



SUBDIVISION REPORT - CONCEPT/DEVELOPMENT PLAN

▶ **FILE #:** 1-SD-26-C
1-E-26-DP

AGENDA ITEM #: 29
AGENDA DATE: 1/8/2026

▶ **SUBDIVISION:** ELITE CONSTRUCTION ON BAKERTOWN ROAD

▶ **APPLICANT/DEVELOPER:** ELITE CONSTRUCTION

OWNER(S): Jean D Ford Revocable Living Trust

TAX IDENTIFICATION: 91 248 [View map on KGIS](#)

JURISDICTION: County Commission District 3

STREET ADDRESS: 2924 BAKERTOWN RD

▶ **LOCATION:** Northeast side of Bakertown Rd, across from the eastern terminus of Bert Newman Ln

GROWTH POLICY PLAN: Planned Growth Area

FIRE DISTRICT: Karns Fire Department

WATERSHED: Beaver Creek, Ten Mile Creek

▶ **APPROXIMATE ACREAGE:** 6.27 acres

▶ **ZONING:** PR(k) (Planned Residential, subject to conditions) up to 2 du/ac

PLACE TYPE: SR (Suburban Residential), HP (Hillside Ridgetop Protection)

▶ **EXISTING LAND USE:** Rural Residential

▶ **PROPOSED USE:** Detached residential subdivision

SURROUNDING LAND USE AND ZONING:
North: Single family residential - A (Agricultural)
South: Single family residential - A (Agricultural), RA (Low Density Residential)
East: Single family residential - PR (Planned Residential) up to 4 du/ac
West: Rural residential, single family residential, agriculture/forestry/vacant land - A (Agricultural)

▶ **NUMBER OF LOTS:** 12

SURVEYOR/ENGINEER: David Harbin Batson, Himes, Norvell and Poe

ACCESSIBILITY: Access is via Bakertown Road, a major collector with a 16.5-18 ft of pavement width within a right-of-way width that varies from 46-50 ft.

▶ **SUBDIVISION VARIANCES REQUIRED:** **VARIANCES:**
1) Reduce the minimum intersection separation between the centerlines of Road 'A' and Bert Newman Lane from 300 ft to 241 ft.

ALTERNATIVE DESIGN STANDARDS REQUIRING PLANNING COMMISSION APPROVAL:
None.

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

1. Increase the maximum intersection grade from 1 percent to 2 percent at the intersection of Road 'A' at Bakertown Road.
2. Increase the maximum intersection grade from 1 percent to 3 percent at the intersection of Road 'A' at Road 'B'

STAFF RECOMMENDATION:

- ▶ **Deny the variance to reduce the minimum intersection separation based on the recommendations of Knox County Engineering and Public Works, as outlined on the variance request form (attached) and in the staff comments of this staff report.**

Deny the alternative design standards based on the denial recommendation of the intersection separation variance, rendering the plan non-compliant with the Subdivision Regulations.

Deny the Concept Plan based on the denial recommendation of the intersection separation variance, rendering the plan non-compliant with the Subdivision Regulations.

- ▶ **Deny the Development Plan based on the denial recommendation of the Concept Plan.**

COMMENTS:

This proposal is a 12-lot detached residential subdivision on this 6.27-acre property at a density of 1.91 du/ac. The property was rezoned from A (Agricultural) to PR(k) (Planned Residential) up to 2 du/ac, subject to the condition of maintaining a 50-ft tree preservation buffer along the northern and eastern boundary lines, as shown in the shaded area on Exhibit B.

VARIANCE – INTERSECTION SEPARATION

The intersection separation standards in the Subdivision Regulations are based on the classification of the connecting roads (Section 3.04.J.4). Bakertown Road is considered a “major collector”, which requires a minimum separation of 300 ft between the centerlines of intersections. The applicant is requesting to locate the access point in the southwest corner of the site, 241 ft from the intersection of Bert Newman Lane, rather than lining up the intersections, which would place the access at the crest of Bakertown Road and approximately centered in a curve in the road and the subject site.

When evaluating the location of new intersections, the available sight distance and planned or anticipated future road improvements are significant considerations. The Subdivision Regulations require new intersections to have a minimum sight distance of 10 times the posted speed limit. The posted speed limit of Bakertown Road is 30 mph, so the minimum sight distance requirement is 300 ft in both directions from the new intersection. Bakertown Road is one of three road networks that make a north-south connection between Middlebrook Pike and Schaad Road, west of Western Avenue and east of Lovell Road. Considering anticipated growth in the Schaad Road corridor to the north, vehicle trips and speeds are expected to increase on Bakertown Road, and maximizing sight distance at new intersections is a high priority.

