



SUBDIVISION REPORT - CONCEPT/DEVELOPMENT PLAN

▶ **FILE #:** 3-SB-26-C
3-F-26-DP

AGENDA ITEM #: 29
AGENDA DATE: 3/5/2026

▶ **SUBDIVISION:** EMORY GREEN TOWNHOMES

▶ **APPLICANT/DEVELOPER:** BALL HOMES, LLC

OWNER(S): Brian Stephens

TAX IDENTIFICATION: 77 08304 [View map on KGIS](#)

JURISDICTION: County Commission District 6

STREET ADDRESS: 8930 KEENBERG LN

▶ **LOCATION:** West side of Keenberg Ln, south side of Emory Rd, east side of Old Cobbs Ferry Rd

GROWTH POLICY PLAN: Planned Growth Area

FIRE DISTRICT: Karns Fire Department

WATERSHED: Beaver Creek

▶ **APPROXIMATE ACREAGE:** 5.42 acres

▶ **ZONING:** PR (Planned Residential) up to 5 du/ac

PLACE TYPE: TN (Traditional Neighborhood), HP (Hillside Ridgetop Protection)

▶ **EXISTING LAND USE:** Rural Residential

▶ **PROPOSED USE:** Townhouse and single family residential subdivision

SURROUNDING LAND USE AND ZONING:
North: Single family residential, rural residential - RA (Low Density Residential)
South: Single family residential (under construction) - PR (Planned Residential) up to 5 du/ac
East: Single family residential (under construction) - PR (Planned Residential) up to 5 du/ac
West: Single family residential, agriculture/forestry/vacant land - A (Agricultural)

▶ **NUMBER OF LOTS:** 30

SURVEYOR/ENGINEER: Christopher H. Gollhofer, Ardurra

ACCESSIBILITY: Access is via Road D, a local street with proposed 26 ft of pavement width within a proposed 40-ft right-of-way.

▶ **SUBDIVISION VARIANCES REQUIRED:** **VARIANCES:**
1. Reduce the K value from 25 to 20 on Road D STA 4+14.66.
2. Reduce the minimum length for the tangent connecting broken back horizontal curves from 150 ft to 29 ft on Road D from STA 5+54.26 to 5+83.41.
3. Reduce the lot depth for double frontage lots 85-88 from 150 ft to 110 ft.

ALTERNATIVE DESIGN STANDARDS REQUIRING KNOXVILLE-KNOX

COUNTY PLANNING COMMISSION APPROVAL

1. Reduce the minimum lot frontage from 25 ft to 20 ft for lots 61-90.
2. Reduce the minimum horizontal curve radius from 250 ft to 100 ft for Road D from STA 4+31.80 to 5+54.26.
3. Reduce the minimum horizontal curve radius from 250 ft to 200 ft for Road D from STA 5+83.41 to 8+17.14.

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

1. Reduce the private right-of-way width from 50 ft to 40 ft for Road D from station 0+00.00 to station 6+82.77.

STAFF RECOMMENDATION:

- Approve the variance to reduce the K value from 25 to 20 on Road D STA 4+14.66.
- A. Due to the existing steeper topography along Road D, 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. 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 EPW recommends approval of this variance based on the justifications provided by the applicant.

Approve the variance to reduce the minimum length for the tangent connecting broken back horizontal curves from 150 ft to 29 ft on Road D from STA 5+54.26 to 5+83.41.

- A. Due to the existing steeper topography along Road D and the TVA transmission tower, a reduction in tangent length is needed to construct the road.
- B. The existing topography, shape of property, and TVA tower 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 EPW recommends approval of this variance based on the justifications provided by the applicant.

Approve the variance to reduce the lot depth for double frontage lots 85-88 from 150 ft to 110 ft.

- A. A 30-ft right-of-way easement is required by County Engineering in the rear of lots 85-88. This easement cannot be within common area. Without a common area buffer, a variance is required for the reduction in lot depth.
- B. The right-of-way easement at this location is unique to this property.
- C. The right-of-way easement is necessary for public safety, health, or welfare. Knox County EPW recommends approval of this variance based on the justifications provided by the applicant.

Approve the 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 8 conditions.

1. Connection to sanitary sewer and meeting other relevant utility provider requirements.
2. Providing street names consistent with the Uniform Street Naming and Addressing System within Knox County (County Ord. 91-1-102).
3. Before certification of 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.
4. Meeting all applicable requirements of the Knox County Department of Engineering and Public Works.
5. Meeting all applicable requirements of the Knox County Zoning Ordinance.
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 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.

7. Implementing the recommendations of the Hatmaker (Emory Green) Subdivision Transportation Impact Study (Fulghum MacIndoe, 10/26/2020), as revised and approved by Planning Commission staff and Knox County Engineering and Public Works (see Exhibit A).
8. All double frontage lots must meet the requirements of Section 3.02.A.4 of the Subdivision Regulations.

► **Approve the Development Plan for up to 30 townhomes on individual lots and a peripheral setback reduction from 35 ft to 15 ft along Emory Road, 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.

With the conditions noted, this plan meets the requirements for approval in the PR zone and the criteria for approval of a development plan.

COMMENTS:

This proposal is a second revision to the Emory Green Subdivision west side of the townhomes (12-SD-20-C/12-F-20-UR). The Emory Green Subdivision is a newly constructed residential development with townhomes and single family homes at W Emory Road and Old Cobbs Ferry Road. The townhomes were constructed on one lot. This proposal is to subdivide the existing 30 townhomes on individual lots and create a private road that is 26 ft wide within a 40 ft right-of-way.

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

- A. The property is zoned PR (Planned Residential) with a density of up to 5 du/ac. The applicant is proposing 120 dwelling units on this 28.06-acre property. The development will yield a density of 4.28 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. Where there is no established road line, the setback line shall be 20 ft from the centerline of the road plus the setback requirements of the zone in which it is located (Knox County Zoning Ordinance 3.30.03.). The additional setback requirements include the peripheral boundary along W Emory Road. The Planning Commission may reduce the setback to 15 ft along all property lines when a development is adjacent to residential zones, which is the case here. The peripheral boundaries for lots 85-90 are 35 ft from the centerline of the road.
- D. The PR zone established a maximum height for single family houses, but all other uses have a maximum height established by the Planning Commission. Staff recommends a maximum height of 35 ft for the townhomes, consistent with the other residential houses in the subdivision and the general area.

2) KNOX COUNTY COMPREHENSIVE PLAN – FUTURE LAND USE MAP

- A. The property's place type is TN (Traditional Neighborhood) and it is within the HP (Hillside Protection) area on the Future Land Use Map. Townhomes are considered a primary use in the TN place type. The townhome lots are similar to the townhome lots in the area. The previous approval implemented some reforestation on the property.

3) KNOX COMPREHENSIVE PLAN - IMPLEMENTATION POLICIES

- A. The 2-story townhomes with a 35-ft building height maximum are consistent with Policy 2 to ensure that development is sensitive to existing community character.
- B. The development consists of single family and townhome dwellings. This development is consistent with implementation policy 5, which creates neighborhoods with a variety of housing types and amenities in close proximity.

