMUM MOISTURE CONTENT (STANDARD PROCTOR ASTM D698) PRIOR TO PLACEMENT OF FILL. FILL SOILS WILL BE COMPACTED IN LAYERS 8 INCHES OR LESS IN THICKNESS TO A MINIMUM OF 98 PERCENT STANDARD PROCTOR MAXIMUM DRY DENSITY AND WITHIN PLUS OR MINUS 3 PERCENT OPTIMUM MOISTURE CONTENT. SIX (6) DENSITY TESTS SHOULD BE PERFORMED NO LESS THAN EVERY 10,000 SQUARE FEET OF AREA PER 8-INCH LIFT (APPROX. 1 TEST PER EVERY 50 FEET).
  - BENCH MARK ELEVATION IS SET BASED ON NAVD 88 DATUM.
  - THE LANDSCAPE SHALL COMPLY WITH THE KNOX COUNTY TREE PROTECTION ORDINANCE.
  - DRIVE NAMES WILL BE ADDED FOR ADDRESSING DEPARTMENT PURPOSE.
  - THERE ARE 74 PARKING SPACES INCLUDING 3 HANDICAP SPACES.
  - THERE ARE 23 DUPLEXES (46 UNITS) IN THIS DEVELOPMENT.
  - THERE SHALL BE 5' WIDE SIDEWALK ON BOTH SIDES ALONG BELLETTOWN CROSSING BLVD.
  - BOUNDARY IS BASED ON FIELD SURVEY.

**CERTIFICATION OF CONCEPT PLAN**

I HEREBY CERTIFY THAT AN ENGINEER LICENSED TO PRACTICE UNDER THE LAWS OF THE STATE OF TENNESSEE, AND THAT THE ENGINEERING INFORMATION PROVIDED AS PART OF THIS DESIGN PLAN IS TRUE AND ACCURATE AND NOT ENGINEERING PRACTICE.

ENGINEER: *William F. Fisher*

TENNESSEE CERTIFICATE NUMBER: 2505

This is to certify that I have consulted the Federal Insurance Administration Flood Hazard Boundary Map, and found that the above-described is located in a special flood hazard area as shown on the Federal Insurance Rate Map Panel 0705C/0157, Knox County Community Number 07543, effective date MAY 2, 2007.

Date: *12-29-25*  
Signature: *William F. Fisher*

SITE ADDRESS:  
0 BELLETTOWN CROSSING BLVD ROAD  
KNOXVILLE, TENNESSEE 37849

OWNER/DEVELOPER:  
BELLETTOWN, LLC  
4909 BALLE RD  
KNOXVILLE, TN 37931  
PHONE: (865) 694-7756  
FAX: (865) 693-9609  
EMAIL: JOSH@BELLTOWN.COM



Revised: 12/29/2025

NOC: TNR137100 1-SC-26-C

SOUTHLAND ENGINEERING CONSULTANTS, LLC  
GENERAL CIVIL & LAND SURVEYORS  
4909 BALLE ROAD  
KNOXVILLE, TENNESSEE 37931  
PHONE: (865) 694-7756  
FAX: (865) 693-9609  
E-MAIL: wfisher@southland.com  
www.southlandengineering.com