Knox County Engineering and Public Works (EPW) states on the variance request form (attached) that “[they do] not have enough information to verify that the location of this access point maximizes the available sight distance, therefore we cannot support this request.” The applicant provided verification that the proposed access location can obtain the minimum 300 ft sight distance with grading along the Bakertown Road frontage (see page 2 of the Concept Plan – Sight Distance Plan & Profiles). Sight distance profiles were also provided for the alternative location at the Bert Newman Lane intersection, which could presumably also obtain the minimum sight distance with grading and clearing along the site’s frontage, but the applicant’s engineer did not confirm this. Additionally, Knox County EPW requested that the applicant’s engineer provide the maximum sight distance obtainable at both access locations to determine whether the proposed access location provides a safety benefit by maximizing available sight distance in relation to the alternative location at Bert Newman Lane. This additional information was not provided as of the writing of this report.

ZONING CONDITION

The zoning condition states, “Maintaining a 50-foot tree preservation buffer along the northern and eastern boundary lines, as shown in the shaded area on Exhibit B [attached].” The applicant shows the 50-ft tree buffer crossing the house lots and common area, but does not indicate how the trees will remain undisturbed, as required by the zoning condition. Staff recommend that the tree buffer be in common area rather than across

private property, as proposed.

HILLSIDE PROTECTION

This 6.36-acre site is entirely within the HP (Hillside Protection) area. The slope analysis recommends a land disturbance budget of 5.89 acres. The applicant states there will be 1.45 acres of disturbance in the HP area, but this calculation considers only the road, not the houses or other site improvements. However, if the 50-ft tree buffer is preserved as required by the zoning condition, the project will stay within the recommended land disturbance budget, even if the remainder of the site is disturbed.

ESTIMATED TRAFFIC IMPACT: 143 (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.

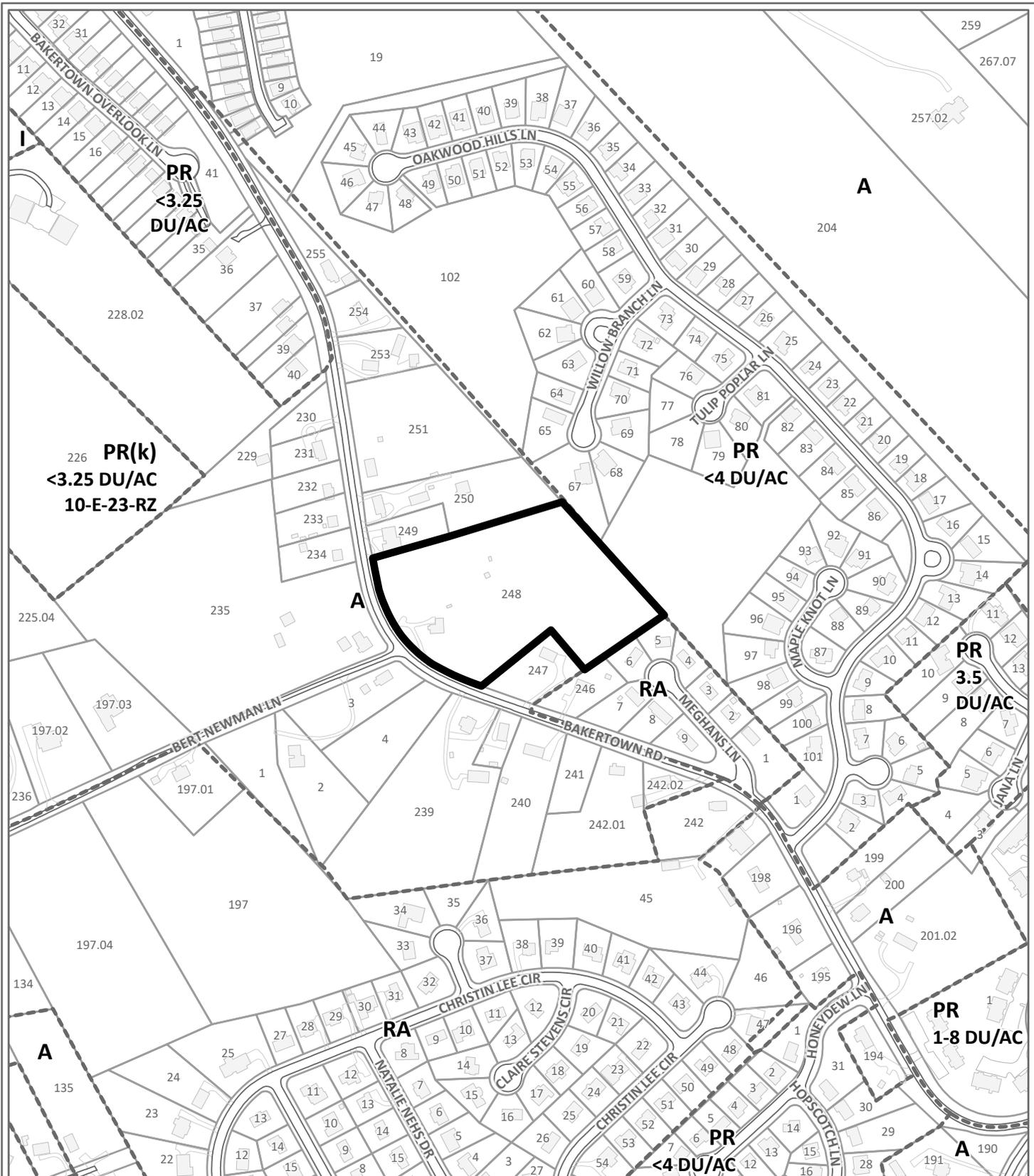
ESTIMATED STUDENT YIELD: 5 (public school children, grades K-12)