4) KNOXVILLE - FARRAGUT - KNOX COUNTY GROWTH POLICY PLAN

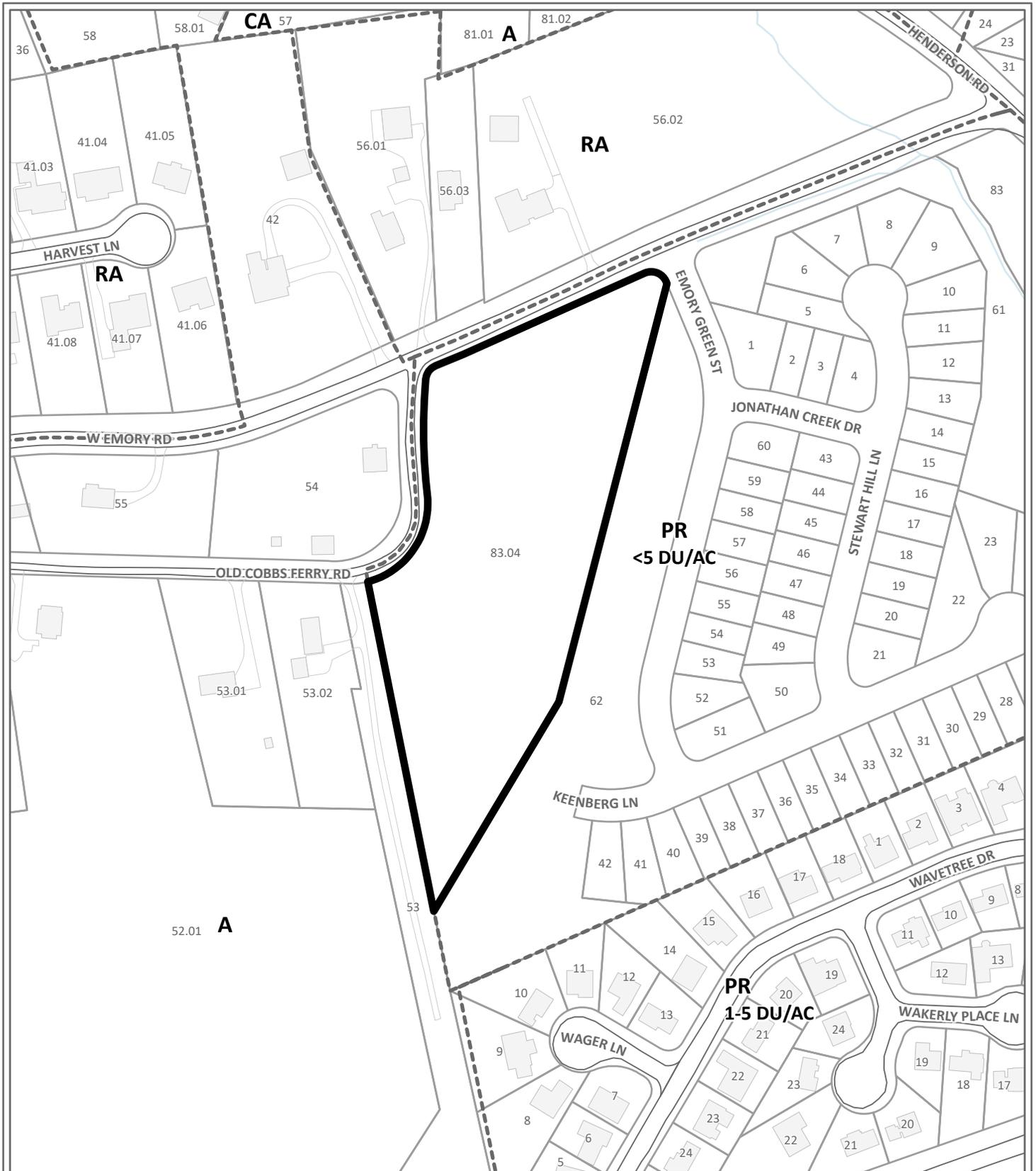
- A. The property is within the Planned Growth Area. The purposes of the Planned Growth Area designation are to encourage a reasonably compact pattern of development, promote the expansion of the Knox County economy, offer a wide range of housing choices, and coordinate the actions of the public and 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: Not applicable.

Schools affected by this proposal: Mill Creek Elementary, Karns Middle, and Karns High.

