



# SUBDIVISION REPORT - CONCEPT/DEVELOPMENT PLAN

▶ **FILE #:** 7-SI-26-C  
7-I-26-DP

**AGENDA ITEM #:** 45  
**AGENDA DATE:** 7/9/2026

▶ **SUBDIVISION:** KHUSHI 2021, LLC  
▶ **APPLICANT/DEVELOPER:** KHUSHI 2021, LLC  
**OWNER(S):** Khushi 2021, LLC

**TAX IDENTIFICATION:** 129 12607

[View map on KGIS](#)

**JURISDICTION:** County Commission District 6

**STREET ADDRESS:** 0 HARDIN VALLEY RD

▶ **LOCATION:** Southeast side of Hardin Valley Rd, east of Marietta Church Rd

**GROWTH POLICY PLAN:** Planned Growth Area

**FIRE DISTRICT:** Karns Fire Department

**WATERSHED:** Conner Creek

▶ **APPROXIMATE ACREAGE:** 10.64 acres

▶ **ZONING:** PR (Planned Residential) up to 3 du/ac

**PLACE TYPE:** SMR (Suburban Mixed Residential), HP (Hillside Ridgetop Protection)

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

▶ **PROPOSED USE:** 6-lot detached residential subdivision

**SURROUNDING LAND USE AND ZONING:**  
North: Agriculture/forestry/vacant land - A (Agricultural)  
South: Single family residential - PR (Planned Residential) up to 2 du/ac  
East: Rural residential, agriculture/forestry/vacant land - A (Agricultural)  
West: Single family residential, agriculture/forestry/vacant land - PR (Planned Residential) up to 2 du/ac

▶ **NUMBER OF LOTS:** 6

**SURVEYOR/ENGINEER:** John R. Anderson; SITE, Inc.

**ACCESSIBILITY:** Access is proposed via a private street with 20-ft pavement width within a right-of-way width of 40 ft, which is accessed from Hardin Valley Road, a minor arterial with 21 ft of pavement width within a right-of-way width that varies from 46-48 ft.

▶ **SUBDIVISION VARIANCES REQUIRED:**

**VARIANCES:**

1. Reduce the minimum K value of private Road 'A' from 25 to 15.2 at PVI station 4+06.18.

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

1. Increase the maximum grade of private Road 'A' from 12% to 14%.  
2. Reduce the minimum pavement width of private Road 'A' from 26 ft to 20 ft.

**ALTERNATIVE DESIGN STANDARD REQUIRING ENGINEERING**

**APPROVAL (PLANNING COMMISSION APPROVAL NOT REQUIRED):**

1. Increase the maximum intersection grade from 1% to 2% at the intersection of Hardin Valley Road and private Road 'A'.
2. Reduce the minimum right-of-way width of private Road 'A' from 50 ft to 40 ft.

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**STAFF RECOMMENDATION:**

- ▶ **Approve the variance to reduce the K value of private Road 'A' from 25 to 15.2 at PVI station 4+06.18, based on the following evidence of hardships.**

**A. The property sits higher than Hardin Valley Road and features very steep slopes at the rear, limiting the majority of the development to the front area. There is an approximate 40-ft elevation change from the edge of Hardin Valley Road to the eastern boundary of the proposed right-of-way.**

**B. The property's unique topography makes it challenging to meet the required K values without substantial grading.**

**C. Approval of the variance is not expected to be detrimental to public safety, health, or welfare, as the requested location is away from Hardin Valley Road and only six lots are served by this dead-end private road.**

**The Engineering and Public Works Department recommends approval of this request based on the justification provided by the applicant.**

**Approve the requested alternative design standards 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 9 conditions.**

1. Meeting all applicable requirements of the Knox County Zoning Ordinance.
2. Meeting all applicable requirements of the Knox County Department of Engineering and Public Works.
3. Connecting to sanitary sewer and meeting other relevant utility provider requirements.
4. Providing street names that are consistent with the Uniform Street Naming and Addressing System within Knox County (County Ord. 91-1-102).
5. Before recording the final plat for the subdivision, establishing a property owners association or other legal entity responsible for maintaining common facilities, such as common areas, amenities, private roads, and/or stormwater drainage systems.
6. 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 this 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.
7. Providing a note on the final plat that Lot 1 shall be restricted from accessing Hardin Valley Road.
8. Certifying that the required sight distance is available along Hardin Valley Road 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.
9. Land disturbance within the HP area shall not exceed 3.3 acres, as recommended by the slope analysis (attached). Before any deforestation or grading occurs in the common area, a grading plan and a plan showing the locations of existing trees shall be submitted to Planning staff to ensure compliance with this requirement. Undergrowth in the undisturbed HP areas may be cleared for passive recreational uses, such as walking trails. Selective tree removal is permissible to remove invasive species or to alleviate safety hazards, such as trees that are falling, dead, or dying.

