SUBDIVISION REPORT - CONCEPT

▶ **FILE #:**	**11-SA-26-C**	**AGENDA ITEM #:**	**39**
		AGENDA DATE:	**11/12/2026**
▶ **SUBDIVISION:**	**BELLTOWN, PHASE V**		
▶ **APPLICANT/DEVELOPER:**	**BELLTOWN LLC**		
OWNER(S):	Josh Sanderson Belltown LLC		
TAX IDENTIFICATION:	66 121 (PARTIAL)	**View map on KGIS**	
JURISDICTION:	County Commission District 6		
STREET ADDRESS:	4510 MARKET BELL WAY		
▶ **LOCATION:**	**North of the terminus of Liberty Bell Rd, north of W Emory Rd**		
GROWTH POLICY PLAN:	Planned Growth Area		
FIRE DISTRICT:	Rural Metro Fire		
WATERSHED:	Beaver Creek		
▶ **APPROXIMATE ACREAGE:**	**28.7 acres**		
▶ **ZONING:**	**A (Agricultural), PD (Planned Development)**		
PLACE TYPE:	TN (Traditional Neighborhood), HP (Hillside Ridgetop Protection)		
▶ **EXISTING LAND USE:**	**Agriculture/Forestry/Vacant Land**		
▶ **PROPOSED USE:**	**Detached residential subdivision**		
SURROUNDING LAND USE AND ZONING:	North: Agriculture/forestry/vacant land - A (Agricultural), PD (Planned Development) South: Agriculture/forestry/vacant land - A (Agricultural), PD (Planned Development) East: Agriculture/forestry/vacant land - A (Agricultural) West: Agriculture/forestry/vacant land - A (Agricultural), PD (Planned Development)		
▶ **NUMBER OF LOTS:**	**105**		
SURVEYOR/ENGINEER:	Wanis A. Rghebi, PE Southland Engineering Consultants, LLC		
ACCESSIBILITY:	Access would be via W Emory Rd, a state-owned major arterial with a 22 ft pavement width within a right-of-way which varies in width from 50-55 ft.		
▶ **SUBDIVISION VARIANCES REQUIRED:**	**VARIANCES** **1) Reduce the minimum vertical curve on Liberty Bell Road from K=25.00 to K=23.49 between STA 24+40 and 26+60.** **2) Reduce the minimum vertical curve on Liberty Bell Road from K=25.00 to K=24.85 between STA 28+47.50 and 30+52.50.** **ALTERNATIVE DESIGN STANDARD REQUIRING PLANNING COMMISSION APPROVAL** **None noted.** **ALTERNATIVE DESIGN STANDARDS REQUIRING KNOX COUNTY**		

ENGINEERING AND PUBLIC WORKS APPROVAL (PLANNING COMMISSION APPROVAL NOT REQUIRED
1) Increase the maximum intersection grade on Road "I" at Gold Bell Street from 1.0 percent to 1.02 percent.
2) Increase the maximum intersection grade on Alley "C" at Road "I" from 1.0 percent to 2.0 percent.
3) Increase the maximum intersection grade on Alley "C" at Liberty Bell Road from 1.0 percent to 2.49 percent.
4) Increase the maximum intersection grade on Gold Bell Street at Liberty Bell Road from 1.0 percent to 1.4 percent.

STAFF RECOMMENDATION:

Approve the variance to reduce the minimum vertical curve on Liberty Bell Road from K=25.00 to K=23.49 between STA 24+40 and 26+60, based on the following evidence of hardship.
A) The natural topography along Liberty Bell Street, combined with the established road elevations from previous phases, constrains the proposed vertical alignment. Reducing the K-value allows the road to follow the natural topography more closely while tying into the existing road network.
B) The natural terrain at this specific location and its relationship to the established road connections serving previous phases limit the ability to adjust the proposed profile to accommodate these conditions.
C) Approval of the variance is not anticipated to be detrimental to public safety, health, welfare, or neighboring properties, because the request meets the American Association of State Highway and Transportation Officials (AASHTO) design standards.

Approve the variance to reduce the minimum vertical curve on Liberty Bell Road from K=25.00 to K=24.85 between STA 28+47.50 and 30+52.50, based on the following evidence of hardship.
A) The natural topography and the established road elevations from previous phases constrain the vertical alignment of Liberty Bell Street. Reducing the K-value allows the road to follow the existing terrain and connect to the established road network with less grading and disturbance.
B) The natural terrain at this specific location and its relationship to the established road connections serving previous phases limit the ability to adjust the proposed profile to accommodate these conditions.
C) Approval of the variance is not anticipated to be detrimental to public safety, health, welfare, or neighboring properties, because the request meets the AASHTO design standards.

Approve the Concept Plan subject to 11 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) Meeting the development standards in the preliminary plan for the Belltown planned development (11-A-22-PD).
4) Provide a reference on the final plat to the dimensional standards for the Single Family Designated Area of the Belltown preliminary plan, Section 8.1, as provided on the Belltown, Phase I plats. See Exhibit C for the approved dimensional standards.
5) 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.
6) Complying with the terms and conditions of the Memorandum of Understanding with Knox County to implement the recommended improvements to W. Emory Road and the Clinton Highway intersection as outlined in the Belltown Planned Development Traffic Impact Study by Cannon & Cannon (Exhibit B) and as revised and approved by Planning Commission staff, Knox County Engineering and Public Works, and Tennessee Department of Transportation (TDOT).
7) Providing a parking lane on Road "I" and Road "J" along the blockface with rear access (alley) lots.
8) Providing curb extensions at intersections in the parking lane on the southwestern side of Road 'I'.
9) Provide a geotechnical report to Knox County Engineering and Public Works during the design plan phase to confirm the filled wetland area has suitable soils for residential lots and for the required foundation design. Lots that do not have suitable soils must be combined with adjacent lots to ensure buildable area or converted to common area and maintained by the homeowner's association.
10) Providing the required landscape buffer for the boundary of the development, consistent with the

requirements of Section 8.1.4 (Peripheral Boundary) of the Belltown preliminary plan. This applies to the eastern portion of Phase V, along the external boundary lines of lots 405-410 and the common area east of lots 399-404.
11) Meeting all applicable requirements of the Department of Engineering and Public Works.

COMMENTS:

This proposal is phase 5 of the Belltown Subdivision, with 105 detached residential lots on 28.7 acres. Phases 1 through 4 of the residential subdivision were approved for 397 detached residential lots on approximately 131 acres, along with widening and installing turn lanes on W. Emory Road along the development's frontage. The development must conform with the approved Belltown Preliminary Plan (11-A-22-PD).

BACKGROUND
The Belltown development was approved through the Planned Development process (Article 6.80), which provides an optional process for projects that may not fit within the standard zoning districts established by the Knox County Zoning Code. The underlying zoning for the subject site is A (Agricultural). The underlying zoning district dimensional, design, and use regulations apply unless an exception is granted as part of the planned development approval. The Belltown Preliminary Plan was approved in January 2023, adding permitted uses to those already allowed in the A zone and replacing the dimensional standards in their entirety.

Belltown was approved to have up to 1,200 residential units and 64,000 sqft of commercial floor area. The residential units are split into three categories: single-family, townhouse, and multi-family. The single family designated area had 561 lots proposed in the conceptual Master Plan Map, Exhibit J in the preliminary plan document; however, the maximum number of single-family lots is 752. If this concept plan is approved, there will be up to 502 house lots, leaving approximately 59 remaining lots based on the conceptual Master Plan Map or 250 based on the maximum allowed. The single family designated area is on the 215 acres north of W. Emory Road. The south side of W. Emory Road is proposed to include townhouses, multi-family units, and commercial uses.

NEXT STEPS
The next steps for the Belltown development include submitting concept plans for creating lots and public roads, as well as development plans, for Final Plan approval. The Planning Commission must approve the concept plans, which must comply with the Knoxville-Knox County Subdivision Regulations, the Belltown preliminary plan, and any other applicable requirements of the Knox County Zoning Code. The Final Plans for individual developments must be reviewed and approved by the Planning staff to certify compliance with the Belltown preliminary plan and any other applicable zoning standards.

CONCEPT PLAN
The current application is a concept plan, which includes a detailed review of the lot layout, roads, and preliminary stormwater drainage plan. The proposed lot layout and road design conform to the approved area regulations for the single family designated area and the general road layout presented in the preliminary plan.

WETLAND
The wetland identified on the concept plan has been mitigated by the property owner through the purchase of wetland credits and approval by the Tennessee Department of Environment and Conservation (TDEC). A geotechnical report must be provided to Knox County Engineering and Public Works during the design plan phase to confirm the filled wetland area has suitable soils for residential lots and for the required foundation design for the houses.

BELLTOWN PRELIMINARY PLAN
The Belltown development must conform to the preliminary plan and the conditions of approval (11-A-22-PD).

Applicable conditions of approval (see Exhibit D, case summary, for the full list of conditions):
1) Submitting a Concept Plan application for review and approval by the Planning Commission. The Concept Plan shall include additional details regarding the required road improvements and the pedestrian facilities across and along W. Emory Road, and Planning staff is to be a part of the design plan review process along with Knox County Engineering and Public Works, Knox County Parks and Recreation and TDOT to oversee the additional items as outlined [Conditions #9, 10 and 11], as well as working with the developer.
NOTE: The improvements to W. Emory Road and the sidewalks for this phase of the development are complete. Future phases will extend the sidewalks along W. Emory Road further east.