Schools affected by this proposal: Karns Elementary, Karns Middle, and Karns 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 request is final, unless the action is appealed to a court of competent jurisdiction within thirty (30) days of the Planning Commission's decision.



DEVELOPMENT PLAN

1-E-26-DP

Petitioner: Elite Construction



Detached residential subdivision in PR(k) (Planned Residential, subject to conditions) up to 2 du/ac

Original Print Date: 12/2/2025

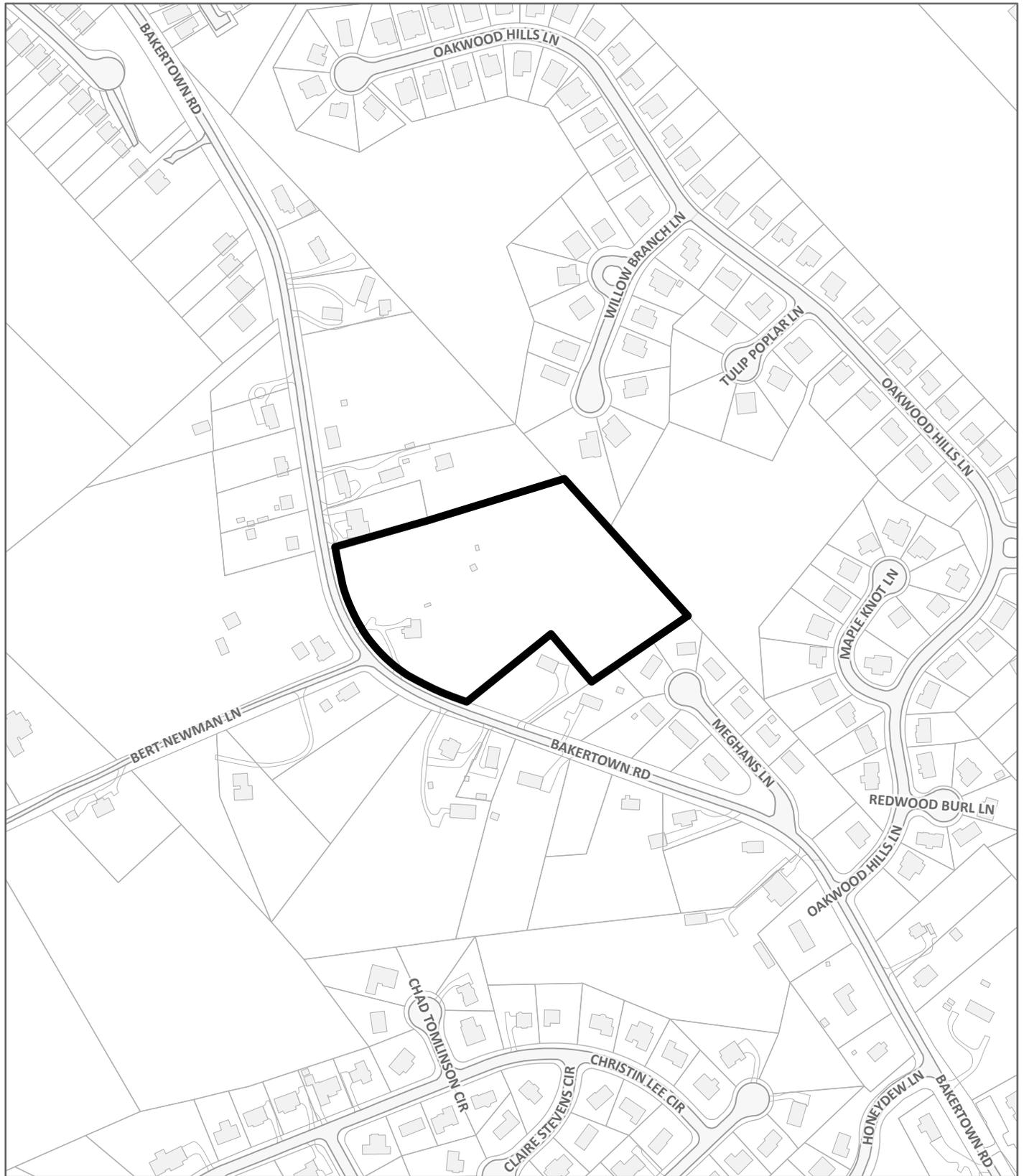
Knoxville - Knox County Planning Commission * City / County Building * Knoxville, TN 37902