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

3-F-26-DP

Petitioner: Ball Homes, LLC



Attached residential subdivision in PR (Planned Residential), <5 DU/AC

Map No: 77

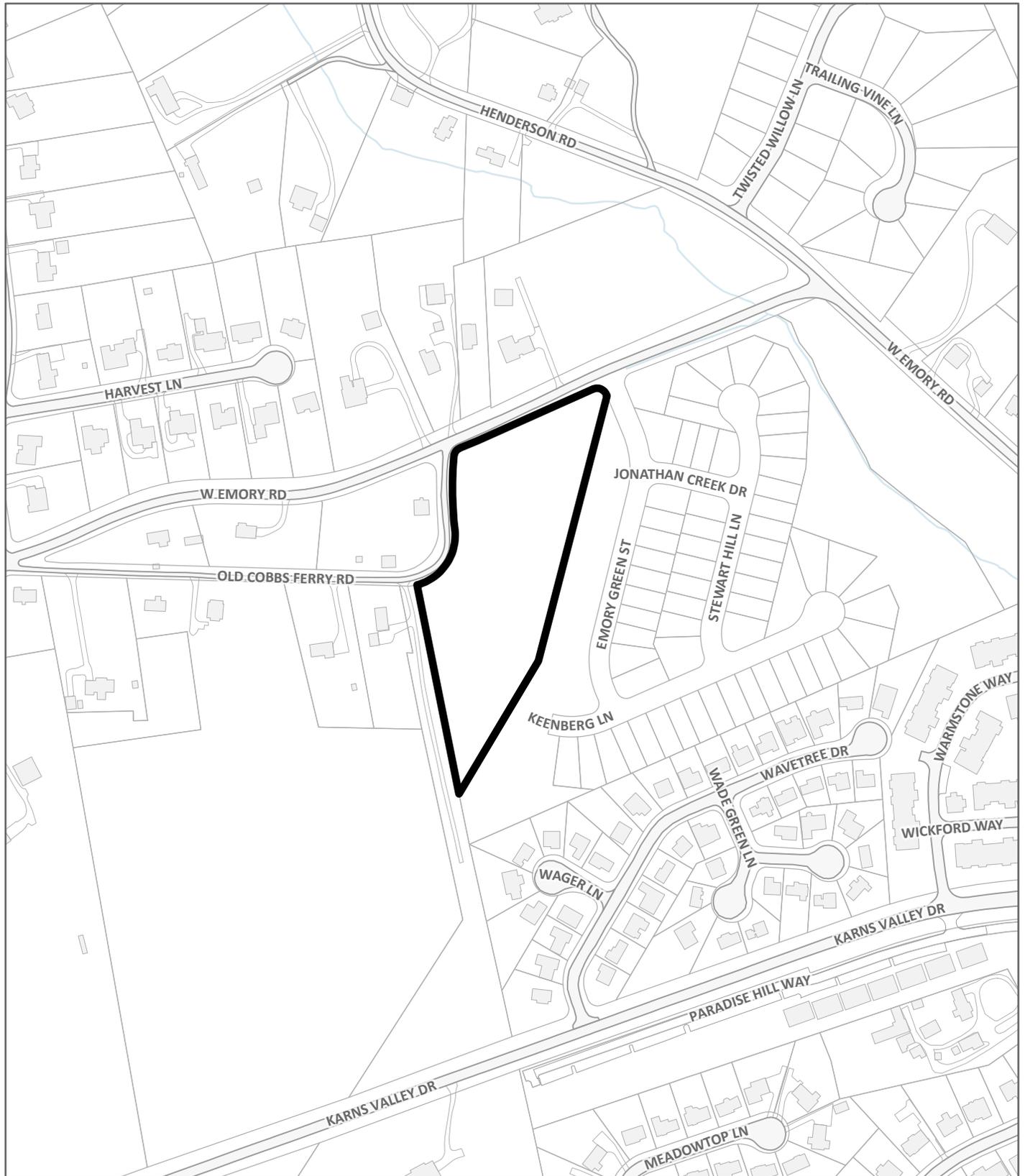
Jurisdiction: County



Original Print Date: 1/26/2026

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

Exhibit A. Contextual Images



LOCATION MAP

3-F-26-DP / 3-SB-26-C



Case boundary

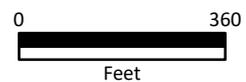


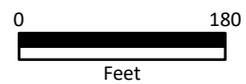
Exhibit A. Contextual Images



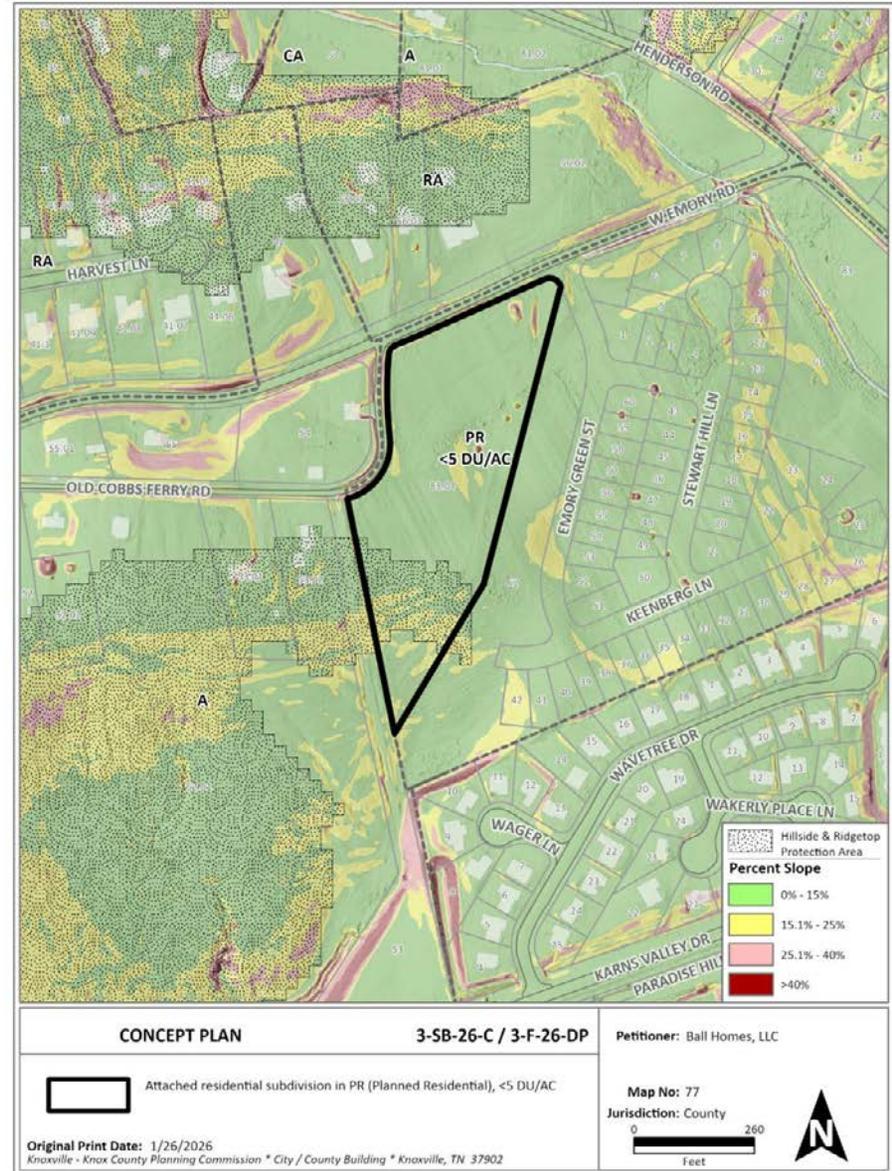
AERIAL MAP

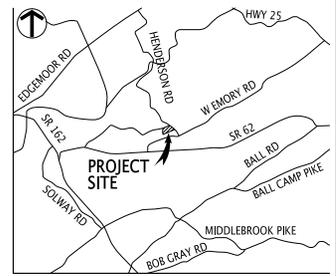
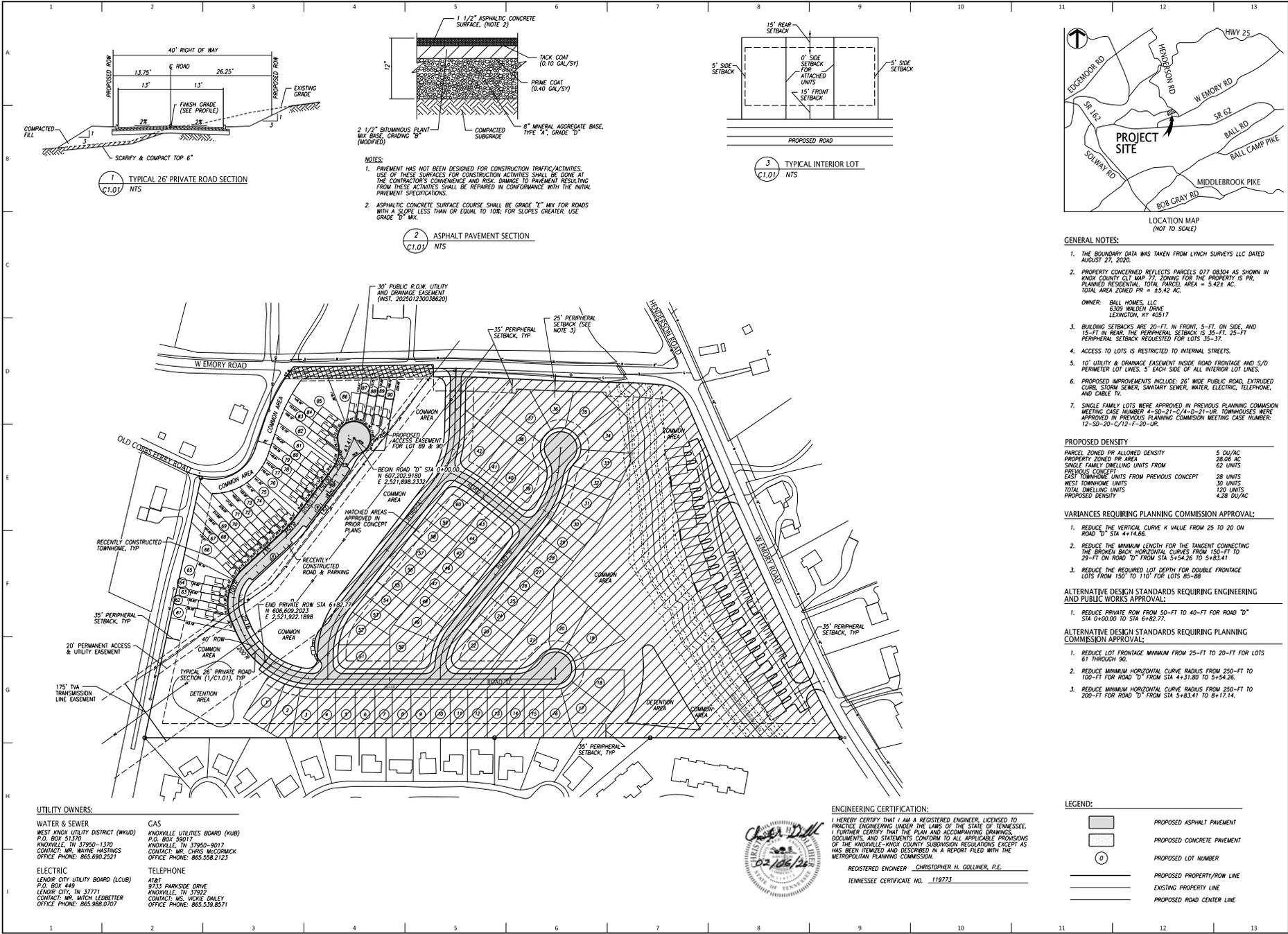


Case boundary



CATEGORY	ACRES	RECOMMENDED DISTURBANCE BUDGET (Percent)	DISTURBANCE AREA (Acres)
Total Area of Site	5.13		
Non-Hillside	4.30	N/A	
0-15% Slope	0.56	100%	0.56
15-25% Slope	0.27	50%	0.14
25-40% Slope	0.00	20%	0.00
Greater than 40% Slope	0.00	10%	0.00
Ridgetops			
Hillside Protection (HP) Area	0.83	Recommended disturbance budget within HP Area (acres)	0.70
		Percent of HP Area	83.6%





ARDURRA
COLLABORATE. INNOVATE. CREATE.
2160 Lakeside Center Way, Suite 201
Knoxville, TN 37922
Phone: (865) 890-6419
www.ardurra.com

BALL HOMES, LLC
1914 PINNACLE
POINTE WAY
KNOXVILLE, TN
37922
MR. RYAN HICKEY
RHYKEY@BALLHOMES.COM
865.862.4774

NO.	DATE	REVISION
1		ISSUED FOR PERMITS
2		REVISED PER COMMENTS
3		REVISED PER COMMENTS

GENERAL NOTES:

- THE BOUNDARY DATA WAS TAKEN FROM LYNCH SURVEYS LLC DATED AUGUST 27, 2020.
- PROPERTY CONCERNED REFLECTS PARCELS 077 0804 AS SHOWN IN KNOX COUNTY C.T. MAP 77, ZONING FOR THE PROPERTY IS PR. PLANNED RESIDENTIAL. TOTAL PARCEL AREA = 5.42 AC. TOTAL AREA ZONED PR = 45.42 AC.
- OWNER: BALL HOMES, LLC, 6308 WALDEN DRIVE, LEXINGTON, KY 40517
- BUILDING SETBACKS ARE 20'-0" IN FRONT, 5'-0" ON SIDE, AND 15'-0" IN REAR. THE PERIPHERAL SETBACK IS 35'-0". 25'-0" PERIPHERAL SETBACK REQUESTED FOR LOTS 35-37.
- ACCESS TO LOTS IS RESTRICTED TO INTERNAL STREETS.
- 10' UTILITY & DRAINAGE EASEMENT INSIDE ROAD FRONTAGE AND S/D PERMETER LOT LINES. 5' EACH SIDE OF ALL INTERIOR LOT LINES.
- PROPOSED IMPROVEMENTS INCLUDE: 26" WIDE PUBLIC ROAD, EXTRUDED CURB, STORM SEWER, SANITARY SEWER, WATER, ELECTRIC, TELEPHONE, AND CABLE TV.
- SINGLE FAMILY LOTS WERE APPROVED IN PREVIOUS PLANNING COMMISSION MEETING CASE NUMBER 4-20-21-C/4-0-21-UR; TOWNHOUSES WERE APPROVED IN PREVIOUS PLANNING COMMISSION MEETING CASE NUMBER: 12-20-20-C/12-F-20-UR.