2) Partnering with Knox County to implement the recommended improvements to the W. Emory Road and Clinton Highway intersection by providing funding commensurate with the projected 2030 traffic volumes

added to this intersection by the development as outlined in the Bell Farms (Belltown) Master Plan Traffic Impact Study (CDM Smith, 9/21/2022), and as revised and approved by Planning Commission staff and Knox County Engineering and Public Works. The Traffic Impact Study must be revised to be consistent with the maximum allowed development intensity in Section 7.2. (Proposed Density) of the Belltown preliminary plan (revised 12/5/2022) and, if applicable, condition #4 to provide design details for the westbound receiving lane on W. Emory Road at the Clinton Highway intersection. The details regarding the shared costs of the improvements for this intersection shall be determined during the design plan phase.
NOTE: Complete for this phase of the development.

3) Amending Section 13. (Project Phasing) to clarify that the developer will provide funding toward the improvements at the W. Emory Road and Clinton Highway intersection commensurate with the projected 2030 traffic volumes added to this intersection per the revised Traffic Impact Study.
NOTE: Complete.

4) Amending Section 7.2. (Proposed Density) to state that there shall be no more than 1,200 residential dwelling units in the areas designated single family, townhouse, and multi-family, and to clarify that each residential area shall not exceed the maximum density as presented in Section 7.2. (Proposed Density) and Section 7.3. (Proposed Land Use Map) of the Belltown preliminary plan (revised12/5/2022).
NOTE: Complete.

11) Add construction of amenities to the phasing plan [Section 13, Exhibit L] for the north (separately) and south sides of the development.
NOTE: Complete.

Applicable standards in the Belltown preliminary plan:
Section 7.2.A. – The single family designated area shall not exceed 3.5 du/ac acre.
NOTE: Phases 1-5 have a density of approximately 3.15 du/ac.

Section 8.1.1. (Area Regulations) – The standards applicable to the creation of the lots are below.
D. Lot Width.
1. For front-loaded dwellings, the minimum lot width shall be forty (40) feet.
2. For alley-loaded dwellings, the minimum lot width shall be thirty (30) feet.
3. For side-loaded dwellings, the minimum lot width shall be fifty (50) feet.
E. Lot Area
1. For front-loaded dwellings, the minimum lot area shall be 4,000 square feet.
2. For alley-loaded dwellings, the minimum lot area shall be 4,000 square feet.
3. For side-loaded dwellings, the minimum lot area shall be 5,000 square feet.
NOTE: All lots meet the lot width and area standards.

Section 8.1.4. (Peripheral Boundary) -- All buildings shall be set back at least twenty-five (25) feet from any peripheral boundary, including W Emory Road. At least ten (10) feet of natural vegetation shall be left undisturbed along any peripheral boundary. If natural vegetation must be removed for development, then the developer must install a landscape buffer of at least one (1) evergreen tree every twenty-five (25) linear feet where natural vegetation is removed. The boundary abutting W Emory Road shall be landscaped with a minimum of one (1) evergreen tree every twenty-five (25) linear feet.
NOTE: All lots have buildable areas outside the 25-ft peripheral setback.

Section 8.1.5. (Sidewalk) -- Each street shall have at least one (1) sidewalk with the exception of the “estate lots”.
NOTE: All roads have a sidewalk on at least 1 side.

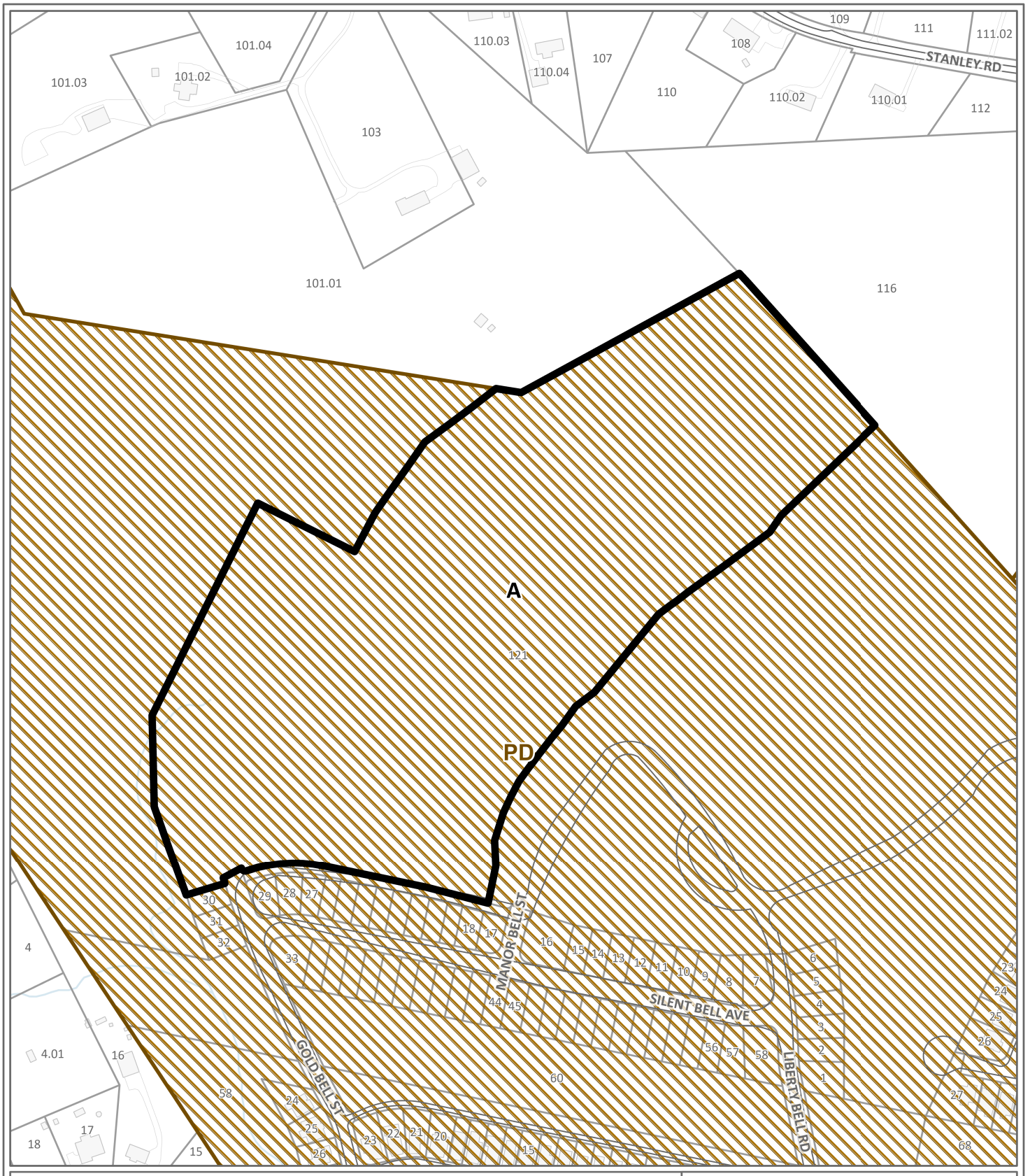
ESTIMATED TRAFFIC IMPACT: A traffic impact study was prepared by the applicant. The findings of that study were used in formulating the recommendations of this staff report.

ESTIMATED STUDENT YIELD: 38 (public school children, grades K-12)

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

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

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.



CONCEPT PLAN

11-SA-26-C

Petitioner: Belltown LLC

Detached residential subdivision in A (Agricultural), PD (Planned Development)

