



SUBDIVISION REPORT - CONCEPT/DEVELOPMENT PLAN

▶ **FILE #:** 3-SF-26-C
3-L-26-DP

AGENDA ITEM #: 32
AGENDA DATE: 3/5/2026

▶ **SUBDIVISION:** 8014 ASHEVILLE HIGHWAY

▶ **APPLICANT/DEVELOPER:** MESANA INVESTMENTS, LLC

OWNER(S): Mesana Investments, LLC

TAX IDENTIFICATION: 62 164, 165 073 08003, 073 08008 [View map on KGIS](#)

JURISDICTION: County Commission District 8

STREET ADDRESS: 7920 ASHEVILLE HWY (8014, 8014 ASHEVILLE HWY; 0, 8003 STRAWBERRY PLAINS PIKE)

▶ **LOCATION:** South side of Asheville Hwy, west side of Tribute Ln

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

FIRE DISTRICT: Rural Metro Fire

WATERSHED: Holston River and French Broad River, Sinking Creek East

▶ **APPROXIMATE ACREAGE:** 46.54 acres

▶ **ZONING:** PR (Planned Residential) up to 5 DU/AC (pending), OA (Office Park)

PLACE TYPE: CMU (Corridor Mixed-use), SR (Suburban Residential), RC (Rural Conservation), HP (Hillside Ridgetop Protection)

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

▶ **PROPOSED USE:** Attached residential subdivision

SURROUNDING LAND USE AND ZONING:
North: Rural residential, agriculture/forestry/vacant land - A (Agricultural)
South: Rural residential, single family residential, agriculture/forestry/vacant land - A (Agricultural)
East: Rural residential, single family residential, agriculture/forestry/vacant land, commercial - PR (Planned Residential) up to 4.5 du/ac, A (Agricultural), CB (Business and Manufacturing), OB (Office, Medical and Related Uses)
West: Rural residential, agriculture/forestry/vacant land - A (Agricultural)

▶ **NUMBER OF LOTS:** 232

SURVEYOR/ENGINEER: Chris Sharp Urban Engineering

ACCESSIBILITY: Access is via Asheville Highway, a median-divided, 4-lane major arterial within a 155 ft right-of-way, and Tribute Lane, a local street with 26 ft of pavement width within a 50 ft right-of-way.

▶ **SUBDIVISION VARIANCES REQUIRED:** **VARIANCES**
1) Reduce the minimum broken back curve tangent on Road 'B' from 150' to 64.14' between STA 1+07.26 and 1+71.40.
2) Reduce the minimum broken back curve tangent on Road 'E' from 150' to 123.48' between STA 7+08.75 and 8+32.23.
3) Reduce the minimum vertical curve K-value at the intersection approach of Road 'B' at Asheville Hwy from 25 to 20.

ALTERNATIVE DESIGN STANDARD REQUIRING PLANNING COMMISSION APPROVAL

- 1) Reduce the minimum horizontal curve radius on Road 'B' from 250 ft to 175 ft between STA 0+46.85 and 1+07.26.
- 2) Reduce the minimum horizontal curve radius on Road 'B' from 250 ft to 125 ft between STA 1+71.40 and 3+23.67.
- 3) Reduce the minimum horizontal curve radius on Road 'C' from 250 ft to 125 ft between STA 5+25.57 and 6+79.06.
- 4) Reduce the minimum horizontal curve radius on Road 'C' from 250 ft to 200 ft between STA 16+99.94 and 20+12.65.
- 5) Reduce the minimum horizontal curve radius on Road 'E' from 250 ft to 225 ft between STA 3+98.65 and 5+11.96.
- 6) Reduce the minimum horizontal curve radius on Road 'E' from 250 ft to 200 ft between STA 6+04.60 and 7+08.75.
- 8) Reduce the minimum lot frontage for townhouse lots from 25 ft to the width specified for the individual lots in the cul-de-sacs on the concept plan.

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

- 1) Increase the maximum intersection grade of Road 'A' from 1 percent to 2 percent at Road 'C'.
- 2) Increase the maximum intersection grade of Road 'B' from 1 percent to 2 percent at Road 'A'.
- 3) Increase the maximum intersection grade of Road 'C' from 1 percent to 2 percent at Road 'B'.
- 4) Increase the maximum intersection grade of Road 'D' from 1 percent to 2 percent at Road 'B'.
- 5) Increase the maximum intersection grade of Road 'D' from 1 percent to 2 percent at Road 'C'.
- 6) Increase the maximum intersection grade of Road 'E' from 1 percent to 2 percent at Earliglow Way (Lane).
- 7) Increase the maximum intersection grade of Road 'E' from 1 percent to 2 percent at Road 'C'.
- 8) Increase the maximum intersection grade of Road 'F' from 1 percent to 2 percent at Road 'C'.
- 9) Reduce the minimum public right-of-way width of Road 'F' from 50 ft to 40 ft.

STAFF RECOMMENDATION:

- Approve the variance to reduce the tangent distance between broken back curves on Road 'B' from 150' to 64.14' between STA 1+07.26 and 1+71.40, based on the following evidence of hardships.
- A) The property's shape requires a reverse curve to align with the existing median opening and to allow for a grade transition into the property.
 - B) The location of the tangent is near a stop condition.
 - C) Approval of the variance is not anticipated to be detrimental to public safety, health, or welfare or have detrimental impacts on neighboring properties. The Knox County Department of Engineering and Public Works recommends approval of this variance based on the justification provided by the applicant.

Approve the variance to reduce the tangent distance between broken back curves on Road 'E' from 150' to 123.48' between STA 7+08.75 and 8+32.23, based on the following evidence of hardships.

- A) The property's shape requires a reverse curve to maintain a 90-degree intersection with Road 'C' on the south side of the Road 'E' intersection.
- B) The location of the tangent is at the intersection of Road 'E' and Road 'C', where traffic on Road 'E' must stop.
- C) Approval of the variance is not anticipated to be detrimental to public safety, health, or welfare

because of the stop condition on Road 'E'. The Knox County Department of Engineering and Public Works recommends approval of this variance based on the justification provided by the applicant.

Approve the variance to reduce the minimum vertical curve K-value on Road 'B' from 25 to 20 at STA 1+15, based on the following evidence of hardships.

A) The property is relatively steep where Road 'B' intersects with Asheville Highway, with an elevation change of 16 ft from Asheville Highway to the intersection with Road 'C'.

B) The steepest portion of this property coincides with the location of the request, and the topography is unique to the property.

C) Approval of the variance is not anticipated to be detrimental to public safety, health, or welfare because the requested k value meets AASHTO (American Association of State Highway and Transportation Officials). The Knox County Department of Engineering and Public Works recommends approval of this variance, based on the applicant's justification.

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 17 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. The maximum number of lots shall be consistent with condition #3 of the associated development plan (3-L-26-DP).
4. Implement the recommendations of the 8014 Asheville Highway Subdivision Transportation Impact Study (TIS) (AJAX Engineering, 10/28/2024) as required by Knox County Engineering and Public Works and the Tennessee Department of Transportation (TDOT) during the design plan phase (see Exhibit B). If the TIS is further revised, it must be submitted to Planning staff for review and approval by all applicable agencies.
5. Installing the eastbound right turn lane on Asheville Highway at the Road 'A' intersection unless it is required by TDOT to be installed at the Road 'B' intersection.
6. Provide a westbound left turn lane in the Asheville Highway median at Road 'B' per the requirements of TDOT during the design plan phase.
7. Provide a sidewalk on one side of Road 'B' between the intersections of Asheville Highway and Road 'A', and on one side of Road 'A' between the intersections of Asheville Highway and Road 'B', per the requirements of Knox County Engineering and Public Works during the design plan phase.
8. Providing a public right-of-way stub-out to the property to the west (parcel 062 06301) and notification of future connection per section 3.04.C.2 of the Subdivision Regulations. The curb radii and pavement shall be installed as shown in the concept plan.
9. Providing the off-street guest parking located on Road 'A', as shown. The same number of parking spaces may be split into more than one off-street parking lot to provide greater distribution in the subdivision, with review and approval by Planning and Knox County Engineering and Public Works staff.
10. The existing house located on parcel 073 08003 (8003 Strawberry Plains Pike), south of Road 'D' on the "common area" lot, must be demolished, as proposed on the concept plan, before certification of phase 1 of this subdivision. If the property owner wants to maintain the house, a new development plan application must be approved by the Planning Commission for the proposed use.
11. Entering into a Memorandum of Understanding (MOU) with Knox County Engineering and Public Works for completing off-site improvements per Chapter 54, Article V of the Knox County Code (Ord. O-23-4-102). The cost of these improvements is the responsibility of the property owner.
12. If during the design plan approval or construction of the development, it is discovered that unforeseen offsite improvements within the right-of-way are necessary, as caused by the development, the developer will either enter into an 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.
13. Providing a sight distance easement on the inside of any horizontal curve with a radius less than 250 ft, per the requirements of Knox County Engineering and Public Works during the design plan phase. Any driveway that cannot be located outside the sight distance easement must have a 20-ft depth outside the sight distance easement.
14. Providing access to all common areas from internal roads (including Earliglow Lane), either via fee simple road frontage or an access easement.
15. Meeting all applicable requirements of the Knox County Department of Engineering and Public Works.
16. Meeting all applicable requirements of the Knox County Zoning Ordinance.
17. 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 232 attached dwelling units (townhouses) on individual lots, subject to 5 conditions.**

1. Meeting all applicable requirements of the Knox County Zoning Ordinance.
2. Obtaining approval from the County Commission to rezone the portion of the property zoned CA (General Business) to PR (Planned Residential) up to 5 du/ac (2-E-26-RZ). If the rezoning is denied or the maximum density is less than 5 du/ac, the number of lots (dwelling units) within the zoning boundary must be reduced to comply with the approved zoning for that area.
3. The subdivision shall not exceed 232 residential lots (units) in the PR-zoned portion of the property based on site plan note #5 on the concept plan, which states the property is 46.54 acres. The PR-zoned acreage must be confirmed on the final plat. If the acreage is less than stated in site plan note #5, the maximum number of residential lots (units) must be reduced to conform with the maximum density of 5 du/ac.
4. The maximum height of the attached dwellings shall be 35 feet.
5. Providing a Type C landscape screen (Exhibit C) along the Asheville Highway frontage where the residential lots are located, with review and approval of the landscape plan by Planning staff during the design plan phase.

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 for a 232 attached residential subdivision that modifies the previously approved subdivision that included 167 attached and 49 detached residential lots (216 total) on 43.27 acres (11-SG-24-C/11-J-24-DP). The current proposal increases the total dwelling units by 16 because the 3.27-acre portion of the property zoned CA (General Business) is pending rezoning to PR (Planned Residential) up to 5 du/ac (2-E-26-RZ). The CA-zoned area was included in the previous subdivision because roads went through it, but there were no residential units. Overall, the proposed subdivision layout is similar to the previous approval, with some internal road realignments, and Roads 'C' and 'E' are shortened.

CONNECTIVITY

The subject properties have frontage on Asheville Highway and Strawberry Plains Pike; however, the proposed subdivision only has access to Asheville Highway at three locations. Road 'A' and Road 'B' will make new connections at existing median cuts, and the third access is via Earliglow Way (Lane), which connects to Tribute Lane. Earliglow Way is a private right-of-way that was constructed to provide access to the OA-zoned property. However, it was permitted and inspected to be accepted as a public right-of-way when the remainder of the property was developed. Tribute Lane was approved and built for the subdivision currently under construction to the east.

The previously approved concept plan lacked a road stub-out or a pedestrian connection to the remainder of the property to the south, which has frontage on Strawberry Plains Pike. If the Planning Commission determines that a road connection (stub-out) to the south is warranted, the design of the internal roads to accommodate, or potentially discourage, cut-through traffic should be a consideration.

A public right-of-way stub-out (Road 'F') is proposed between lots 8 and 9, extending to the boundary shared with parcel 073 08003 (8003 Strawberry Plains Pike)

TRANSPORTATION IMPACT STUDY (TIS)

The TIS studied the impact of the development on the two new access points to Asheville Highway and the existing Tribute Lane intersection. When the proposed development increases traffic at an existing median opening, TDOT requires the installation of a left-turn lane. This subdivision must install a westbound left-turn lane in the Asheville Highway median at the Road 'A' and Road 'B' intersections. The TIS also recommends an eastbound right-turn lane on Asheville Highway at Road 'A.' The concept plan proposes the right-turn lane at the Road 'B' access point. Staff recommends that the right turn lane be installed at the Road 'A' intersection because the turn lane will extend across the frontages of the two properties to the west, complicating access to those properties. The right turn lane can be located at the Road 'B' intersection if it is required by TDOT . Traffic signals are not warranted based on the traffic projects. The TIS recommends a new traffic count at full buildout of the subdivision to determine if the signal warrants are met.

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 5 du/ac

A. The PR zone allows attached houses as permitted uses. 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).

B. The PR zone allows consideration of up to 5 du/ac. The proposed density is 4.98 du/ac.

C. The PR zone establishes a maximum height for detached houses, but all other uses have a maximum height established by the Planning Commission. Staff is recommending a maximum height of 35 ft for the attached houses, consistent with the other residential in the general area.

2) COMPREHENSIVE PLAN - IMPLEMENTATION POLICIES

A. The large common area (open space) on the southern portion of the property is consistent with Policy 2, to ensure that development is sensitive to existing community character.

B. The development includes a mix of attached and detached houses, and is located within two miles of Carter Park and Carter Elementary, Carter High, and Sunnyview schools, consistent with Policy 5 to create neighborhoods with a variety of housing types and amenities in close proximity.