- ▶ **Approve the development plan for up to 6 detached residential lots, subject to 2 conditions.**

1. Meeting all applicable requirements of the Knox County Zoning Ordinance.
2. Meeting all applicable requirements of the Knox County Department of Engineering and Public Works.

**COMMENTS:**

This request is to subdivide a 10.64-acre property along Hardin Valley Road into 6 lots to be served by a new private right-of-way. 5 of the lots, as well as the private street, are clustered in the front of the subject property, where it is relatively flatter. The rear portion includes a 3.12-acre sixth lot in a flag lot configuration and a 4.25-acre common area that is steep and largely forested. Although flag lots are typically required to connect to a public street, the Engineering and Public Works department supports the flag lot off a private road here, as an alternative access standard under Section 3.03.F of the Subdivision Regulations.

## VARIANCE AND ALTERNATIVE DESIGN STANDARDS

The development proposes significant grading to meet the minimum required Rate of Vertical Curvature (K value) near its intersection with Hardin Valley Road. Meeting the vertical curve requirement for the entire private road will require additional grading on this site, which is partially within the HP area. The requested alternative design standards, including reduced pavement width and increased pavement grade, will also result in less grading. Planning and Engineering staff support these requests, given the property's topographical challenges and the fact that the private road will serve only six lots with no through connectivity. A large number of guest parking spaces are not expected with this 6-lot subdivision, so there are no apparent concerns with the pavement width reduction.

## DEVELOPMENT PLAN ANALYSIS PER ARTICLE 6, SECTION 6.50.06 (APPROVAL OR DENIAL)

In the exercise of its administrative judgment, the Planning Commission shall determine if the proposed plan is in harmony with the general purpose and intent of the zoning ordinance and adopted plans.

### 1) ZONING ORDINANCE

PR (Planned Residential) up to 3 du/ac:

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

B. The proposed density of 0.57 du/ac is well below the maximum allowed density of 3 du/ac.

C. The proposed setbacks are consistent with the PR zone and surrounding development.

### 3) KNOX COUNTY COMPREHENSIVE PLAN - FUTURE LAND USE MAP

A. The property is designated as the SMR (Suburban Mixed Residential) place type in the Comprehensive Plan. The SMR place type lists single-family dwellings as a primary use. The place type encourages street and pedestrian connections to adjacent neighborhoods, walkable proximity to parks, and bikeable proximity to neighborhood commercial areas. However, there are no sidewalks or bike lanes along Hardin Valley Road, and the abutting Vining Mill subdivision to the west provides no provision for a connection.

B. Approximately 8.13 acres of the property fall within the HP (Hillside Protection) area. Staff recommends a condition to limit the disturbance to 3.3 acres, as recommended by the slope analysis.

### 2) KNOX COUNTY COMPREHENSIVE PLAN - IMPLEMENTATION POLICIES

A. Ensure that development is sensitive to existing community character. (Implementation Policy 2) – Detached houses would be compatible with other single-family residences in the area.

B. Encourage development practices that conserve and connect natural features and habitat (Policy 7). – The applicant focuses development along the property's relatively flatter portion and proposes a 4.25-acre common lot within the HP area, most of which will presumably remain forested. Any grading or deforestation within the common area shall be reviewed by Planning staff, as stipulated in condition 9.

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

A. The property is within the Planned Growth Boundary. The purposes of the Planned Growth Area designation are to encourage a reasonably compact pattern of development, promote expansion of the Knox County economy, offer a wide range of housing choices, and coordinate the action of the public and private sectors, particularly with regard to provision of adequate roads, utilities, schools, drainage and other public facilities and services. The proposed development meets the relevant standards of the Growth Policy Plan.