Map No: 66

Jurisdiction: County

0 340

Feet

N

Original Print Date: 10/5/2026

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

Exhibit A. Contextual Images



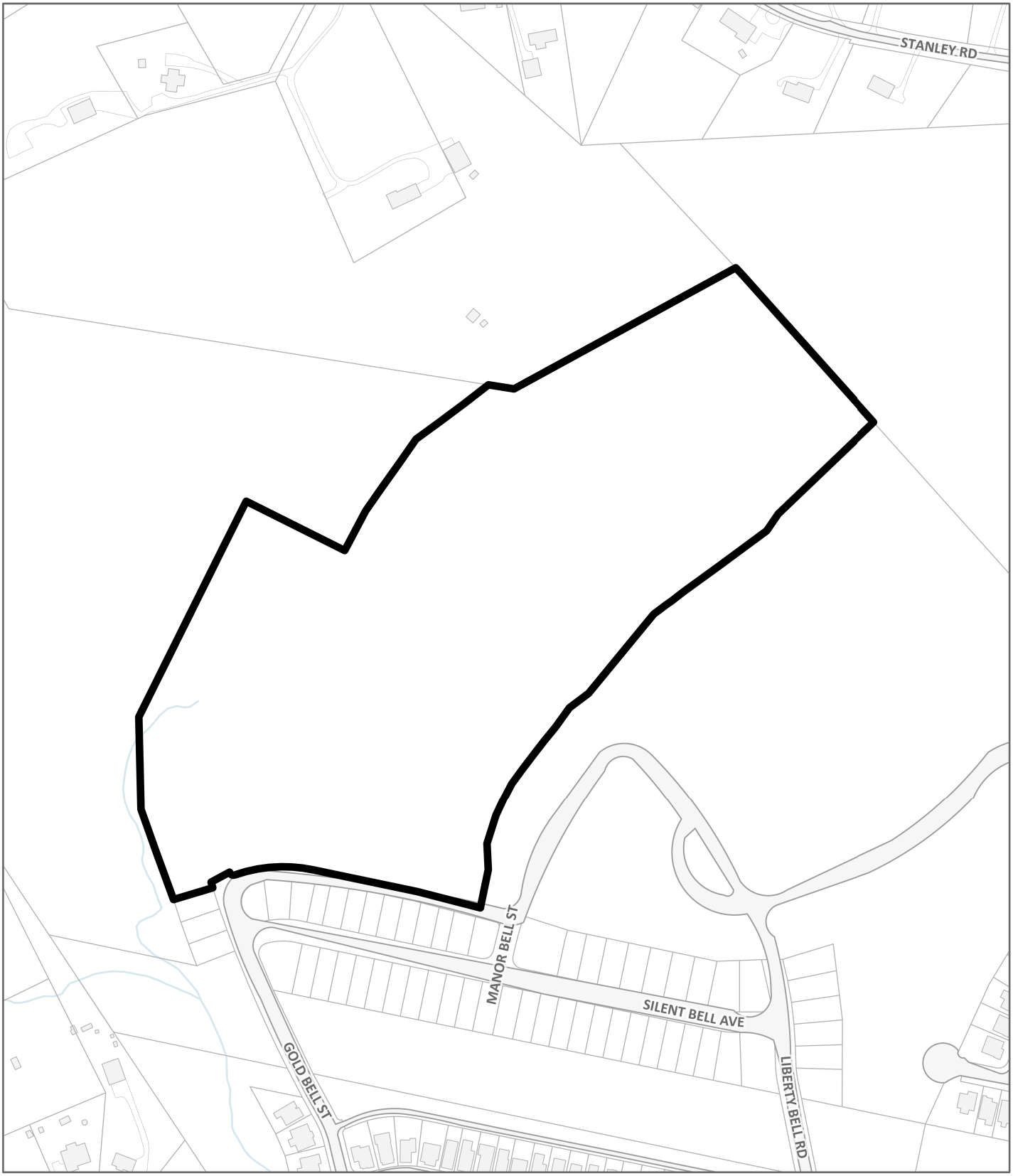
AERIAL MAP

Case boundary

0 340
Feet

N

Exhibit A. Contextual Images



LOCATION MAP **11-SA-26-C**

Case boundary

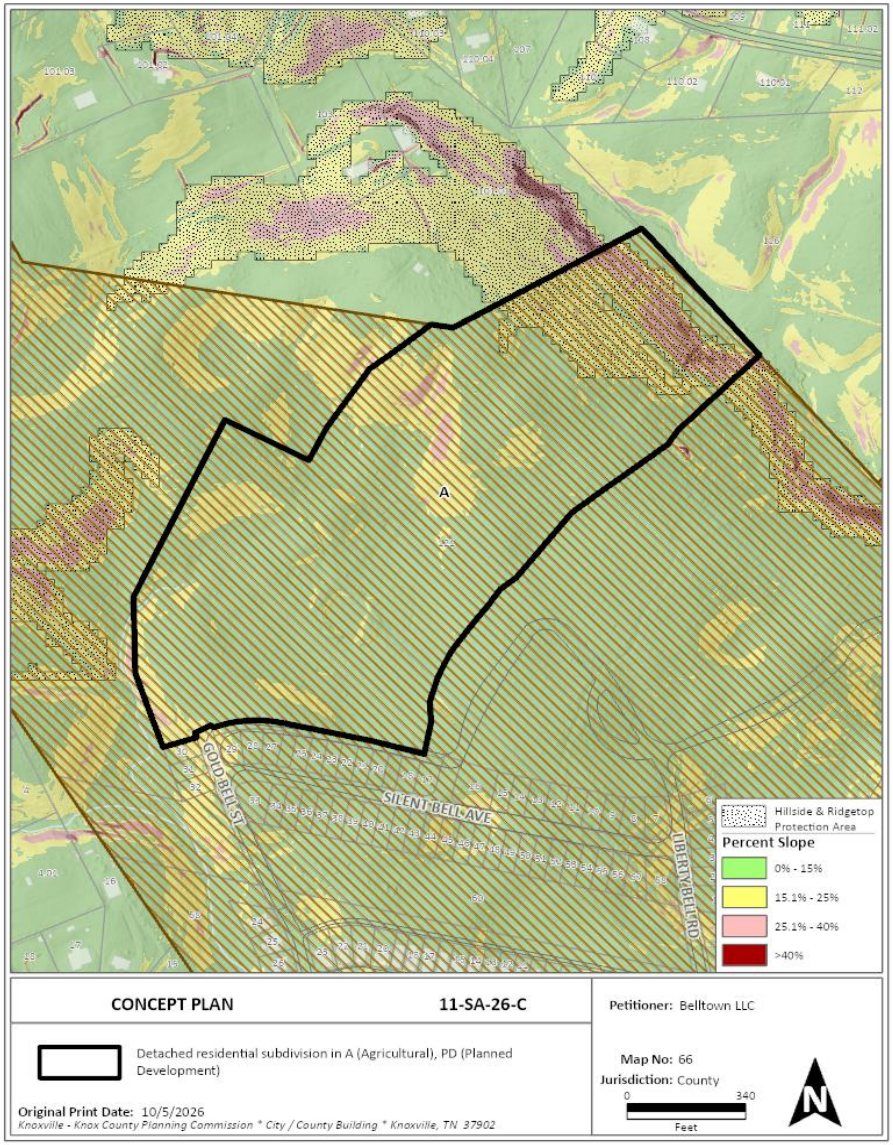
0 360

Feet

N

Staff - Slope Analysis
Case: 11-SA-26-C

CATEGORY	ACRES	RECOMMENDED DISTURBANCE BUDGET (Percent)	DISTURBANCE AREA (Acres)
Total Area of Site	**31.29**		
Non-Hillside	27.45	N/A	
0-15% Slope	0.38	100%	0.38
15-25% Slope	2.37	50%	1.18
25-40% Slope	1.00	20%	0.20
Greater than 40% Slope	0.09	10%	0.01
Ridgetops			
Hillside Protection (HP) Area	3.85	Recommended disturbance budget within HP Area (acres)	**1.78**
		Percent of HP Area	**46.2%**



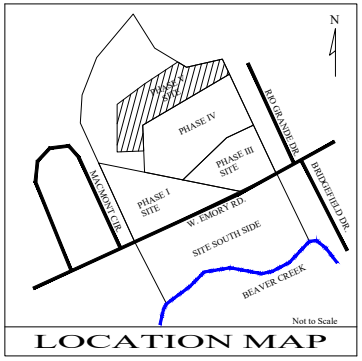
CONCEPT & DESIGN PLAN
FOR

BELLTOWN DEVELOPMENT PHASE V

CLT MAP 066, PART OF PARCEL 121
DISTRICT-6, KNOX COUNTY, TENNESSEE

INDEX OF PLANS

SHEET NO.	DESCRIPTION
1	TITLE SHEET
2	OVERALL CONCEPT PLAN, PHASE V
3	ROAD PROFILES FOR FREEDOM BELL AVE., STA. 41+50.00 TO END
4	ROAD PROFILES FOR LIBERTY BELL ROAD, STA. 23+50.00 TO 38+00.00
5	ROAD PROFILES FOR ALLEYS "B", & "C", ROAD "J", ROAD "I", & GOLDBELL ST STA. 28+50.00-END



LOCATION MAP

SOUTHLAND ENGINEERING CONSULTANTS, LLC
GENERAL CIVIL & LAND SURVEYORS
4909 BALL ROAD
KNOXVILLE, TENNESSEE 37931
PHONE: (865) 694-7756
FAX: (865) 693-9699
E-MAIL: engheb@sengconsultants.com
www.southlandengineeringusa.com

OWNER:

BELLTOWN LLC
4907 BALL ROAD
KNOXVILLE, TENNESSEE 37931
PHONE (865) 694-8582
FAX: (865) 693-9699

SITE ADDRESS:
4510 MARKET BELL WAY
POWELL, TENNESSEE 37849

This is to certify that I have consulted the Federal Insurance Administration Flood Hazard Boundary Map, and found that the above described is not located in a special flood hazard area as shown on the Federal Insurance Rate Map Panel 47093C0115F , Knox County,Community Number 475433 effective date May 2, 2007.
Date: 10-15-26
Signature:

HABIB ALI ANSARI — REGISTERED — AGRICULTURAL — ENGINEER — NO. 89806 — STATE OF TENNESSEE
10-15-26

PERMITS FOR THIS PROJECT ARE ISSUED THROUGH KNOX COUNTY GOVERNMENT

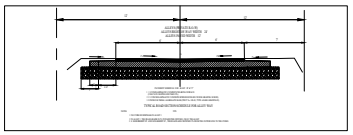
APPROVED PERMITS:
ARARP PERMIT:NR2303.055
ARARP PERMIT:NR2303.056
NOC: TNR137999

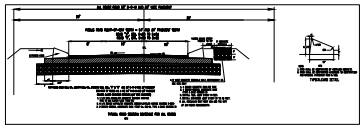
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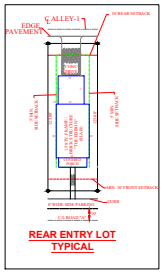
REV. 10-14-26
SEPTEMBER 2026

DEED REF. INST.# 202309150014410

BF-09-15-26-V-TS



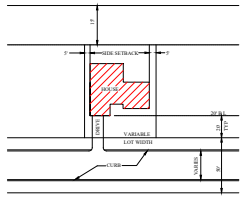




NOTE:
THREE DAYS PRIOR TO ANY EARTHWORK OR CONSTRUCTION CONTRACTOR MUST CONTACT:
TENNESSEE ONE-CALL
1-800-351-1111
RECORD AND SAVE YOUR CONFIRMATION NUMBER.