Map No: 91

Jurisdiction: County



Exhibit A. Contextual Images



LOCATION MAP

1-E-26-DP / 1-SD-26-C



Case boundary

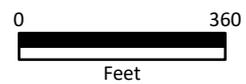


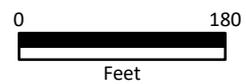
Exhibit A. Contextual Images



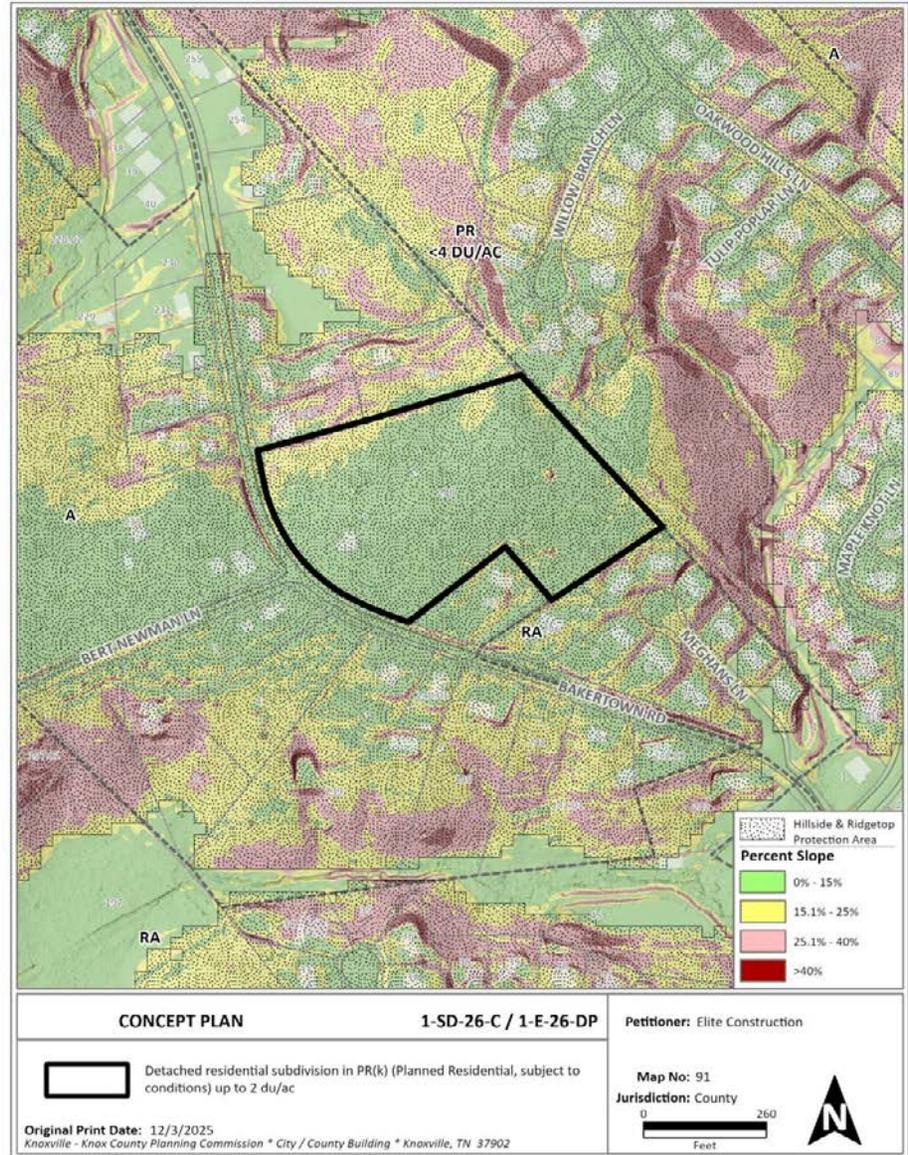
AERIAL MAP



Case boundary



CATEGORY	ACRES	RECOMMENDED DISTURBANCE BUDGET (Percent)	DISTURBANCE AREA (Acres)
Total Area of Site	6.36		
Non-Hillside	0.00	N/A	
0-15% Slope	5.47	100%	5.47
15-25% Slope	0.80	50%	0.40
25-40% Slope	0.07	20%	0.01
Greater than 40% Slope	0.02	10%	0.00
Ridgetops			
Hillside Protection (HP) Area	6.36	Recommended disturbance budget within HP Area (acres)	5.89
		Percent of HP Area	92.6%