C. A Type C landscape screen (Exhibit C) will be provided along the Asheville Highway frontage where the residential lots are located, consistent with Policy 7 to encourage development practices that conserve and connect natural features and habitat. This is also consistent with the East Knox Community Plan, which calls for preserving and enhancing the area's rural character and landscape.

3) COMPREHENSIVE PLAN - FUTURE LAND USE MAP

A. The development is located in the CMU (Corridor Mixed Use), RC (Rural Conservation), and SR (Suburban Residential) place types and has 1.07 acres within the HP (Hillside Protection) area. The HP area will remain undisturbed, per Site Plan Note #12.

B. The 22 acres on the site's southern portion are within the SR place type, which recommends attached residential as a "secondary use." Approximately 11.3 acres will be common area/open space.

C. The 25 acres on the site's northern portion consist of approximately 7 acres within the CMU place type (along the Asheville Highway frontage) and 18 acres within RC. The CMU and RC place types recommend attached houses as a "secondary use."

D. The RC place type recommends preserving 50 percent or more open space on a given site. There are approximately 0.20 acres of common area in the RC area that aren't parking lots or stormwater facilities. However, the SR place type has approximately 10.5 acres of open space. While the open space is not in the RC area, it is on the same site, exceeds 50 percent of the RC area (9 acres), and is along Strawberry Plains Pike, which has a more rural setting. The Asheville Highway portion of the property is better suited to clustering residential development.

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 expansion of the Knoxville-Knox County economy, offer a wide range of housing choices, and coordinate the actions 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 is consistent with the growth plan.

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.

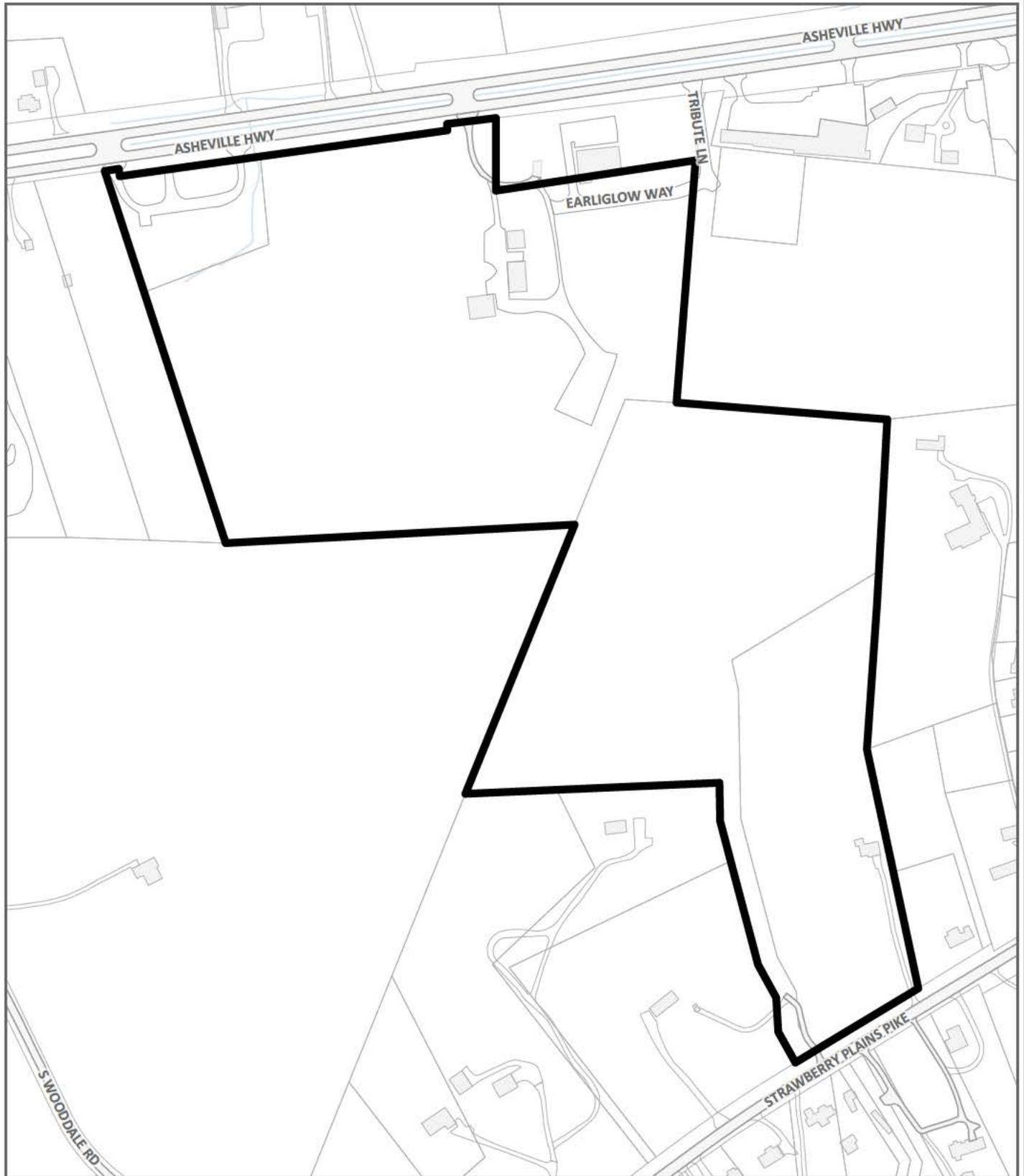
ESTIMATED STUDENT YIELD: 13 (public school children, grades K-12)

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.

Exhibit A. Contextual Images



LOCATION MAP

3-SF-26-C / 3-L-26-DP



Case boundary

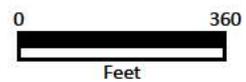
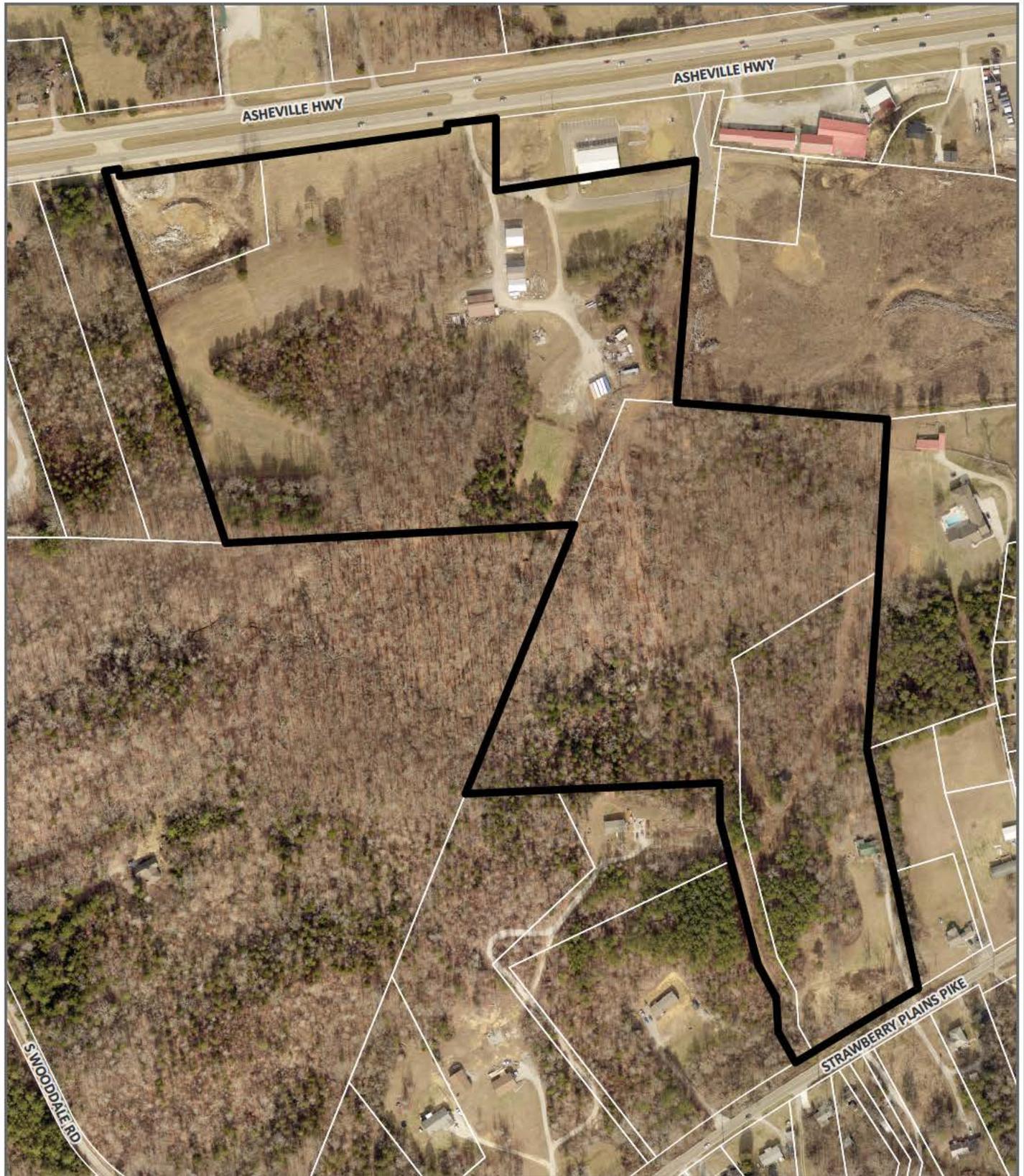


Exhibit A. Contextual Images

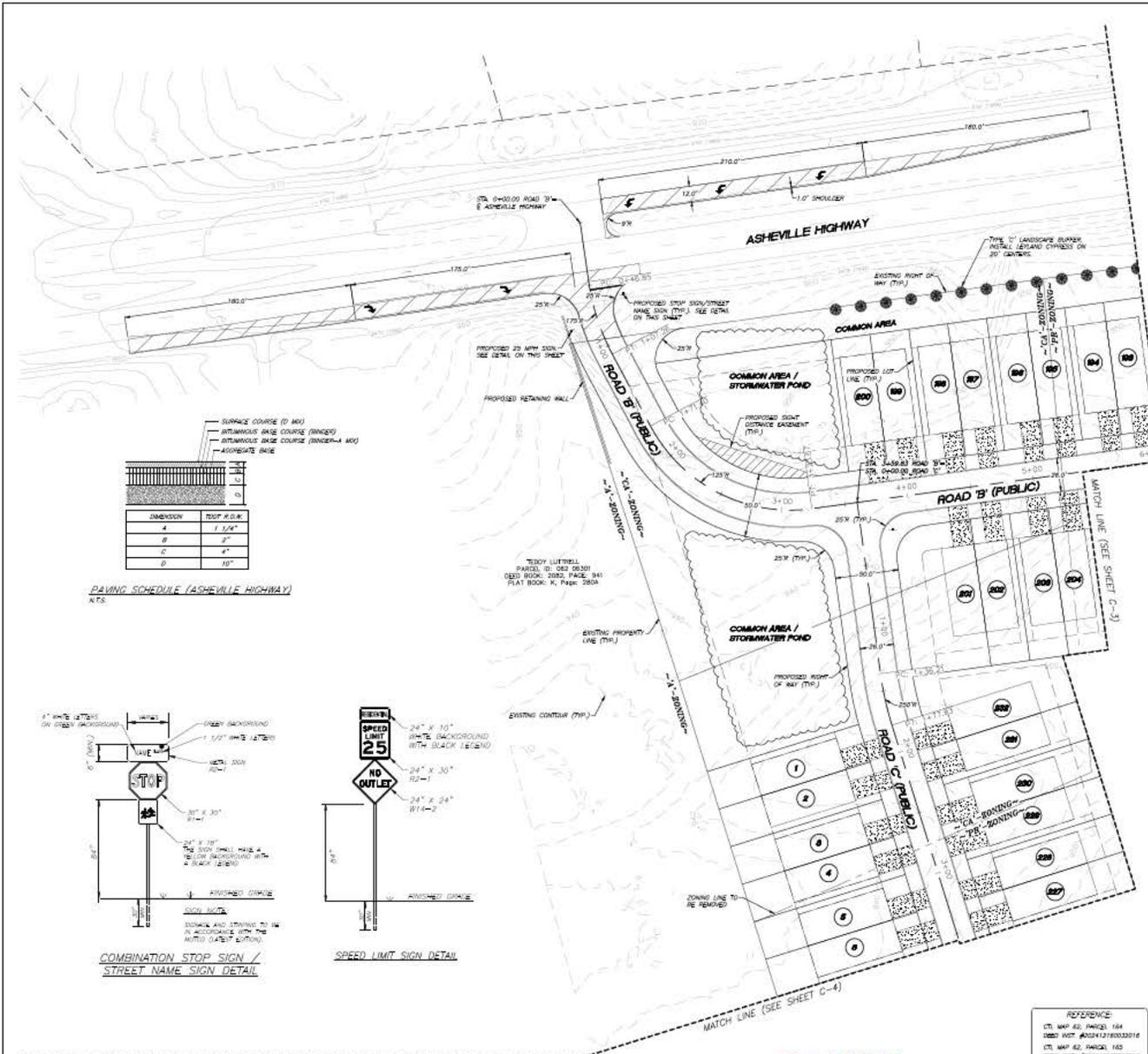


AERIAL MAP



Case boundary





APPROVED VARIANCE / ALTERNATIVE DESIGN STANDARDS:

- ROAD A:**
1. INCREASE THE CENTERLINE GRADE FROM 1% TO 2% AT THE INTERSECTION OF ROAD A AND C.
- ROAD B:**
1. REDUCE THE K VALUE FROM 25 TO 30 FOR ROAD A AT ASHEVILLE HIGHWAY.
 2. INCREASE THE CENTERLINE GRADE FROM 1% TO 2% FOR ROAD B AT ITS INTERSECTION WITH ROAD A.
 3. REDUCE THE CENTERLINE RADIUS FROM 250' TO 125' BETWEEN STATIONS 0+46.85 & 1+07.29.
 4. REDUCE THE CENTERLINE RADIUS FROM 250' TO 125' BETWEEN STATIONS 1+71.40 & 3+03.87.
 5. REDUCE THE DISTANCE BETWEEN BROKEN BACK CURVES FROM 150' TO 84.14' BETWEEN STATIONS 1+07.29 & 1+71.40.
- ROAD C:**
1. INCREASE THE CENTERLINE GRADE FROM 1% TO 2% AT ROAD C INTERSECTION WITH ROAD B.
 2. INCREASE THE CENTERLINE GRADE FROM 250' TO 125' BETWEEN STATIONS 0+00.00 & 4+00.00.
 3. REDUCE THE CENTERLINE RADIUS FROM 250' TO 200' BETWEEN STATIONS 1+00.00 & 2+00.00.
- ROAD D:**
1. INCREASE THE CENTERLINE GRADE FROM 1% TO 2% AT ROAD D INTERSECTION WITH ROAD B.
 2. INCREASE THE CENTERLINE GRADE FROM 1% TO 2% AT ROAD D INTERSECTION WITH ROAD C.
- ROAD E:**
1. INCREASE THE CENTERLINE GRADE FROM 1% TO 2.00% AT ROAD E INTERSECTION WITH EARLHOLM LANE.
 2. INCREASE THE CENTERLINE GRADE FROM 1% TO 2.00% AT ROAD E INTERSECTION WITH ROAD C.
 3. REDUCE THE CENTERLINE RADIUS FROM 250' TO 200' BETWEEN STATIONS 5+00.00 & 5+11.85.
 4. REDUCE THE CENTERLINE RADIUS FROM 250' TO 200' BETWEEN STATIONS 5+00.00 & 7+00.00.
 5. REDUCE THE DISTANCE BETWEEN BROKEN BACK CURVES FROM 150' TO 123.80' BETWEEN STATIONS 7+00.00 & 8+00.00.
- ROAD F:**
1. INCREASE THE CENTERLINE GRADE FROM 1% TO 2% AT ROAD F INTERSECTION WITH ROAD C.
 2. REDUCE POINT OF VIEW WIDTH FROM 50' TO 40' (PUBLIC).



SITE PLAN NOTES:

1. A PORTION OF THE PROPERTY IS ZONED 240' (4.5 DU/AC). REQUIRED BUILDING SETBACKS ARE AS FOLLOWS:
FRONT: TWENTY (20) FEET
SIDEWAYS: TWENTY-FIVE (25) FEET
REAR: TWENTY-FIVE (25) FEET
2. THE LOCATIONS OF ALL UNDERGROUND UTILITIES SHOWN HEREON ARE APPROXIMATE AND ARE BASED ON FIELD LOCATION OF VISIBLE STRUCTURES SUCH AS CATCH BASINS, MANHOLES, BOXED VALVES, ETC. AND CONTAINING INFORMATION FROM PLANS SUPPLIED BY WATKINS UTILITY COMPANIES AND GOVERNMENT AGENCIES. THE CONTRACTOR SHALL VERIFY BY HIRING A UTILITY COMPANY AND GOVERNMENT AGENCIES AND ALSO CALL TRENCHING (800) 485-5877 FOR ANY EXISTING UTILITY TO IDENTIFY INFORMATION SHOWN AND DETERMINE THE LAYOUT OF THE UTILITY SYSTEM AND IF ADDITIONAL IMPROVEMENTS ARE NEEDED.
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 TOTAL AREA IS 46.34 ACRES.
6. 232 LOTS PROPOSED TOTAL (4.88 DU/AC).
7. THE PROPOSED LOTS SHALL HAVE VEHICULAR ACCESS TO INTERNAL ROADS ONLY.
8. A HOMEOWNERS ASSOCIATION SHALL BE ESTABLISHED TO ADDRESS MAINTENANCE OF THE COMMON AREAS.
9. 10' UTILITY AND DRAINAGE EASEMENTS SHALL BE PROVIDED ALONG ALL EXTENSION BOUNDARY LINES AND PUBLIC RIGHT OF WAY. 5' UTILITY AND DRAINAGE EASEMENTS SHALL BE PROVIDED ALONG ALL INTERIOR LOT LINES EXCEPT WHEN LINDSEY BUILDINGS.
10. SEE THIS SHEET FOR LOCAL STREET TYPICAL SECTION.
11. THE TOTAL AREA OF THE PROPERTY COVERED BY HILLSIDE PROTECTION IS 1.1 ACRES. THE TOTAL DISTURBED AREA IN HILLSIDE PROTECTION IS 0.88 ACRES.
12. THE DRIVEWAY AT 8033 STRAINBERRY PLAINS PARK IS TO BE REDUCED.
13. FOR CONDITIONS OF WFO APPROVAL, REFER TO PLANNING FILE NO. 11-50-24-011-24-01.

STRIPING NOTES:

1. ALL STRIPING WITHIN PUBLIC RIGHTS OF WAY SHALL BE THERMOPLASTIC.
2. REFER TO TYPICAL DRAWING PLAN-4 FOR STRIPING WITHIN LOT R.O.W.



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 conform to the best of my knowledge, to all applicable provisions of the Knoxville-Knox County Subdivision Regulations except as has been otherwise stated and described in a report filed with the Commission.
Christopher A. Sharp, P.E.
Registered Engineer
Tennessee License No. 108994
Date: 2/16/26



SHEET C-2

SITE PLAN
8014 ASHEVILLE HIGHWAY
SITE ADDRESS: 8014 ASHEVILLE HIGHWAY (37924)
12/14/2024
MESANA INVESTMENTS, LLC
1920 EISENHOWER ROAD
KNOXVILLE, TN 37922

DIST. NO. 58
CLT MAPS 62, 73
SCALE: 1"=40'
KNOX CO., TN
PARCELS 154, 165, 80.03, 80.08
NOVEMBER 18, 2025

URBAN ENGINEERING, INC.
10330 HARDON VALLEY ROAD, SUITE 201
KNOXVILLE, TENNESSEE 37932
(865) 966-1624



NO.	DATE	REVISIONS	BY
1	11/17/2024	INITIAL DESIGN	DM
2	11/17/2024	REVISION	DM

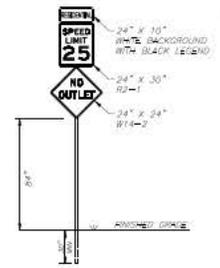
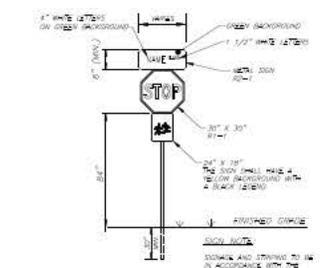
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CLT MAP 62, PARCELS 164
DEED INSTRUMENT #002412180032018
CLT MAP 62, PARCELS 165
DEED INSTRUMENT #002412180032018
CLT MAP 73, PARCELS 80.03
DEED INSTRUMENT #002412180033018
PLAT INSTRUMENT #002700000010489
CLT MAP 73, PARCELS 80.08
DEED INSTRUMENT #002412180033018
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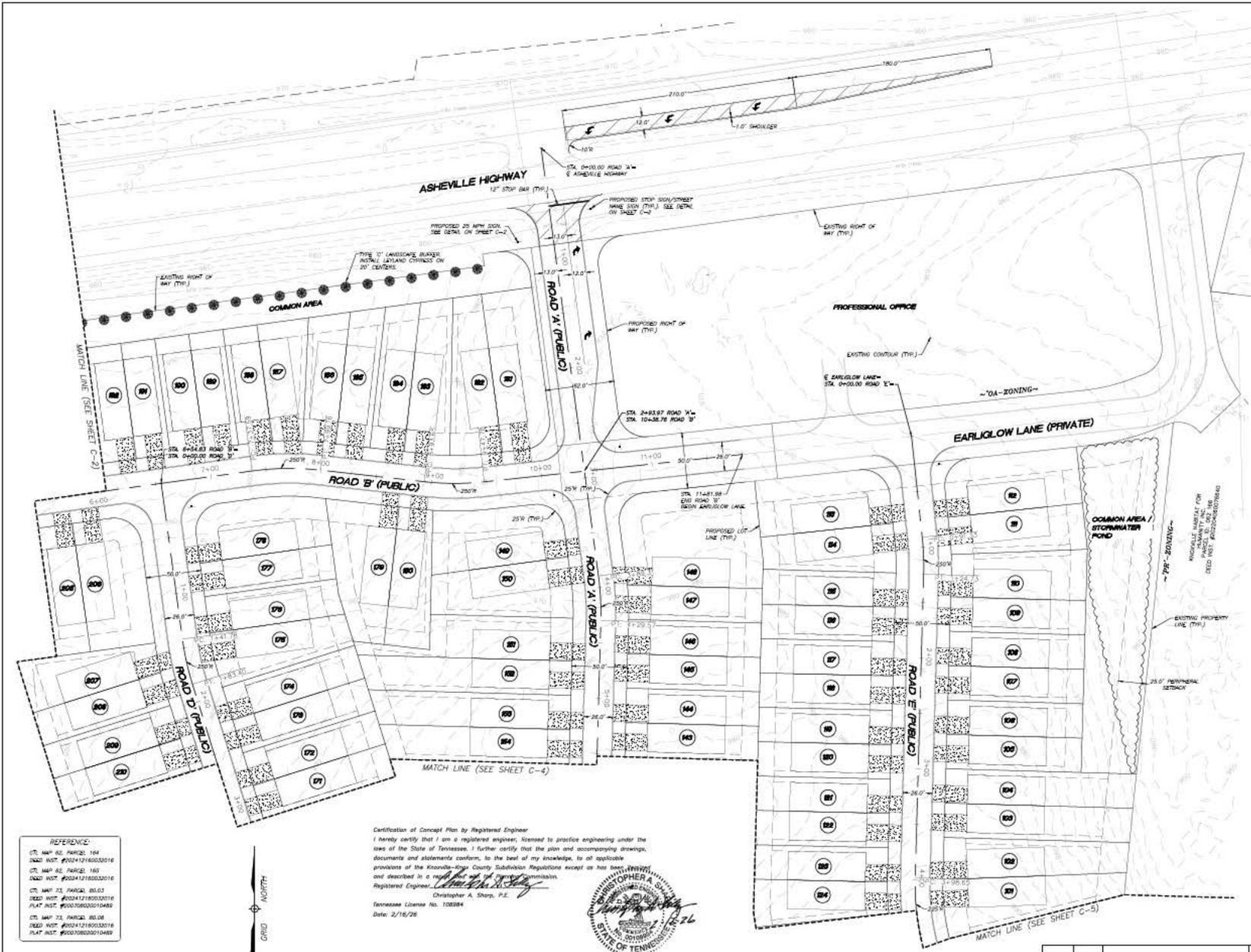
Revised: 2/18/2025

PLANNING FILE# 3-SF-26-C / 3-L-26-DP

PAVING SCHEDULE (ASHEVILLE HIGHWAY)
N.T.S.

DIMENSION	TYP. R.O.W.
A	1'-3/4"
B	6"
C	4"
D	18"





- SITE PLAN NOTES:**
1. A PORTION OF THE PROPERTY IS ZONED 'RM' (R-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 OVERHUNG, 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 LOCATIONS OF UTILITY STRUCTURES SUCH AS CATCH BASINS, MANHOLES, WATER MAINS, ETC. AND CORRELATION INFORMATION FROM PLANS SUPPLIED BY INDIVIDUAL UTILITY COMPANIES AND GOVERNMENT AGENCIES. THE CONTRACTOR 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 UTILITY SYSTEM AND IF ADDITIONAL IMPROVEMENTS MAY BE NEEDED.
 3. HORIZONTAL COORDINATES ARE TENNESSEE STATE PLANE HORIZONTAL DATUM IS NAD83.
 4. ALL WORK SHALL BE IN ACCORDANCE WITH KNOX COUNTY'S SPECIFICATIONS FOR SITE DEVELOPMENT.
 5. THE TOTAL AREA IS 48.54 ACRES
 232 LOTS PROPOSED TOTAL (4.58 DU/AC)
 6. THE PROPOSED LOTS SHALL HAVE INDIVIDUAL ACCESS TO INTERNAL ROADS ONLY.
 7. A HOMEOWNERS ASSOCIATION SHALL BE ESTABLISHED TO ADDRESS MAINTENANCE OF THE COMMON AREAS.
 8. 10' UTILITY AND DRAINAGE EASEMENTS SHALL BE RESERVED ALONG ALL EXTERIOR BOUNDARY LINES AND PUBLIC RIGHT OF WAY 15' UTILITY AND DRAINAGE EASEMENTS SHALL BE RESERVED ALONG ALL INTERIOR LOT LINES EXCEPT UNDER BUILDINGS.
 9. SEE THIS SHEET FOR LOCAL STREET FRONT SETBACKS.
 10. THE TOTAL AREA OF THE PROPERTY COVERED BY HILLSIDE PROTECTION IS 1.1 ACRES. THE TOTAL DISTURBED AREA IN HILLSIDE PROTECTION IS 0.04 ACRES.
 11. THE DRIVEWAY AT 800' STANBERRY PLAYS PAVE TO BE REMOVED.
 12. POY CONDITIONS OF MFC APPROVAL, REFER TO PLANNING FILE NO. 11-030-0001/11-030-0002.