NOTES:
1. ALL DIMENSIONS AND ACREAGE ARE SCALED AND SUBJECT TO CHANGE ON THE FINAL PLAT.
2. A 10' DRAINAGE, UTILITY AND CONSTRUCTION EASEMENT EXISTS INSIDE ALL EXTERIOR LOT LINES AND ROAD LINES, 5' EACH SIDE OF INTERIOR LOT LINES.
3. A 15' UTILITY EASEMENT EXISTS 7.5' EACHSIDE OF CENTERLINE OF SANITARY SEWER AS INSTALLED.
4. THIS PROPERTY CONTAINS APPROXIMATELY 29.7% ACRES AND IS SUBDIVIDED INTO 69 SINGLE FAMILY LOTS, ONE COMMON AREA (4.7 ACRES), ONE ALLEY AND PUBLIC ROAD OF WAYS.
5. CONSTRUCTION WITHIN KNOXVILLE, KNOX COUNTY AND ROAD PROFILES ARE BASED ON KDD.
6. UTILITIES:
WATER: HALLSDALE POWELL UTILITY DISTRICT
SEWER: HALLSDALE POWELL UTILITY DISTRICT
ELECTRIC: KNOXVILLE UTILITIES BOARD
GAS: KNOXVILLE UTILITIES BOARD
TELEPHONE: AT&T
7. THIS SUBDIVISION WILL HAVE A HOME OWNERS ASSOCIATION.
8. BUILDING SETBACK LINES WILL BE AS FOLLOWS:
FRONT - 20' FOR REAR ENTRY LOTS
FRONT - 25'OR AS SHOWN
SIDES - 5'
REAR - 15' UNLESS CONTROLLED BY 5' PERIPHERAL SETBACK)
REAR - 20' FOR PERIPHERAL LOTS
9. VARIANCES:
a. LIBERTY HILL ST. REQUEST A REDUCTION IN K =25.0 TO K=23.49 AT STATION 25+50.
b. LIBERTY HILL ST. REQUEST A REDUCTION IN K =25.0 TO K=24.85 AT STATION 29+245.
10. ALTERNATIVE DESIGN STANDARDS"
a. INTERSECTION GRADE ON BASE OF "A" GOLD BELL STREET FROM 0.0% TO 1.82%.
b. INTERSECTION GRADE ON ALLEY "A" AT BASE OF THERE 1.0% TO 2.00%.
c. INTERSECTION GRADE ON ALLEY "C" AT LIBERTY BELL ROAD FROM 1.0% TO 2.40%.
d. INTERSECTION GRADE ON GOLD BELL STREET AT LIBERTY BELL ROAD FROM 1.0% TO 1.69%.
11. ALL ROADS IN THIS SUBDIVISION ARE PUBLIC ROAD WITH 50' RIGHT-OF-WAY AND 26' WIDE PAVEMENT EXCEPT:
a. FOR ROAD "I" FROM STA 0+00 TO STA. 3+04.34' WIDE R-O-W WITH 22' WIDE PAVEMENT INCLUDING SIDE ROAD PARKING. FROM STA. 3+04.34 TO STA. 11+77., 50' RIGHT-OF-WAY AND 26' PAVEMENT.
b. FOR ROAD "J" FROM STA. 0+00 TO STA. 4+44, 50' WIDE R-O-W WITH 31' WIDE PAVEMENT INCLUDING 9' WIDE ROAD PARKING.
c. ALL ALLEYS ARE 24' WIDE WITH 12'9 PAVEMENT AND ARE PRIVATE RIGHT-OF-WAY, UTILITY & ACCESS EASEMENTS.
12. TEMPS ARE AUTHORIZED FOR ALL LOTS IS LIMITED TO INTERIOR ROAD SYSTEM ONLY.
13. ALL FIRE HYDRANTS WILL BE LOCATED IN THE WATER PLAN.
14. ALL ROADS HAVE 5' SIDEWALKS ON ONE SIDE ONLY. THERE IS NO SIDEWALKS ALONG THE PRIVATE ALLEYS. ALL SIDEWALKS MUST MEET ADA AND THE KNOX COUNTY STANDARDS.
15. THERE ARE NO SIDEWALKS ALONG THE REAR ENTRY LOTS (LOTS 455-471).
16. LOTS 455-471 WILL HAVE REAR ENTRY GARAGES. ALL OTHERS WILL HAVE FRONT ENTRY GARAGES.
17. FOUNDATION REPORT MAY BE REQUIRED FOR LOTS 485-500 . A GEO-TECHNICAL INVESTIGATION REPORT FOR SUITABLE SOIL AND FOUNDATION WILL BE PROVIDED TO KNOX COUNTY DEPT. OF ENGINEERING & PUBLIC WORKS FOR BUILDING PERMIT APPROVAL.
18. BOUNDARY IS BASED ON A FIELD SURVEY.
19. TBM'S ARE SHOWN AS BENCH ELEVATIONS.
20. IMPACTS TO LANDS LOTS 485-500 HAS BEEN MITIGATED WITH TDEC AND THE WETLAND CREDITS HAVE BEEN PURCHASED.
21. FOR LOTS 485-498, 472 (LAST TEN (10) FEET OF NATURAL VEGETATION SHALL BE LEFT UNDISTURBED ALONG ANY PERIPHERAL BOUNDARY. IF NATURAL VEGETATION MUST BE REMOVED FOR DEVELOPMENT, THEN THE DEVELOPER MUST INSTALL A LANDSCAPE BUFFER OF 12' (LAST ONE) (3) EVERGREEN TREES EVERY TWENTY-FIVE (25) FEET THEREAFTER NATURAL VEGETATION IS REMOVED. THE BOUNDARY ABUTTING WEST EMORY ROAD SHALL BE LANDSCAPE WITH A MINIMUM OF ONE (10) EVERGREEN TREES EVERY TWENTY-FIVE (25) FEET. THERE SHALL BE NO TREES UNDER TVA POWER LINE EASE.
22. THE MAXIMUM LOT COVERAGE SHALL NOT EXCEED 70%.

TYPICAL ROAD SECTION
THRU 50' ROAD & 26' WIDE PAVEMENT
"PUBLIC ROADS"
FOR ROADS "I" & "J"
FREEDOM BELL AVE., LIBERTY BELL ROAD & GOLD BELL ST.



TYPICAL LOT LAYOUT
1"= 40'

NOTE:
CONTRACTOR TO NOTIFY ENGINEER BEFORE START OF CONSTRUCTION

NOTE
CONTRACTOR IS RESPONSIBLE FOR ALL TRENCH SAFETY.
CONTRACTOR SHALL SHORE AND BRACE ALL OPEN CUT TRENCHES AS REQUIRED BY STATE AND FEDERAL LAWS AND LOCAL ORDINANCES, TO CONFORM WITH RECOMMENDATIONS SET FORTH IN AGC MANUAL OF ACCIDENT PREVENTION IN CONSTRUCTION, TO PROTECT LIFE, PROPERTY, OR WORK. TO AVOID EXCESSIVELY WIDE CUTS IN UNSTABLE MATERIAL.
OSHA RULES SHALL BE ADHERED BY.

Revised: 10/14/2026

NOC: TNR137999

FILE # 11-SA-26-C

CERTIFICATION OF CONCEPT PLAN
I HEREBY CERTIFY THAT I AM AN ENGINEER, LICENSED TO PRACTICE UNDER THE LAWS OF THE STATE OF TENNESSEE, AND THAT THIS ENGINEERING INFORMATION PROVIDED AS PART OF THIS DESIGN PLAN IS TRUE AND IS BASED ON SOUND ENGINEERING PRACTICE

ENGINEER
TENNESSEE CERTIFICATE NO

10-15-26

SITE ADDRESS:
4510 MARKET BELL WAY
POWELL, TENNESSEE 37849

OWNER/DEVELOPER:
BELLTOWN LLC
4909 BALL RD
KNOXVILLE, TN 37931
PHONE: (865) 694-7756
FAX: (865) 693-9699

C-SE

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SOUTHLAND ENGINEERING CONSULTANTS, LLC
GENERAL CIVIL & LAND SURVEYORS
4909 BALL ROAD
KNOXVILLE, TENNESSEE 37931
PHONE: (865) 694-7756
FAX: (865) 693-9699
E-MAIL: wrghebi@comgcomsultants com
www southlandengineeringcom

DESIGNED	WAR	APPROVED
DRAWN	WAR	ENGINEER
CHECKED	WAR	

NO	DATE	REVISION	APPR
1	10-14-26	REVISED PR K. C. PLANING COMMENTS	

SCALE
HORIZONTAL SCALE:1"=60'
CONTOUR INTERVAL: 2'