ESTIMATED TRAFFIC IMPACT: 76 (average daily vehicle trips)

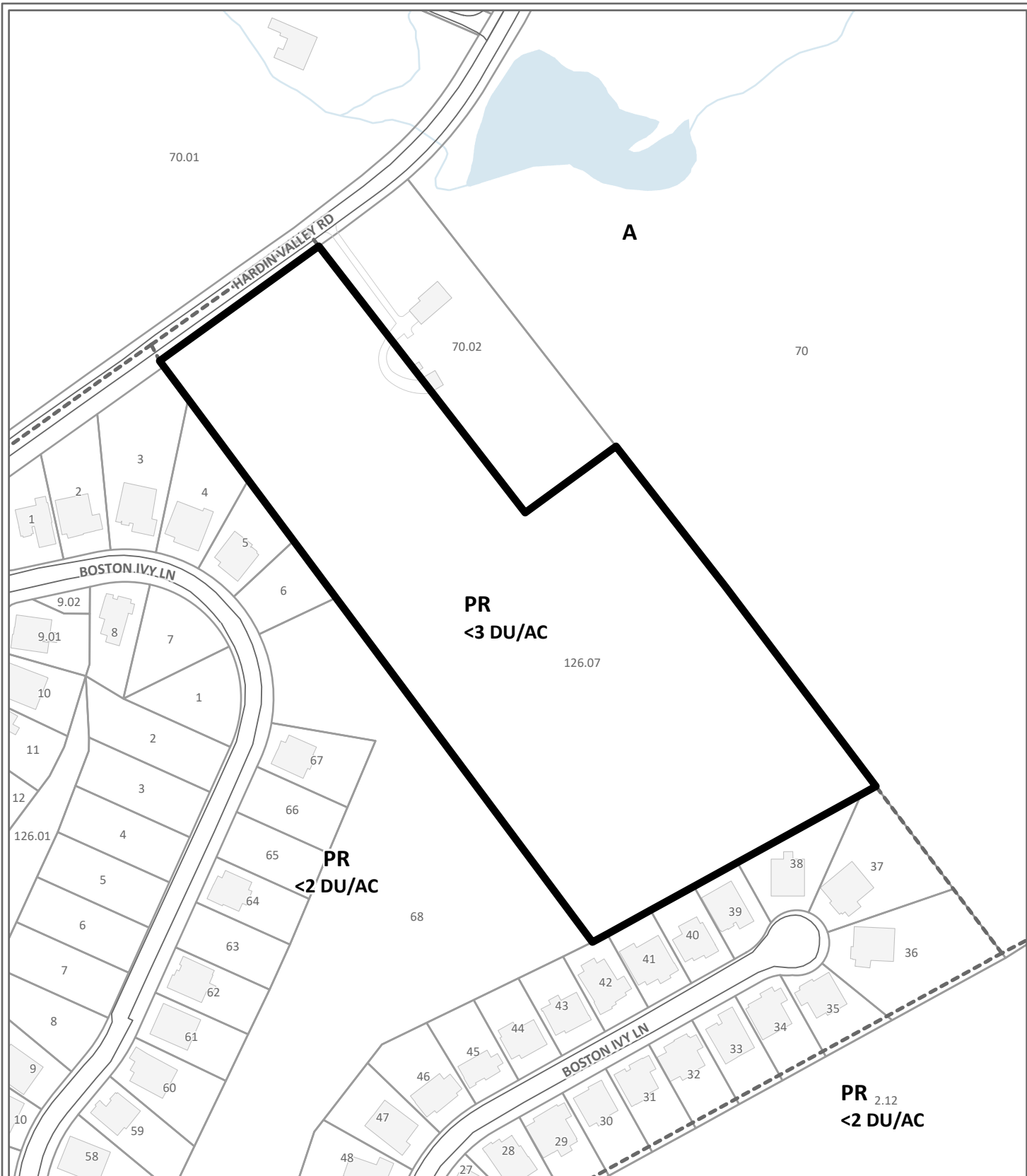
Average Daily Vehicle Trips are computed using national average trip rates reported in the latest edition of "Trip Generation," published by the Institute of Transportation Engineers. Average Daily Vehicle Trips represent the total number of trips that a particular land use can be expected to generate 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: 2 (public school children, grades K-12)

Schools affected by this proposal: Hardin Valley Elementary, Hardin Valley Middle, and Hardin Valley Academy.