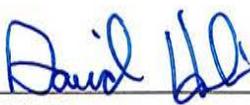


The Planning Commission may reduce or otherwise vary the requirements of the Subdivision Regulations when it finds the hardship criteria are met. In granting such variances, the Planning Commission may attach and require whatever conditions it feels are necessary to secure the basic objectives of the 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.


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:

Intersection spacing between local roads- Bert Newman Lane & Road A from 300' to 241'

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:

Property has limited options for road tie in to provide proper sight distance.

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.

Bert Newman Lane is a low volume road.

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.

Road "A" location maximizes the sight distance available

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:

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

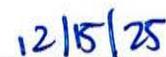
By signing this form, I certify that the criteria for a variance have been met for each request, and that any and all requests needed to meet the Subdivision Regulations are requested above or are attached. I understand and agree that no additional variances can be acted upon by the legislative body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



Signature



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:

Roadway grade on Road A at the intersection of Bakertown from 1% to 2%, STA. 0+10 to STA.0+85

Approval required by: Planning Commission Engineering

Engineering supports the alternative design standard requested

(to be completed during review process): YES NO

Engineering Comments:

2. ALTERNATIVE DESIGN STANDARD REQUESTED:

Roadway grade on Road A at the intersection of Road B from 1% to 3%, STA. 2+50 to STA.2+89

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:

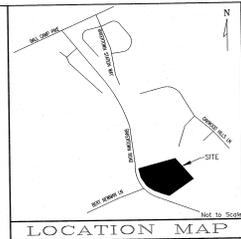
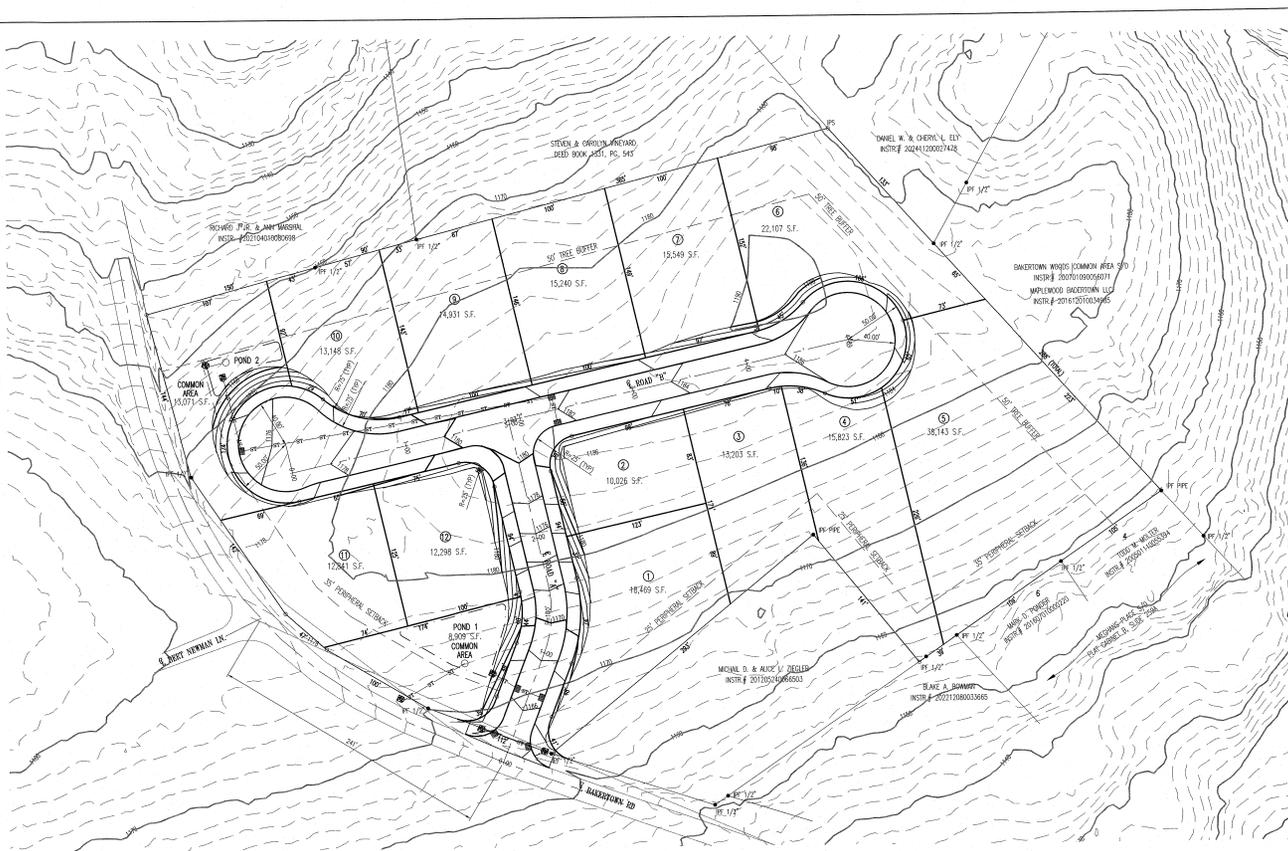
NOTE:
THREE DAYS PRIOR TO ANY EARTHWORK OR CONSTRUCTION
CONTRACTOR MUST CONTACT:
TENNESSEE ONE-CALL
1-800-351-1111
RECORD AND SAVE YOUR CONTRACTION NUMBER.