DATE
09-15-2026

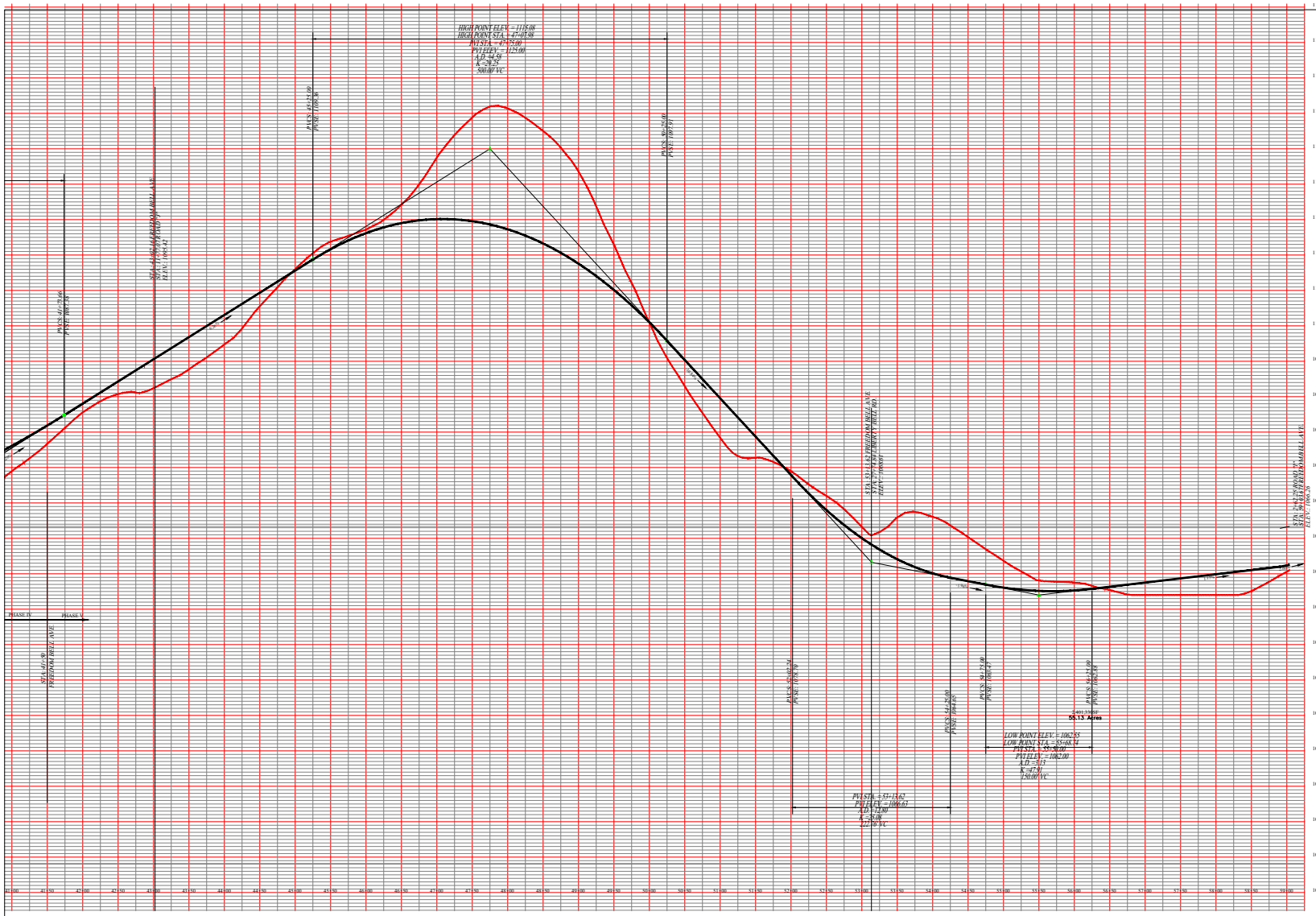
DEED REFERENCES:
INST.# 202309150014410

60 0 60 120
SCALE IN FEET

OVERALL DESIGN & CONCEPT PLAN FOR
PHASE V, BELLTOWN ON W. EMORY ROAD
CLT MAP 066, PART OF PARCELS 121
DISTRICT-6, KNOX COUNTY, TENNESSEE

BF-09-15-26-V-CP-SH-2

SHEET 2 OF 5 SHEET(S)



NOTE:

CONTRACTOR TO NOTIFY ENGINEER BEFORE START OF CONSTRUCTION

NOTE:

CONTRACTOR IS RESPONSIBLE FOR ALL TRENCH SAFETY

CONTRACTOR SHALL SHORE AND BRACE ALL OPEN CUT TRENCHES AS REQUIRED BY STATE AND FEDERAL LAWS AND LOCAL ORDINANCES, TO CONFORM WITH RECOMMENDATIONS SET FORTH IN AGC MANUAL OF ACCIDENT PREVENTION IN CONSTRUCTION, TO PROTECT LIFE, PROPERTY, OR WORK, TO AVOID EXCESSIVELY WIDE CUTS IN UNSTABLE MATERIAL.

OSHA RULES SHALL BE ADHERED TO.

NOC: TNR137999

Revised: 10/14/2026

FILE # 11-SA-26-C

10-15-26

OWNER/DEVELOPER:

BELLTOWN, LLC
4909 BALL RD.
KNOXVILLE, TN 37931
PHONE: (865) 694-7756
FAX: (865) 693-9699

SITE ADDRESS:
4510 MARKET BELL WAY
POWELL, TENNESSEE 37849

C-SE

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GENERAL CIVIL & LAND SURVEYORS
4909 BALL ROAD
KNOXVILLE, TENNESSEE 37931
PHONE: (865) 694-7756
FAX: (865) 693-9699
E-MAIL: wrghatbi@sengconsultants.com
www.southlandengineeringusa.com

DESIGNED	WAR
DRAWN	WAR
CHECKED	WAR

APPROVED
ENGINEER

NO	DATE	REVISION	APPR
1	10-14-26	REVISED PR K. C. PLANING COMMENTS	

FREEDOM BELL AVE.
STA. 41+50 TO STA. 59+03.67

SCALE
HORIZONTAL SCALE:1"=50'
VERTICAL: 1"=5'

DATE
09-15-2026

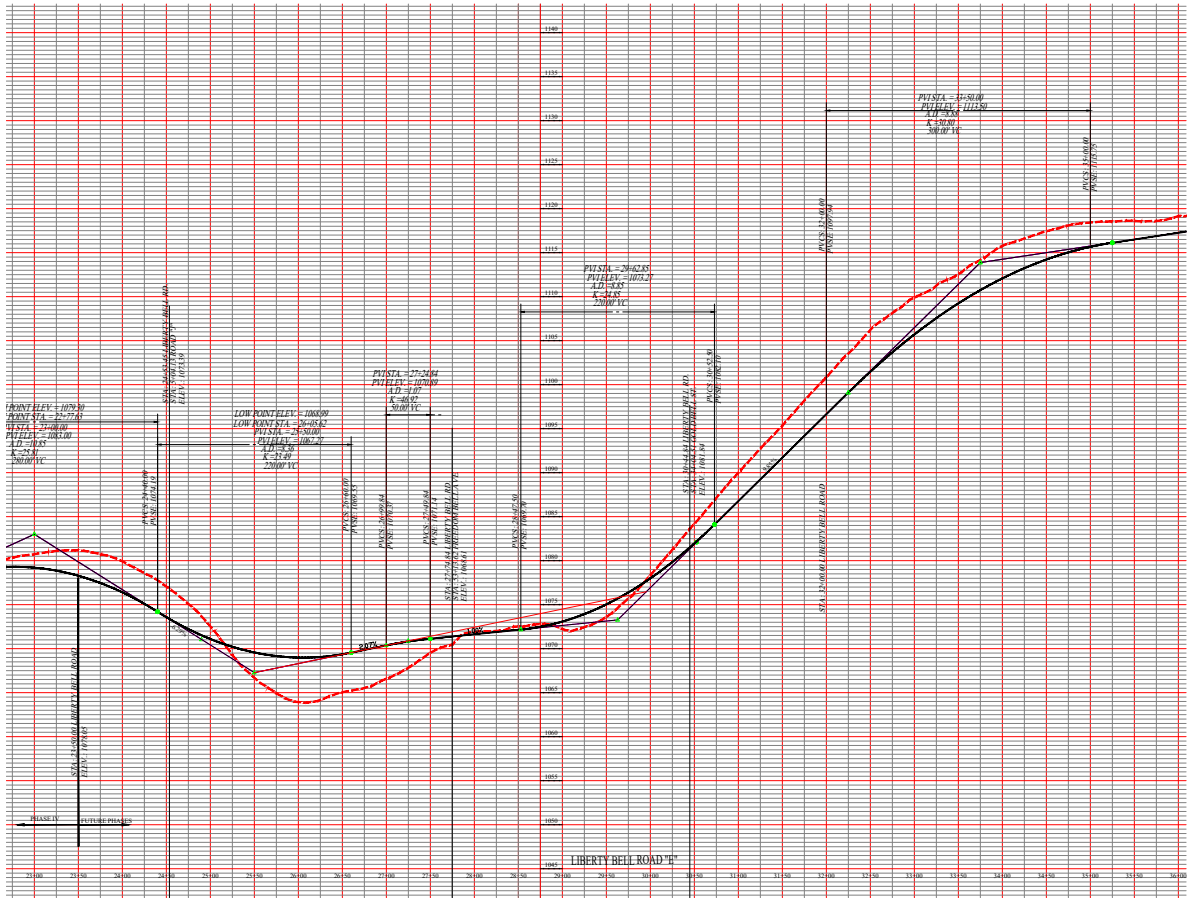
DEED REFERENCES:
INST.# 202309150014410

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SCALE IN FEET

BELLTOWN SUBDIVISION, PHASE V
ON W. EMORY ROAD
CLT MAP 066, PART OF PARCEL 121
DISTRICT-6, KNOX COUNTY, TENNESSEE

BF-09-15-26-V-RP-SH-1

SHEET 3 OF 5 SHEET(S)



NOTE:

CONTRACTOR TO NOTIFY ENGINEER BEFORE START OF CONSTRUCTION

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OSHA RULES SHALL BE ADHERED TO.

