



# SUBDIVISION REPORT - CONCEPT/DEVELOPMENT PLAN

▶ **FILE #:** 7-SD-26-C  
7-D-26-DP

**AGENDA ITEM #:** 41  
**AGENDA DATE:** 7/9/2026

▶ **SUBDIVISION:** 7716 STRAWBERRY PLAINS PIKE  
▶ **APPLICANT/DEVELOPER:** 7716 STRAWBERRY PLAINS PIKE  
**OWNER(S):** Amy Elizabeth Nail

**TAX IDENTIFICATION:** 73 01401 [View map on KGIS](#)

**JURISDICTION:** County Commission District 8

**STREET ADDRESS:** 7716 STRAWBERRY PLAINS PIKE

▶ **LOCATION:** Southeast side of Strawberry Plains Pike, northeast of Wooddale Church Rd

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

**FIRE DISTRICT:** Rural Metro Fire

**WATERSHED:** Sinking Creek East

▶ **APPROXIMATE ACREAGE:** 13.91 acres

▶ **ZONING:** PR(k) (Planned Residential, with conditions) up to 8 du/ac

**PLACE TYPE:** SR (Suburban Residential)

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

▶ **PROPOSED USE:** Attached houses

**SURROUNDING LAND USE AND ZONING:**  
North: Recreation (pickleball court), rural residential - A (Agricultural)  
South: Agriculture/forestry/vacant land - A (Agricultural)  
East: Agriculture/forestry/vacant land, single family residential - A (Agricultural)  
West: Public/quasi-public land (church), single family residential - A (Agricultural), CA (General Business)

▶ **NUMBER OF LOTS:** 111

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

**ACCESSIBILITY:** Access is via Strawberry Plains Pike, a minor arterial with 23 ft of pavement width within a right-of-way width that varies from 80-100 ft.

▶ **SUBDIVISION VARIANCES REQUIRED:** **VARIANCES**  
1. Reduce the K value from 25 to 20 at station 4+00.13 on Road B.  
2. Reduce the tangent distance between reverse curves from 50 ft to 17.24 at station 3+50.16 on Road A.

**ALTERNATIVE DESIGN STANDARDS REQUIRING KNOXVILLE-KNOX COUNTY PLANNING COMMISSION APPROVAL**

1. Reduce the required frontage from 25 ft to 24 ft to accommodate townhomes.

**ALTERNATIVE DESIGN STANDARDS REQUIRING KNOX COUNTY**

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

1. Increase the centerline grade from 1% to 2% at all intersections to create a defined drainage path.
2. Decrease the required right of way width from 50 ft to 40 ft (private streets).

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**STAFF RECOMMENDATION:**

- **Approve the variance to reduce the K value from 25 to 20 at STA 4+00.13 on Road B.**
- A. Due to the existing steeper topography along Road B, a reduction of the vertical curve length is needed to keep site grading balanced.
  - B. The topography and shape of the property are unique and have not been created by any person having an interest in the property.
  - C. The proposed K value meets the American Association of State Highway and Transportation Officials requirements. Knox County Engineering and Public Works recommends approval of this variance based on the justifications provided by the applicant.

**Approve the variance to reduce the tangent length between reverse curves on Road A from 50 ft to 17.23 ft from STA 3+50.16 to 3+67.39.**

- A. Due to the steeper topography along Road A, the shortened tangent will allow the road to more effectively follow existing topography.
- B. The topography and shape of the property are unique and have not been created by any person having an interest in the property.
- 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. Knox County Engineering and Public Works recommends approval of this variance based on the justifications provided by the applicant.

**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 12 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. 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. Implementing the recommendations of the Transportation Impact Letter, 7716 Strawberry Plains Pike Subdivision (TIL) (Ajax Engineering, 4/14/2026), as required by Knox County Engineering and Public Works, during the design plan phase. If the TIL is further revised, it must be submitted to Planning staff for review and approval by all applicable agencies.
5. Certifying that the required sight distance is available along Strawberry Plains Pike in both directions at the Road 'A' intersection, with documentation provided to Knox County Engineering and Public Works for review and approval during the design plan phase.
6. Maintaining a non-disturbance buffer with 35 ft of depth along the perimeter of the development, excluding the Strawberry Plains Pike frontage, as required by zoning condition #2. High-visibility fencing must be installed before clearing and grading activities begin and must be maintained until site and building construction are complete.
7. Establishing an easement on all lots that intersects with the required 35-ft non-disturbance buffer outlined in condition #6. This does not preclude the removal of any tree that is sick, dying, or poses a safety hazard.
8. The single, one-acre lot that is centrally located and accessible to the residents of the property must be platted and noted as an open space/common area for use by the residents, as required by zoning condition #3. The level area in this open space shall be no less than shown on the concept plan. Access shall be provided from Road A as shown on the plan.
9. Per zoning condition #3, the open space/common area outlined in condition #8 must have a minimum of 8 native trees of the following species: bald cypress, red maple, and pin oak.
10. Meeting all applicable requirements of the Knox County Zoning Ordinance.
11. Meeting all applicable requirements of the Knox County Department of Engineering and Public Works.

12. Before certification of the final plat for the subdivision, establish 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.

► **Approve the development plan for up to 111 attached residential lots, subject to 2 conditions.**

1. Meeting all applicable requirements of the Knox County Zoning Ordinance.
2. The maximum height of the attached dwellings shall be 35 feet.

In February 2026, the property was rezoned from A (Agricultural) to PR(k) (Planned Residential) up to 8 du/ac, subject to the 3 conditions listed below (1-G-26-RZ).

**COMMENTS:**

In February 2026, the property was rezoned from A (Agricultural) to PR(k) (Planned Residential) up to 8 du/ac, subject to the 3 conditions listed below (1-G-26-RZ).

ZONING CONDITIONS PR (Planned Residential) up to 8 du/ac, subject to 3 conditions:

- 1) A traffic impact study is to be completed by the applicant.
- 2) A 35-foot non-disturbed buffer to be preserved around the perimeter of the property, excluding the frontage.
- 3) One level, single-acre lot with a minimum area of one acre must be created, which shall be centrally located and accessible to the residents of the property; with a minimum of 8 native trees of the following species: bald cypress, red maple, and pin oak.

The previous request was for a 109 townhome lot subdivision on 13.91 acres at a density of 7.84 du/ac (5-SB-26-C/5-F-26-DP). In May, the staff recommendation was to deny the application because the park was not centrally located and accessible to residents, or on level ground, as required by zoning condition #3. The request was subsequently denied by the Planning Commission because the park was not centrally located.

The proposed concept plan increased the number of lots from 109 to 111 lots for a density of 7.98 du/ac. The park area increased from 1 to 1.12 acres and has been moved to the center of the property, which is accessed off the entrance road, Road A. While the park area does vary in grade, the middle of the park remains fairly level, with the grade increasing in steepness from west to east.

DEVELOPMENT PLAN ANALYSIS PER ARTICLE 6, SECTION 6.50.06 (APPROVAL OR DENIAL) In the exercise of its administrative judgment, the Planning Commission shall determine if the proposed plan is in harmony with the general purpose and intent of the zoning ordinance and adopted plans.

- 1) ZONING ORDINANCE- PR (k) (Planned Residential) up to 8 du/ac, subject to 3 conditions. All 3 conditions have been met.
  - A. The property is zoned PR (Planned Residential) with a density of up to 8 du/ac. The total site contains approximately 13.91 acres. The applicant is proposing to subdivide 111 lots, yielding a density of 7.98 du/ac, which is consistent with the maximum allowed density of 8 du/ac.
  - B. The PR zone allows townhomes as a permitted use. The administrative procedures for the PR zone require the Planning Commission to approve the development plan before permits can be issued (Knox County Zoning Ordinance Article 5, Section 5.13.15).
  - C. The height of attached houses shall be determined by the Planning Commission. The elevations provided show the units are 2 stories, which is consistent with the maximum height allowed in the adjacent zone districts.

2) KNOX COUNTY COMPREHENSIVE PLAN – FUTURE LAND USE MAP

- A. The property is within the SR (Suburban Residential) place type on the Future Land Use Map. Suburban Residential areas are appropriate for primarily single family residential development with lot sizes generally less than one acre. These areas may feature a range of lot sizes and housing sizes and styles, including some small-scale attached dwellings.
- B. The scale of the 2-story townhomes is consistent with the SR place type and other residential houses in the general area.

3) KNOX COMPREHENSIVE PLAN - IMPLEMENTATION POLICIES

- A. Implementation Policy 2, ensuring that development is sensitive to existing community character. The intent of the 35-ft non-disturbance buffer is to retain mature trees around the perimeter of the forested property.
- B. The East County Community Plan considers Strawberry Plains Pike a development corridor appropriate for a more intense development pattern.

#### 4) KNOXVILLE - FARRAGUT - KNOX COUNTY GROWTH POLICY PLAN

A. The property is within the Urban Growth Boundary. The purposes of the Urban Growth Boundary designation are to encourage a reasonably compact pattern of development, promote the expansion of the Knoxville and Knox County economy, offer a wide range of housing choices, and coordinate the actions of the public and private sectors, particularly with regard to the provision of adequate roads, utilities, schools, drainage and other public facilities and services. This development is in alignment with these goals.