- STRIKING NOTES:**
1. ALL STRIKING WITHIN PUBLIC RIGHTS OF WAYS SHALL BE THERMOPLASTIC.
 2. REFER TO MOST STRIKING DRAWING T-1-4 FOR STRIKING WITHIN FOOT WALK.
- INTERIOR SLOPED ROOF PAVEMENT
-

3-SF-26-C / 3-L-26-DP
 Revised: 2/18/2026
 SHEET C-3

SITE PLAN
8014 ASHEVILLE HIGHWAY
 SITE ADDRESS: 8014 ASHEVILLE HIGHWAY (37924)
 12/18/2025
MESANA INVESTMENTS, LLC
 1829 EISENHOWER ROAD
 KNOXVILLE, TN 37922

DIST. NO. 58 KNOX CO., TN
 CLT MAPS 62, 73 PARCELS 164, 165, 80.03, 80.08
 SCALE: 1"=40' NOVEMBER 18, 2025

URBAN ENGINEERING, INC.
 10330 HARLOW VALLEY ROAD, SUITE 201
 KNOXVILLE, TENNESSEE 37932
 (865) 966-1624

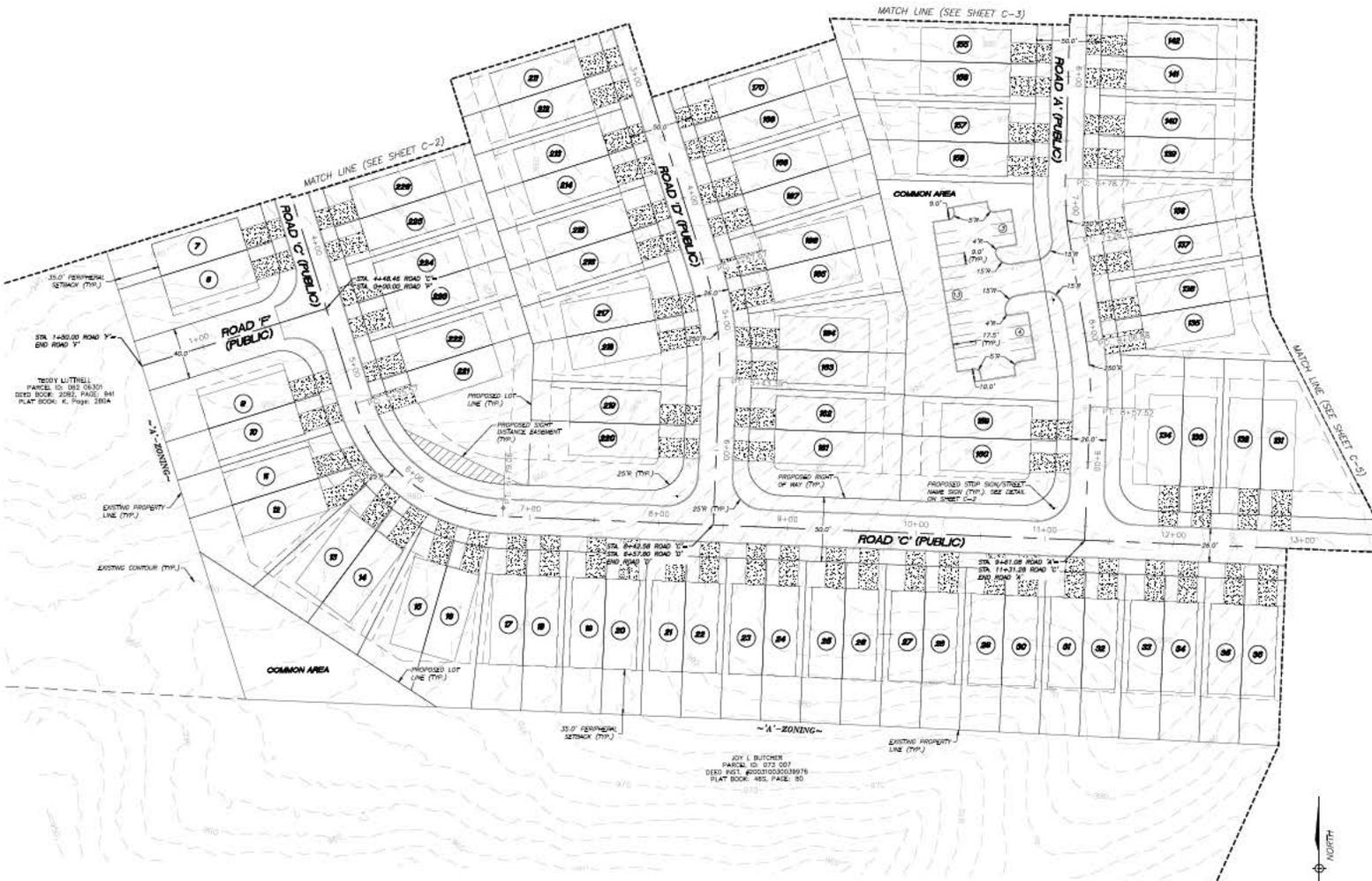
REFERENCES:
 CT. MAP 62, PARCEL 164
 DSD. NOT. #002412180030216
 CT. MAP 62, PARCEL 165
 DSD. NOT. #002412180030216
 CT. MAP 73, PARCEL 80.03
 DSD. NOT. #002412180030216
 PLAT. INST. #002412180030216
 CT. MAP 73, PARCEL 80.08
 DSD. NOT. #002412180030216
 PLAT. INST. #002412180030216

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 conform, to the best of my knowledge, to all applicable provisions of the Knoxville-Metropolitan County Subdivision Regulations except as has been noted and described in a separate sheet out of this registration certificate.
 Registered Engineer: *Christopher A. Sharp, P.E.*
 Christopher A. Sharp, P.E.
 Tennessee License No. 108984
 Date: 2/18/26



NO.	DATE	REVISIONS	BY
1	2/18/26	GENERAL CONTRACT	ES
2	2/18/26	INTERIOR	ES





- SITE PLAN NOTES**
1. A PORTION OF THE PROPERTY IS ZONED TRF (<15 DU/AC). REQUIRED BUILDING SETBACKS ARE AS FOLLOWS:
 FRONT: TWENTY (20) FEET
 SIDEWAYS: 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 EXISTING STRUCTURES SUCH AS CATCH BASINS, MANHOLES, WATER VALVES, ETC., AND EXISTING INFORMATION FROM PLANS SUPPLIED BY VARIOUS UTILITY COMPANIES AND GOVERNMENT AGENCIES. THE CONTRACTOR SHALL NOTIFY IN WRITING ALL UTILITY COMPANIES AND GOVERNMENT AGENCIES AND ALSO CALL TOWN ONE-CALL PRIOR TO ANY EXCAVATION WORK TO DETERMINE EXACTLY THE LOCATION AND DEPTH OF ALL UTILITIES AND DETERMINE THE LAYOUT OF THE IRRIGATION SYSTEM AND IF ADDITIONAL IMPROVEMENTS MAY BE NEEDED.
 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 TOTAL AREA IS 46.54 ACRES.
 232 LOTS PROPOSED TOTAL (4.88 DU/AC)
 6. THE PROPOSED LOTS SHALL HAVE VEHICULAR ACCESS TO INTERNAL ROADS ONLY.
 7. A HOMEOWNERS ASSOCIATION SHALL BE ESTABLISHED TO ADDRESS MAINTENANCE OF THE COMMON AREAS.
 8. 10' UTILITY AND DRAINAGE EASEMENTS SHALL BE RESERVED ALONG ALL EXTERIOR BOUNDARY LINES AND PUBLIC RIGHT-OF-WAY OF 15' UTILITY AND DRAINAGE EASEMENTS SHALL BE RESERVED ALONG ALL INTERIOR LOT LINES EXCEPT UNDER EXISTING BUILDINGS.
 9. SEE THIS SHEET FOR LOCAL STREET TYPICAL SECTION.
 10. THE TOTAL AREA OF THE PROPERTY COVERED BY ALL-STATE PROTECTION IS 1.1 ACRES. THE TOTAL DISTURBED AREA IS 0.804 ACRES.
 11. THE DISTURBED AT 80% DENSITY PLANS HAVE TO BE REMOVED.
 12. FOR CONDITIONS OF SITE APPROVAL, REFER TO PLANNING FILE NO. 11-35-24-C/11-4-24-4P.

3-SF-26-C / 3-L-26-DP
 Revised: 2/18/2026

SHEET C-4

SITE PLAN
8014 ASHEVILLE HIGHWAY
 SITE ADDRESS: 8014 ASHEVILLE HIGHWAY (37024)

12/18/2024
MESANA INVESTMENTS, LLC
 1820 EISENHOWER ROAD
 KNOXVILLE, TN 37922

DIST. NO. 58 KNOX CO., TN
 CLT MAPS 62, 73 PARCELS 154, 165, 80.03, 80.08
 SCALE: 1"=40' NOVEMBER 18, 2025

URBAN ENGINEERING, INC.
 10330 HARLOW VALLEY ROAD, SUITE 201
 KNOXVILLE, TENNESSEE 37932
 (955) 966-1624

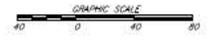
DRAWN: DLM DIM: CAC DATE: 02/18/2026

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 conform, to the best of my knowledge, to all applicable provisions of the Knoxville-Knox County Subdivision Regulations except as has been noted and described in a separate report of professional opinion.
 Registered Engineer: *Christopher A. Sharp*
 Christopher A. Sharp, P.E.
 Tennessee License No. 108584
 Date: 2/18/26



REFERENCE

UTL MAP 02, PARCELS 154	DEED INSTR. #202412160032016
UTL MAP 62, PARCELS 165	DEED INSTR. #202412160032016
UTL MAP 73, PARCELS 80.03	DEED INSTR. #202412160032016
UTL MAP 73, PARCELS 80.08	DEED INSTR. #202412160032016
UTL MAP 73, PARCELS 80.08	DEED INSTR. #202412160032016
UTL MAP 73, PARCELS 80.08	DEED INSTR. #202412160032016

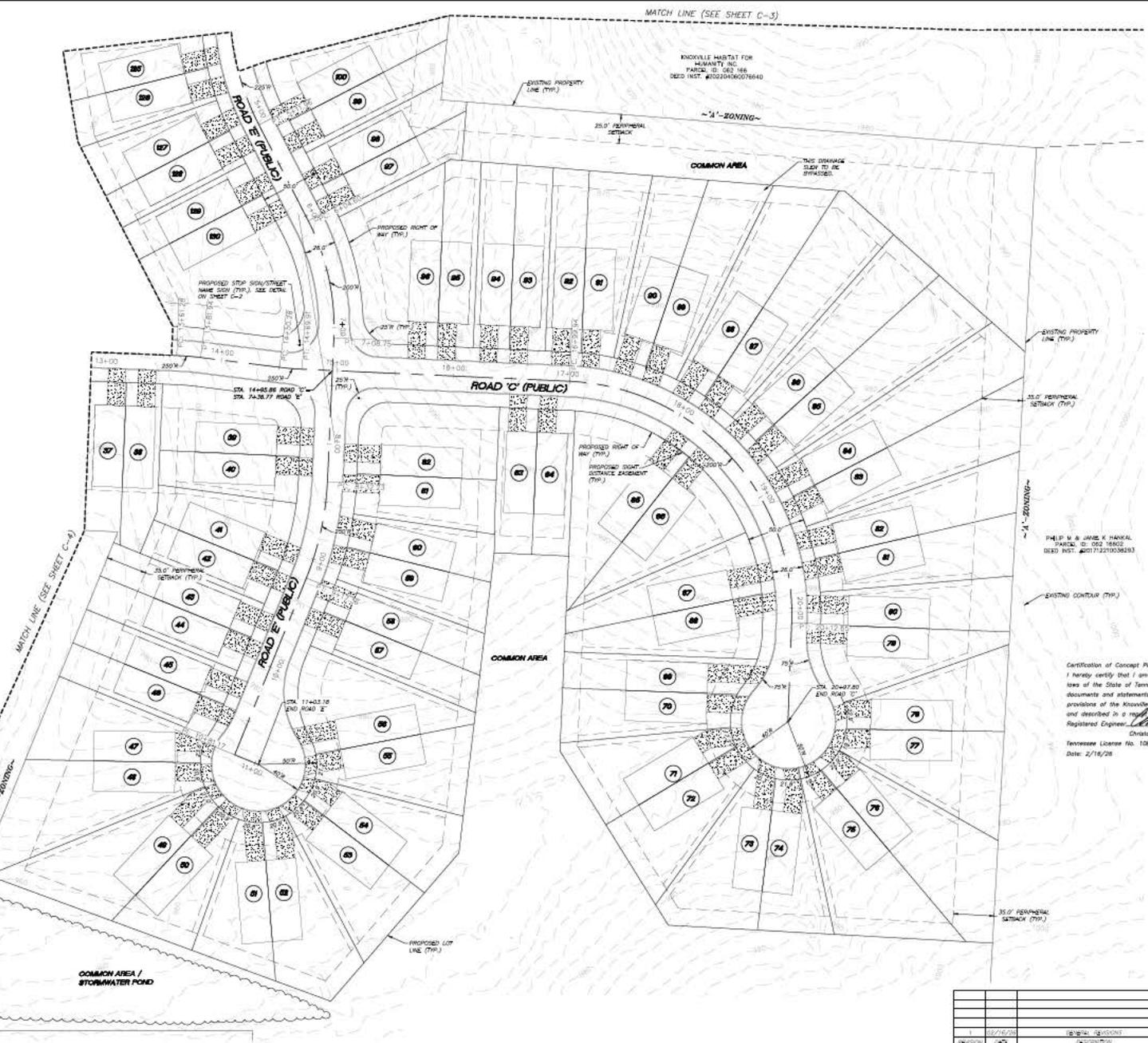


NO.	DATE	REVISIONS	BY
1	02/18/26	ISSUE FOR PERMITS	DLM
2			
3			
4			
5			





REFERENCE
 C.T. MAP 82, PARCELS 164
 (2020) DIST. #202412160032016
 C.T. MAP 80, PARCELS 165
 (2020) DIST. #202412160032016
 C.T. MAP 73, PARCELS 80,83
 (2020) DIST. #202412160032016
 PLAT DIST. #20230802010408
 C.T. MAP 73, PARCELS 80,83
 (2020) DIST. #202412160032016
 PLAT DIST. #20230802010408