NOTE:
CONTRACTOR TO NOTIFY ENGINEER
BEFORE START OF CONSTRUCTION

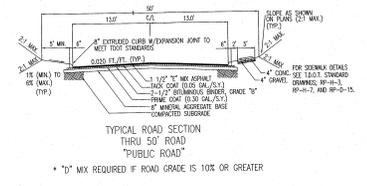
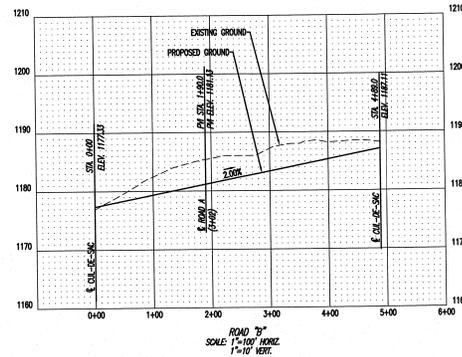
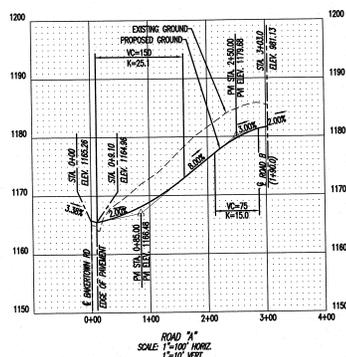
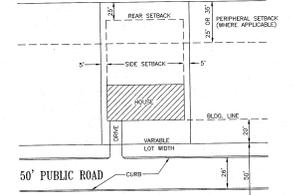
NOTE:
CONTRACTOR IS RESPONSIBLE FOR ALL TRENCH
SAFETY.

CONTRACTOR SHALL SHORE AND BRACE ALL OPEN
OUT 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
WORKS TO AVOID EXCESSIVELY WIDE CUTS IN
UNSTABLE MATERIAL.

OSHA RULES SHALL BE ADDED BY.



- NOTES:
1. ALL DIMENSIONS ARE SCALED AND SUBJECT TO CHANGE ON THE FINAL PLAN.
 2. A 10' GRADING, UTILITY AND CONSTRUCTION EASEMENT COSTS ROAD ALL EXTERIOR LOT LINES AND ROAD LINES, 5' EACH SIDE OF INTERIOR ROAD LINES.
 3. A 15' UTILITY EASEMENT EXCEEDS 12' EACH SIDE OF GENERATOR OF SANITARY SEWER AS INSTALLED.
 4. THE PROPERTY CONTAINS APPROXIMATELY 4.17 ACRES SUBDIVIDED INTO 12 SINGLE FAMILY LOTS & 3 COMMON AREA LOTS.
 5. THIS PROPERTY IS ZONED PLS PLANNED RESIDENTIAL (PDW000).
 6. ALL ROAD PROFILES ARE BASED ON LOW CONTIGUOUS.
 7. UTILITIES:
 - WATER: WEST WARD UTILITY SERVICE
 - SEWER: WEST WARD UTILITY SERVICE
 - ELECTRIC: NORTONVILLE UTILITIES BOARD
 - Gas: NORTONVILLE UTILITY BOARD
 - TELEPHONE: AT&T
 8. GEOTECHNICAL ENGINEER SHALL VERIFY THE SLOPE STABILITY ON ALL FILL SLOPES.
 9. BUILDING SETBACKS ARE AS FOLLOWS:
 - FRONT: 35'
 - ROAD: 25'
 - SIDE: 5'
 10. AS REQUIRED, SERVICE SUPERSEDGES ALL OTHER SERVICES.
 11. DESIGN FEEDBACK (LOADING, SWAMP, HEIGHTS) ARE APPROVED AND ARE BASED ON AVAILABLE INFORMATION, CONTRACTOR IS RESPONSIBLE TO FIELD LOCATE ALL UTILITIES, BOTH HORIZONTALLY AND VERTICALLY PRIOR TO CONSTRUCTION.
 12. VEHICULAR ACCESS IS LIMITED TO INTERIOR ROAD SYSTEM ONLY.
 13. UNWARRANTED SPACING BETWEEN BEST NEIGHBOR IN A ROAD FROM 300' TO 240'.
 14. ALTERNATE DESIGN CHANGES APPROVED BY INDEX COUNTY ENGINEERING ARE AS FOLLOWS:
 - A) PAVEMENT GRADE ON ROAD A AT THE INTERSECTION OF BAKERTOWN ROAD FROM 18' TO 30', (STA. 0+45 TO STA. 2+85)
 - B) PAVEMENT GRADE ON ROAD A AT THE INTERSECTION OF ROAD B FROM 15' TO 30', (STA. 2+45 TO STA. 2+85)
 15. NO LAND ENCROACHMENT OF TREE REMOVAL IS ALLOWED WITHIN THE 50' TREE BUFFER.
 16. VEHICULAR ACCESS IS LIMITED TO THE INTERIOR, STREET ONLY.
 17. SIGHT TRIANGLE WILL BE PROVIDED AT THE INTERSECTION OF ROAD A AND BAKERTOWN RD.
 18. AMOUNT OF DISTURBANCE WITHIN THE FULL SIDE SLOPE PROTECTION IS 1.40 ACRES (32%)