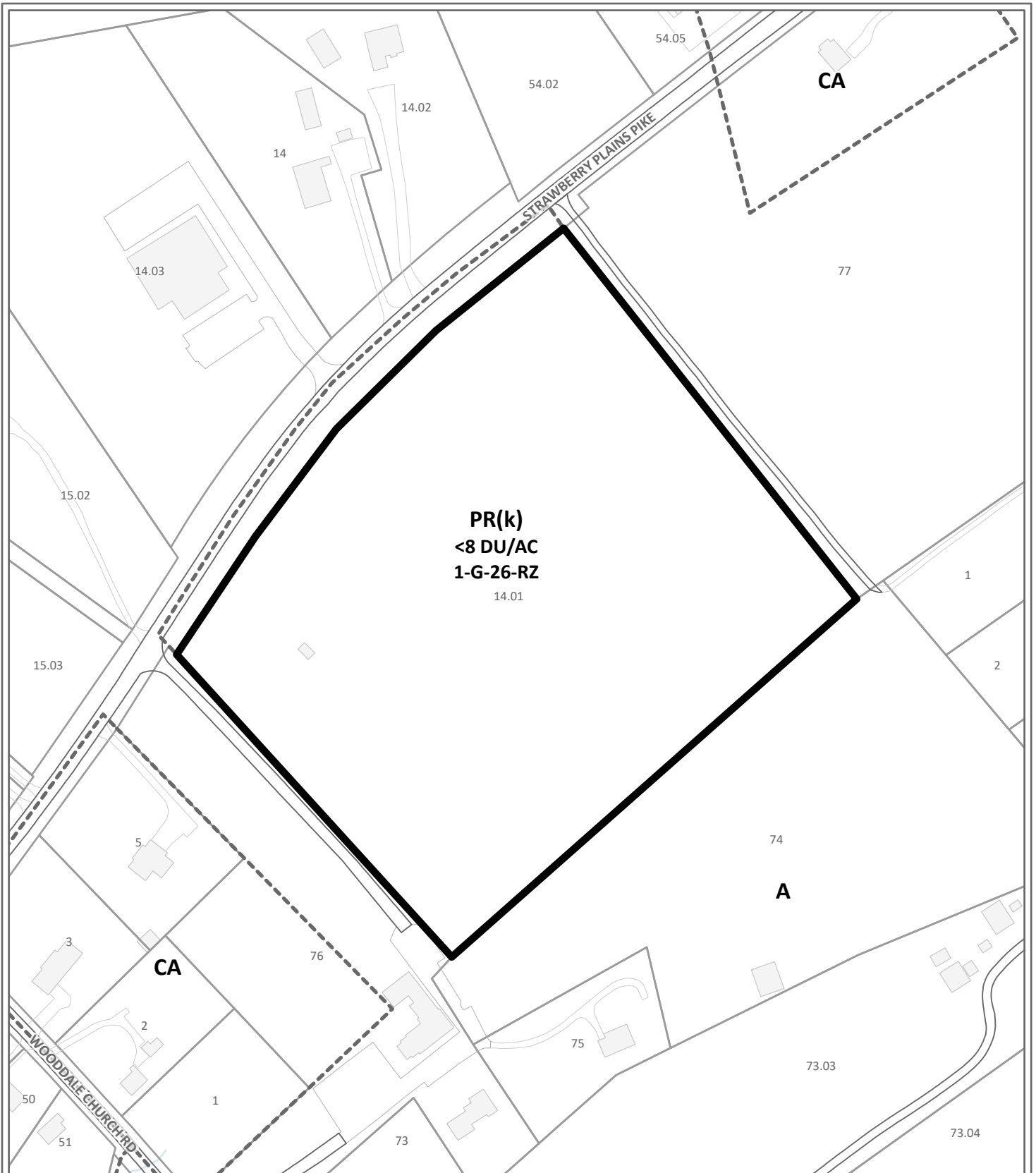
ESTIMATED TRAFFIC IMPACT: A traffic impact study was prepared by the applicant. The findings of that study were used in formulating the recommendations of this staff report.

ESTIMATED STUDENT YIELD: 7 (public school children, grades K-12)

Schools affected by this proposal: Carter Elementary, Carter Middle, and Carter High.

- Potential new school population is estimated using locally-derived data on public school student yield generated by new housing.
- Students are assigned to schools based on current attendance zones as determined by Knox County Schools. Students may request transfers to different zones, and zone boundaries are subject to change.
- Estimates presume full build-out of the proposed development. Build-out is subject to market forces, and timing varies widely from proposal to proposal.
- Student yields from new development do not reflect a net addition of children in schools. Additions occur incrementally over the build-out period. New students may replace current population that ages through the system or moves from the attendance zone.

The Planning Commission's approval or denial of this request is final, unless the action is appealed. For more information on the appeal process, contact Knoxville-Knox County Planning.



**DEVELOPMENT PLAN**

**7-D-26-DP**

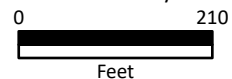
**Petitioner:** 7716 Strawberry Plains Pike



Attached residential subdivision in PR(k) (Planned Residential), <8 DU/AC

**Map No:** 73

**Jurisdiction:** County



**Original Print Date:** 5/29/2026

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

# Exhibit A. Contextual Images



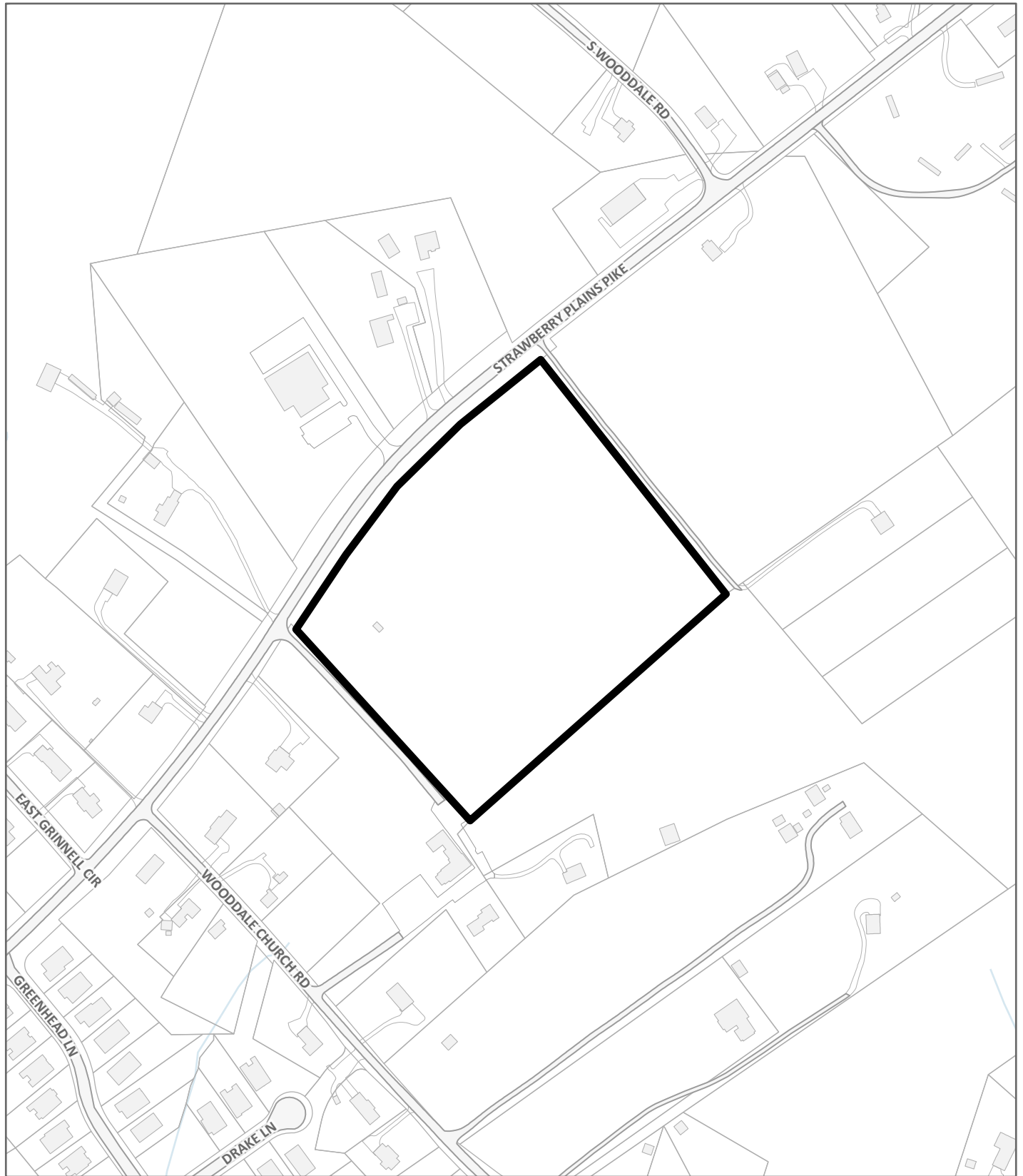
## AERIAL MAP



Case boundary



# Exhibit A. Contextual Images

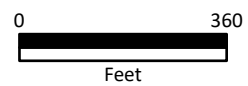


**LOCATION MAP**

**7-SD-26-C / 7-D-26-DP**



Case boundary

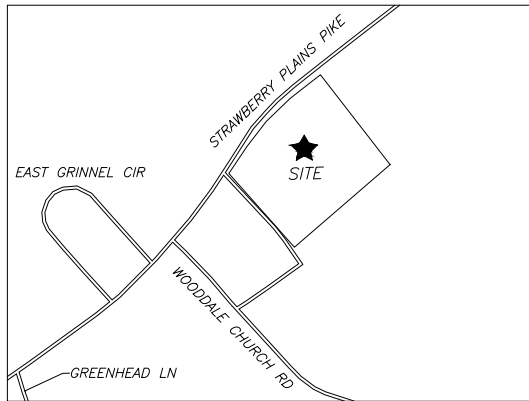


# CONCEPT PLAN

U.E.I. PROJECT NO. 2601001

## 7716 STRAWBERRY PLAINS PIKE

SITE ADDRESS: 7716 STRAWBERRY PLAINS PIKE, KNOXVILLE, TENNESSEE 37924  
CLT MAP 73, PARCEL 14.01



LOCATION MAP - N.T.S.

DEVELOPER:  
**MESANA INVESTMENTS, LLC**  
1920 EBENEZER ROAD  
KNOXVILLE, TN 37922

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

**SPECIFICATIONS**  
EXCEPT WHERE DIRECTED OTHERWISE BY THE PLANS, WORKMANSHIP AND MATERIAL (BUT NOT MEASUREMENT AND PAYMENT) FOR THIS PROJECT SHALL BE IN ACCORDANCE WITH THE FOLLOWING SPECIFICATIONS AND STANDARDS.