- 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-I-26-DP**

**Petitioner:** Khushi 2021, LLC



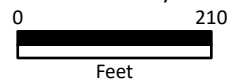
6-lot detached residential subdivision in PR (Planned Residential)  
up to 3 du/ac

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

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

**Map No:** 129

**Jurisdiction:** County



# Exhibit A. Contextual Images



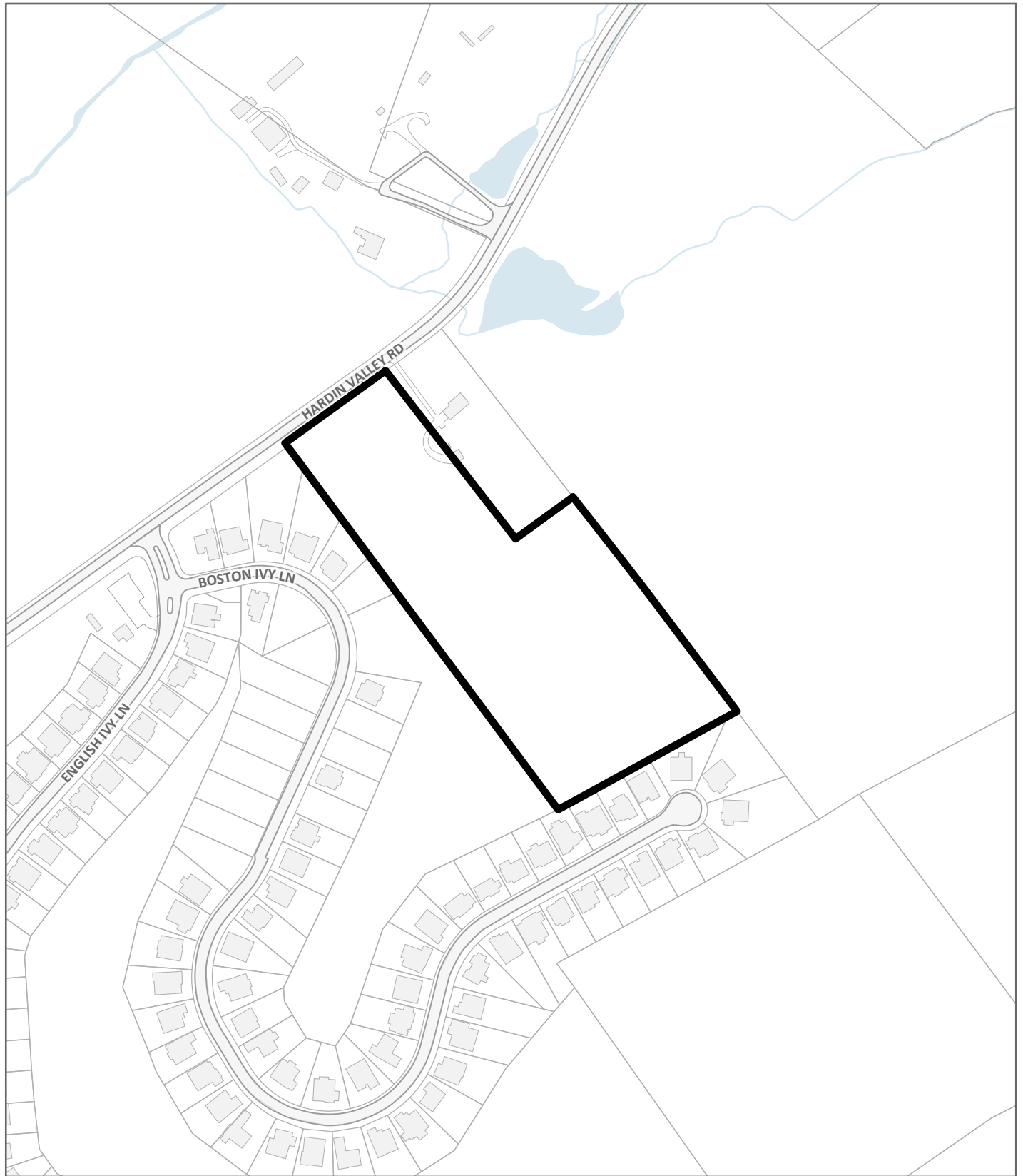
## AERIAL MAP



Case boundary