SITE PLAN NOTES:

- A PORTION OF THE PROPERTY IS ZONED TR (43 DU/AC). REQUIRED BUILDING SETBACKS ARE AS FOLLOWS:
 FRONT: TWENTY (20) FEET
 REAR: TWENTY-FIVE (25) FEET
 SIDE: FIVE (5) FEET, UNLESS BETWEEN ATTACHED DWELLINGS, IN WHICH CASE THE SETBACK IS ZERO (0) FEET.
 CORN: FIFTEEN (15) FEET
- THE LOCATIONS OF ALL UNDERGROUND UTILITIES SHOWN HEREON ARE APPROXIMATE AND ARE BASED ON FIELD LOCATION OF VISIBLE STRUCTURES SUCH AS CATCH BASINS, MANHOLES, WATER VALVES, ETC., AND COMPILED INFORMATION FROM PLANS SUPPLIED BY RELEVANT UTILITY COMPANIES AND GOVERNMENT AGENCIES. THE CONTRACTOR SHALL NOTIFY IN WRITING ALL UTILITY COMPANIES AND GOVERNMENT AGENCIES AND ALSO CALL FROM OFFICIALS BEFORE ANY EXCAVATION WORK TO VERIFY INFORMATION SHOWN AND DETERMINE THE LAYOUT OF THE UTILITY 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 TOTAL AREA IS 48.24 ACRES
 232 LOTS PROPOSED TOTAL (4.28 DU/AC)
- THE PROPOSED LOTS SHALL HAVE VEHICULAR ACCESS TO INTERNAL ROADS ONLY.
- A HOMEOWNERS ASSOCIATION SHALL BE ESTABLISHED TO ADDRESS MAINTENANCE OF THE COMMON AREAS.
- 10' UTILITY AND DRAINAGE EASEMENTS SHALL BE RESERVED ALONG ALL EXTERIOR BOUNDARY LINES AND PUBLIC RIGHT-OF-WAY. ALL UTILITY AND DRAINAGE EASEMENTS SHALL BE RESERVED ALONG ALL INTERIOR LOT LINES EXCEPT WHEN UNDER BUILDING.
- SEE THIS SHEET FOR LOCAL STREET TYPICAL SECTION.
- THE TOTAL AREA OF THE PROPERTY COVERED BY HOUSING PROVISION IS 1.1 ACRES. THE TOTAL DISTURBED AREA IS HOUSING PROVISION IS 0.092 ACRES.
- THE DRIVEWAY AT 8003 STANBURY PLANS FIVE TO BE REMOVED.
- FOR CONDITIONS OF APPLICABLE APPROVAL, REFER TO PLANNING FILE NO. 11-00044-011-1-23-02



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 conform, to the best of my knowledge, to all applicable provisions of the Knoxville County Subdivision Regulations except as has been otherwise indicated and described in a separate report of the Engineer's Commission.
 Registered Engineer, *Christopher A. Sharp, P.E.*
 Christopher A. Sharp, P.E.
 Tennessee License No. 108994
 Date: 2/16/26



3-SF-26-C / 3-L-26-DE
 Revised: 2/18/2026

SHEET C-5

SITE PLAN
8014 ASHEVILLE HIGHWAY
 SITE ADDRESS: 8014 ASHEVILLE HIGHWAY (37924)

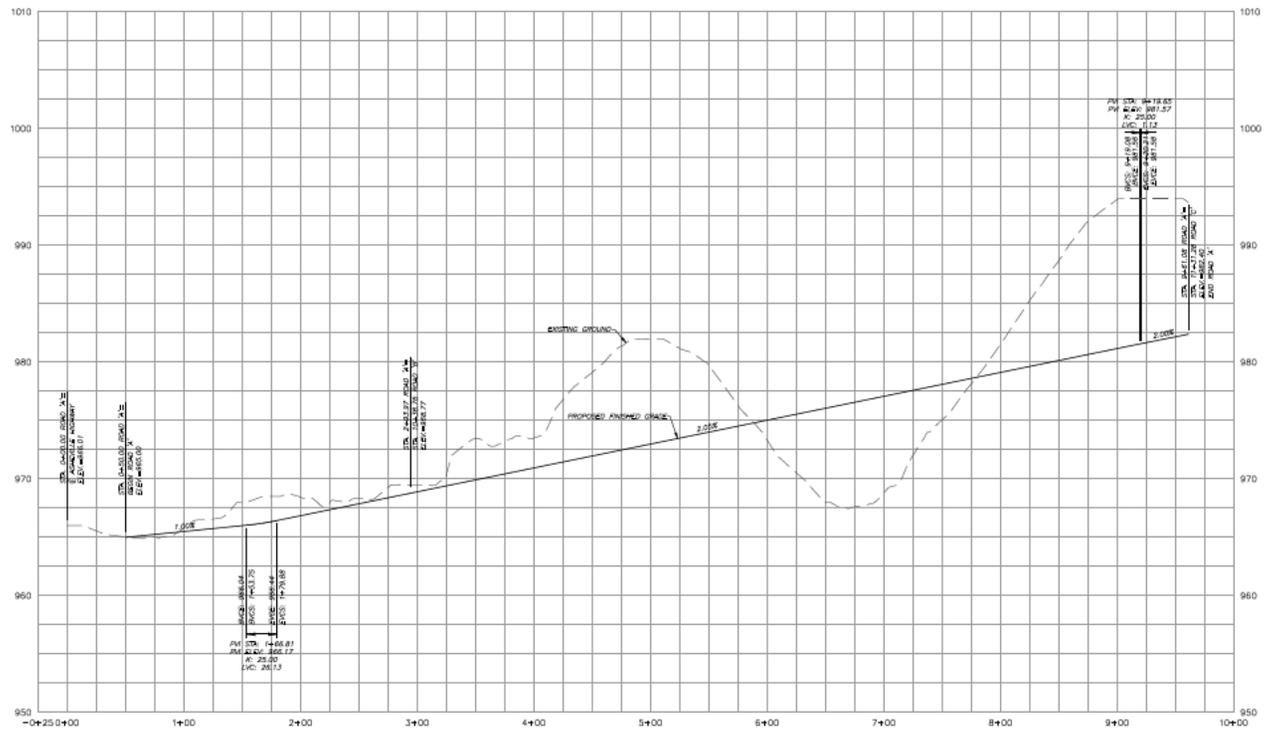
12/18/2024
MESANA INVESTMENTS, LLC
 1920 EISENHOWER ROAD
 KNOXVILLE, TN 37922

DIST. NO. 58 KNOX CO., TN
 C.T. MAPS 82, 73 PARCELS 164, 165, 80,83, 80,08
 SCALE: 1"=80' NOVEMBER 18, 2025

URBAN ENGINEERING, INC.
 10330 HARLOW VALLEY ROAD, SUITE 201
 KNOXVILLE, TENNESSEE 37932
 (865) 966-1624

DATE: 02/16/2026

NO.	DATE	DESCRIPTION	BY
1	02/16/26	ISSUED FOR PERMITS	CS
2	02/16/26	ISSUED FOR PERMITS	CS



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

3-SF-26-C / 3-L-26-DP
 Revised: 2/18/2026

SHEET C-6

ROAD PROFILES
8014 ASHEVILLE HIGHWAY

SITE ADDRESS: 8014 ASHEVILLE HIGHWAY (37924)

OWNER: MESANA INVESTMENTS, LLC
 1920 BRENEZER ROAD
 KINGVILLE, TN 37922

DIST. NO. 58 KING CO., TN
 CLT MAPS 62, 73 PARCELS 164.165, 80.03, 80.08
 SCALE: AS NOTED NOVEMBER 18, 2025

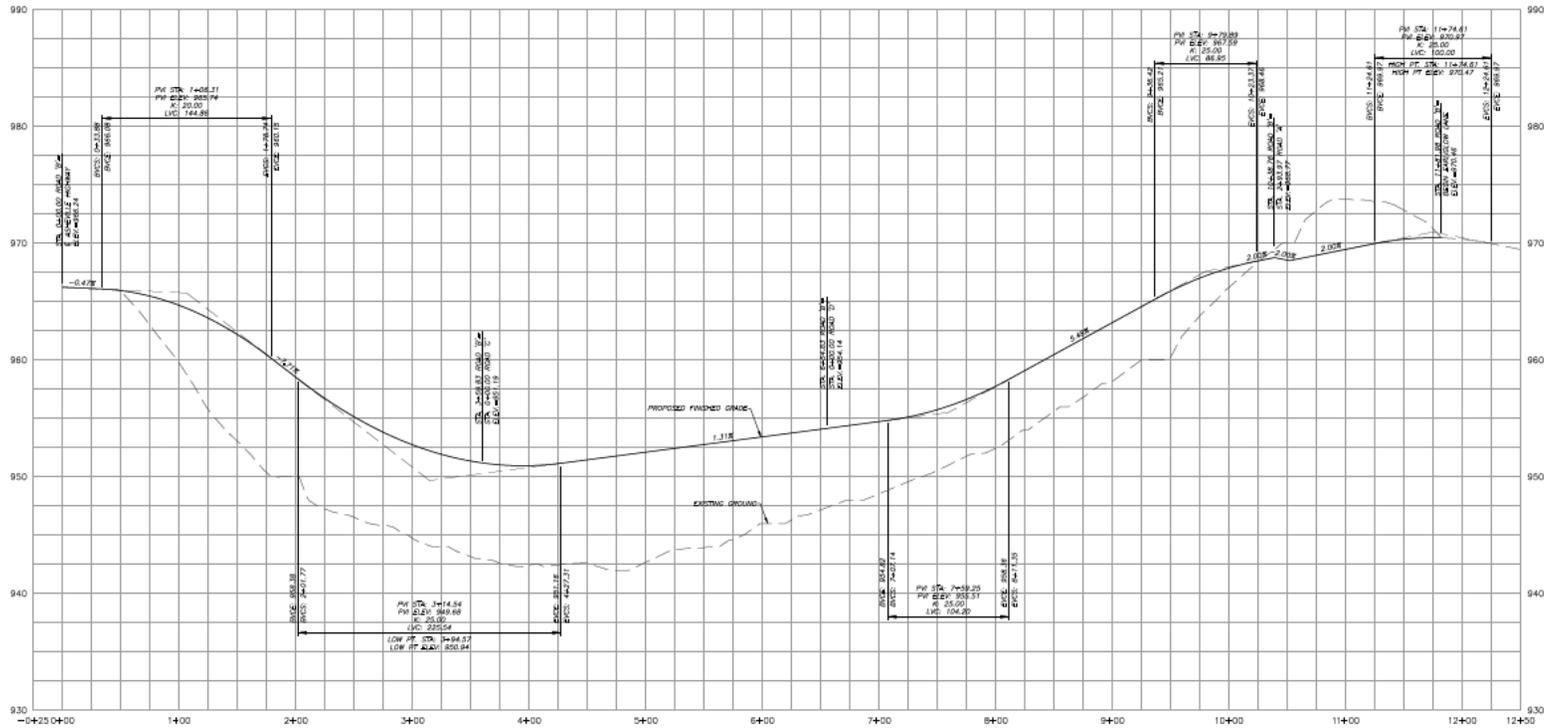
URBAN ENGINEERING, INC.
 10330 HARTON VALLEY ROAD, SUITE 201
 KINGVILLE, TENNESSEE 37932
 (888) 966-1924

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 conform, to the best of my knowledge, to all applicable provisions of the Knoxville-King County Subdivision Regulations except as has been noted and described in a separate report of my engineering Commission.
 Registered Engineer: *Christopher A. Sharp*
 Christopher A. Sharp, P.E.
 Tennessee License No. 108994
 Date: 2/16/26



NO.	DATE	DESCRIPTION	BY
1	02/18/26	DESIGN REVISION	CU
2	02/18/26	DESIGN REVISION	BT





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

3-SF-26-C / 3-L-26-DP
 Revised: 2/18/2026

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 conform, to the best of my knowledge, to all applicable provisions of the Knoxville-Knox County Subdivision Regulations except as has been otherwise noted and described in a separate report of the Commission.
 Registered Engineer: Christopher A. Thors, P.E.
 Tennessee License No. 108884
 Date: 2/16/26



SHEET C-7

ROAD PROFILES
8014 ASHEVILLE HIGHWAY
 SITE ADDRESS: 8014 ASHEVILLE HIGHWAY (37924)