- ELECTRICAL - AS DIRECTED BY KNOXVILLE UTILITIES BOARD
- GAS - AS DIRECTED BY KNOXVILLE UTILITIES BOARD
- WATER - AS DIRECTED BY KNOXVILLE UTILITIES BOARD
- SEWER - AS DIRECTED BY KNOXVILLE UTILITIES BOARD
- TELEPHONE - AS DIRECTED BY AT&T
- CABLE - AS DIRECTED BY COMCAST
- SITE DEVELOPMENT - KNOX COUNTY STANDARDS AND SPECIFICATIONS

### SHEET INDEX

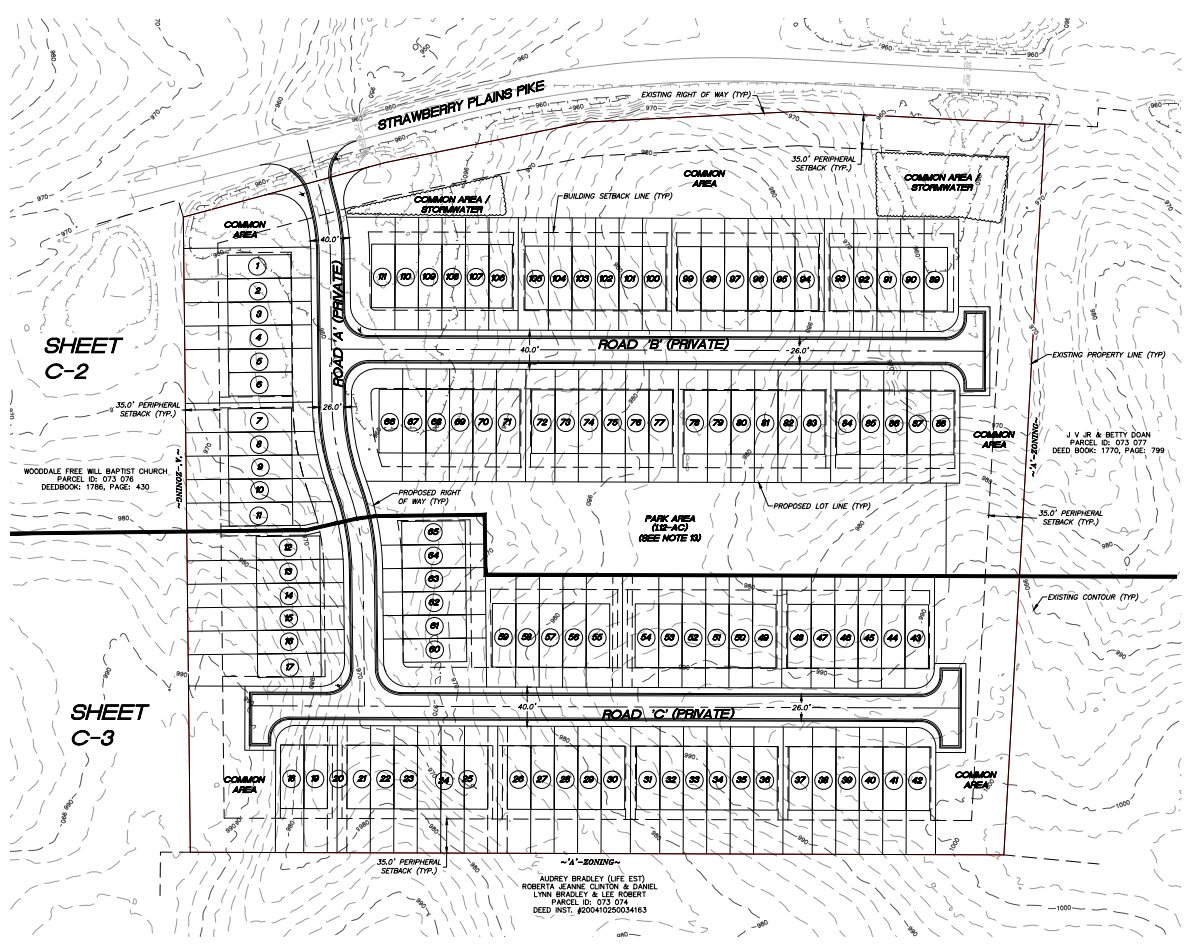
TITLE	SHEET
TITLE SHEET	C-0
KEY SHEET / TYPICAL SECTION	C-1
SITE PLAN	C-2 & C-3
PRELIMINARY GRADING PLAN	C-4
ROAD PROFILES	C-5 & C-6

Qualification of Concept Plan by Registered Engineer  
I hereby certify that I am a registered engineer, licensed to practice engineering under the laws of the State of Tennessee. I further certify that the plans and accompanying engineering documents and statements conform to the best of my knowledge to all applicable provisions of the engineering laws and regulations of the State of Tennessee and are correct and approved in a professional and independent manner.  
Registered Engineer: *Christopher A. Sharp*  
Christopher A. Sharp, P.E.  
Tennessee License No. 108084  
Date: 04/21/26



PLANNING FILE# 7-SD-26-C/7-D-26-DP

ISSUE NO.	DATE	DESCRIPTION
2	6/19/26	SUBMITTAL 2



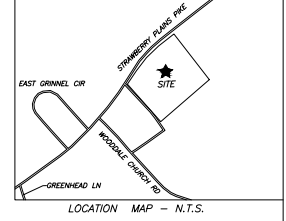
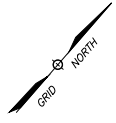
SHEET C-2

SHEET C-3

WOODDALE FREE WILL BAPTIST CHURCH  
PARCEL ID: 073 078  
DEEDBOOK: 1786, PAGE: 430

J V, JR & BETTY DOAN  
PARCEL ID: 073 077  
DEED BOOK: 1770, PAGE: 799

-1'-BENCHMARK-  
AUBREY BRADLEY (LIFE EST)  
ROBERTA JEANNE CLINTON & DANIEL  
LYNN BRADLEY & LEE ROBERT  
PARCEL ID: 073 074  
DEED INST. #200410250034163



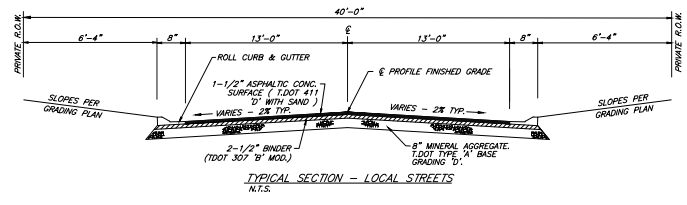
**SITE PLAN NOTES:**

1. THIS PROPERTY IS ZONED 'PR' (C9 DU/AC). REQUIRED BUILDING SETBACKS ARE AS FOLLOWS:  
FRONT: TWENTY (20) FEET  
REARSIDE: THIRTY-FIVE (35) FEET  
SIDE: FIVE (5) FEET, UNLESS BETWEEN ATTACHED DWELLINGS, IN WHICH CASE THE SETBACK IS ZERO (0) FEET.  
REAR: FIFTEEN (15) FEET
2. THE LOCATIONS OF ALL UNDERGROUND UTILITIES SHOWN HEREON ARE APPROXIMATE AND ARE BASED ON FIELD LOCATION OF VISIBLE STRUCTURES SUCH AS GATE PIPES, MANHOLES, WATER VALVES, ETC., AND COMPLYING INFORMATION FROM PLANS SUPPLIED BY VARIOUS UTILITY COMPANIES AND GOVERNMENT AGENCIES. THE CONTRACTORS SHALL NOTIFY IN WRITING ALL UTILITY COMPANIES AND GOVERNMENT AGENCIES AND ALSO CALL TOWN ONE-CALL PRIOR TO ANY EXCAVATION WORK TO VERIFY INFORMATION SHOWN AND DETERMINE THE LAYOUT OF THE IRRIGATION SYSTEM AND IF ADDITIONAL IMPROVEMENTS MAY EXIST.
3. HORIZONTAL COORDINATES ARE TENNESSEE STATE PLANE. VERTICAL DATUM IS NAVD83.
4. ALL WORK SHALL BE IN ACCORDANCE WITH KNOX COUNTY'S SPECIFICATIONS FOR SITE DEVELOPMENT.
5. THE CURRENT TOTAL AREA OF THE DEVELOPMENT IS 13.91 ACRES.
6. THE DEVELOPMENT PROPOSES 111 UNITS (7.98 UNITS PER ACRE).
7. PROPOSED OPEN SPACE (INCLUDING EASEMENTS, PARK AREA, AND AREAS WITHIN STORM WATER DETENTION AREAS) = 4.086 ACRES (29.3%).
8. THE PROPOSED LOTS SHALL HAVE VEHICULAR ACCESS TO INTERNAL ROADS ONLY.
9. A HOMEOWNERS ASSOCIATION SHALL BE ESTABLISHED TO ADDRESS MAINTENANCE OF THE COMMON AREAS.
10. 10' UTILITY AND DRAINAGE EASEMENTS SHALL BE RESERVED ALONG ALL EXTERIOR BOUNDARY LINES AND PUBLIC RIGHT OF WAY. 5' UTILITY AND DRAINAGE EASEMENTS SHALL BE RESERVED ALONG ALL INTERIOR LOT LINES EXCEPT WHEN UNDER BUILDINGS.
11. SEE THIS SHEET FOR LOCAL STREET TYPICAL SECTION.
12. ALL UNITS TO HAVE A ONE CAR GARAGE.
13. INSTALL A MINIMUM OF 6 NATIVE TREES IN PARK AREA (BALD CYPRESS, RED MAPLE AND PIN OAK).

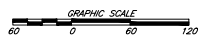
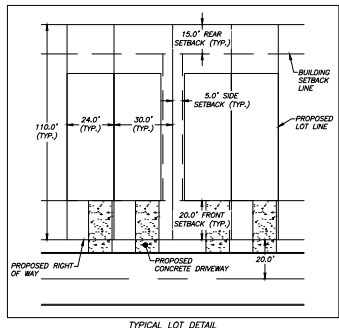
**VARIANCE / ALTERNATIVE DESIGN STANDARDS:**

1. INCREASE THE CENTERLINE GRADE FROM 1% TO 2% AT ALL INTERSECTIONS.
2. DECREASE THE REQUIRED RIGHT OF WAY WIDTH FROM 50'-40' (PRIVATE).
3. REDUCE THE FRONTAGE FROM 25' TO 24'.
4. REDUCE THE K VALUE FROM 25 TO 20 AT STA. 4+00.13 (ROAD B).
5. REDUCE THE DISTANCE BETWEEN REVERSE CURVES FROM 50' TO 17.24' STA. 3+50.16 (ROAD A)

Certification of Contract Plan by Registered Engineer:  
I hereby certify that I am a registered engineer, licensed to practice engineering under the laws of the State of Tennessee. I further certify that this plan and accompanying drawings, documents and statements conform to the best of my knowledge to all applicable provisions of the Tennessee Code Annotated and Regulations except as this plan is amended and described in a separate sheet attached to this contract.  
*Christopher A. Taylor, P.E.*  
Christopher A. Taylor, P.E.  
Tennessee License No. 7629346  
Date: 05/27/2024



PLANNING FILE# 7-SD-26-C/7-D-26-DP



REFERENCE:  
DEED INST. #2007181047683  
PLAT INST. #20080717003887

NO.	DATE	REVISION / DESCRIPTION	BY
1	6/19/26	REVISED PER PLANNING / EPW COMMENTS	CAS

KEY SHEET / TYPICAL SECTION  
**7716 STRAWBERRY PLAINS PIKE**  
SITE ADDRESS: 7716 STRAWBERRY PLAINS PIKE (37924)