PROPOSED DENSITY

PARCEL ZONED PR ALLOWED DENSITY	5 DU/AC
PROPERTY ZONED PR AREA	28.06 AC
SINGLE FAMILY DWELLING UNITS FROM PREVIOUS CONCEPT	62 UNITS
EAST TOWNHOME UNITS FROM PREVIOUS CONCEPT	28 UNITS
WEST TOWNHOME UNITS	30 UNITS
TOTAL DWELLING UNITS	120 UNITS
PROPOSED DENSITY	4.28 DU/AC

VARIANCES REQUIRING PLANNING COMMISSION APPROVAL:

- REDUCE THE VERTICAL CURVE K VALUE FROM 25 TO 20 ON ROAD "D" STA 4+14.86.
- REDUCE THE MINIMUM LENGTH FOR THE TANGENT CONNECTING THE BROKEN BACK HORIZONTAL CURVES FROM 150'-0" TO 29'-0" ON ROAD "D" FROM STA 5+54.26 TO 5+83.41.
- REDUCE THE REQUIRED LOT DEPTH FOR DOUBLE FRONTAGE LOTS FROM 150' TO 110' FOR LOTS 65-69.

ALTERNATIVE DESIGN STANDARDS REQUIRING ENGINEERING AND PUBLIC WORKS APPROVAL:

- REDUCE FRONTAGE ROW FROM 58'-0" TO 40'-0" FOR ROAD "D" STA 0+00.00 TO STA 6+82.77.

ALTERNATIVE DESIGN STANDARDS REQUIRING PLANNING COMMISSION APPROVAL:

- REDUCE LOT FRONTAGE MINIMUM FROM 25'-0" TO 20'-0" FOR LOTS 61 THROUGH 90.
- REDUCE MINIMUM HORIZONTAL CURVE RADIUS FROM 250'-0" TO 100'-0" FOR ROAD "D" FROM STA 4+31.80 TO 5+54.26.
- REDUCE MINIMUM HORIZONTAL CURVE RADIUS FROM 300'-0" TO 200'-0" FOR ROAD "D" FROM STA 5+83.41 TO 8+17.14.

EMORY GREEN SUBDIVISION
8935 W EMORY ROAD
KNOXVILLE, TENNESSEE 37931
CONCEPT PLAN OF EMORY GREEN TOWNHOMES
MPC FILE NUMBER: 3-5B-26-C / 3-F-26-DP

PRELIMINARY NOT FOR CONSTRUCTION

JOB NO: 592/009
DATE: 01/15/2025

C1.01
CONCEPT PLAN
01/15/25

UTILITY OWNERS:

WATER & SEWER
WEST KNOX UTILITY DISTRICT (WKUD)
P.O. BOX 51370
KNOXVILLE, TN 37950-1370
CONTACT: MR. WAYNE HASTINGS
OFFICE PHONE: 865.690.2521

ELECTRIC
LENDOR CITY UTILITY BOARD (LCUB)
P.O. BOX 448
LENDOR CITY, TN 37771
CONTACT: MR. MITCH LEDBETTER
OFFICE PHONE: 865.988.0707

GAS
KNOXVILLE UTILITIES BOARD (KUB)
P.O. BOX 90017
KNOXVILLE, TN 37950-9017
CONTACT: MR. CHRIS MCCORMACK
OFFICE PHONE: 865.558.2123

TELEPHONE
AT&T
9733 PARKSIDE DRIVE
KNOXVILLE, TN 37922
CONTACT: MRS. HEATHER BAILEY
OFFICE PHONE: 865.539.8571

ENGINEERING CERTIFICATION:

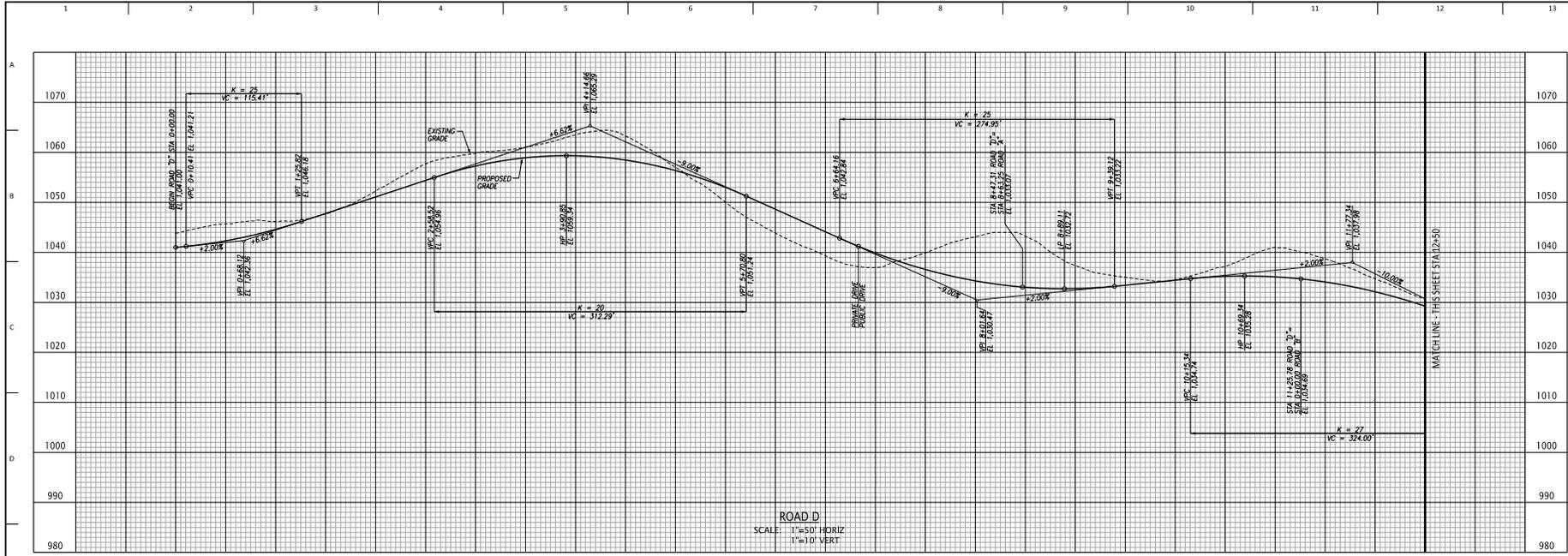
I HEREBY CERTIFY THAT I AM A REGISTERED ENGINEER, LICENSED TO PRACTICE ENGINEERING UNDER THE LAWS OF THE STATE OF TENNESSEE. I FURTHER CERTIFY THAT THE PLAN AND ACCOMPANYING DRAWINGS, DOCUMENTS, AND STATEMENTS CONFORM TO ALL APPLICABLE PROVISIONS OF THE KNOXVILLE-KNOX COUNTY SUBDIVISION REGULATIONS EXCEPT AS HAS BEEN ITEMIZED AND DESCRIBED IN A REPORT FILED WITH THE METROPOLITAN PLANNING COMMISSION.