DESIGNED	WAR	APPROVED	
		ENGINEER	
DRAWN	WAR		
CHECKED	WAR		

NO.	DATE	REVISION	APPR.
2	12-28-25	REVISED PER KCP COMMENTS	
1	12-11-25	REVISED PER KCP COMMENTS	

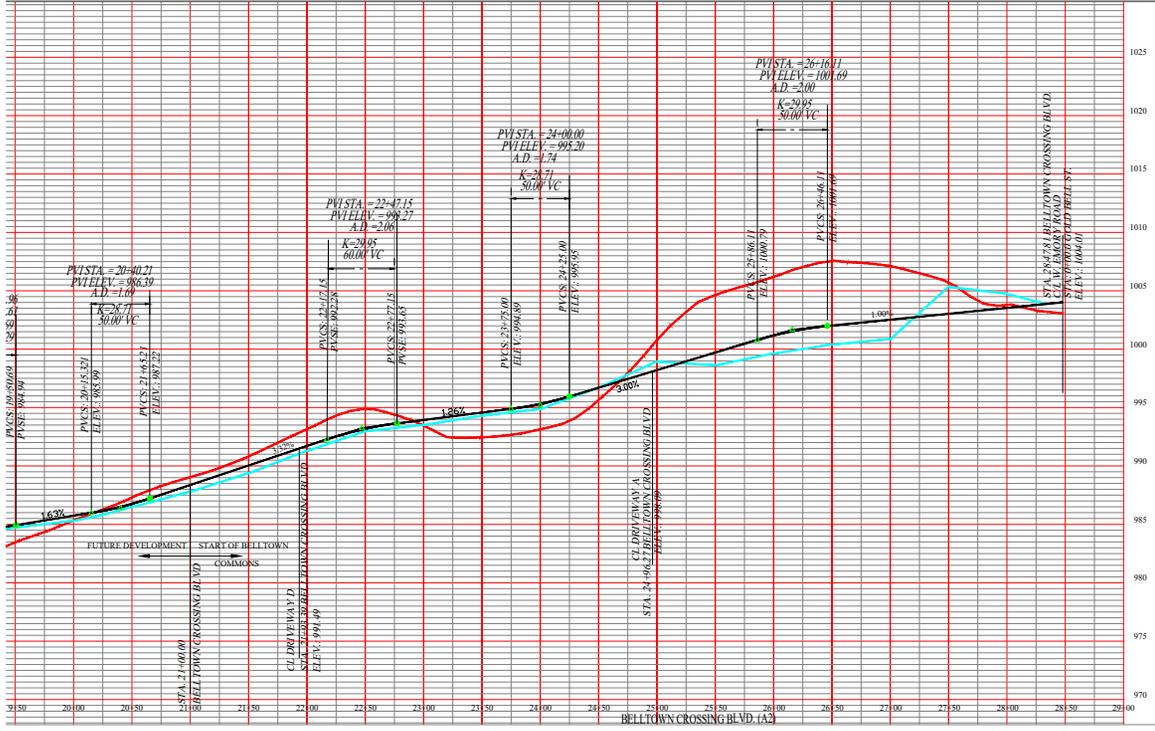
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CONTOUR INTERVAL: 2'  
DATE  
11-14-2025

DEED REFERENCES:  
INST # 201902120047867  
SCALE IN FEET

CONCEPT PLAN FOR BELLETTOWN COMMONS  
ON SOUTHERN W. EMORY ROAD  
CLT MAP 066, PARCEL 122.01  
CLT MAP 066, PART OF PARCELS 122  
DISTRICT-6, KNOX COUNTY, TENNESSEE

BFC-11-14-25-DUP-CP  
SHEET 2 OF 3 SHEETS





**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 ASSESS MANUAL OF ACCESS PREVENTION IN CONSTRUCTION TO PROTECT LIFE, PROPERTY, OR WORK TO AVOID EXCESSIVELY WIDE CUTS BY UNSTABLE MATERIAL. OSHA RULES SHALL BE ADDED BY.