DEVELOPER:  
MESANA INVESTMENTS, LLC  
1920 EBENEZER ROAD  
KNOXVILLE, TN 37922

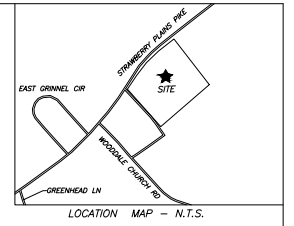
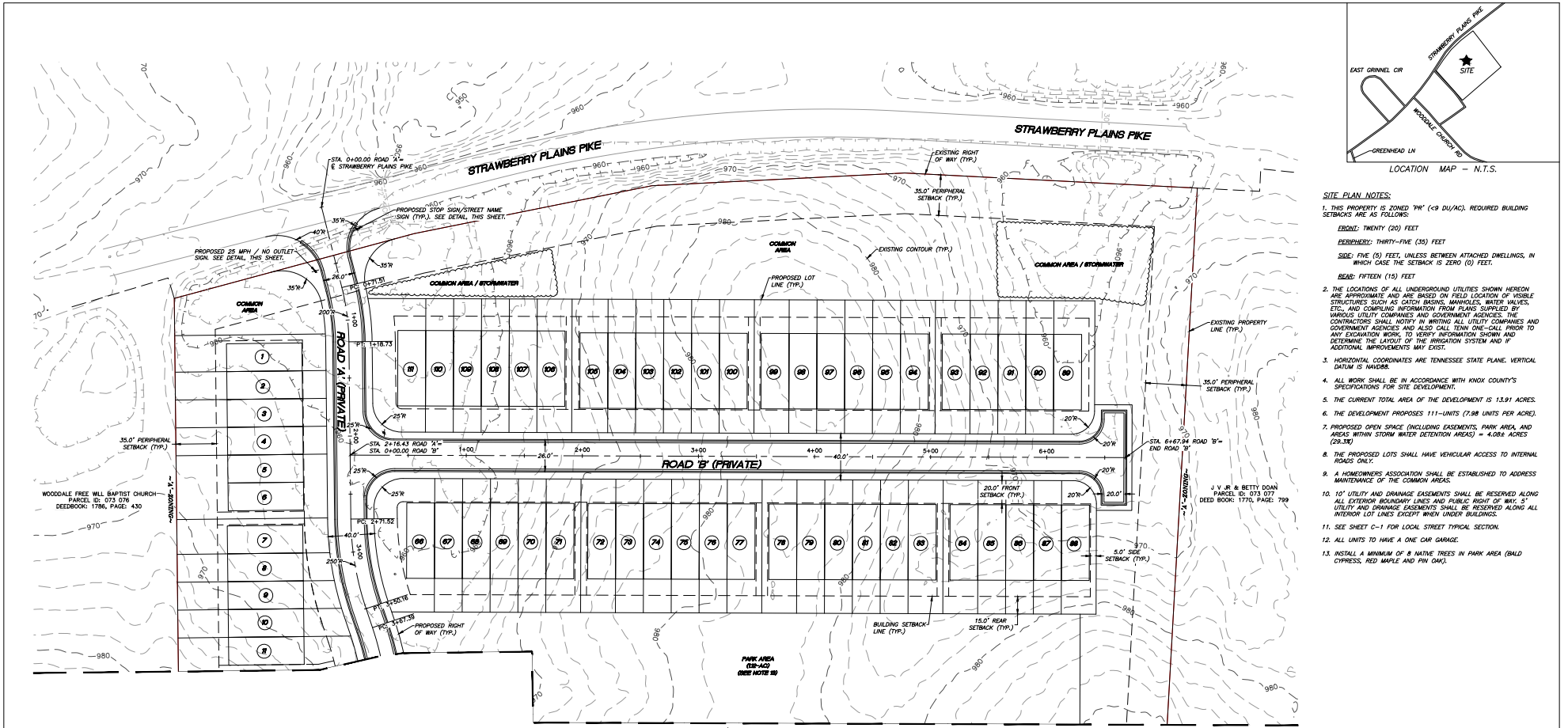
DIST. NO. 58  
CLT MAP 73  
SCALE: 1"=60'

KNOX CO., TN  
PARCEL 14.01  
FEBRUARY 23, 2026

URBAN ENGINEERING, INC.  
10330 HARDIN VALLEY ROAD, SUITE 201  
KNOXVILLE, TENNESSEE 37932  
(865) 956-1924

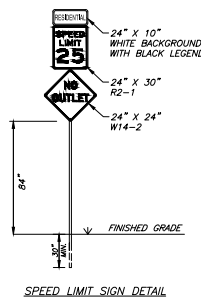
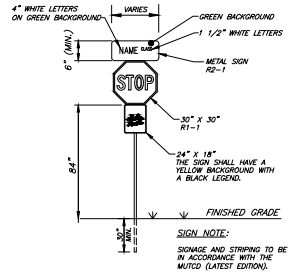
DWN: CLM    CHC: CAS    DWS: NO. 2601001



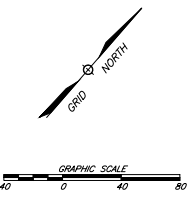


- SITE PLAN NOTES:**
1. THE PROPERTY IS ZONED 'R1' (<3 DU/AC). REQUIRED BUILDING SETBACKS ARE AS FOLLOWS:  
 FRONT: TWENTY (20) FEET  
 REAR: THIRTY-FIVE (35) FEET  
 SIDE: FIVE (5) FEET, UNLESS BETWEEN ATTACHED DWELLINGS, IN WHICH CASE THE SETBACK IS ZERO (0) FEET.  
 REAR: FIFTEEN (15) FEET
  2. THE LOCATIONS OF ALL UNDERGROUND UTILITIES SHOWN HEREON ARE APPROXIMATE AND ARE BASED ON FIELD LOCATION OF VISIBLE STRUCTURES SUCH AS GATCH BASINS, MANHOLES, WATER VALVES, ETC. AND COMPLYING INFORMATION FROM PLANS SUPPLIED BY VARIOUS UTILITY COMPANIES AND GOVERNMENT AGENCIES. THE CONTRACTORS SHALL NOTIFY IN WRITING ALL UTILITY COMPANIES AND GOVERNMENT AGENCIES AND ALSO CALL TOWN ONE-CALL PRIOR TO ANY EXCAVATION WORK TO VERIFY INFORMATION SHOWN AND DETERMINE THE LAYOUT OF THE IRRIGATION SYSTEM AND IF ADDITIONAL IMPROVEMENTS MAY EXIST.
  3. HORIZONTAL COORDINATES ARE TENNESSEE STATE PLANE. VERTICAL DATUM IS NAVD83.
  4. ALL WORK SHALL BE IN ACCORDANCE WITH KNOX COUNTY'S SPECIFICATIONS FOR SITE DEVELOPMENT.
  5. THE CURRENT TOTAL AREA OF THE DEVELOPMENT IS 13.91 ACRES.
  6. THE DEVELOPMENT PROPOSES 111 UNITS (2.98 UNITS PER ACRE).
  7. PROPOSED OPEN SPACE (INCLUDING EASEMENTS, PARK AREA, AND AREAS WITHIN STORM WATER DETENTION AREAS) = 4.088 ACRES (29.3%).
  8. THE PROPOSED LOTS SHALL HAVE VEHICULAR ACCESS TO INTERNAL ROADS ONLY.
  9. A HOMEOWNERS ASSOCIATION SHALL BE ESTABLISHED TO ADDRESS MAINTENANCE OF THE COMMON AREAS.
  10. 10' UTILITY AND DRAINAGE EASEMENTS SHALL BE RESERVED ALONG ALL EXTERIOR BOUNDARY LINES AND PUBLIC RIGHT OF WAY. 5' UTILITY AND DRAINAGE EASEMENTS SHALL BE RESERVED ALONG ALL INTERIOR LOT LINES EXCEPT WHEN UNDER BUILDINGS.
  11. SEE SHEET C-1 FOR LOCAL STREET TYPICAL SECTION.
  12. ALL UNITS TO HAVE A ONE CAR GARAGE.
  13. INSTALL A MINIMUM OF 8 NATIVE TREES IN PARK AREA (BALD CYPRESS, RED MAPLE AND PIN OAK).

MATCH LINE (SEE SHEET C-3)



Certification of Survey Plan by Registered Engineer  
 I hereby certify that I am a registered engineer, licensed to practice engineering under the laws of the State of Tennessee. I further certify that the plan and accompanying drawings, documents and statements conform to the best of my knowledge to all applicable provisions of the Metropolitan County Subdivision Regulations except as otherwise stated and described in a separate report attached to this plan.  
 Registered Engineer: *Charles A. Stump, P.E.*  
 Tennessee License No. 160954  
 Date: 02/27/26