REGISTERED ENGINEER: CHRISTOPHER H. GOLLNER, P.E.
TENNESSEE CERTIFICATE NO. 119773

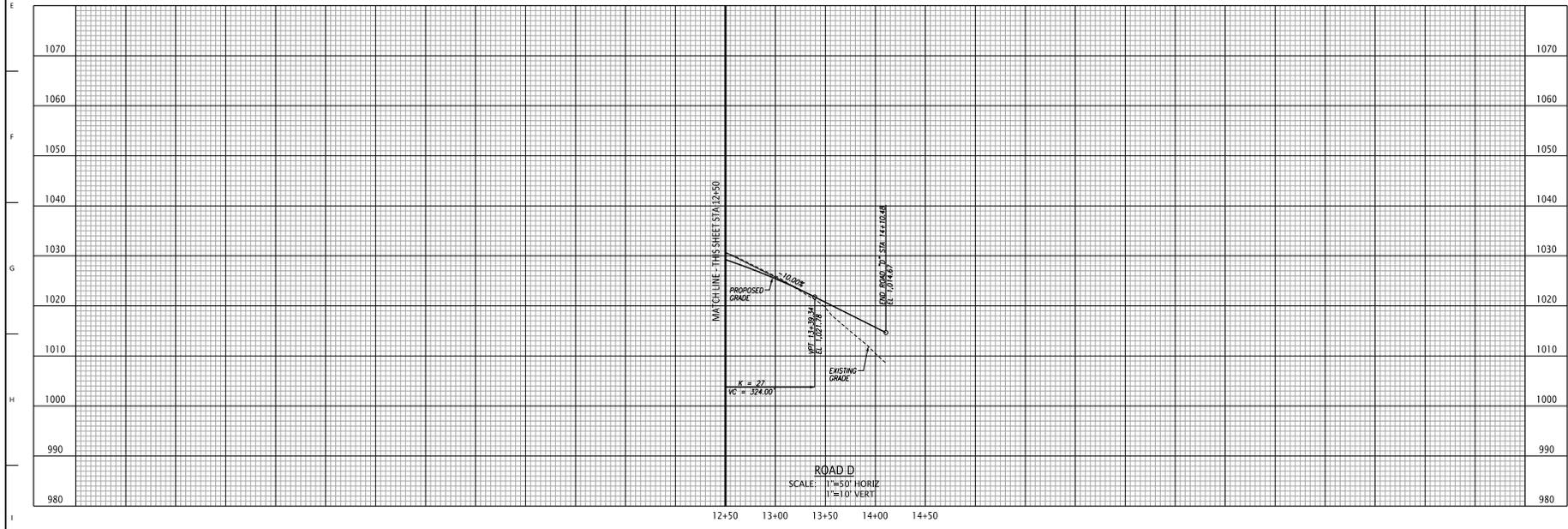
LEGEND:

- PROPOSED ASPHALT PAVEMENT
- PROPOSED CONCRETE PAVEMENT
- PROPOSED LOT NUMBER
- PROPOSED PROPERTY/ROW LINE
- EXISTING PROPERTY LINE
- PROPOSED ROAD CENTER LINE

File Number: 015-123
Plan Name: Ball Homes



ROAD D
SCALE: 1"=50' HORIZ
1"=10' VERT



ROAD D
SCALE: 1"=50' HORIZ
1"=10' VERT

PLS. NUMBER THIS SHEET
 AND DRAW NUMBER



BALL HOMES, LLC
 1914 PINNACLE
 POINT WAY
 KNOXVILLE, TN
 37922
 MR. RYAN HICKEY
 RHICKEY@BALLHOMES.COM
 865.862.6774

NO.	DATE	REVISIONS	BY	CHK

EMORY GREEN SUBDIVISION
 8935 W EMORY ROAD
 KNOXVILLE, TENNESSEE 37931
 CONCEPT PLAN OF EMORY GREEN TOWNHOMES
 MPC FILE NUMBER: 3-5B-26-C / 3-F-26-DP

PRELIMINARY
 NOT FOR
 CONSTRUCTION

JOB NO: 592-009
 DATE: 01/15/2025

C1.03
 CONCEPT PLAN
 01/15/25

6 Turn Lane Warrant Analysis

The intersection of W Emory Road at the main driveway connection was evaluated to determine if a right turn lane or a left turn lane are warranted. The Knox County Department of Engineering and Public Works handbook, "Access Control and Driveway Design Policy," was used to analyze the information. Neither an eastbound right turn lane nor a westbound left turn lane on W Emory Road is warranted. The turn lane warrant worksheets and analysis are included in Attachment 8.

7 Conclusions and Recommendations

7.1 W Emory Road @ Henderson Road

The existing, background and full buildout conditions at the unsignalized intersection of W Emory Road at Henderson Road were analyzed using the Highway Capacity Software (HCS7).

The existing and background traffic conditions for the eastbound left turn movement (W Emory Road) operate at a LOS A during both the AM and PM peak hours and the southbound approach (Henderson Road) operates at a LOS A during both the AM and PM peak hours.

The full buildout traffic conditions for the eastbound left turn movement (W Emory Road) operate at a LOS A during both the AM and PM peak hours and the southbound approach (Henderson Road) operates at a LOS B during both the AM and PM peak hours.

7.2 W Emory Road @ Driveway Connections

The full buildout conditions at the unsignalized intersections of W Emory Road at the main driveway connection, townhome driveway (north) and townhome driveway (south) were analyzed using the Highway Capacity Software (HCS7).

At the intersection of W Emory Road at the main driveway connection the westbound left turn movement (W Emory Road) operates at a LOS A during both the AM and PM peak hour and the northbound approach (driveway) operates at a LOS A during both the AM and PM peak hours after the completion of the Hatmaker Subdivision.

Neither an eastbound right turn lane nor a westbound left turn lane are warranted at the intersection of W Emory Road at the main driveway connection.

At the intersection of W Emory Road at the townhome driveway (north) the eastbound approach (driveway) operates at a LOS A during both the AM and PM peak hour and the northbound left turn movement (W Emory Road) operates at a LOS A during both the AM and PM peak hours after the completion of the Hatmaker Subdivision.

At the intersection of W Emory Road at the townhome driveway (south) the eastbound approach (driveway) operates at a LOS A during both the AM and PM peak hour and the northbound left turn movement (W Emory Road) operates at a LOS A during both the AM and PM peak hours after the completion of the Hatmaker Subdivision.