Revised: 10/14/2026

NOC: TNR137999

FILE # 11-SA-26-C

OWNER/DEVELOPER:

BELLTOWN, LLC
4909 BALL RD.
KNOXVILLE, TN 37931
PHONE: (865) 694-7756
FAX: (865) 693-9699

SITE ADDRESS:
4510 MARKET BELL WAY
POWELL, TENNESSEE 37849

10-15-26

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E-MAIL: wrghebi@sengconsultants.com
www.southlandengineeringusa.com

DESIGNED	WAR
DRAWN	WAR
CHECKED	WAR
APPROVED	ENGINEER

NO	DATE	REVISION	APPR
1	10-14-26	REVISED PR K. C. PLANING COMMENTS	

LIBERTY BELL ROAD
STA. 23+00 TO STA. 38+00

SCALE
HORIZONTAL SCALE:1"=50'
VERTICAL: 1"=5'

DATE
09-15-2026

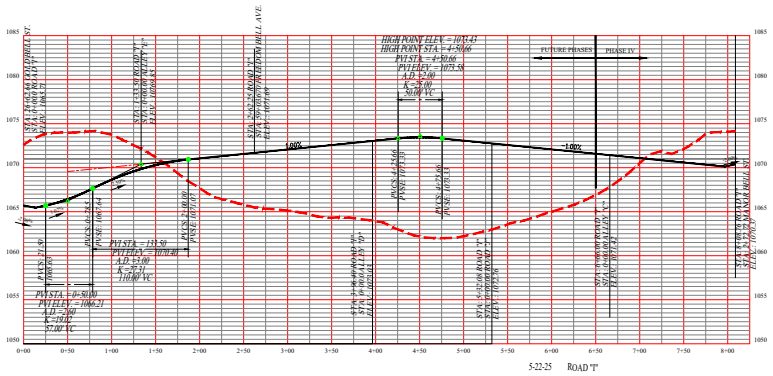
DEED REFERENCES:
INST.# 202309150014410

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SCALE IN FEET

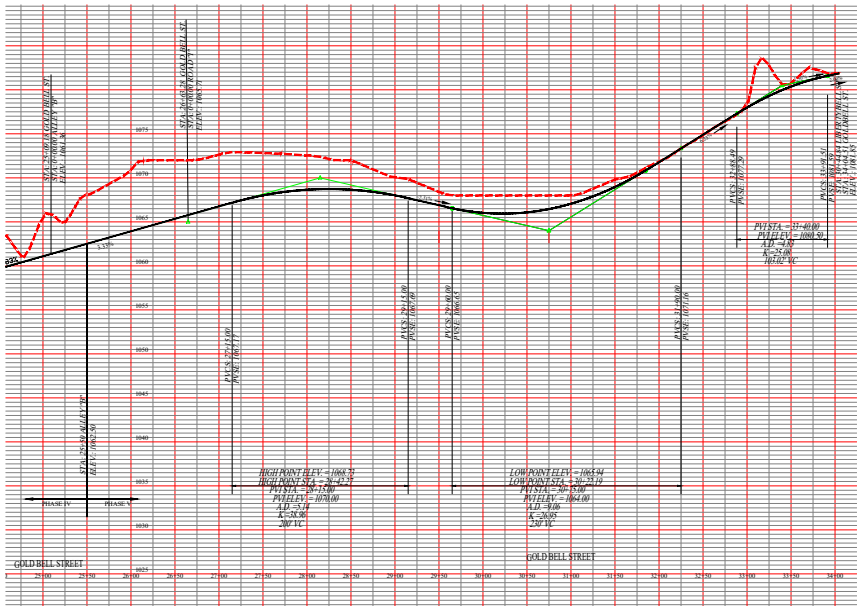
ROAD PROFILES FOR LIBERTY BELL ROAD,
PHASE V, BELLTOWN SUBDIVISION ON W. EMORY ROAD
CLT MAP 066, PART OF PARCEL 121
DISTRICT-6, KNOX COUNTY, TENNESSEE

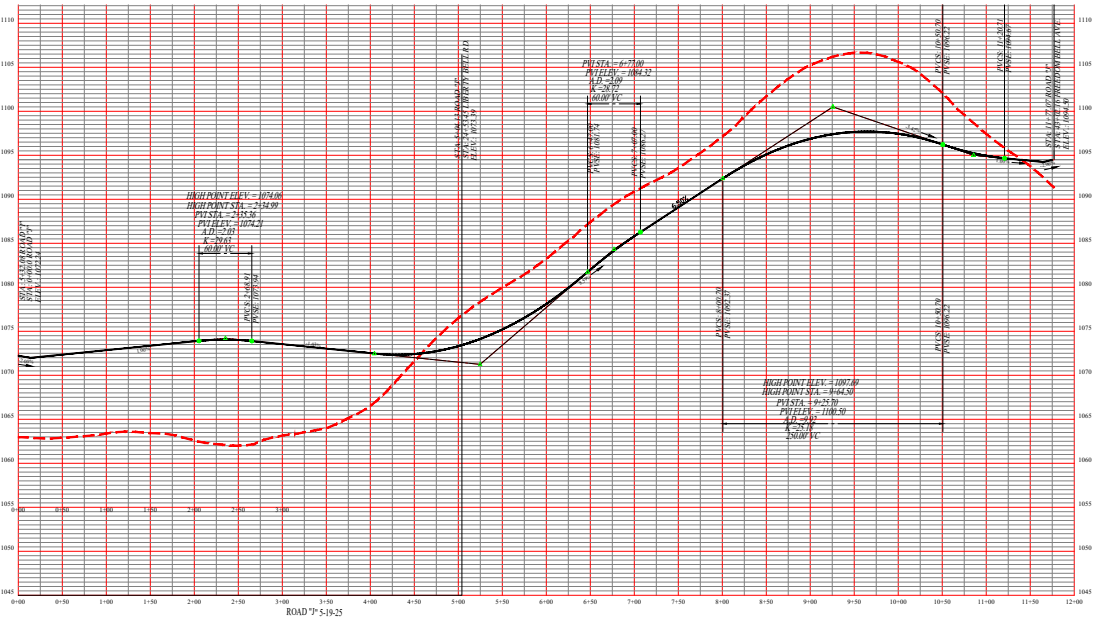
BF-09-15-26-V-RP-SH-4

SHEET 4 OF 5 SHEET(S)



5-22-25 ROAD "I"





ROAD "J" 5-19-25

NOTE:
CONTRACTOR TO NOTIFY ENGINEER BEFORE START OF CONSTRUCTION

NOTE:
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CONTRACTOR SHALL SHORE AND BRACE ALL OPEN CUT TRENCHES AS REQUIRED BY STATE AND FEDERAL LAWS AND LOCAL ORDINANCES. TO INCLUDE BUT NOT LIMITED TO OSHA 29 CFR PART 1926 SUBPART P. ACCIDENT PREVENTION IN CONSTRUCTION. TO PROTECT LIFE, PROPERTY, OR WORK, TO AVOID EXCESSIVELY WIDE CUTS IN UNSTABLE MATERIAL.
OSHA RULES SHALL BE ADHERED BY.

NOC: TNR137999

Revised: 10/14/2026

FILE # 11-SA-26-C

NAVID ALI JOOMLA — 115216 — LICENSED PROFESSIONAL ENGINEER — AGRICULTURE — STATE OF TENNESSEE

SITE ADDRESS:
4510 MARKET BELL WAY
POWELL, TENNESSEE 37849

OWNER/DEVELOPER:
BELLTOWN, LLC
4909 BALL RD.
KNOXVILLE, TN 37931
PHONE: (865) 694-7756
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PHONE: (865) 694-7756
FAX: (865) 693-9699
E-MAIL: wnjbahl@engconsultants.com
www.southlandengineeringusa.com

DESIGNED WAR
DRAWN WAR
CHECKED WAR
APPROVED ENGINEER

NO	DATE	REVISION	APPR
1	10-14-26	REVISED PR K. C. PLANING COMMENTS	

ROAD "I"
ROAD "J"
ALLEYS B & C
GOLD BELL ST. STA. 19+50 TO 28+50

SCALE
HORIZONTAL SCALE:1"=50'
VERTICAL: 1"=5'

DATE
09-15-2026

DEED REFERENCES:
INST.# 202309150014410

50 0 50 100
SCALE IN FEET

ROAD PROFILES FOR ALLEY "C", ROAD "I", "J"
& GOLDBELL ST STA 25+50.00-END
PHASE V, BELLTOWN SUBDIVISION ON W. EMORY ROAD
CLT MAP 066, PART OF PARCEL 121
DISTRICT-6, KNOX COUNTY, TENNESSEE

BF-09-15-26-V-RP-SH-5

SHEET 5 OF 5 SHEET(S)

EXHIBIT B

BELLTOWN PLANNED DEVELOPMENT

KNOX COUNTY, TENNESSEE

FOLLOW-UP TRAFFIC IMPACT STUDY

W. EMORY ROAD
POWELL COMMUNITY

CCI PROJECT NO. 01203-0001

PREPARED FOR:

Smithbilt Homes
4907 Ball Road
Knoxville, Tennessee 37931

SUBMITTED BY:

Cannon & Cannon, Inc.
8550 Kingston Pike
Knoxville, TN 37919
865.670.8555

MARCH
2023

CANNON & CANNON INC
CONSULTING ENGINEERS
FIELD SURVEYORS

4-SA-25-C
Also Update to 11-A-22-PD
TIS Version 1
3/10/2023

INTRODUCTION & PURPOSE OF STUDY

This report provides a summary of a follow-up traffic impact study that was performed for a proposed planned development on West Emory Road (SR 131) in the Powell Community of Knox County, Tennessee. The project site is located on both the north and south sides of W. Emory Road, about three quarters of a mile west of the intersection of W. Emory Road with Clinton Highway (SR 9, US 25W). FIGURE 1 is a location map showing the roadways in the vicinity of the project site.