PLANNING FILE# 7-SD-26-C/7-D-26-DP

REVISION	DATE	DESCRIPTION	BY
1	6/19/26	REVISED PER PLANNING / EPW COMMENTS	GIS

SHEET C-2

**SITE PLAN**  
**7716 STRAWBERRY PLAINS PIKE**  
 SITE ADDRESS: 7716 STRAWBERRY PLAINS PIKE (37924)

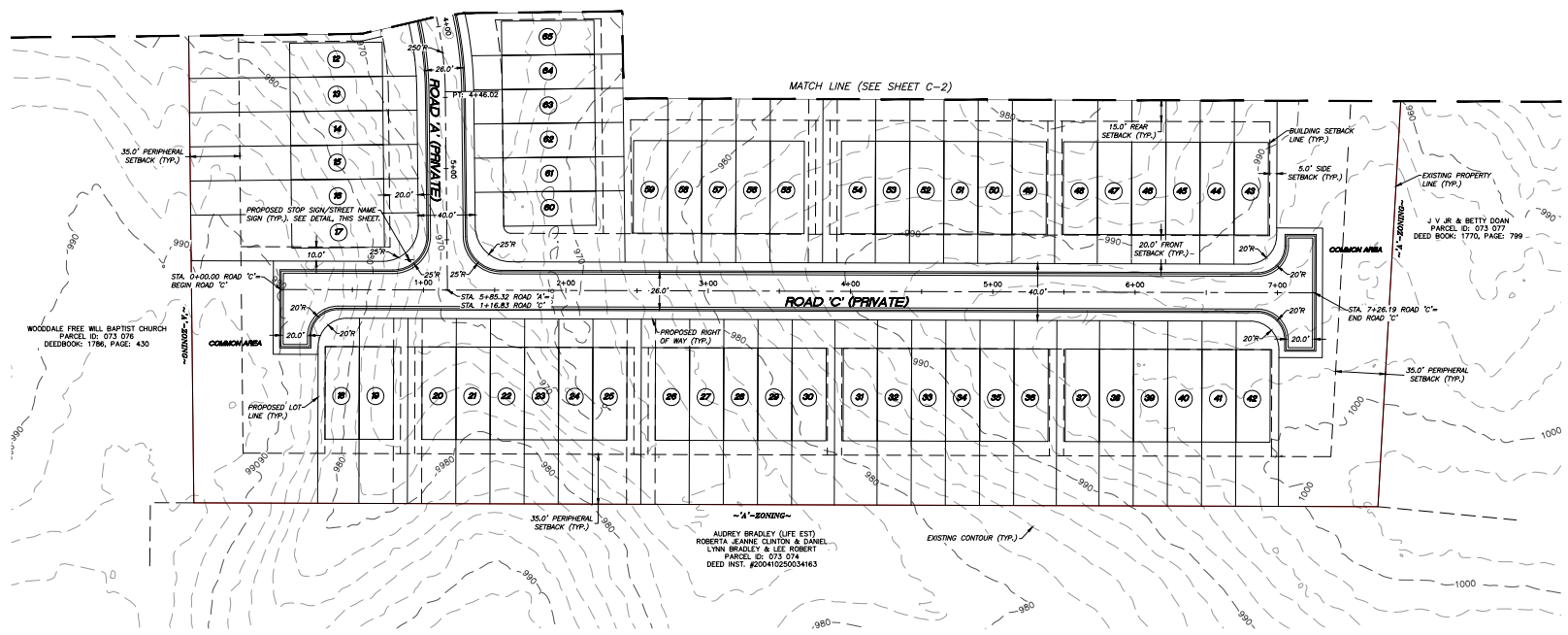
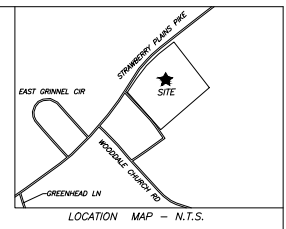
DEVELOPER: MESANA INVESTMENTS, LLC  
 1920 EBENEZER ROAD  
 KNOXVILLE, TN 37922

DIST. NO. 58 KNOX CO., TN  
 CLT MAP 73 PARCEL 14.01  
 SCALE: 1"=40' FEBRUARY 23, 2026

URBAN ENGINEERING, INC.  
 10330 HARDIN VALLEY ROAD, SUITE 201  
 KNOXVILLE, TENNESSEE 37932  
 (865) 956-1924

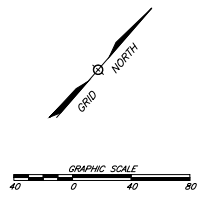
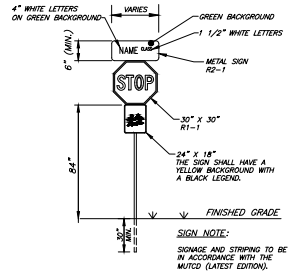
DWN: CLM CHC: CAS DWS: NO. 2001001





- SITE PLAN NOTES:**
- THIS PROPERTY IS ZONED 'R' (R DU/AC), REQUIRED BUILDING SETBACKS ARE AS FOLLOWS:  
 FRONT: TWENTY (20) FEET  
 REAR: THIRTY-FIVE (35) FEET  
 SIDE: FIVE (5) FEET, UNLESS BETWEEN ATTACHED DWELLINGS, IN WHICH CASE THE SETBACK IS ZERO (0) FEET.  
 REAR: FIFTEEN (15) FEET
  - THE LOCATIONS OF ALL UNDERGROUND UTILITIES SHOWN HEREON ARE APPROXIMATE AND ARE BASED ON FIELD LOCATION OF VISIBLE STRUCTURES SUCH AS DITCH BASINS, MANHOLES, WATER MAINS, ETC., AND COMPLYING INFORMATION FROM PLANS SUPPLIED BY RELATED UTILITY COMPANIES AND GOVERNMENT AGENCIES. THE CONTRACTORS SHALL NOTIFY IN WRITING ALL UTILITY COMPANIES AND GOVERNMENT AGENCIES AND ALSO CALL THEM ONE-CALL PRIOR TO ANY EXCAVATION WORK, TO VERIFY INFORMATION SHOWN AND DETERMINE THE LAYOUT OF THE UTILIZATION SYSTEM AND IF ADDITIONAL IMPROVEMENTS MAY EXIST.
  - HORIZONTAL COORDINATES ARE TENNESSEE STATE PLANE, VERTICAL DATUM IS NAVD83.
  - ALL WORK SHALL BE IN ACCORDANCE WITH KNOX COUNTY'S SPECIFICATIONS FOR SITE DEVELOPMENT.
  - THE CURRENT TOTAL AREA OF THE DEVELOPMENT IS 13.91 ACRES.
  - THE DEVELOPMENT PROPOSES 111 UNITS (288 UNITS PER ACRE).
  - PROPOSED OPEN SPACE (INCLUDING EASEMENTS, PARK AREA AND AREAS WITHIN STORM WATER DETENTION AREAS) = 4.08 ACRES (29.3%).
  - THE PROPOSED LOTS SHALL HAVE VEHICULAR ACCESS TO INTERNAL ROADS ONLY.
  - A HOMEOWNERS ASSOCIATION SHALL BE ESTABLISHED TO ADDRESS MAINTENANCE OF THE COMMON AREAS.
  - UTILITY AND DRAINAGE EASEMENTS SHALL BE RESERVED ALONG ALL EXTERIOR BOUNDARY LINES AND PUBLIC RIGHT OF WAY. UTILITY AND DRAINAGE EASEMENTS SHALL BE RESERVED ALONG ALL INTERIOR LOT LINES EXCEPT WHEN UNDER BUILDINGS.
  - SEE SHEET C-1 FOR LOCAL STREET TYPICAL SECTION.
  - ALL UNITS TO HAVE A ONE CAR GARAGE.
  - INSTALL A MINIMUM OF 8 NATIVE TREES IN PARK AREA (BALD CYPRESS, RED MAPLE AND PIN OAK).

Seal/Signature of Certified Plan by Professional Engineer  
 I hereby certify that I am a registered engineer, licensed to practice engineering under the laws of the State of Tennessee. I further certify that the plan and accompanying drawings, documents and addendums conform to the best of my knowledge, to all applicable provisions of the International Building Code, International Residential Code, International Fire Code and applicable provisions of the Tennessee Building Code, Tennessee Fire Code and Tennessee International Fire Code. I am not aware of any other applicable provisions of law.  
 Registered Engineer: *[Signature]*  
 Date: 02/17/26



PLANNING FILE# 7-SD-26-C/7-D-26-DP

REFERENCE:  
 DEED INSTR. #20071810047663  
 PLAT INSTR. #200807170033897

SHEET C-3

SITE PLAN  
**7716 STRAWBERRY PLAINS PIKE**  
 SITE ADDRESS: 7716 STRAWBERRY PLAINS PIKE (37924)

DEVELOPER:  
 MESANA INVESTMENTS, LLC  
 1920 EBENEZER ROAD  
 KNOXVILLE, TN 37922

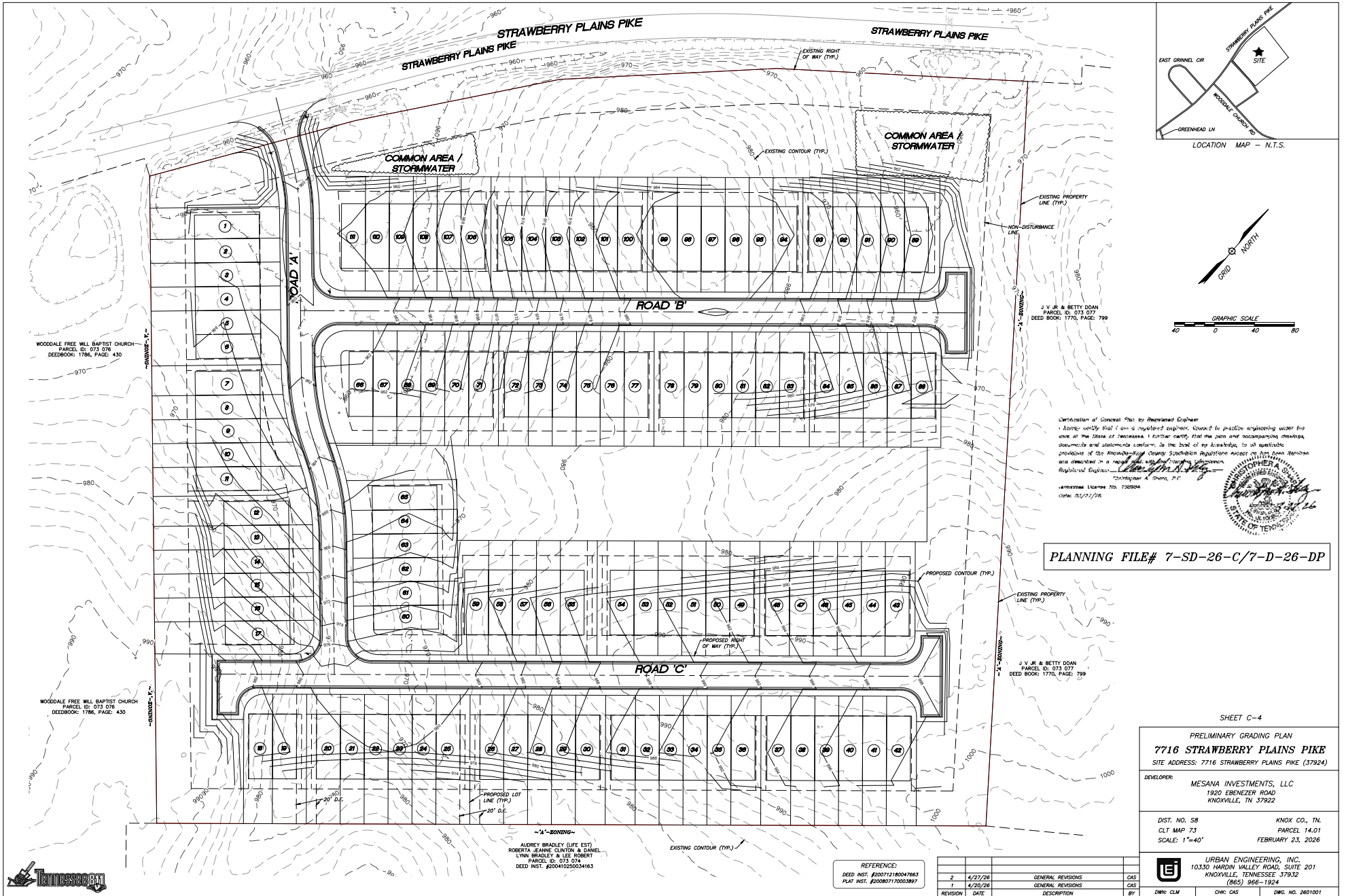
DIST. NO. S8 KNOX CO., TN.  
 CLT MAP 73 PARCEL 14.01  
 SCALE: 1"=40' FEBRUARY 23, 2026