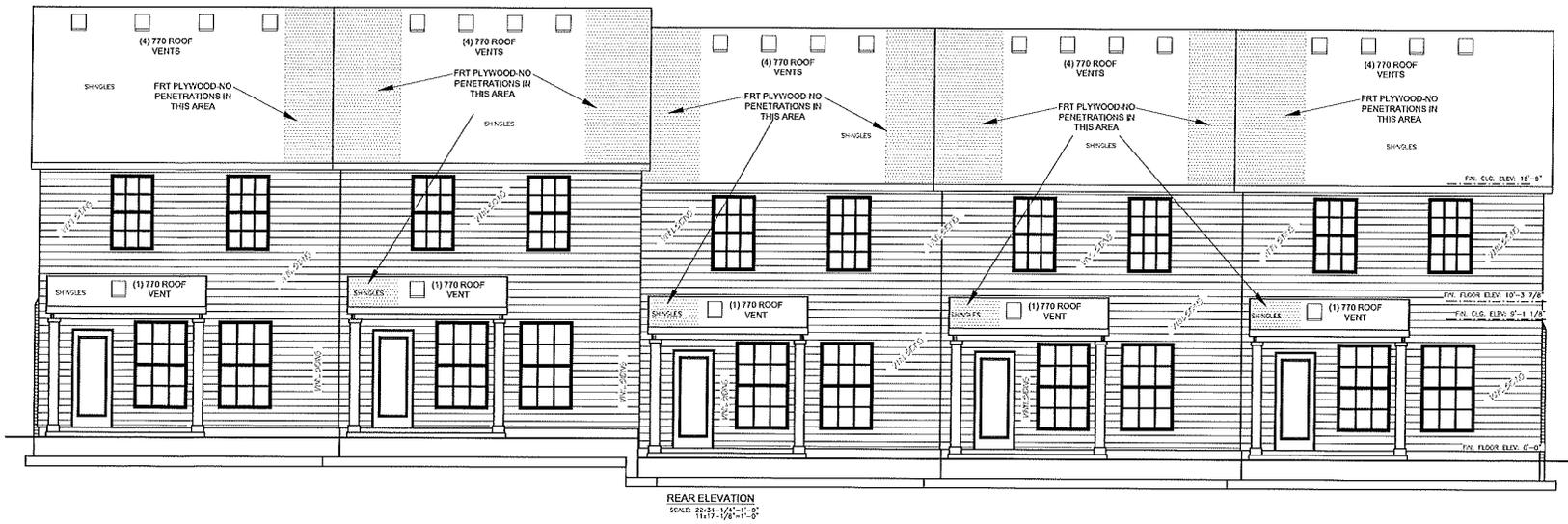
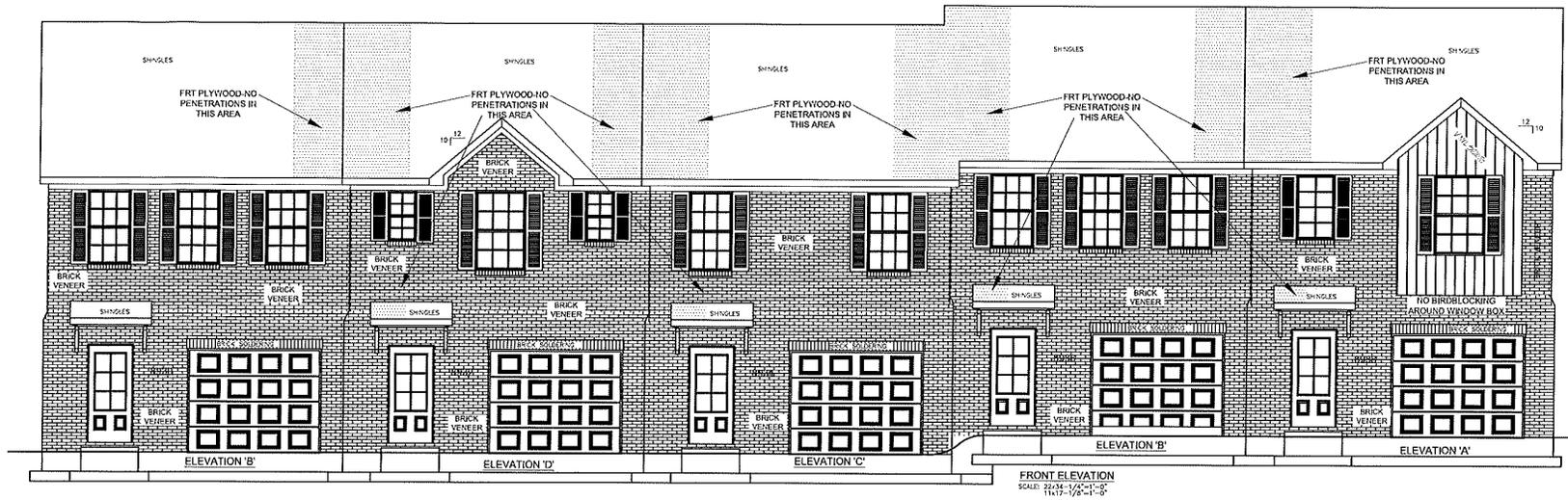
W Emory Road is classified as a Minor Collector per the Major Road Plan. The minimum intersection spacing required on a collector is 300 feet per the “Knoxville-Knox County Subdivision Regulations” amended through February 13, 2020. The proposed main driveway connection is located approximately 425 feet east of the intersection with Old Cobbs Ferry Road. The townhome driveway (north) is located 315 feet south of the intersection of W Emory Road and the townhome driveway (south) is located 510 feet south of the townhome driveway (north). All three driveway connections exceed the typical minimum separation on a collector; therefore, no change is necessary.

The minimum required sight distance for a road with a posted speed limit of 30 mph is 300 feet in each direction in accordance with the “Knoxville-Knox County Subdivision Regulations” amended through February 13, 2020. FMA measured the sight distance at the proposed driveway intersections at W Emory Road in September 2020. For the intersection of W Emory Road at the main driveway connection at 15 feet from the edge of pavement the sight distance is greater than 450 feet eastbound and westbound. For the intersection of W Emory Road at the townhome driveway (north) at 15 feet from the edge of pavement the sight distance is greater than 450 feet eastbound and westbound. For the intersection of W Emory Road at the townhome driveway (south) at 15 feet from the edge of pavement the sight distance is greater than 450 feet eastbound and westbound.

7.3 Subdivision Roads

Road “A”, Road “B”, Road “C”, Road “D”, Road “E” and Road “F” will have a width of 26 feet in accordance with the “Knoxville-Knox County Subdivision Regulations” amended through February 13, 2020.

Any required sight distance easements for the internal subdivision intersections of Road “A”, Road “B”, Road “C”, Road “D”, Road “E” and Road “F” should be coordinated with Knox County Engineering and Public Works and included on the final design drawings prior to construction of the subdivision.



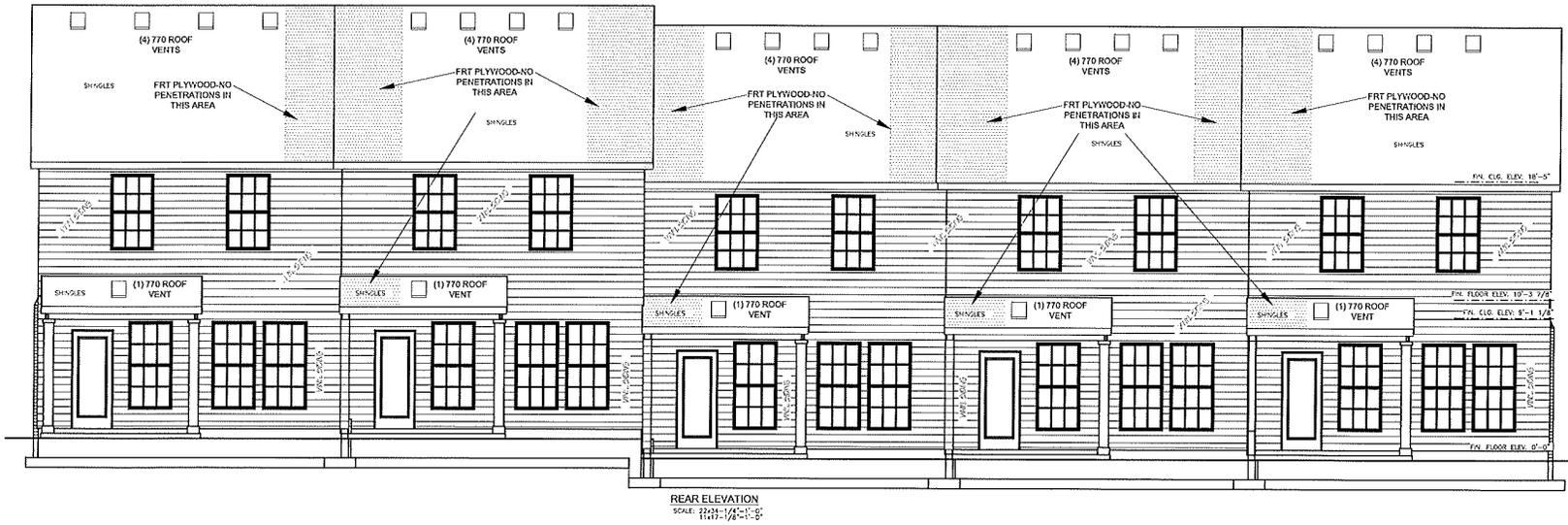
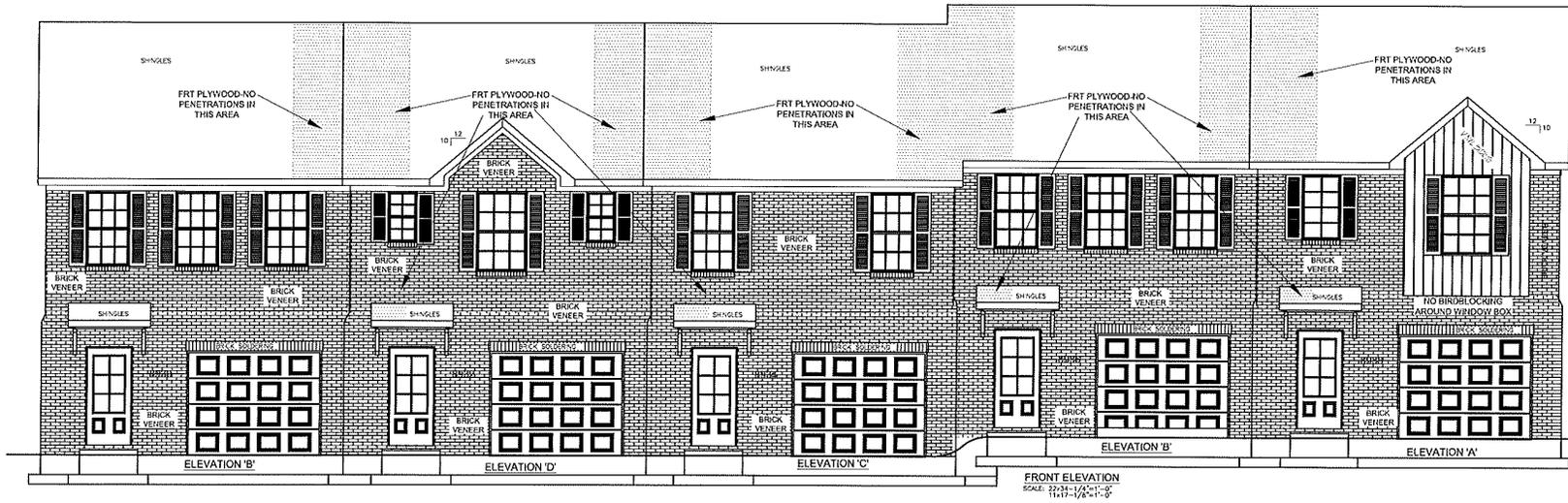
BLD 1
RH

C BEARD	12 18 24
PLOT/FND	DATE
PLUMBING	DATE
PACKAGE	DATE
REVISED BY:	DATE
REVISED BY:	DATE

Type "G" Townhome
8930, 8932, 8934, 8936, 8938
KEEBERS, L.L.C.