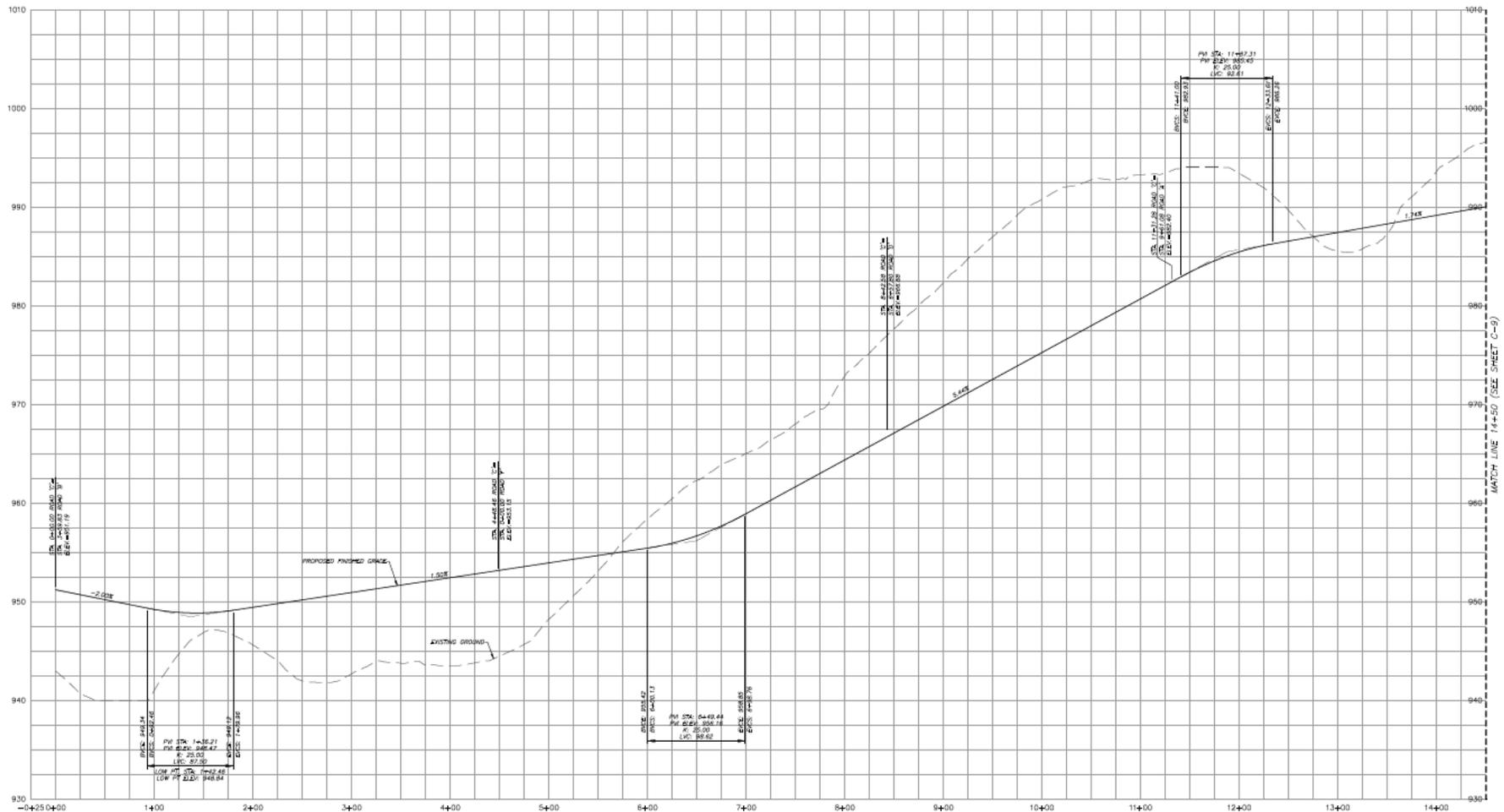
CLIENT: MESANA INVESTMENTS, LLC
 1920 BREXNER ROAD
 KNOXVILLE, TN 37922

DIST. NO. 58 KNOX CO., TN
 CLT. MAPS 62, 73 PARCELS 164.165, 80.03, 80.08
 SCALE: AS NOTED NOVEMBER 18, 2025

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

NO.	DATE	DESCRIPTION	BY
1	02/18/26	ISSUED FOR PERMIT	CLM
2	02/18/26	REVISION	BT





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

3-SF-26-C / 3-L-26-DP
 Revised: 2/18/2026

SHEET C-8

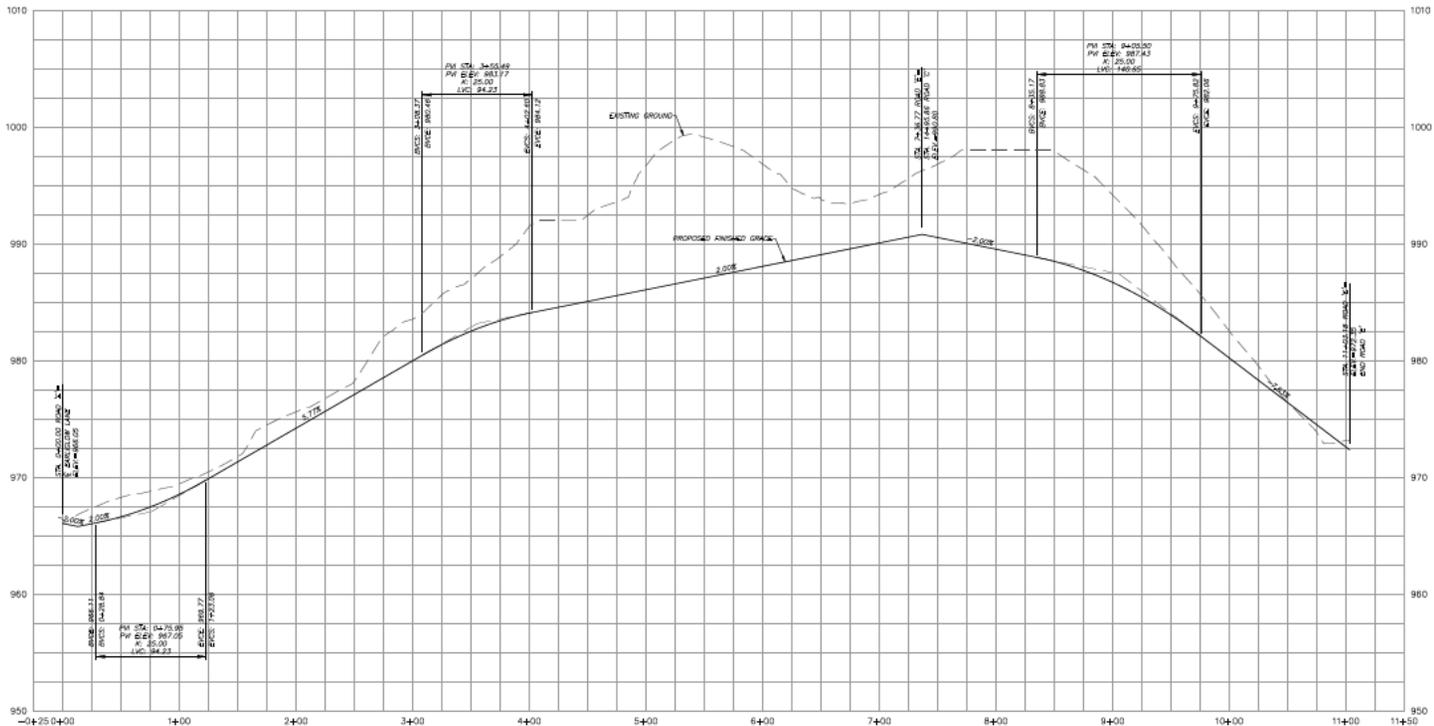
Certification of Concept Plan by Registered Engineer
 I hereby certify that I am a registered engineer, licensed to practice engineering under the laws of the State of Tennessee. I further certify that the plan and accompanying drawings, documents and statements conform, to the best of my knowledge, to all applicable provisions of the Knoxville-Metro County Subdivision Regulations except as has been provided and described in a separate report of professional investigation.
 Registered Engineer: *Christopher A. Sharp*
 Christopher A. Sharp, P.E.
 Tennessee License No. 108864
 Date: 2/16/26



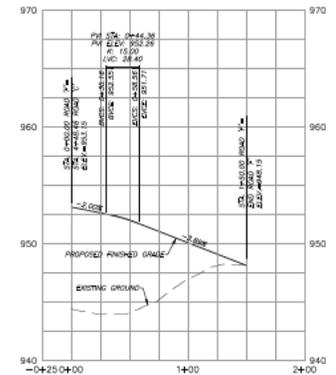
ROAD PROFILES
8014 ASHEVILLE HIGHWAY
 SITE ADDRESS: 8014 ASHEVILLE HIGHWAY (37924)
 DEVELOPER: MESANA INVESTMENTS, LLC
 1920 EBENEZER ROAD
 KINGVILLE, TN 37922
 DIST. NO. 58 KING CO., TN
 CLT MAPS 62, 73 PARCELS 164.165, 80.03, 80.08
 SCALE: AS NOTED NOVEMBER 18, 2025
 URBAN ENGINEERING, INC.
 10330 HARTON VALLEY ROAD, SUITE 201
 KINGVILLE, TENNESSEE 37932
 (865) 956-1924

DESIGNER	DATE	DESCRIPTION	BY	CHK	APP
URBAN ENGINEERING, INC.	02/18/26	ROAD PROFILES	CLM	CLM	





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



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

3-SF-26-C / 3-L-26-DP
Revised: 2/18/2026

SHEET C-10

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 conform, to the best of my knowledge, to all applicable provisions of the Knoxville-Knox County Subdivision Regulations except as has been noted and described in a separate report of the State of Tennessee.
Registered Engineer, *Christopher A. Sharp, P.E.*
Christopher A. Sharp, P.E.
Tennessee License No. 105984
Date: 2/16/26



DATE	DESCRIPTION	BY
02/18/26	DESIGN REVISION	CLM
02/18/26	DESIGN REVISION	BT

ROAD PROFILES
8014 ASHEVILLE HIGHWAY
SITE ADDRESS: 8014 ASHEVILLE HIGHWAY (37924)

OWNER:
MESANA INVESTMENTS, LLC
1920 BRENDLER ROAD
KNOXVILLE, TN 37922

DIST. NO. 58 KNOX CO., TN
CLT MAPS 62, 73 PARCELS 164.165, 80.03, 80.08
SCALE: AS NOTED NOVEMBER 18, 2025

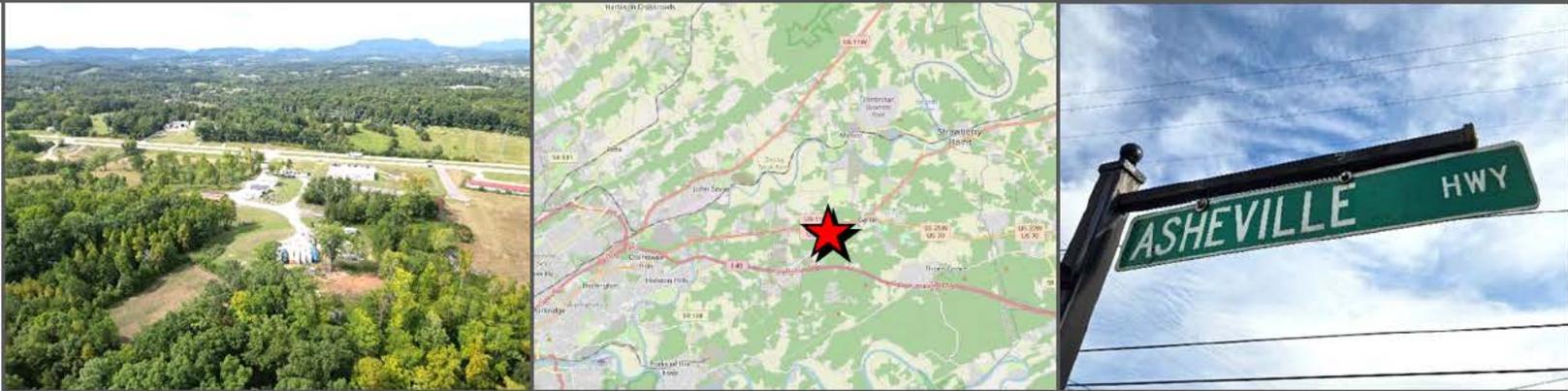
URBAN ENGINEERING, INC.
10330 HARTON VALLEY ROAD, SUITE 201
KNOXVILLE, TENNESSEE 37932
(865) 966-1924

DATE: 02/18/26
DRAWN BY: CLM
CHECKED BY: CLM
DESIGNED BY: BT





Transportation Impact Study 8014 Asheville Highway Subdivision Knox County, Tennessee

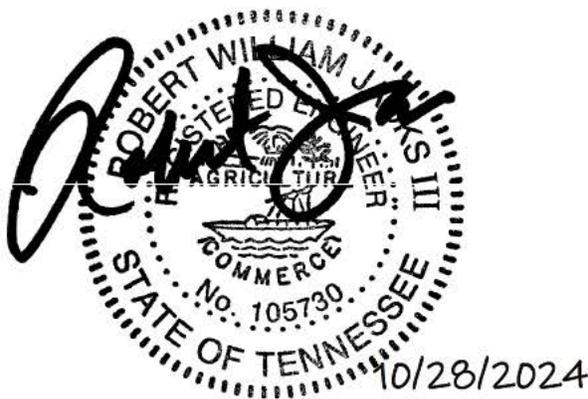


Revised October 2024

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

Current file number
3-SF-26-C
3-L-26-DP

Previous file number
11-SG-24-C
11-J-24-DP
Version 2
Revised: 10/28/2024



CONCLUSIONS & RECOMMENDATIONS

The following is an overview of recommendations to minimize the transportation impacts of the 8014 Asheville Highway Subdivision on the adjacent transportation system while attempting to achieve an acceptable traffic flow and safety level. The recommendations also take into account the nearby non-related proposed residential subdivisions along Asheville Highway.