# Exhibit A. Contextual Images

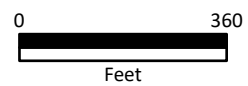


**LOCATION MAP**

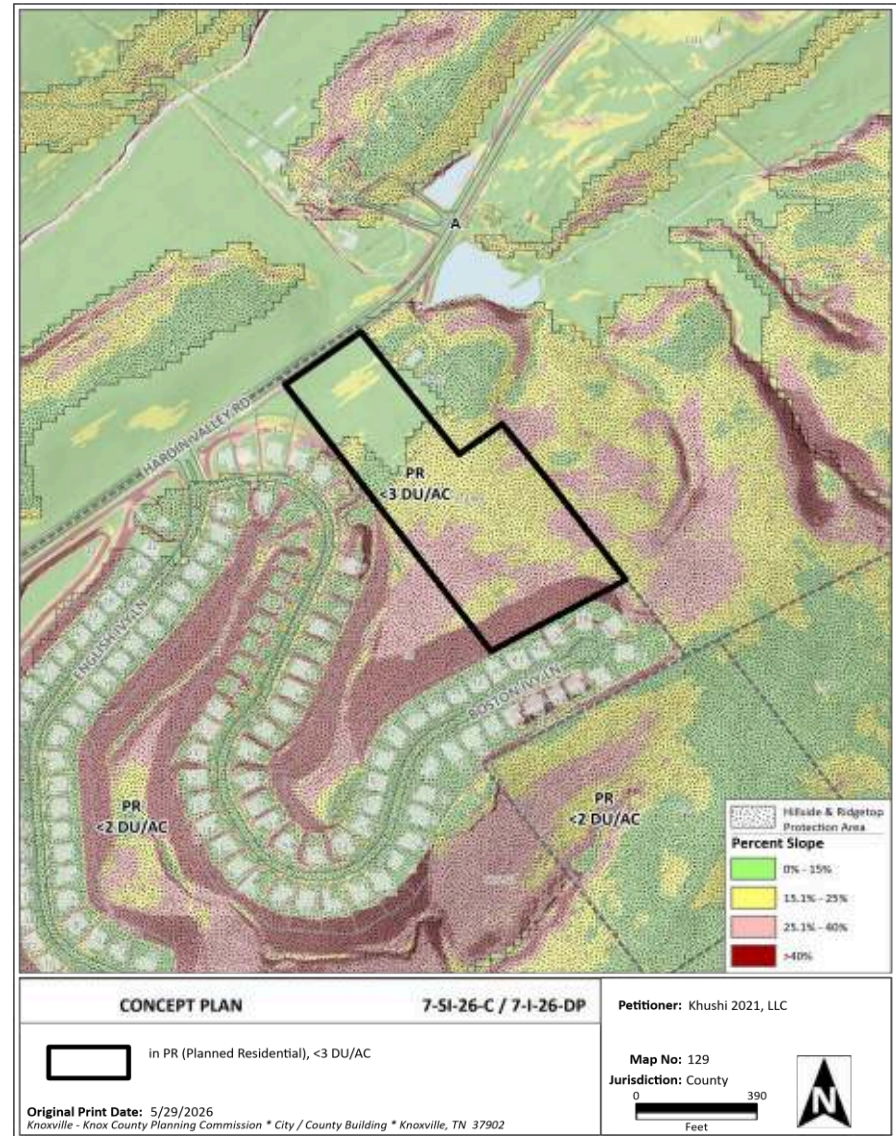
**7-SI-26-C / 7-I-26-DP**



Case boundary



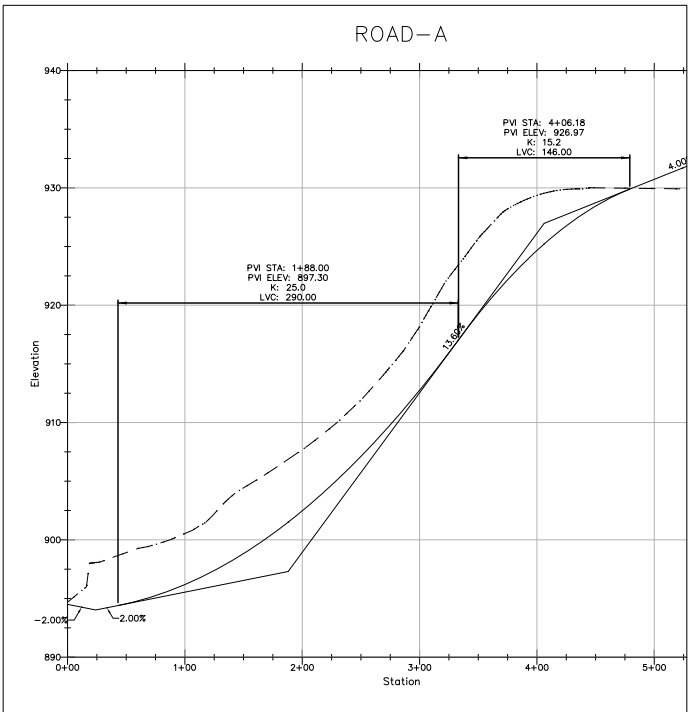
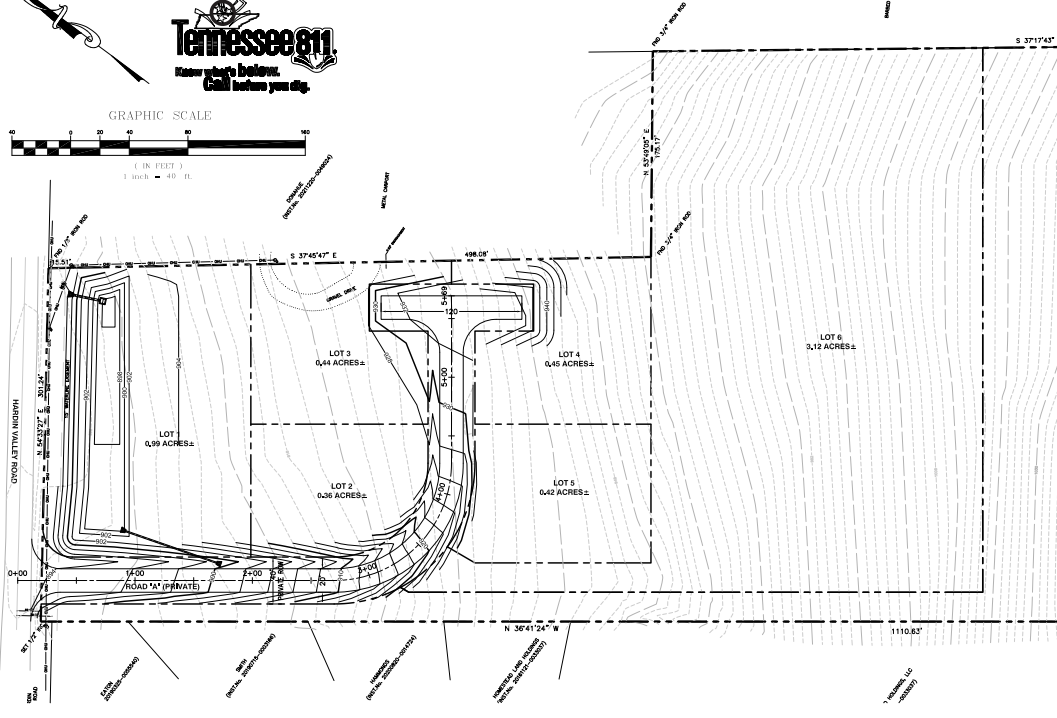
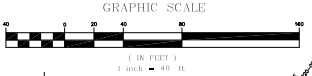
CATEGORY	ACRES	RECOMMENDED DISTURBANCE BUDGET (Percent)	DISTURBANCE AREA (Acres)
<b>Total Area of Site</b>	<b>10.65</b>		
Non-Hillside	2.52	N/A	
0-15% Slope	0.46	100%	0.5
15-25% Slope	4.56	50%	2.3
25-40% Slope	2.13	20%	0.4
Greater than 40% Slope	0.98	10%	0.1
Ridgetops			
<b>Hillside Protection (HP) Area</b>	<b>8.13</b>	Recommended disturbance budget within HP Area (acres)	<b>3.3</b>
		Percent of HP Area	<b>40.2%</b>





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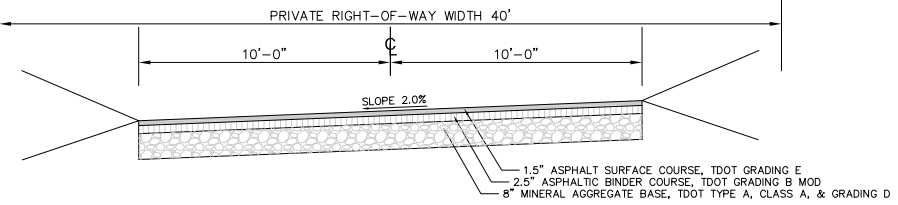
CONCEPT PLAN - Grading  
**Proposed Residential**  
 Hardin Valley Road  
 Knoxville, Tennessee  
 Khusht 2021, LLC