URBAN ENGINEERING, INC.  
 10330 HARDIN VALLEY ROAD, SUITE 201  
 KNOXVILLE, TENNESSEE 37932  
 (865) 956-1924

DWN: CLM CHC: CAS DWS: NO. 2601001

NO.	DATE	REVISION / DESCRIPTION	BY
1	6/19/26	REVISED PER PLANNING / EPW COMMENTS	CAS





WOODDALE FREE WILL BAPTIST CHURCH  
 PARCEL ID: 073 079  
 DEEDBOOK: 1786, PAGE: 430

WOODDALE FREE WILL BAPTIST CHURCH  
 PARCEL ID: 073 078  
 DEEDBOOK: 1786, PAGE: 430

AUDREY BRADLEY (LIFE EST)  
 ROBERTA JEANIE GUNTON & DANIEL  
 LYNN BRADLEY & LEE ROBERT  
 PARCEL ID: 073 074  
 DEED INST: #20419250034183

Verification of General Plan by Registered Engineer  
 I, Robert A. Hester, verify that I am a registered engineer, licensed to practice engineering under the laws of the State of Tennessee. I further verify that the plans and accompanying technical documents and elements conform to the best of my knowledge to all applicable provisions of the Annual General County Subdivision Regulations adopted on July 28th, 2008 and amended in a regular and orderly manner.  
 Registered Engineer - Robert A. Hester, P.E.  
 Tennessee License No. 7309384  
 Date: 02/27/26



**PLANNING FILE# 7-SD-26-C/7-D-26-DP**

SHEET C-4

PRELIMINARY GRADING PLAN  
**7716 STRAWBERRY PLAINS PIKE**  
 SITE ADDRESS: 7716 STRAWBERRY PLAINS PIKE (37924)

DEVELOPER:  
 MESANA INVESTMENTS, LLC  
 1920 EBENEZER ROAD  
 KNOXVILLE, TN 37922

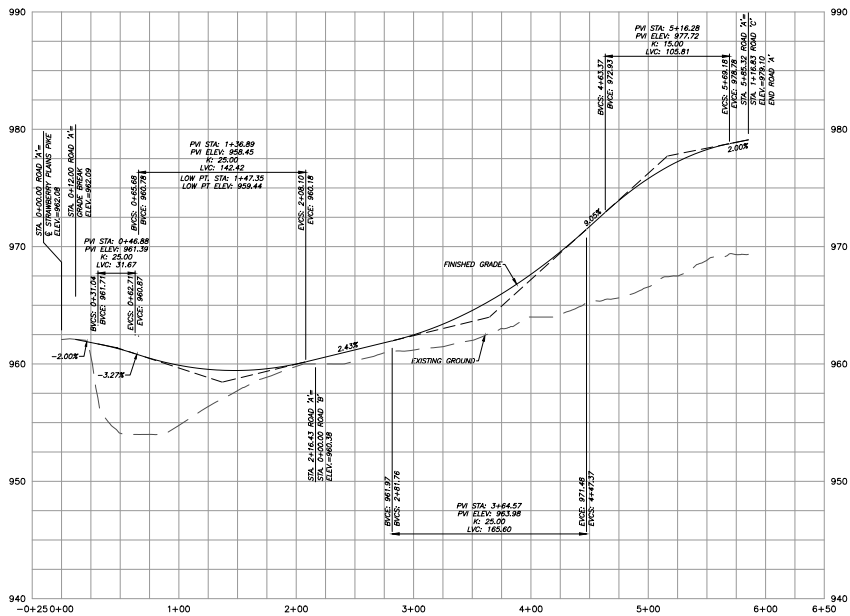
DIST. NO. 58 KNOX CO., TN  
 CLT MAP 73 PARCEL 14.01  
 SCALE: 1"=40' FEBRUARY 23, 2026

URBAN ENGINEERING, INC.  
 10330 HARDIN VALLEY ROAD, SUITE 201  
 KNOXVILLE, TENNESSEE 37932  
 (865) 956-1924

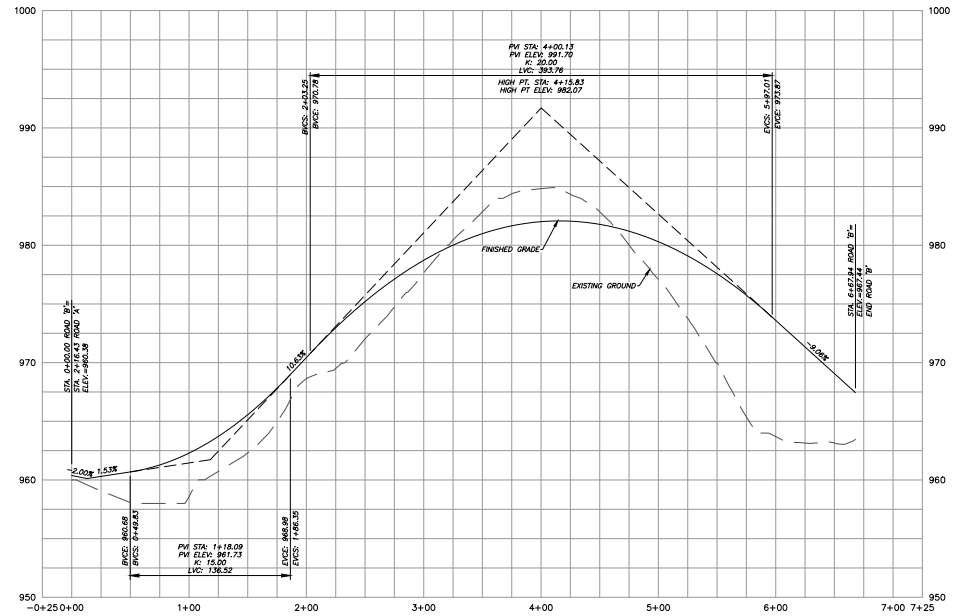
REFERENCE:  
 DEED INST: #200712180047663  
 PLAT INST: #20080710000887

REVISION	DATE	DESCRIPTION	BY
2	4/27/26	GENERAL REVISIONS	CAS
1	4/20/26	GENERAL REVISIONS	CAS

DWN: CLM CHK: CAS DWS: NO. 2601001



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



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



PLANNING FILE# 7-SD-26-C/7-D-26-DP

Certification of Concept Plan by Registered Engineer  
 I hereby certify that I am a registered engineer, licensed to practice engineering under the laws of the State of Tennessee. I further certify that the plan and accompanying drawings, documents and statements contained herein are the best of my knowledge to all applicable provisions of the Knoxville County Subdivision Regulations except as they have been amended and described in a recent subdivision platting jurisdictional agreement program.  
 Christopher A. Jones, P.E.  
 Tennessee License No. 108854  
 Date: 1/3/21/26



REVISION	DATE	DESCRIPTION	BY
1	6/19/26	REVISED PER PLANNING COMMENTS	CAS

SHEET C-5

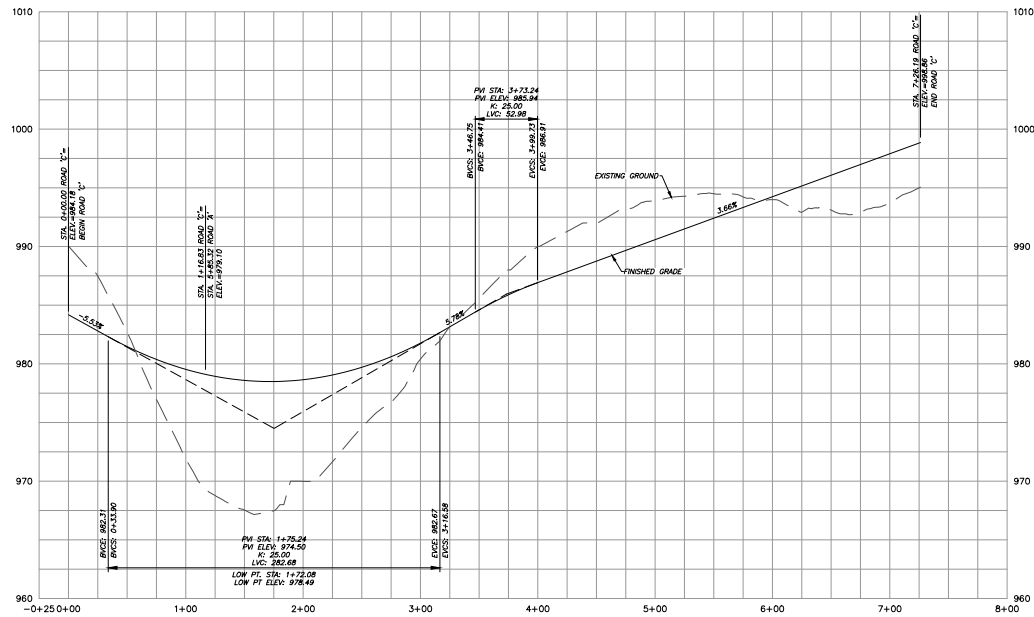
ROAD PROFILES  
**7716 STRAWBERRY PLAINS PIKE**  
 SITE ADDRESS: 7716 STRAWBERRY PLAINS PIKE (37924)

DEVELOPER: MESANA INVESTMENTS, LLC  
 1920 EBENEZER ROAD  
 KNOXVILLE, TN 37922

DIST. NO. 58 KNOX CO., TN.  
 CLT MAP 73 PARCEL 14.01  
 SCALE: AS NOTED FEBRUARY 23, 2026

URBAN ENGINEERING, INC.  
 10330 HARDIN VALLEY ROAD, SUITE 201  
 KNOXVILLE, TENNESSEE 37932  
 (865) 956-1924

DWN: CLM CHK: CAS DWS: NO. 2601001



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

Licentiate of Concrete Pile by Registered Engineer  
 I hereby certify that I am a registered engineer, licensed to provide engineering services for work in the State of Tennessee. I further certify that the plan and accompanying drawings, documents and statements submitted, in the field or my knowledge, to all applicable provisions of the Knoxville County Subdivision Regulation Manual of the Local Government and otherwise in a manner that complies with the Tennessee Code Annotated, Title 55, Chapter 100, Part 1, Sections 55-100-1 through 55-100-10.  
 Registered Engineer: *Christopher A. Gandy, P.E.*  
 Tennessee License No. 120208  
 Date: 03/27/24