**NOTE:**  
 CONTRACTOR TO NOTIFY ENGINEER BEFORE START OF CONSTRUCTION



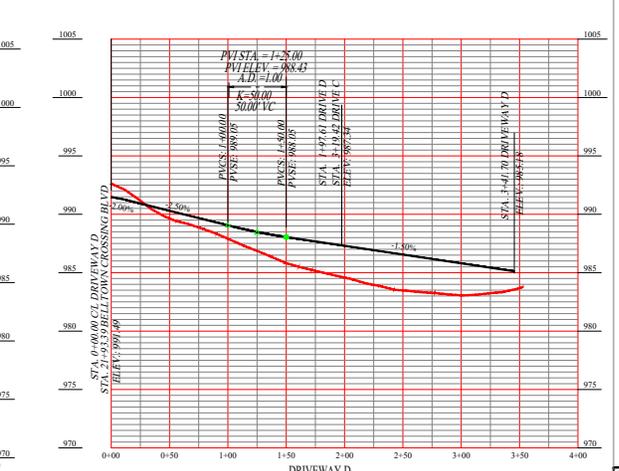
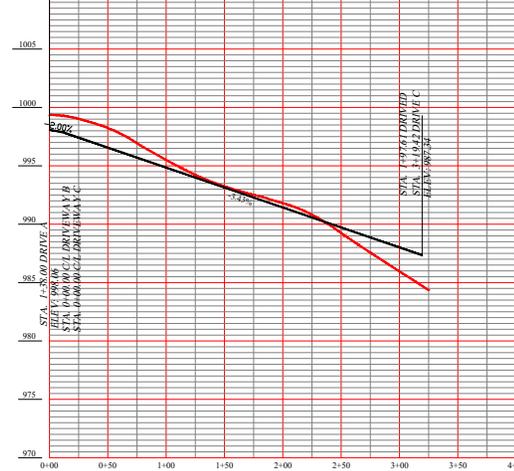
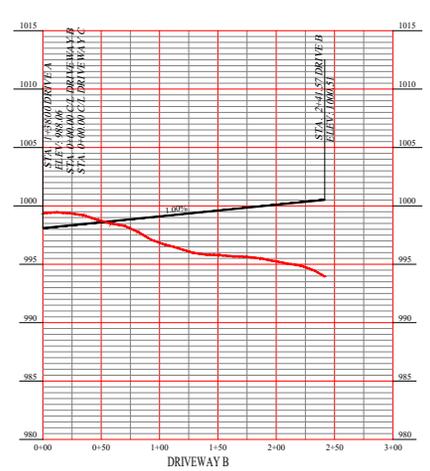
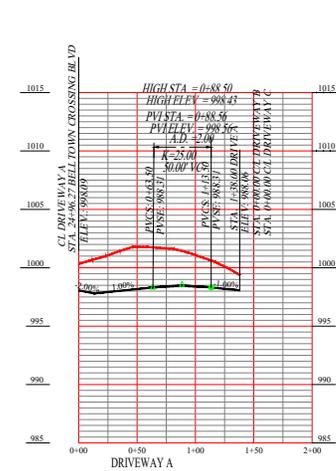
OWNER/DEVELOPER:  
 BELLTOWN, LLC  
 4909 BALL RD  
 KNOXVILLE, TN 37931  
 PHONE: (865) 694-7756  
 FAX: (865) 693-9699  
 EMAIL: JOSH@RISCO.COM

SITE ADDRESS:  
 0 BELLTOWN CROSSING BLVD ROAD  
 KNOXVILLE, TENNESSEE 37849

Revised: 12/29/2025

NOC: TNR137100

1-SC-26-C



SOUTHLAND ENGINEERING CONSULTANTS, LLC  
 GENERAL CIVIL & LAND SURVEYORS  
 4909 BALL ROAD  
 KNOXVILLE, TENNESSEE 37931  
 PHONE: (865) 694-7756  
 FAX: (865) 693-9699  
 E-MAIL: wjrisco@seccompany.com  
 www.southlandengineering.com

DESIGNED	WAR	APPROVED	
DRAWN	WAR	ENGINEER	
CHECKED	WAR		

NO.	DATE	REVISION	APPR.
2	12-28-25	REVISED PER KCP COMMENTS	
1	12-11-25	REVISED PER KCP COMMENTS	

SCALE  
 HORIZONTAL: 1" = 50'  
 VERTICAL: 1" = 5'  
 DATE  
 11-14-2025

DEED REFERENCES:  
 INST # 201902120047867  
 SCALE IN FEET

ROAD PROFILES FOR BELLTOWN COMMONS  
 ON SOUTHERN SIDE OF W. EMORY ROAD  
 CLT MAP 066, PARCEL 122.01  
 CLT MAP 066, PART OF PARCELS 122  
 DISTRICT-6, KNOX COUNTY, TENNESSEE

BFC-11-14-25-DUP-RP  
 SHEET 3 OF 3 SHEETS

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# Public Notice and 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). The contact information you provide in your application may be used for that purpose. We require applicants to acknowledge their role in this process.

## 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.

### 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.*

12/26/2025

Date to be Posted

~~12-10-25~~

01/09/2026

Date to be Removed

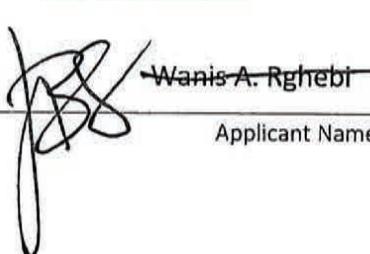
Have you engaged the surrounding property owners to discuss your request?

Yes  No

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



Applicant Signature



Wanis A. Rghebi

Applicant Name



Date