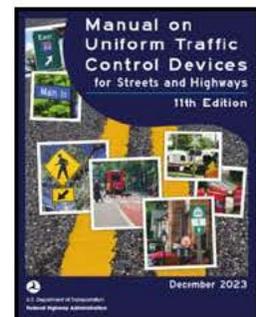


Asheville Highway at Proposed Main Entrance: This intersection is projected to operate with average vehicle delays and minimal vehicle queues for all movements except for exiting northbound left turns towards the west. This movement will experience considerable vehicle delays and queues in the AM and PM peak hours.

- 1a) Due to this significant, calculated vehicle delay and queues for the northbound left-turn lane at the Proposed Main Entrance in the peak hours, a further investigation was made to determine if this intersection could potentially meet traffic signal warrants in the projected 2028 conditions. The overall methodology of determining whether an intersection could be signalized is presented in the following:

Methodology:

The Manual on Uniform Traffic Control Devices – 11th Edition (MUTCD) presents nine different warrants the traffic engineering profession has developed to determine whether a traffic signal is warranted. These warrants cover a broad range of minimum elements required to indicate whether a traffic signal is justified for any particular location. These elements include traffic volumes, pedestrian volumes, crash history, and other factors. The MUTCD explicitly states that a traffic control signal should not be installed unless one or more of the Manual's signal warrants are met. However, the satisfaction of a warrant does not entirely in itself justify the need for a traffic signal. Sometimes, further engineering studies and judgments must be applied before justifying the need for a traffic signal installation. These additional studies ensure that a traffic signal's installation will not degrade safety and efficiency.



The MUTCD defines nine different warrants, four are listed below, and two of which are potentially applicable for this intersection at this time based on TDOT's preference and are explained in the following:



Warrant #1, Eight-Hour Vehicular Volume:

Warrant #1 is comprised of 2 conditions – A and B. The Minimum Vehicular Volume, Condition A, is intended for applications where the volume of intersecting traffic is the principal reason for consideration of signal installation. The Interruption of Continuous Traffic, Condition B, is intended for use at locations where Condition A is not satisfied and where the traffic volume on a major street is so heavy that traffic on a minor intersecting street suffers excessive delay or conflict in entering or crossing the major street.



Warrant #2, Four-Hour Vehicular Volume:

The Four-Hour Vehicular Volume signal warrant conditions are intended to be applied where the volume of intersecting traffic is the principal reason to consider installing a traffic control signal.



Warrant #3, Peak Hour:

The Peak Hour signal warrant is intended for use at a location where traffic conditions are such that for a minimum of 1 hour of an average day, the minor-street traffic suffers undue delay when entering or crossing the major street. This warrant has two conditions, A and B, and if either is satisfied, can be used to justify a traffic signal. This warrant is used for unique situations.



Warrant #7, Crash Experience

The Crash Experience signal warrant conditions are intended for applications where the severity and frequency of crashes are the principal reasons to consider installing a traffic control signal.

Even though nine warrants are offered to justify a traffic signal, according to the TDOT Traffic Signal Manual, the agency heavily emphasizes Warrant #1 (Eight Hour Vehicular Volume) and Warrant #7 (Crash Experience). Even though Warrant #2 and 3 are not primary warrants used by TDOT, they are included in this study.

The intersection of Asheville Highway at the Proposed Main Entrance was evaluated in the projected 2028 conditions to determine whether a traffic signal could be justified based on the MUTCD Warrants listed above. Road "A" was used as the minor side street for the warrant analysis, and Asheville Highway was the major street. Warrant #7 was not analyzed at this intersection for this study and was omitted because one of the primary criteria for an intersection to meet the warrant is an "Adequate trial of alternatives with satisfactory observance and enforcement has failed to reduce the crash frequency..." Furthermore, the TDOT crash data discussed previously in the report did not show any vehicle crashes at this intersection over the past three calendar years.

A spreadsheet was used to calculate the potential 2028 traffic volumes generated by the new subdivisions being added to the intersection during the highest 8 hours of traffic based on the assumed trip distribution, and it is included in Appendix I. The analysis determined that Warrants #1, #2, and #3 are not expected to be met in the projected 2028 conditions. Appendix I includes the traffic signal warrant spreadsheet for this intersection evaluation in the projected 2028 conditions.

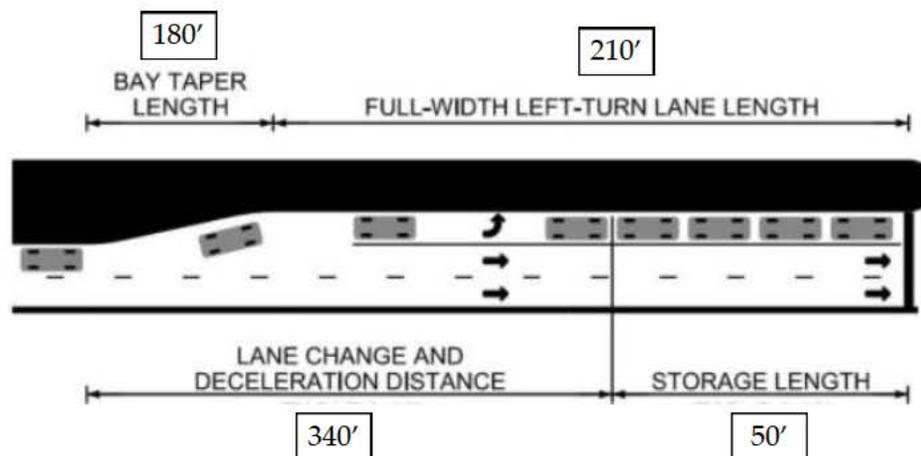
In conclusion, concerning traffic signal warrants, this intersection is not expected to meet signalization warrants based on the projected 2028 traffic volumes. However, once and if the 8014 Asheville Highway Subdivision is entirely constructed as proposed, it is recommended that a traffic count be re-conducted to document that the actual, realized traffic volumes do not exceed what has been estimated in this study and meet traffic signal warrant thresholds.

Overall, providing a secondary entrance for this development will provide a relief valve for exiting left turns towards the west, and the results that show worse vehicle delays and queues at the Proposed Main Entrance will be less than calculated with the Proposed Secondary Entrance slightly higher. The projections assumed a 3 to 2 split of trips to and from the west between the proposed entrances, with more assumed will occur at the Proposed Main Entrance. If exiting westbound motorists face long delays and queues at the main entrance, they will most likely alter their initial travel and utilize the secondary entrance and, in effect, balance the exiting left turn vehicle delay and queues at both entrances more equally than shown in the results of this study.

- 1b) The construction of a westbound left-turn lane on Asheville Highway at the Proposed Main Entrance for entering traffic into the proposed subdivision is warranted based on

the projected 2028 traffic volumes and TDOT's thresholds. The recommended lengths for this proposed left-turn lane in the center median include a lane change and deceleration distance of 340 feet and a storage length of 50 feet, for a total of 390 feet. The bay taper length within the lane change and deceleration distance is recommended to be 180 feet (15:1). With a 180-foot bay taper, the full-width left-turn lane will be 210 feet long.

According to TDOT's [Highway System Access Manual](#), the functional area for an exclusive turn lane includes the "lane change and deceleration distance" and the storage length. The bay taper length is included in the lane change and deceleration distance, as shown in the following TDOT diagram:



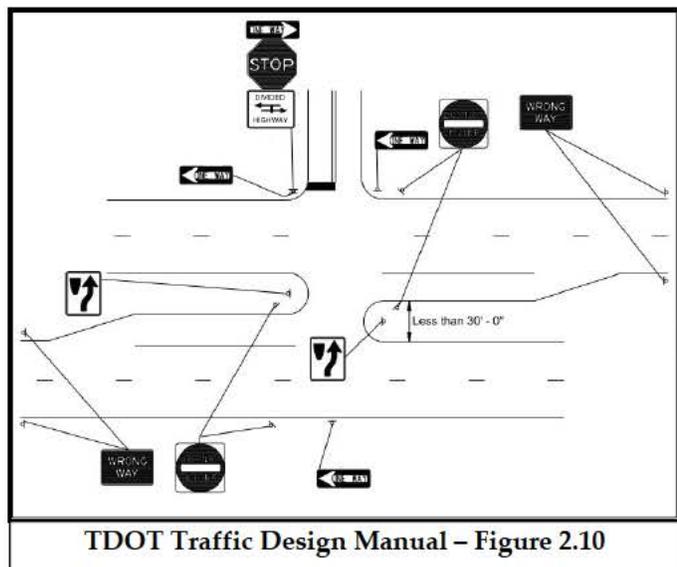
The lane change and deceleration distance are a function of vehicle speeds, and the designer can assume some deceleration before the lane change. A speed of 10 mph less than the posted speed was assumed for this location. For this proposed left-turn lane on Asheville Highway, a vehicle speed of 45 mph was assumed, with vehicle speeds slightly reduced due to some deceleration occurring before the lane change. The longest 95th percentile vehicle queue length for the eastbound left-turn lane on Asheville Highway at the Proposed Main Entrance was calculated to be 5 and 25 feet in the AM and PM peak hours, respectively, in 2028 and will be fully contained within a storage length of 50 feet.

- 1c) Based on TDOT's warrant thresholds and the projected 2028 traffic volumes, an eastbound right turn lane is warranted and recommended to be constructed for the Proposed Main Entrance. This lane should have a lane change and deceleration distance of 340 feet. The bay taper length within the lane change and deceleration distance is

recommended to be 180 feet (15:1), and these distances will provide a full-width lane length of 160 feet.

- 1d) Since substantial left-turning vehicle queues are anticipated, the Proposed Main Entrance should have separate left and right turn lanes for the Road "A" approach at Asheville Highway. It is recommended that the left-turn lane at the Proposed Main Entrance be the continuation of Road "A" from the south and that the right-turn lane have a separate lane with a minimum vehicle storage of 150 feet. The separate left and right exiting lanes for the development at Asheville Highway should be marked on the pavement with the appropriate white turn arrows and delineated with white lane lines.
- 1e) The construction of the Proposed Main Entrance on Asheville Highway will require a TDOT Highway Entrance Permit. The developer will need to apply for this permit and coordinate with TDOT regarding their specific requirements for this entrance and any other proposed median modifications.

- 1f) Many regulatory signs should be installed to avoid and help prevent wrong-way vehicles on Asheville Highway at the Proposed Main Entrance. Figure 2.10 in TDOT's Traffic Design Manual illustrates the signage required for the Proposed Main Entrance at Asheville Highway.





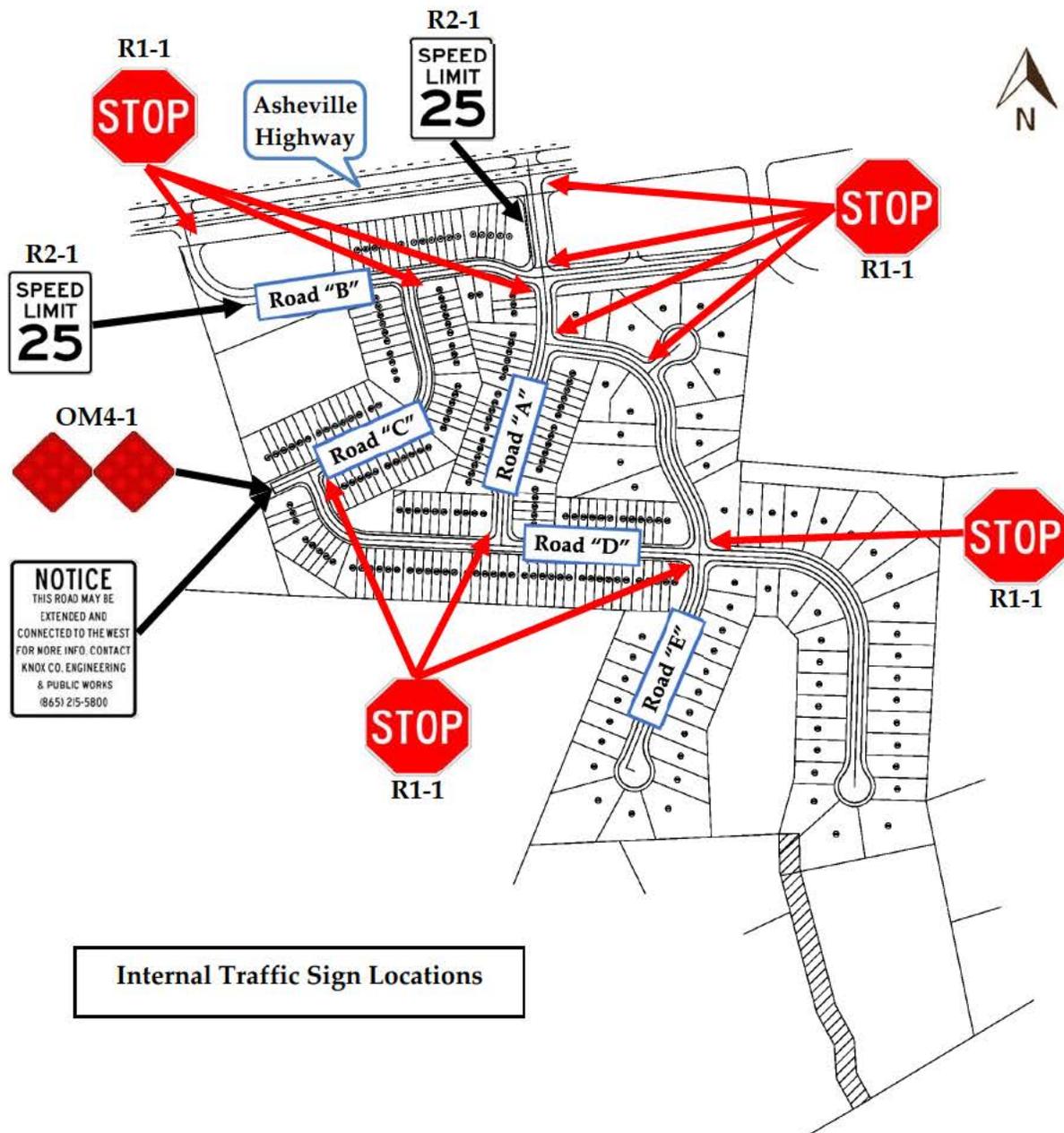
Asheville Highway at Proposed Secondary Entrance: The Proposed Secondary Entrance will operate sufficiently with a single exiting lane for left and right turn movements. This entrance is not expected to have any exiting right-turn movements.