PLANNING FILE# 7-SD-26-C/7-D-26-DP

SHEET C-6

ROAD PROFILE  
**7716 STRAWBERRY PLAINS PIKE**  
 SITE ADDRESS: 7716 STRAWBERRY PLAINS PIKE (37924)

DEVELOPER: MESANA INVESTMENTS, LLC  
 1920 EBENEZER ROAD  
 KNOXVILLE, TN 37922

DIST. NO. S8 KNOX CO., TN.  
 CLT MAP 73 PARCEL 14.01  
 SCALE: AS NOTED FEBRUARY 23, 2026

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

REVISION	DATE	DESCRIPTION	BY

DWN: CLM    CHK: CAS    DWS: NO. 2601001



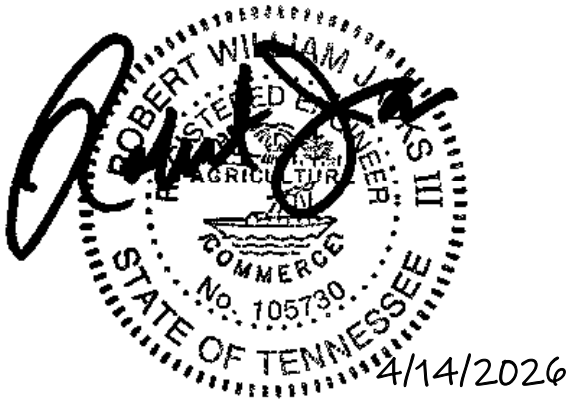


# Transportation Impact Letter 7716 Strawberry Plains Pike Subdivision Knox County, Tennessee



Revised April 14, 2026

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



5-SB-26-C / 5-F-26-DP  
TIL Version 3  
4/14/2026

▪ **EXECUTIVE SUMMARY**

**Preface:**

Mesana Investments, LLC proposes a residential subdivision at 7716 Strawberry Plains Pike in East Knox County, TN. The proposed development will include the construction of 110 single-family attached townhouses on 13.91 +/- acres. The development is referred to in this report as “7716 Strawberry Plains Pike Subdivision” because a formal name has not yet been chosen. The development proposes a single entrance to Strawberry Plains Pike, 725 feet northeast of the existing unsignalized T-intersection with Wooddale Church Road. The subdivision is anticipated to be fully built and occupied by 2029.

**Report Results:**

The significant findings of this report include the following:

- The proposed 7716 Strawberry Plains Pike Subdivision, with 110 single-family attached townhouses, is estimated to generate 722 vehicle trips at full build-out and occupancy on an average weekday. Of these daily trips, 50 are estimated to occur during the AM peak hour and 55 in the PM peak hour in 2029.
- The Proposed Entrance intersection at Strawberry Plains Pike is calculated to operate with low vehicle delays and short vehicle queues in the projected 2029 conditions.
- The available intersection sight distance at the Proposed Entrance location is adequate to the south but currently slightly less than the required distance looking to the north due to the combination of the horizontal curvature of Strawberry Plains Pike, the existing vegetation on the south side of the road along the development site’s road frontage, and existing rock outcroppings on the property edge. It is assumed that the necessary sight distance to the north will be available at this location if vegetation and possibly some of the outcroppings are removed during construction. However, it will need to be verified by a land surveyor or estimated by the civil site engineer in their design to make a final determination.
- The need for separate left- and right-turn lanes at the Proposed Entrance on Strawberry Plains Pike is not expected to meet Knox County thresholds, based on the calculated intersection volumes for the projected 2029 conditions.

**Recommendations:**

The following recommendations are offered based on the analyses to minimize the impacts of the proposed development on the adjacent transportation system while attempting to achieve an

acceptable traffic flow and improved safety. The recommendations marked with an asterisk indicate an existing transportation need and are not associated with the proposed development's projected impacts.

**Strawberry Plains Pike at Proposed Entrance:**

- The intersection sight distance to the north will need to be verified by a land surveyor or estimated by the civil site engineer during design to determine whether it will meet the 450-foot requirement in the constructed conditions. The intersection sight distances from the Proposed Entrance at Strawberry Plains Pike must not be impacted by future landscaping, signage, grading, or existing vegetation at the entrance.
- It is recommended that a Stop Sign (R1-1) be installed and a 24" white stop bar be applied at the Proposed Entrance approach at Strawberry Plains Pike. The stop bar should be applied at least 4 feet from the edge of the travel lane on Strawberry Plains Pike, and placed at the desired stopping point that maximizes sight distance.
- The curb radii at the Proposed Entrance on Strawberry Plains Pike should be a minimum of 40 feet to facilitate turns and increase the speed at which vehicles can be removed from the thru movements on Strawberry Plains Pike. A 35-foot radius is recommended for exiting vehicles to enter the Strawberry Plains Pike traffic stream from the proposed development entrance.

**7716 Strawberry Plains Pike Subdivision Internal Roads:**

- A 25-mph Speed Limit Sign (R2-1) with additional plaque signage, as shown adjacent, is recommended to be posted near the beginning of the Proposed Entrance road off Strawberry Plains Pike. It is also recommended that a "No Outlet" Sign (W14-2a) be posted at the front of the subdivision. This sign can be posted above or below the street name sign, or posted separately (W14-2).
- Stop Signs (R1-1) with 24" white stop bars are recommended to be installed on the internal roadway intersections for the minor approaches of Road "A" at Road "B" and Road "C" at Road "D", and all four approaches at the intersection of Road "B" at Road "C".
- Dual end-of-roadway object markers (OM4-1) should be installed at both ends of Roads "B" and "D" and at the northern end of Road "C".



- Sight distance at the new internal intersections must not be impacted by new signage, parked cars, or future landscaping. With a proposed speed limit of 25 mph in the development, the required intersection sight distances are 250 feet. The civil site engineer should ensure internal sight distances are provided.
- The civil site engineer should provide a centralized mail delivery center location within the development for the subdivision residents.
- All drainage grates and covers for the residential development must be pedestrian and bicycle-safe.
- All road and intersection elements should be designed in accordance with the American Association of State Highway and Transportation Officials (AASHTO) and the Manual on Uniform Traffic Control Devices (MUTCD), as well as Knox County's specifications and guidelines, to ensure proper roadway operations.

**Other Transportation Needs:**

- \* • Along the proposed development site's road frontage, two knocked down and abandoned traffic signs with posts are lying on the south side of Strawberry Plains Pike. These include a Side Road Sign (W2-2L) and a "Utility Work 500 FT" construction sign. These signs should be removed. The Side Road Sign (W2-2L) is shown standing (but leaning) in Google Street View from January 2025, but it is currently lying on the ground. It is not fully understood why this sign was posted at this location since another Side Road Sign (W2-2L) is posted in advance of S Wooddale Road, slightly further to the northeast.



**Knocked Down Side Road Sign on Strawberry Plains Pike**



**Knocked Down Construction Sign on Strawberry Plains Pike**

- \* • It is recommended that Knox County install a Speed Limit Sign (R2-1) for eastbound traffic on Strawberry Plains Pike. Currently, a 40 mph speed limit sign is posted for eastbound traffic near the Interstate 40 entrance/exit ramps. In

contrast, a 45 mph speed limit sign is posted for westbound traffic, beginning at the end of the Carter Elementary school zone (located to the northeast). To provide consistency with the posted limit in the opposite direction of travel, it is recommended to install a 45 mph Speed Limit Sign (R2-1) for eastbound traffic. The sign should be placed in an appropriate location northeast of the existing 40 mph sign, beyond the commercial development near the Interstate.



# URBAN ENGINEERING, INC.

CIVIL ENGINEERS • LAND PLANNERS

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April 17, 2026

Knox County Engineering and Public Works  
205 W Baxter Ave  
Knoxville, TN 37917

**Re: 7716 Strawberry Plains Pike**

Dear Sir or Madam:

Sight distance was evaluated to the east and west of the proposed ingress / egress location at 7716 Strawberry Plains Pike. The sight distance was measured at 15 feet from the edge of the roadway in both directions along Strawberry Plains Pike. The posted speed is 45 MPH. Per Knox County Subdivision Regulations, the required sight distance is 450'.

There is approximately 700' of available sight distance facing west.

Facing east, the sight distance is in excess of 450'. There are no vertical obstructions. Vegetation removal may be necessary. The extent of the potential vegetation removal will be evaluated during permitting or construction.

Please do not hesitate to contact me if you have questions about this letter or attachments.  
Sincerely,

Urban Engineering, Inc.



Chris Sharp, P.E.