1-SD-26-C/1-E-26-DP

CONCEPT PLAN & PROFILES FOR
ELITE CONSTRUCTION ON BAKERTOWN ROAD
TAX MAP 91, PARCEL 24B
6TH CIVIL DISTRICT, WINDY COUNTY, TENNESSEE

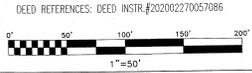
25780-SP

SHEET 1 OF 1 SHEET(S)
DATE: 11/22/25

BATSON, HIMES, NORVELL & POE
REGISTERED ENGINEERS & LAND SURVEYORS
4254 PROFESSIONAL DRIVE
KNOXVILLE, TENNESSEE 37909
PHONE: (865) 588-6473
FAX: (865) 588-6475
email@batson-p.com

DESIGNED	DBH	DATE	REVISION	APPR.	NO.	DATE	REVISION	APPR.
DRAWN	SCW							
CHECKED	DBH							

SCALE
HORIZONTAL: 1"= 50'
VERTICAL: 2" INTERVAL
DATE
11/22/25

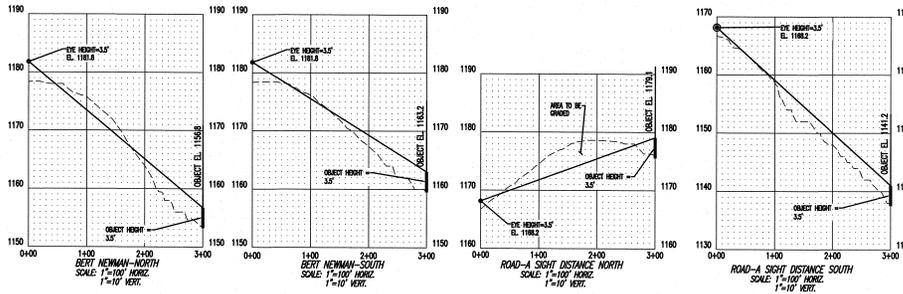
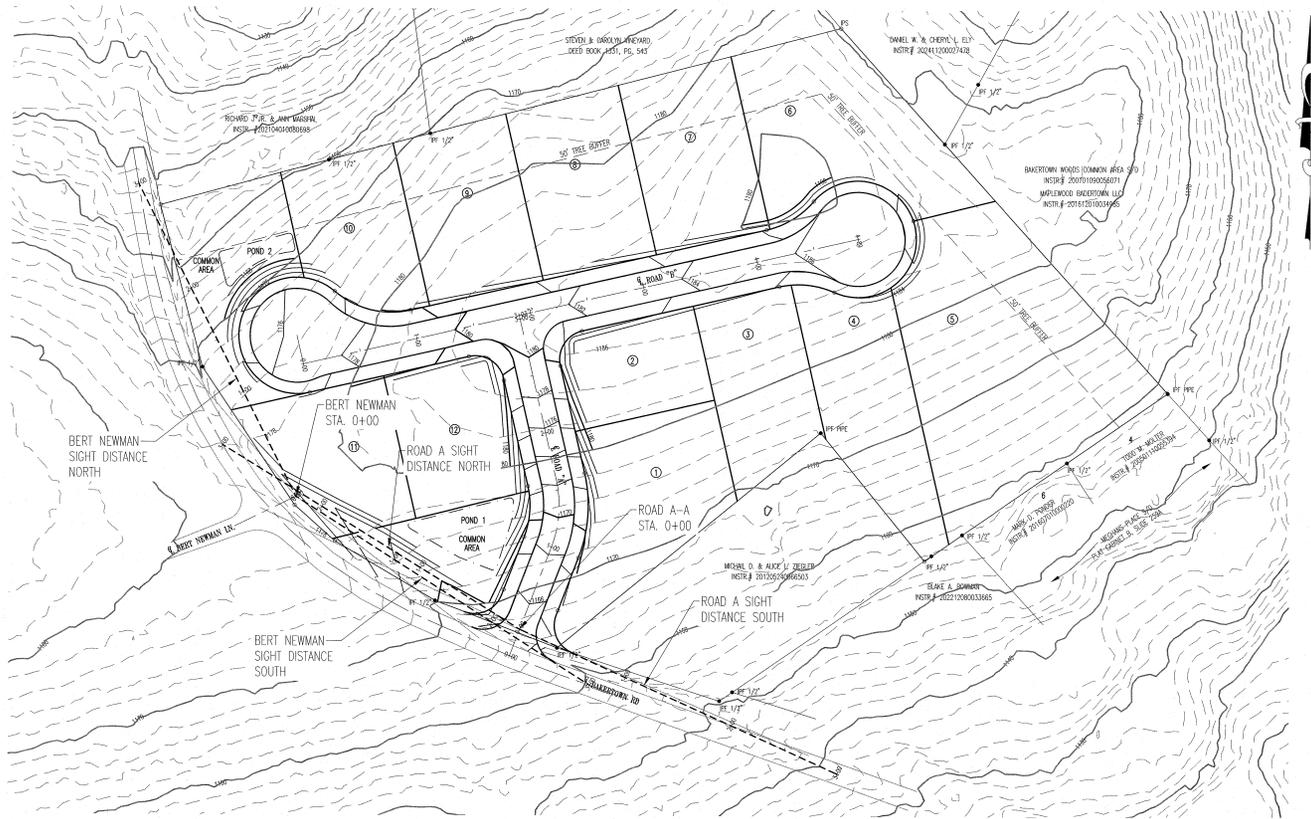


OWNER/DEVELOPER
ELITE CONSTRUCTION, LLC
C/O ALEXANDER BOTEZAT
413 BALL CAMP PIKE
KNOXVILLE, TN 37921
(865)-313-5695

NOTE:
 THREE DAYS PRIOR TO ANY EARTHWORK OR CONSTRUCTION
 CONTRACTOR MUST CONTACT:
 TENNESSEE ONE-CALL
 1-800-351-3111
 RECORD AND SAVE YOUR CONFIRMATION NUMBER.

NOTE:
 CONTRACTOR TO NOTIFY ENGINEER
 BEFORE START OF CONSTRUCTION

NOTE:
 CONTRACTOR IS RESPONSIBLE FOR ALL TRENCH