- 2a) The construction of the Proposed Secondary Entrance on Asheville Highway will require a TDOT Highway Entrance Permit. The developer will need to apply for this permit and coordinate with TDOT regarding their specific requirements for this entrance and any other proposed median modifications.
- 2b) Many regulatory signs should be installed to avoid and help prevent wrong-way vehicles on Asheville Highway at the Proposed Main Entrance. Figure 2.10 in TDOT's Traffic Design Manual illustrates the signage required for the Proposed Main Entrance at Asheville Highway.
- 2c) Based on TDOT's warrant thresholds and the projected 2028 traffic volumes, an eastbound right turn lane is warranted and recommended to be constructed for the Proposed Secondary Entrance. This lane should have a lane change and deceleration distance of 340 feet. The bay taper length within the lane change and deceleration distance is recommended to be 180 feet (15:1), and these distances will provide a full-width lane length of 160 feet.
- 2d) If any further future development is proposed, particularly towards the western end of the development, a second exiting lane may be needed at the Proposed Secondary Entrance to provide separate left and right-turn lanes.



8014 Asheville Highway Subdivision Internal Roads: The layout plan shows six new streets, as shown in Figure 3.

- 3a) A 25-mph Speed Limit Sign (R2-1) is recommended to be posted near the beginning of the Proposed Main Entrance, Road "A", and the Proposed Secondary Entrance, Road "B", off Asheville Highway.
- 3b) Stop Signs (R1-1) with 24" white stop bars are recommended to be installed at the internal road locations, as shown in the image below.



At the internal intersection of Road "D" and "E", a four-way intersection is proposed. The above image shows stop Signs (R1-1) on the Road "D" approaches. However, it is recommended that a mini-roundabout with the appropriate signage at this intersection be considered. If a mini-roundabout is not feasible, further discussion with Knox County Engineering in the detailed design phase should include whether this intersection should include Stops Signs (R1-1) on all approaches, the reverse as shown, or as proposed in the image.

- 3c) The Stop Sign (R1-1) on the entrance approaches to Asheville Highway should include a One-Way Sign (R6-1) and a Divided Highway Sign (R6-3), as shown in Figure 2.10 in the TDOT Traffic Design Manual.
- 3d) Dual end-of-roadway object markers (OM4-1) should be installed at the end of subdivision Road "C", as shown in the report. The end of this internal road should include a hammerhead turnaround to facilitate vehicle returns in the opposite direction.
- 3e) An additional sign should be posted internally at the western end of Road "C" to follow Knoxville-Knox County Subdivision regulations. This sign is for notification of possible future street connections. It should state, "NOTICE – This road may be extended and connected to the west – for more info. contact Knox Co. Engineering & Public Works (865) 215-5800".
- 3f) The proposed lots within the development adjacent to and south of Asheville Highway should not be allowed direct access.
- 3g) 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 internal intersection sight distance is 250 feet. The site designer should ensure that this internal sight distance length is met.
- 3h) If directed by the local post office, the site designer should include a parking area and a centralized mail delivery center within the development for the subdivision residents.
- 3i) All drainage grates and covers for the residential development must be pedestrian and bicycle-safe.

- 3j) Several internal roads in the proposed subdivision will have long, straight road segments. Straight road segments encourage higher vehicle speeds. It is recommended that the civil site designer consider including traffic calming measures on these internal roads, such as speed humps or tables. Specifics regarding this recommendation should be discussed in the design phase with Knox County Engineering.

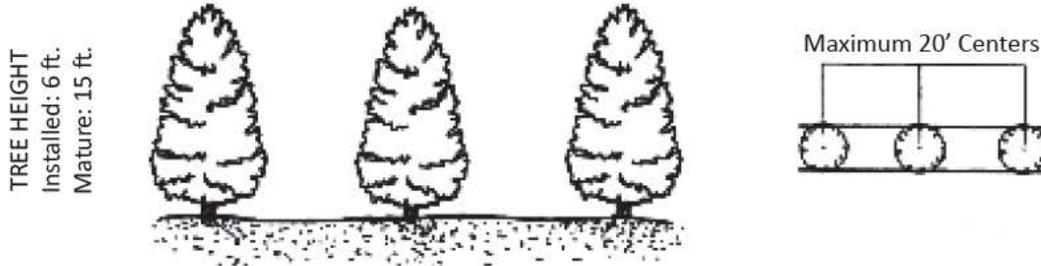
- 3k) All road and intersection elements should be designed to AASHTO, TDOT, and Knox County specifications and guidelines to ensure proper operation.

Type "C" Screen: Partial

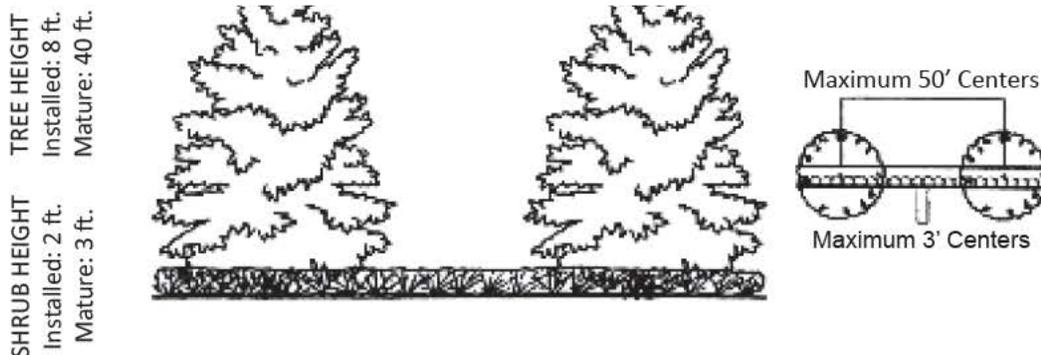
APPROPRIATE LOCATION: Between parking lots and public streets; boundaries of industrial and office development

NOTE: Landscape buffer strips should be a minimum of 8 feet in width, and sown with grass or ground cover for their full width, allowing for mulch at the base of plantings.

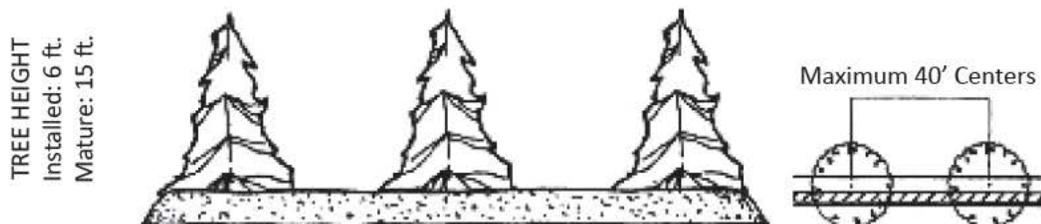
- A row of small evergreen trees



- A row of large broad leaf evergreen trees with a 3 ft. high wall or hedge (deciduous species of similar size & form could be used for every second tree)



- A row of evergreen conifers with a 3 ft. high earth berm or solid fence or wall



INTRODUCTION

Landscape screening reduces the impact of intense development upon adjacent land uses by providing visual separation, reducing the transmission of glare and air pollution, and limiting access. Screening also promotes the aesthetic appeal of a neighborhood and promotes higher property values.

This series of design guidelines defines several types of landscape screen. Each type is applicable to a certain intensity of conflict between adjacent land uses. Each screen type is illustrated by several planting schemes with an equivalent height, density and opacity of landscaping.

Planning uses these guidelines to illustrate desirable levels of screening appropriate to various site planning situations. Creative alternatives which achieve a comparable effect are encouraged.

The contents of these guidelines are advisory and are intended to supplement, but not replace, the requirements of the Knoxville Zoning Ordinance and the Knox County Zoning Ordinance.

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.

Chris Sharp

Digitally signed by Chris Sharp
Date: 2026.02.25 14:54:08
-05'00'

Christopher Sharp

2/25/26

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:

See attached document.

Approval required by: Planning Commission Engineering

Engineering supports the alternative design standard requested

(to be completed during review process): YES NO

Engineering Comments:

Knox County EPW does not oppose these request.

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:



URBAN ENGINEERING, INC.

CIVIL ENGINEERS • LAND PLANNERS

February 17, 2026

Knoxville / Knox County Planning
Mike Reynolds, AICP
Suite 403, City County Building
400 Main Street
Knoxville, TN 37902

Re: 8014 Asheville Highway (3-SF-26-C / 3-L-26-DP)

Dear Mike:

The following is a list of our Alternative Design Standard requests:

ROAD A:

1. INCREASE THE CENTERLINE GRADE FROM 1% TO 2% AT THE INTERSECTION OF ROADS A AND C.

ROAD B:

2. INCREASE THE CENTERLINE GRADE FROM 1% TO 2% FOR ROAD B AT ITS INTERSECTION WITH ROAD A.
3. REDUCE THE CENTERLINE RADIUS FROM 250' TO 175' BETWEEN STATIONS 0+46.85 & 1+07.26
4. REDUCE THE CENTERLINE RADIUS FROM 250' TO 125' BETWEEN STATIONS 1+71.40 & 3+23.67

ROAD C:

1. INCREASE THE CENTERLINE GRADE FROM 1% TO 2% AT ROAD C INTERSECTION WITH ROAD B.
2. REDUCE THE CENTERLINE RADIUS FROM 250' TO 125' BETWEEN STATIONS 5+25.57 & 6+79.06
3. REDUCE THE CENTERLINE RADIUS FROM 250' TO 200' BETWEEN STATIONS 16+99.94 & 20+12.65



URBAN ENGINEERING, INC.

CIVIL ENGINEERS • LAND PLANNERS

ROAD D:

1. INCREASE THE CENTERLINE GRADE FROM 1% TO 2% AT ROAD D INTERSECTION WITH ROAD B.
2. INCREASE THE CENTERLINE GRADE FROM 1% TO 2% AT ROAD D INTERSECTION WITH ROAD C.

ROAD E:

1. INCREASE THE CENTERLINE GRADE FROM 1% TO 2.00% AT ROAD E INTERSECTION WITH EARLIGLOW LANE
2. INCREASE THE CENTERLINE GRADE FROM 1% TO 2.00% AT ROAD E INTERSECTION WITH ROAD C
3. REDUCE THE CENTERLINE RADIUS FROM 250' TO 225' BETWEEN STATIONS 3+98.65 & 5+11.96
4. REDUCE THE CENTERLINE RADIUS FROM 250' TO 200' BETWEEN STATIONS 6+04.60 & 7+08.75

ROAD F:

1. INCREASE THE CENTERLINE GRADE FROM 1% TO 2% AT ROAD F INTERSECTION WITH ROAD C.
2. REDUCE RIGHT OF WAY WIDTH FROM 50' TO 40' (PUBLIC)

OTHER:

1. REDUCE THE MINIMUM LOT WIDTH TO 17'.

Please do not hesitate to contact me if you have questions or need additional information.

Sincerely,

Urban Engineering, Inc.

Chris Sharp, P.E.

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: 2026.02.17 10:04:52
-05'00'

Christopher Sharp

2/17/26

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 DISTANCE BETWEEN BROKEN BACK CURVES FROM 150' TO 64.14' BETWEEN STATIONS 1+07.26 & 1+71.40 (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 using the reverse curve to align with the existing median opening and to allow for a grade transition into 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 location of the request is near a stop condition.

- 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 not create an unsafe condition or have detrimental impacts on 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:

Knox County EPW supports this request based on the applicants justification.

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 DISTANCE BETWEEN BROKEN BACK CURVES FROM 150' TO 123.48' BETWEEN STATIONS 7+08.75 & 8+32.23 (ROAD E).

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 using the reverse curve to maintain a 90 degree intersection.

- 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 location of the request is near a stop condition.

- 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 not create an unsafe condition or have detrimental impacts on 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:

Knox County EPW supports this request based on the applicants justification.

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:

REDUCE THE K VALUE FROM 25 TO 20 (ROAD B AT ASHEVILLE HIGHWAY).

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 TRANSITION INTO THE PROPERTY AS QUICKLY AS POSSIBLE. THE GRADE FALLS AWAY FROM ASHEVILLE HIGHWAY.

- 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 REQUEST IS AT A STOP CONDITION.

- 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.

GRATING THE VARIANCE WILL NEITHER CREATE A DANGEROUS CONDITION NO 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:

Knox County EPW supports this request based on the applicants justification.

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.

01/22/2026

03/06/2026

Date to be Posted

Date to be Removed

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

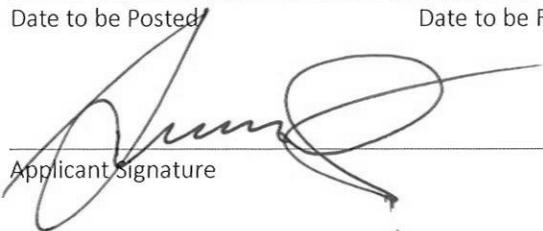
Yes No

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

Applicant Signature

Applicant Name

Date



Scott Davis

11-18-2025