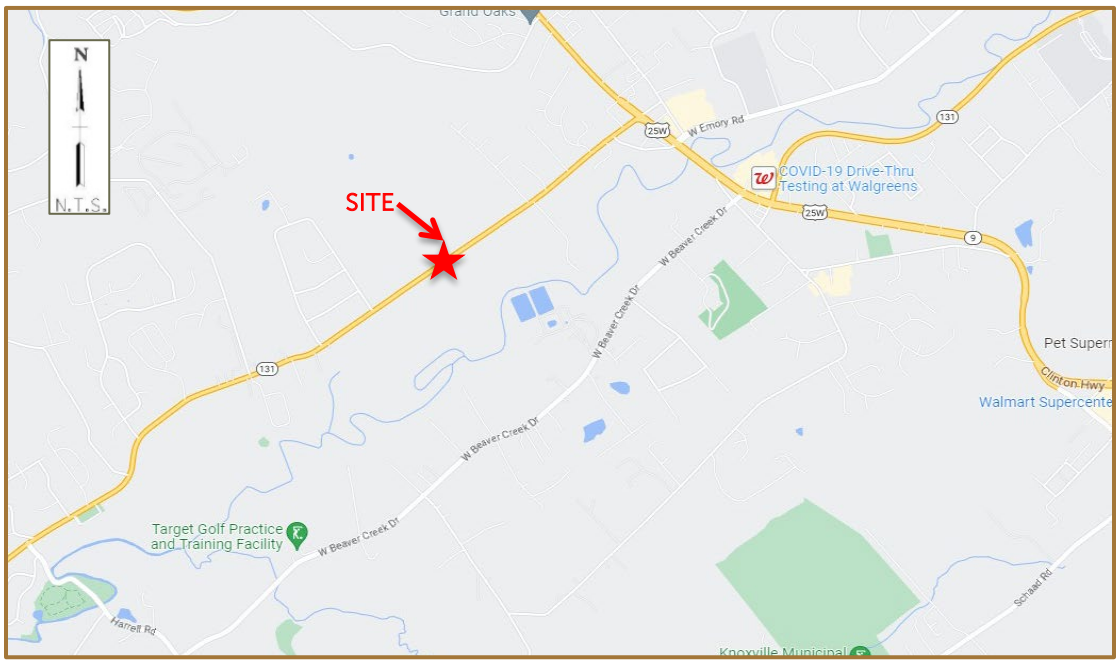


FIGURE 1
LOCATION MAP

This traffic impact study is a follow-up to a study conducted by CDM Smith, whose final report revision was performed in September 2022. The primary purpose of this follow-up study is to confirm the recommendations made in the CDM Smith study. The traffic counts for that study were conducted with local schools not in session. Additionally, since that study was completed, the developer has made some minor adjustments to the site development configuration and size of some uses. Therefore, it was determined that a follow-up study is appropriate utilizing new traffic counts with local schools in session and based on the revised site development configuration and unit sizes.

As with all traffic impact studies, this study focuses on an evaluation of the traffic operational and safety impacts of the proposed development upon roadways in the vicinity of the project site. The evaluation scope and many of the assumptions used in the CDM Smith study were determined to be appropriate for this follow-up study. The study evaluations were conducted for existing and future conditions, both with and without site generated traffic, in order to determine the anticipated impacts of the proposed development and to confirm that the original recommendations made in the CDM Smith study remain appropriate. FIGURE 2 shows the current development plan for the project site.



FIGURE 2
CONCEPTUAL SITE PLAN

CONCLUSIONS & RECOMMENDATIONS

The primary conclusion of this study is that the capacity mitigation measures proposed in the CDM Smith study will result in satisfactory traffic operations at the study intersections in the proposed development full build-out year of 2030. This conclusion is based on the most recent traffic counts, which were conducted with local schools in session, and based on the revised site development configuration and unit sizes. Therefore, it is our recommendation that these measures be implemented in conjunction with development of the proposed project. The following is a listing of these proposed measures, which is in full agreement with the recommendations of the CDM Smith report:

1. Provide a minimum 3-lane roadway section along W. Emory Road adjacent to the project site. The added lane will be a center 2-way left-turn lane providing for eastbound and westbound left-turn movements to the proposed site access.
2. Provide a minimum 315-foot storage/deceleration for right-turn lanes from W. Emory Road to the two proposed east and west site access streets.
3. Provide a traffic signal for the proposed eastern street intersection with W. Emory Road.
4. Signalization should include pedestrian traffic control facilitating possible movements from the northside residential areas to the park/recreational amenities located to the south.
5. Provide pedestrian facilities, including sidewalks and crosswalks, connecting the residential and commercial uses with the park/recreational uses.
6. Minimize landscaping, using low growing vegetation, and signage at the proposed site access streets to W. Emory Road to ensure a minimum 500-foot line-of-sight is provided for the safe operations of the site intersections.
7. Provide a second northwest bound left-turn lane from Clinton Highway to westbound W. Emory Road. The corresponding two westbound departing lanes from this intersection should be a minimum of 300 feet in length on W. Emory Road before transitioning to a single westbound lane.
8. Provide separate left and right-turn lanes from the proposed site intersecting streets with W. Emory Road.

8. PROPOSED DESIGN GUIDELINES

In order to accomplish this presented Planned Development, we propose the listed Design Guidelines apply to the designated areas identified on the Proposed Land Use Map (Exhibit C, §7.3).

8.1. Single Family Designated Area

8.1.1. **Area Regulations.** All buildings shall be set back from street or road right-of-way lines and lot lines to comply with the following yard requirements.

A. Front Yard.

1. For front-loaded and side-loaded dwellings, the minimum depth of the front yard shall be twenty (20) feet.
2. For alley-loaded dwellings, the minimum depth of the front yard shall be ten (10) feet.

B. Side Yard.

1. For single-story, two-story, and three-story single-family dwellings located on any lot, side yards shall be not less than five (5) feet in width.

C. Rear Yard.

1. For main buildings on front-loaded and side-loaded lots, there shall be a rear yard of no less fifteen (15) feet.
2. For main buildings on alley-loaded lots, there shall be a rear yard of no less than ten (10) feet.

D. Lot Width.

1. For front-loaded dwellings, the minimum lot width shall be forty (40) feet.
2. For alley-loaded dwellings, the minimum lot width shall be thirty (30) feet.
3. For side-loaded dwellings, the minimum lot width shall be fifty (50) feet.

E. Lot Area

1. For front-loaded dwellings, the minimum lot area shall be 4,000 square feet.
2. For alley-loaded dwellings, the minimum lot area shall be 4,000 square feet.
3. For side-loaded dwellings, the minimum lot area shall be 5,000 square feet.

F. Maximum Lot Coverage. The maximum area of each lot which may be covered by buildings shall be a maximum of seventy (70) percent of the gross area of the individual lot.

8.1.2. **Height Regulations.** No main building shall exceed three (3) stories or thirty-five (35) feet in height.

8.1.3. **Accessory Buildings.** Accessory buildings shall not exceed eighteen (18) feet in height. For unattached buildings of accessory use, there shall be a side yard of not less than five (5) feet.

8.1.4. **Periphery Boundary.** All buildings shall be set back at least twenty-five (25) feet from any peripheral boundary, including West Emory Road. At least ten (10) feet of natural vegetation shall be left undisturbed along any peripheral boundary. If natural vegetation must be removed for development, then the developer must install a landscape buffer of at least one (1) evergreen tree every twenty-five (25) linear feet where natural vegetation is removed. The boundary abutting West Emory Road shall be landscaped with a minimum of one (1) evergreen tree every twenty-five (25) linear feet.

8.1.5. **Sidewalk.** Each street shall have at least one (1) sidewalk with the exception of the “estate lots”

8.1.6. **Signs.** Signs are permitted as outlined by Knox County Zoning Ordinance §3.90 (Appendix A, §7.1).

EXHIBIT D

CASE SUMMARY

APPLICATION TYPE: PLANNED DEVELOPMENT

Planning
KNOXVILLE | KNOX COUNTY

File Number: 11-A-22-PD **Related File Number:**

Application Filed: 9/27/2022 **Date of Revision:**

Applicant: SMITHBILT HOMES

PROPERTY INFORMATION

General Location: North and south sides of W. Emory Road, west of Rio Grande Dr

Other Parcel Info.:

Tax ID Number: 66 121,122,122.01 **Jurisdiction:** County

Size of Tract: 305.6 acres

Accessibility: Access is via W. Emory Road, a major arterial street with 24-ft of pavement width within 60-ft of right-of-way.

GENERAL LAND USE INFORMATION

Existing Land Use: Agriculture/Forestry/Vacant Land, Rural Residential

Surrounding Land Use:

Proposed Use: Planned development with residential and non residential uses. **Density:** 4.3 du/ac

Sector Plan: Northwest County **Sector Plan Designation:** LDR (Low Density Residential), HP (Hillside Protec

Growth Policy Plan: Planned Growth Area

Neighborhood Context: This property is located approximately .5 miles west of Clinton Hwy. The area is developed with a mix of detached residential on varying lot sizes, attached residential, and agricultural uses. The commercial uses are located along Clinton Hwy. Beaver Creek runs along the southern boundary of the development.

ADDRESS/RIGHT-OF-WAY INFORMATION (where applicable)

Street: 4515 W EMORY RD

Location:

Proposed Street Name:

Department-Utility Report:

Reason:

ZONING INFORMATION (where applicable)

Current Zoning: F (Floodway), A (Agricultural)

Former Zoning:

Requested Zoning:

Previous Requests:

Extension of Zone:

History of Zoning: None noted

PLAN INFORMATION (where applicable)

Current Plan Category: LDR (Low Density Residential), HP (Hillside Protection), SP (Stream Protection)

Requested Plan Category:

SUBDIVISION INFORMATION (where applicable)

Subdivision Name:

No. of Lots Proposed: **No. of Lots Approved:** 0

Variances Requested:

S/D Name Change:

OTHER INFORMATION (where applicable)

Other Bus./Ord. Amend.:

PLANNING COMMISSION ACTION AND DISPOSITION

Planner In Charge: Mike Reynolds

Staff Recomm. (Abbr.): Postpone the Belltown preliminary plan until the January 12, 2023 Planning Commission meeting

Staff Recomm. (Full):

Comments: ********** ********

A REVISED STAFF REPORT MAY BE PROVIDED ON OR BEFORE TUESDAY, DECEMBER 6TH, PENDING REVISIONS AND ADDITIONAL INFORMATION BEING PROVIDED BY THE APPLICANT

********** ********

The preliminary plan is the third step in the process for consideration of a Planned Development per Article 6, Section 6.80 of the Knox County Zoning Ordinance. The first two steps include a pre-application consultation with Planning and County Engineering staff and a "concept plan" review with the Planning Commission.