 SHEETS.
 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 ABIDED BY.



OWNER/DEVELOPER
 ELITE CONSTRUCTION, LLC
 C/O ALEXANDER BOTEZAT
 413 BALL CAMP PIKE
 KNOXVILLE, TN 37921
 (865)-313-5895

1-SD-26-C/1-E-26-DP

SIGHT DISTANCE PLAN & PROFILES FOR
 ELITE CONSTRUCTION ON BAKERTOWN ROAD

TAX MAP 91, PARCEL 248
 6TH CIVIL DISTRICT, KNOX COUNTY, TENNESSEE

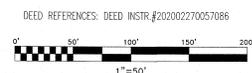
25780-SD

SHEET 1 OF 1 SHEET(S)

BATSON, HIMES, NORVELL & POE
 REGISTERED ENGINEERS & LAND SURVEYORS
 4334 PAPERHILL DRIVE
 KNOXVILLE, TENNESSEE 37909
 PHONE: (865) 588-6472
 FAX: (865) 588-6473
 email@bhn-p.com

DESIGNED	OBH						
DRAWN	SEW						
CHECKED	OBH	NO.	DATE	REVISION	APPR.	NO.	DATE

SCALE
 HORIZONTAL: 1" = 50'
 VERTICAL: 2" INTERVAL
 DATE
 12/18/25



03/20/2018 12:00 PM - SIGHT DISTANCE 1.0 MG

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

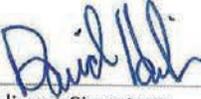
01/09/2026

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

DAVID HARBIN
Applicant Name

10-23-25

Date