BallHomes
3809 WALDEN DRIVE
LEXINGTON, KY 40502
(859) 268-1191

Elevation 1
S1ab
Dbs



BLD 2

LH

C BEARD	12 18 24
PLOT/FND	DATE
PLUMBING	DATE
PACKAGE	DATE
REVISED BY:	DATE
REVISED BY:	DATE

Type "G" Townhome

8942, 8944, 8946, 8948, 8950, 8952, 8954, 8956, 8958, 8960

KEEBERS L.L.C.

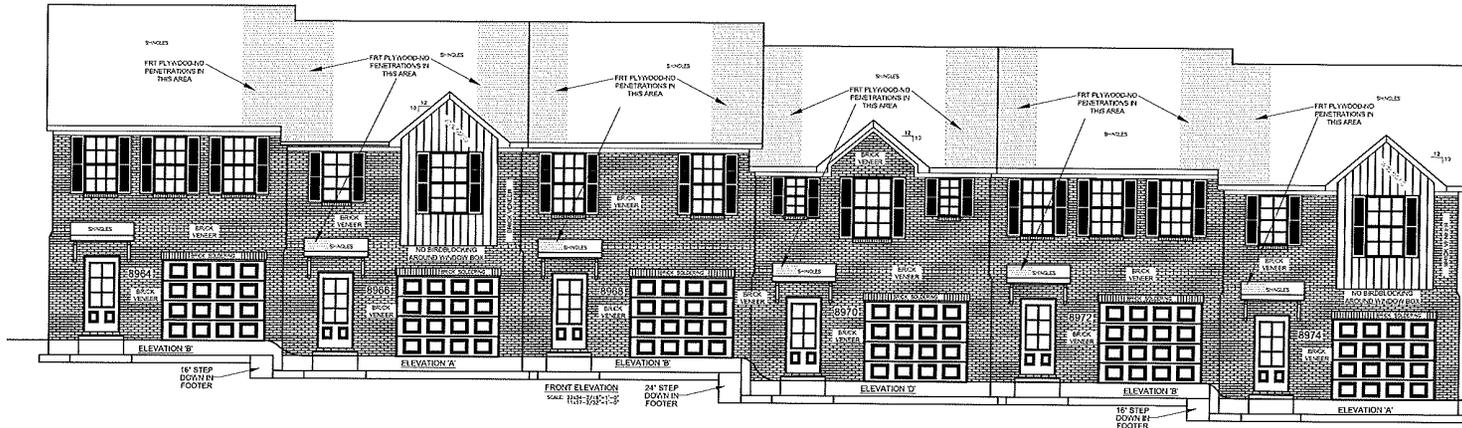
Ballhomes Right from the start

3609 WALDEN DRIVE
LEXINGTON, KY 40502
(859) 268-1191

Elevation 1

S1B

D1B



BLD 3

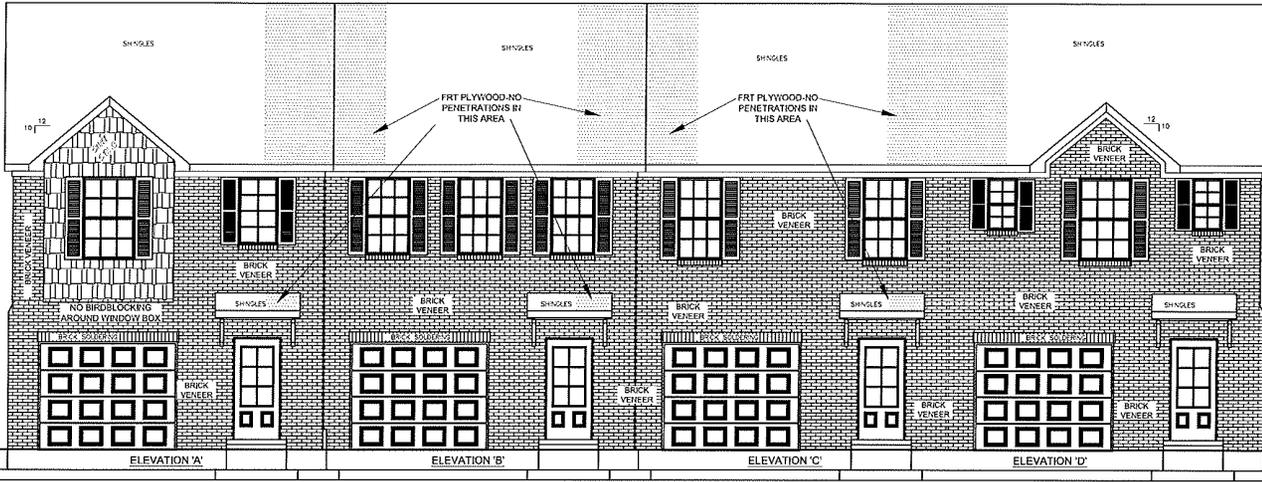
RH

C BEARD	12 18 24
PLOT/NO	DATE
PLUMBING	DATE
PACKAGE	DATE
REVISED BY:	DATE
REVISED BY:	DATE

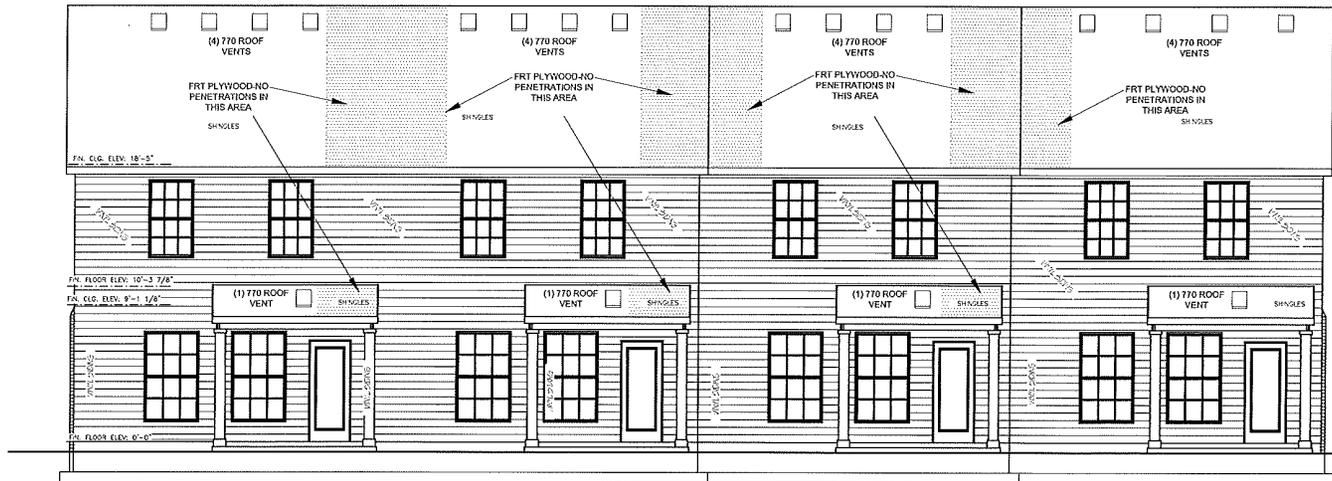
Type "G" Townhome
 8964, 8966, 8968, 8970, 8972, 8974
 KEENEBS, L.L.C.