The Belltown site is on 306 acres in Knox County (plus 8 acres in Anderson County). The plan includes 561 detached residential lots on various lot sizes, 213 townhouses, 324 apartment units (1,098 dwelling units total), up to 80,000 sqft of commercial space, and 111 acres of greenspace, which includes a 40-acre public park. The net residential density for the development is 4.3 du/ac, excluding the acreage for the commercial uses and the recreational area.

The Belltown Preliminary Plan outlines the proposed public benefits, requested waivers to the dimensional standards and uses within the A (Agricultural) zone, transportation improvements, and project phasing. The master plan in Section 10 of the preliminary plan shows a conceptual layout for the residential subdivision on the north side of W. Emory Road, and the townhouses, apartments, and commercial developmetn on the south side of W. Emory Road.

Action: Approved as Modified **Meeting Date:** 12/8/2022

Details of Action: Approve the Belltown preliminary plan, including the requested exceptions to the A (Agricultural) zone dimensional standards and permitted uses, subject 11 conditions.
1) Submitting a Concept Plan application for review and approval by the Planning Commission. The Concept Plan shall include additional details regarding the required road improvements and the pedestrian facilities across and along W. Emory Road, and that planning staff is to be a part of the design plan review process along with Knox County Engineering and Public Works, Knox County Parks and Recreation and TDOT to oversee the additional items as outlined [Conditions #9, 10 and 11], as well as working with the developer.
2) Partnering with Knox County to implement the recommended improvements to the W. Emory Road and Clinton Highway intersection by providing funding commensurate to the projected 2030 traffic volumes added to this intersection by the development as outlined in the Bell Farms (Belltown) Master Plan Traffic Impact Study (CDM Smith, 9/21/2022), and as revised and approved by Planning Commission staff and Knox County Engineering and Public Works. The Traffic Impact Study must be revised to be consistent with the maximum allowed development intensity in Section 7.2. (Proposed Density) of the Belltown preliminary plan (revised 12/5/2022) and, if applicable, condition #4 and to provide design details for the westbound receiving lane on W. Emory Road at the Clinton Highway intersection. The details regarding the shared costs of the improvements for this intersection shall be

worked out with Knox County Engineering and Public Works during the design plan phase for the first phase of this development. The Traffic Impact Study must be revised before the Concept Plan application is submitted.
3) Amending Section 13. (Project Phasing) to clarify that the developer will provide funding toward the improvements at the W. Emory Road and Clinton Highway intersection commensurate to the projected 2030 traffic volumes added to this intersection per the revised Traffic Impact Study.
4) Amending Section 7.2. (Proposed Density) to state that there shall be no more than 1,200 residential dwelling units in the areas designated single family, townhouse, and multi-family, and to clarify that each residential area shall not to exceed the maximum density as presented in Section 7.2. (Proposed Density) and Section 7.3. (Proposed Land Use Map) of the Belltown preliminary plan (revised12/5/2022).
5) Deeding the approximate 40-acre public park to Legacy Parks Foundation, or another non-profit of similar focus that is approved by Knox County, before the Final Plat for the first phase of the Belltown development is certified for recording. The public park is described in Section 14. (Public Park) and shown in Section 7.3. (Proposed Land Use Map) in the Belltown preliminary plan (revised 12/5/2022).
6) Meeting all applicable requirements of Knox County Engineering and Public Works.
7) Meeting all applicable requirements of Knox County Parks and Recreation regarding the public park as described in Section 14. (Public Park) and shown in Section 7.3. (Proposed Land Use Map) in the Belltown preliminary plan (revised 12/5/2022).
8) Meeting all applicable requirements and obtaining all necessary permits from the Tennessee Department of Transportation.
9. Adding a master signage package for the south side to be submitted to Knoxville-Knox County Planning as a separate Use on Review.
10. Adding a master sidewalk/pedestrian access plan as part of the TDOT design plan stage to be part of the design plan approval to be summitted to Knox County Engineering and Public Works.
11. Add construction of amenities to the phasing plan [Section 13, Exhibit L] for the north (separately) and south sides of the development.

Summary of Action: Approve the Belltown preliminary plan, including the requested exceptions to the A (Agricultural) zone dimensional standards and permitted uses, subject 11 conditions.

Date of Approval: 12/8/2022 **Date of Denial:** **Postponements:** 11/10/2022

Date of Withdrawal: **Withdrawn prior to publication?:** ☐ **Action Appealed?:**

LEGISLATIVE ACTION AND DISPOSITION

Legislative Body: Knox County Commission

Date of Legislative Action: 1/23/2023 **Date of Legislative Action, Second Reading:**

Ordinance Number: **Other Ordinance Number References:**

Disposition of Case: Approved with Conditions **Disposition of Case, Second Reading:**

If "Other": **If "Other":**

Amendments: **Amendments:**

added 12th condition: That the existing graveyard be appropriately fenced, mowed and maintained, and access given to the relatives of those buried there within 60 days.

Date of Legislative Appeal: **Effective Date of Ordinance:**

Planning
KNOXVILLE | KNOX COUNTY

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	Wanis A. Rghebi	10-29-26
	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:

a. INTERSECTION GRADE ON ROAD "I" AT GOLD BELL STREET FROM 1.0% TO 1.02%.

Approval required by: Planning Commission ☐ Engineering ☐

Engineering supports the alternative design standard requested
(to be completed during review process): YES ☒ NO ☐
Engineering Comments:

APPROVED
By Steve Elliott at 1:12 pm, Nov 04, 2026

2. ALTERNATIVE DESIGN STANDARD REQUESTED:

INTERSECTION GRADE ON ALLEY C AT ROAD "I" FROM 1.0% TO 2.00%.

Approval required by: Planning Commission ☐ Engineering ☐

Engineering supports the alternative design standard requested
(to be completed during review process): YES ☒ NO ☐
Engineering Comments:

APPROVED
By Steve Elliott at 1:12 pm, Nov 04, 2026

3. ALTERNATIVE DESIGN STANDARD REQUESTED:

d. INTERSECTION GRADE ON ALLEY "C" AT LIBERTY BELL ROAD FROM 1.0% TO 2.49%.

Approval required by: Planning Commission ☐ Engineering ☐

Engineering supports the alternative design standard requested
(to be completed during review process): YES ☒ NO ☐
Engineering Comments:

APPROVED
By Steve Elliott at 1:12 pm, Nov 04, 2026

4. ALTERNATIVE DESIGN STANDARD REQUESTED:

e. INTERSECTION GRADE ON GOLD BELL STREET AT LIBERTY BELL ROAD FROM 1.0% TO 1.40%.

Approval required by: Planning Commission ☐ Engineering ☐

Engineering supports the alternative design standard requested
(to be completed during review process): YES ☒ NO ☐
Engineering Comments:

APPROVED
By Steve Elliott at 1:12 pm, Nov 04, 2026

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:

Planning
KNOXVILLE | KNOX COUNTY

Variances

File No:

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	Wanis A. Rghebi	10-29-2026
	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:

. LIBERTY BELL ST. REQUEST A REDUCTION IN K =25.0 TO K=23.49 AT STATION 25+50.

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 natural topography along Liberty Bell Street, combined with the established road elevations from previous phases, constrains the proposed vertical alignment. Strict compliance with K=25 would require additional grading and greater disturbance to the existing terrain to accommodate these connections. Reducing the K-value to 23.49 at Station 25+50 allows the road to more closely follow the natural topography while tying into the existing road network.

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 hardship arises from the natural terrain at this specific location and its relationship to the established road connections serving previous phases. The natural topographical conditions were not created by the applicant and are specific to this portion of the property. The existing road elevations further limit the ability to adjust the proposed profile to accommodate these conditions.

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.

The requested reduction from K=25 to K=23.49 is limited to the vertical curve at Station 25+50. Approval is not anticipated to adversely affect public safety, health, welfare, or neighboring properties, subject to engineering verification of adequate sight distance, drainage, and safe operation at the proposed design speed.

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:

APPROVED

By Steve Elliott at 1:14 pm, Nov 04, 2026

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:

LIBERTY BELL ST. REQUEST A REDUCTION IN K =25.0 TO K=24.85 AT STATION 29+62.85.

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 natural topography near Station 29+62.85 and the established road elevations from previous phases constrain the vertical alignment of Liberty Bell Street. Reducing the K-value from 25 to 24.85 allows the road to follow the existing terrain and connect to the established road network with less grading and disturbance.

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 hardship results from the natural elevation changes at this location and their relationship to the existing road connections. These natural topographical conditions are specific to this portion of the property and were not created by the applicant. The established road elevations further restrict adjustments to the proposed road profile.

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.

The requested variance is limited to a reduction in K-value from 25 to 24.85 at Station 29+62.85. Approval is not anticipated to adversely affect public safety, health, welfare, or neighboring properties, subject to engineering verification of adequate sight distance, drainage, and safe operation at the proposed design speed.

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:

APPROVED

By Steve Elliott at 1:14 pm, Nov 04, 2026

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.*

10/31/26 — Date to be Posted

11/13/26 — Date to be Removed

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

- ☒ Yes
- ☐ No
- ☐ No, but I plan to prior to the Planning Commission meeting

Josh Sanderson — Applicant Signature

Digitally signed by Josh Sanderson
DN: C=US, E=josh@smithbilthomes.com, CN=Josh Sanderson
Date: 2026.09.22 09:00:33-04'00'

Josh Sanderson — Applicant Name

9-22-26 — Date