REVISIONS

NO.	DATE	COMMENTS

ORIGINAL ISSUE: 6/15/2026  
 SITE PROJECT #: 000-P00001  
 FILE: cp3.dwg  
 PLANNING CASES:  
 7-SI-26-C  
 7-I-26-DP  
 DISTRICT: W6  
 MAP: 129  
 PARCEL: 126.07

**CP-2**



Road "A" Typical Cross-Section:  
 Not to Scale

LEGEND

EXISTING PROPERTY LINE	---
PROPOSED PROPERTY LINE	---
PROPOSED CENTERLINE	---
BUILDING SETBACK LINE	---
PROPOSED PAVEMENT EDGE	---
EXISTING CONTOUR LINE	---
PROPOSED CONTOUR LINE	---

CERTIFICATION OF CONCEPT PLAN  
 I HEREBY CERTIFY THAT I AM A REGISTERED ENGINEER, LICENSED TO PRACTICE ENGINEERING UNDER THE LAWS OF THE STATE OF TENNESSEE. I FURTHER CERTIFY THAT THE PLAN AND ACCOMPANYING DRAWINGS, DOCUMENTS AND STATEMENTS CONFORM TO THE BEST OF MY KNOWLEDGE, TO ALL APPLICABLE PROVISIONS OF THE KNOXVILLE-KNOX COUNTY SUBDIVISION REGULATIONS EXCEPT AS HAS BEEN ITEMIZED AND DESCRIBED IN A REPORT FILED WITH THE PLANNING COMMISSION.  
 [Signature]  
 REGISTERED ENGINEER  
 TENNESSEE CERTIFICATE NO. 107153  
 DATE: 06/26/2026

- NOTES:
- ALL DIMENSIONS ARE SCALED AND SUBJECT TO CHANGE ON THE FINAL PLAT.
  - THIS PROPERTY CONTAINS APPROXIMATELY 10.64 ACRES SUBDIVIDED INTO 6 SINGLE FAMILY DETACHED LOTS (<1 DU/AC).
  - THIS PROPERTY IS CURRENTLY ZONED PR <3DU/AC (PLANNED RESIDENTIAL, LESS THAN 3 DWELLING UNITS PER ACRE).
  - EXISTING GRADES BASED TOPOGRAPHIC INFORMATION TAKEN FROM SURVEY BY PINNACLE LAND SURVEYING, DATED 1/15/2025.
  - UTILITY AND DRAINAGE EASEMENTS WILL BE PROVIDED PER SECTION 3.11 OF THE SUBDIVISION REGULATIONS.
  - ACCESS TO LOTS IS RESTRICTED TO ROAD "A" (PRIVATE).
  - BUILDING SETBACKS ARE 20' FRONT, 5' SIDE, 15' REAR, AND 35' PERIPHERAL.

- ALTERNATIVE DESIGN STANDARDS:
- REDUCE RIGHT OF WAY WIDTH OF ROAD B FROM 50' TO 40' (PRIVATE ROADS)
  - REDUCE THE PAVEMENT WIDTH OF ROAD A AND ROAD B FROM 26FT TO 20FT (PRIVATE ROADS)
  - INCREASE MAXIMUM SLOPE FROM 12% TO 14% (PRIVATE ROADS)
  - INCREASE MAXIMUM GRADE OF APPROACH TO AN INTERSECTION FROM 1% TO 2% (ROAD A & HARDIN VALLEY RD.)
- VARIANCES:
- REDUCE K VALUE OF 2ND VERTICAL CURVE FROM K=25 TO K=15

# 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

KIRITKUMAR PATEL  
Printed Name

6/11/24  
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:**

**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:**

**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:**

#### **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.*



John R. Anderson

06/29/2026

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 K value for 2nd vertical curve from K=25 to K=15

#### 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:

Topographical conditions of property prohibits achieving a K value of 25 for the 2nd vertical curve within the Private ROW and a lower design speed with a K value of 15 is appropriate.

- 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.

Steep slope of property was not created by any person having an interest in the property.

- 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.

Due to short length of Road "A" serving a limited number of lots.

#### ***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.*

12/15/2011

12/15/2011

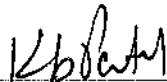
Date to be Posted

Date to be Removed

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

Yes  No

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



Applicant Signature

K. R. PATIL

Applicant Name

Date