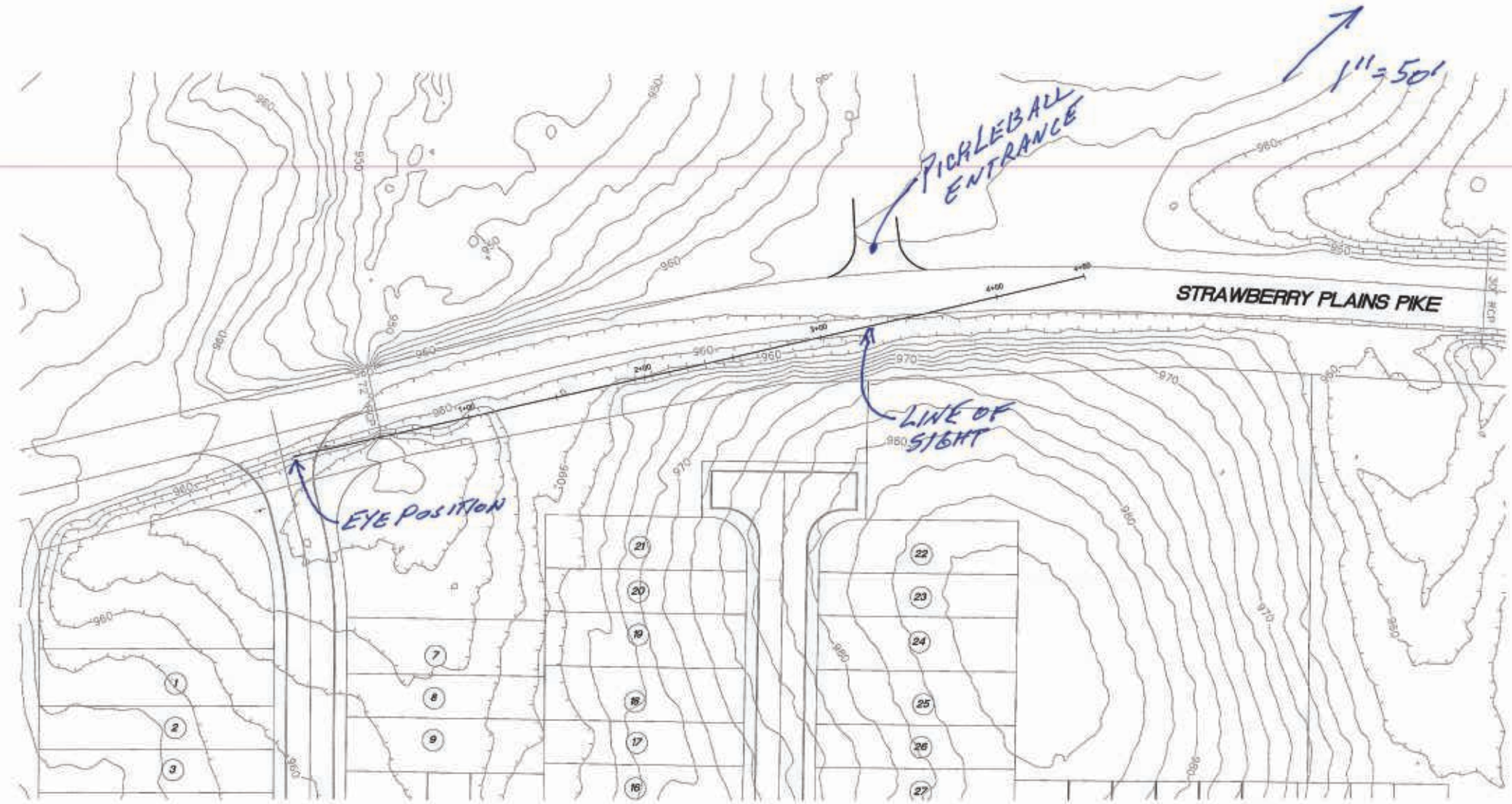


EXHIBIT C

1" = 40' (HORIZ.)  
1" = 4' (VERT)

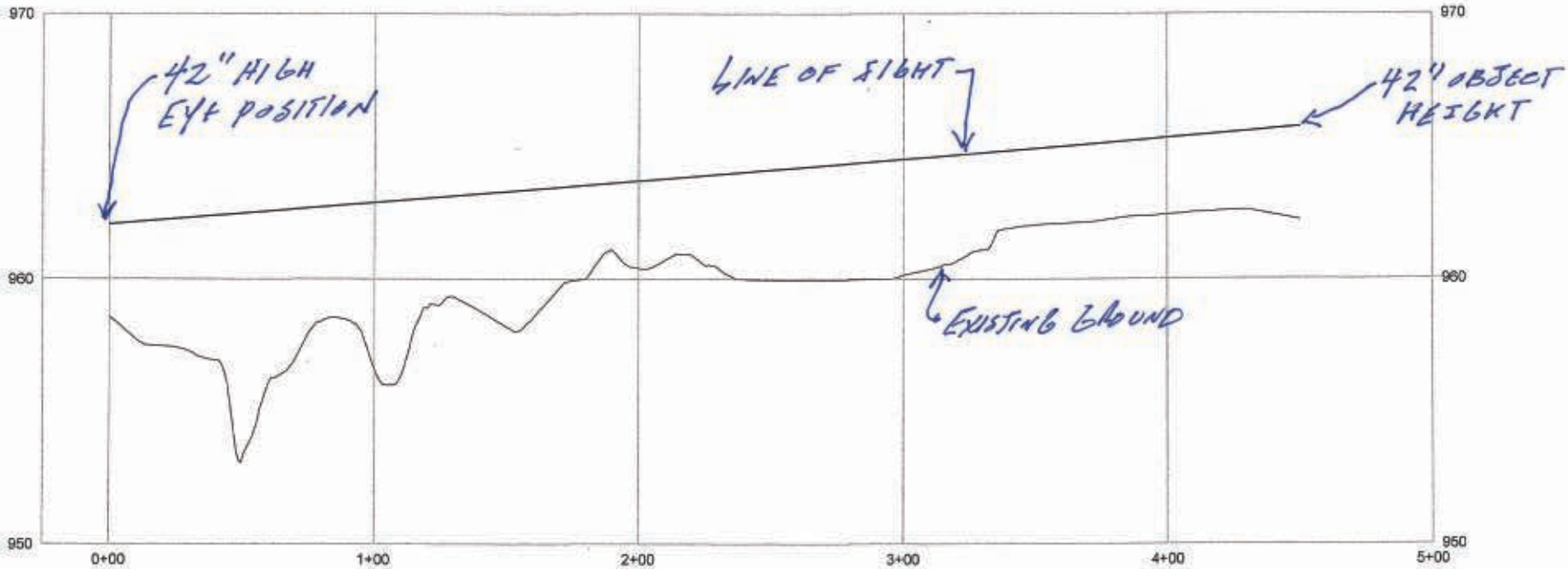


Exhibit E



# 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.***

<b>Chris Sharp</b> <small>Digitally signed by Chris Sharp Date: 2026.03.30 09:30:02 -04'00'</small>	Christopher Sharp	3/30/26
Signature	Printed Name	Date

For each alternative design standard requested, identify how the proposed alternative design either meets the intent of the standard in the Subdivision Regulations or meets an alternative, nationally recognized engineering standard such as The American Association of State Highway and Transportation Officials (AASHTO) or Public Right-of-Way Accessibility Guidelines (PROWAG).

### 1. ALTERNATIVE DESIGN STANDARD REQUESTED:

Increase the centerline grade from 1% to 2% at all intersections to create a defined drainage path.

Approval required by: Planning Commission  Engineering

Engineering supports the alternative design standard requested

(to be completed during review process): YES  NO

Engineering Comments:

**APPROVED**

*By Steve Elliott at 2:46 pm, Jun 29, 2026*

### 2. ALTERNATIVE DESIGN STANDARD REQUESTED:

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

Approval required by: Planning Commission  Engineering

Engineering supports the alternative design standard requested

(to be completed during review process): YES  NO

Engineering Comments:

**APPROVED**

*By Steve Elliott at 2:46 pm, Jun 29, 2026*

### 3. ALTERNATIVE DESIGN STANDARD REQUESTED:

Reduce the required frontage from 25' to 24' to accommodate townhomes.

Approval required by: Planning Commission  Engineering

Engineering supports the alternative design standard requested

(to be completed during review process): YES  NO

Engineering Comments:

**APPROVED**

*By Steve Elliott at 2:46 pm, Jun 29, 2026*

#### **4. 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:**

#### **5. 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:**

The Planning Commission may reduce or otherwise vary the requirements of the Subdivision Regulations when it finds the hardship criteria are met. In granting such variances, the Planning Commission may attach and require whatever conditions it feels are necessary to secure the basic objectives of the varied regulations. Any variance granted by the Planning Commission shall be noted in its official minutes along with the justification for granting the variance (Subdivision Regulations, Section 1.05).

## HARDSHIP CONDITIONS TO BE MET:

- 1 Conditions Required:** Where the Planning Commission finds that extraordinary hardships or particular difficulties may result from the strict compliance with these regulations, they may, after written application, grant variations to the regulations, subject to specified conditions, so that substantial justice may be done and the public interest secured, provided that such variations shall not have the effect of nullifying the intent and purpose of these regulations or the comprehensive plan.
- 2 Evidence of Hardship Required:** The Planning Commission shall not grant variations to these regulations if the purpose of the variation is solely for financial gain. The Planning Commission shall not grant variations to the Subdivision Regulations unless they make findings based upon the evidence presented to them in each specific case that the following hardships are met:
  - a. Because of the particular surroundings, shape, or topographical conditions of the specific property involved, a particular hardship to the owner would result, as distinguished from a mere inconvenience, if the strict letter of the regulations were adhered to.
  - b. The conditions upon which the request for a variation is based is unique to the property for which the variation is sought and is not applicable, generally, to other property, and has not been created by any person having an interest in the property.
  - c. The granting of the variation will not be detrimental to the public safety, health, or welfare, or injurious to other property or improvements in the neighborhood in which the property is located.

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

**Chris Sharp**Digitally signed by Chris Sharp  
Date: 2026.03.30 09:33:07  
-04'00'

Christopher Sharp

3/30/26

Signature

Printed Name

Date

It is the applicant's responsibility to identify the hardship that would result, as distinguished from a mere inconvenience, if the strict letter of the regulations was adhered to. Each of the variance criteria must be addressed in the comments below with specific facts regarding the unique details of the property and/or project, as applicable.

## 1. VARIANCE REQUESTED:

Reduce the K value from 25 to 20 at station 4+00.13 (Road B).

### Specify the hardship that would result for each of the variance criteria:

- A. Pertaining to the particular surroundings, shape, or topographical conditions of the subject property:

We are attempting to follow existing topography as closely as possible.

- 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 proposed K value meets AASHTO requirements.

- C. Pertaining to the granting of a variance will not be detrimental to public safety, health, or welfare, or injurious to other property or improvements in the neighborhood in which the property is located.

Granting the variance will neither create an unsafe situation nor negatively impact neighboring properties.

### ***To be completed by the City or County Department of Engineering, as applicable:***

Engineering supports the variance requested (to be completed during review process): YES  NO

Engineering Comments:

It is the applicant's responsibility to identify the hardship that would result, as distinguished from a mere inconvenience, if the strict letter of the regulations was adhered to. Each of the variance criteria must be addressed in the comments below with specific facts regarding the unique details of the property and/or project, as applicable.

## 2. VARIANCE REQUESTED:

Reduce the tangent distance between reverse curves from 50' to 17.24 at station 3+50.16 (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:

We offset the centerline in an effort to avoid the steep section of property at the southern end of the property.

- 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 shortened tangent will allow the road to more effectively follow existing topography.

- C. Pertaining to the granting of a variance will not be detrimental to public safety, health, or welfare, or injurious to other property or improvements in the neighborhood in which the property is located.

Granting the variance will neither create an unsafe situation nor negatively impact neighboring properties.

### ***To be completed by the City or County Department of Engineering, as applicable:***

Engineering supports the variance requested (to be completed during review process): YES  NO

Engineering Comments:







# 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.

6/27/26

Date to be Posted

7/10/26

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

 *Scott Davis*

Applicant Signature

Scott Davis

Applicant Name

May 20, 2026

Date