Ballhomes
 3809 WALDEN DRIVE
 LEXINGTON, KY 40502
 (859) 268-1191

Elevation 1
 Slab
 Dbs



FRONT ELEVATION
SCALE: 3/32" = 1'-0"
DATE: 12/18/24



REAR ELEVATION
SCALE: 3/32" = 1'-0"
DATE: 12/18/24

BLD 4

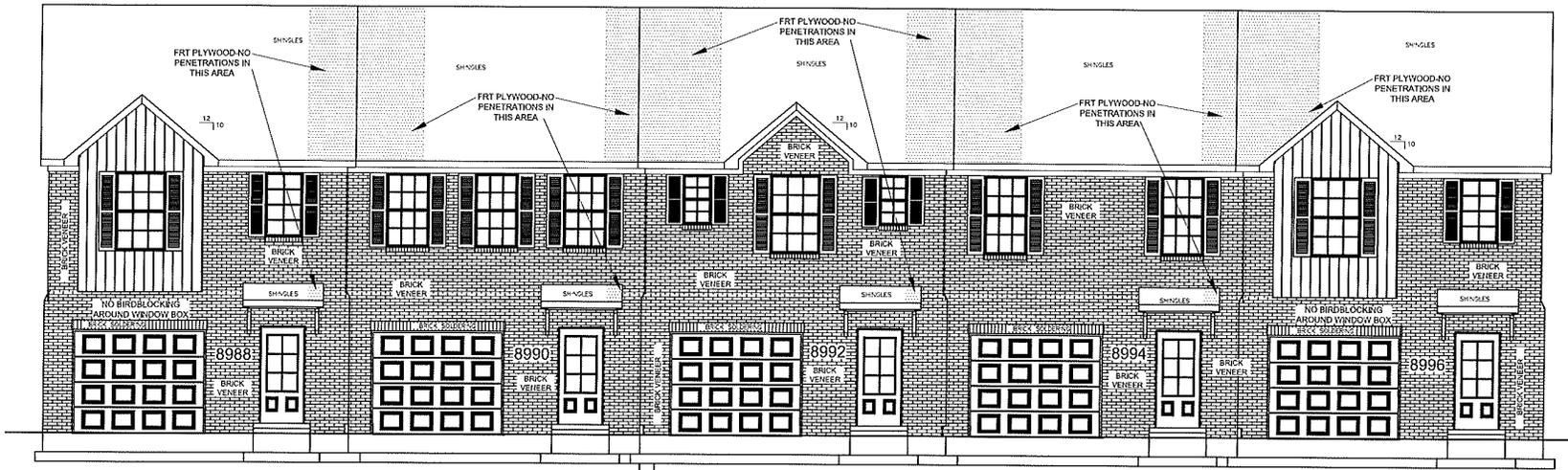
LH

C BEARD	12 18 24
PLOT/NO	DATE
PLUMBING	DATE
PACKAGE	DATE
REVISED BY:	DATE
REVISED BY:	DATE

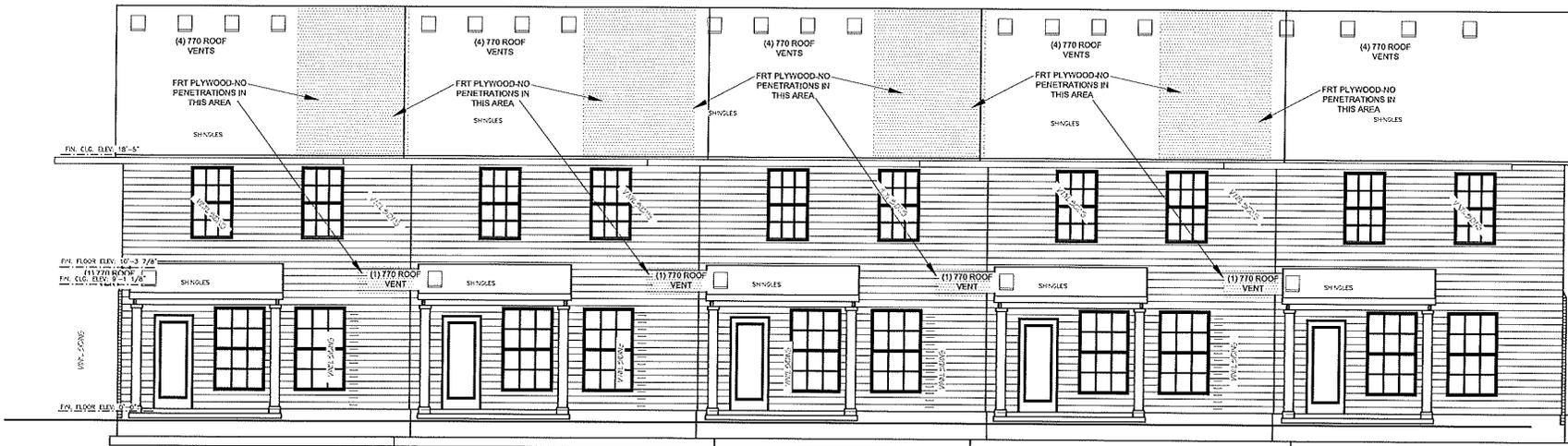
Type "G" Townhome
8978, 8980, 8982, 8984
Keenbergs, L.L.C.

BallHomes
3609 WALDEN DRIVE
LEXINGTON, KY 40502
(859) 268-1191

Elevation 1
S
D



FRONT ELEVATION
SCALE: 3/32"=1'-0"
1/16"=1'-0"



REAR ELEVATION
SCALE: 3/32"=1'-0"
1/16"=1'-0"

BLD 5

LH

C BEARD	12 18 24
PLOT/FND	DATE
PLUMBING	DATE
PACKAGE	DATE
REVISED BY:	DATE
REVISED BY:	DATE

Type "G" Townhome
8988, 8990, 8992, 8994, 8996
KEEBER, L.L.

BallHomes Right from the start
3609 WALDEN DRIVE
LEXINGTON, KY 40502
(859) 268-1191

Elevation 1
Slab
Dbs

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

Brian D. STEPHENS
Printed Name

2/6/24
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:

Reduce Private ROW from 50' to 40' for Road D station 0+00.00 to station 6+82.77 due to topographic constraints.

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:

Reduce lot frontage minimum from 25' to 20' for lots 61 through 90.

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:

Reduce minimum horizontal curve radius from 250' to 100' for Road "D" from STA 4+31.80 to 5+54.26.

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:

Reduce minimum horizontal curve radius from 250' to 200' for Road "D" from STA 5+83.41 to 8+17.14.

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.


Signature

BRIAN D. STEARNS

Printed Name

2/11/24

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 vertical curve K value from 25 to 20 on Road "D" STA 4+14.66.

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

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

The proposed reduction in the vertical curve K value requirement is based on the existing topography and the constructed roadway and townhome geometry on the site.

- B. Pertaining to conditions unique to the property that are not applicable to other property and has not been created by any person having an interest in the property.

The existing roadway geometry, topography and shape of the properties are unique and have not been created by any person having 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.

To our knowledge, the variance will not be a detriment to public safety, health, or welfare, or be injurious to other properties and improvements in the neighborhood.

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 minimum length for the tangent connecting the broken back horizontal curves from 150' to 29' on Road "D" from STA 5+54.26 to 5+83.41

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

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

The proposed reduction in the tangent value requirement is based on the existing topography, presence of a TVA transmission tower and the constructed roadway and townhome geometry on the site.

- B. Pertaining to conditions unique to the property that are not applicable to other property and has not been created by any person having an interest in the property.

The existing roadway geometry, topography and shape of the properties are unique and have not been created by any person having 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.

To our knowledge, the variance will not be a detriment to public safety, health, or welfare, or be injurious to other properties and improvements in the neighborhood.

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

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

Engineering Comments:

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

3. VARIANCE REQUESTED:

Request the required double frontage lot depth requirement reduced from 150' to 110' for lots 85-88

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

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

The proposed variance request pertains to the lack of existing ROW along W. Emory Road. An easement has been requested by the county to allow for maintenance and improvements to W. Emory Road should the need arise. To keep the properties out of the easement, rear property lines for lots 85-90 have been relocated to the edge of the easement. Since the easement is not common area the double frontage lots are created.

- 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 easement is unique to this property and created in the best interest of the general public.

- 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.

To our knowledge, the variance will not be a detriment to public safety, health, or welfare, or be injurious to other properties and improvements in the neighborhood.

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

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

Engineering Comments:

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

5. VARIANCE REQUESTED:

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:

- 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.

- 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.

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.

2/20/2026

03/06/2026

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

Brian STEPHENS
Applicant Name

1/14/26
Date