SUBDIVISION REPORT - CONCEPT/DEVELOPMENT PLAN

▶ **FILE #:**	**11-SB-26-C**	**AGENDA ITEM #:**	**40**
	11-C-26-DP	**AGENDA DATE:**	**11/12/2026**

▶ **SUBDIVISION:**	**SHIPE RD. SUBDIVISION**
▶ **APPLICANT/DEVELOPER:**	**MESANA INVESTMENTS, LLC**
OWNER(S):	Mesana Investments, LLC
TAX IDENTIFICATION:	40 166 **View map on KGIS**
JURISDICTION:	County Commission District 8
STREET ADDRESS:	4923 SHIPE RD
▶ **LOCATION:**	**Southwest side of Shipe Rd, south of Bud Hawkins Rd**
GROWTH POLICY PLAN:	Planned Growth Area
FIRE DISTRICT:	Rural Metro Fire
WATERSHED:	Roseberry Creek
▶ **APPROXIMATE ACREAGE:**	**34.505 acres**
▶ **ZONING:**	**PR (Planned Residential) up to 2.5 du/ac**
PLACE TYPE:	RC (Rural Conservation), HP (Hillside Ridgetop Protection)
▶ **EXISTING LAND USE:**	**Agriculture/Forestry/Vacant Land**
▶ **PROPOSED USE:**	**Detached residential subdivision**
SURROUNDING LAND USE AND ZONING:	North: Single-family residential, agriculture/forestry/vacant land, rural residential - A (Agricultural) South: Rural residential - A (Agricultural) East: Rural residential, single-family residential - A (Agricultural) West: Rural residential, agriculture/forestry/vacant land - A (Agricultural), PR (Planned Residential) up to 2.5 du/ac
▶ **NUMBER OF LOTS:**	**86**
SURVEYOR/ENGINEER:	John Greer LJA Engineering, Inc.
ACCESSIBILITY:	Access is via Shipe Road, a major collector street with 20 ft of pavement width within a right-of-way width that varies from 41 ft to 50 ft.
▶ **SUBDIVISION VARIANCES REQUIRED:**	**VARIANCES** **None.** **ALTERNATIVE DESIGN STANDARDS REQUIRING PLANNING COMMISSION APPROVAL** **1. Reduce horizontal curve radius from 250ft to 100ft on Road D at STA 0+25.35.** **ALTERNATIVE DESIGN STANDARDS REQUIRING KNOX COUNTY ENGINEERING AND PUBLIC WORKS APPROVAL (PLANNING COMMISSION APPROVAL NOT REQUIRED)** **1. Increase the intersection grade from 1% to 2% at Road A and Shipe**

Rd intersection.
2. Increase the intersection grade from 1% to 2% at Road A and Road B intersection.
3. Increase the intersection grade from 1% to 1.5% at Road B and Road C intersection

STAFF RECOMMENDATION:

- **Approve the alternative design standard based on the justification provided by the applicant and recommendations of the Knox County Department of Engineering and Public Works.**

Approve the Concept Plan subject to 11 conditions.

1. Connection to sanitary sewer and meeting other relevant utility provider requirements.
2. Providing street names consistent with the Uniform Street Naming and Addressing System within Knox County (County Ord. 91-1-102).
3. Before certification of the final plat for the subdivision, establishing a property owners association or other legal entity responsible for maintaining common facilities, such as common areas, amenities, private roads, and/or stormwater drainage systems.
4. Meeting all applicable requirements of the Knox County Department of Engineering and Public Works.
5. Meeting all applicable requirements of the Knox County Zoning Ordinance.
6. If during design plan approval or construction of the development, it is discovered that unforeseen off-site improvements within the right-of-way are necessary as caused by the development, the developer will either enter into a memorandum of understanding (MOU) with the County for these improvements or reimburse the County for their direct expenses (if completed by County crews) to make corrections deemed necessary.
7. Implementing the recommendations of the 4923 Shipe Road Subdivision – Traffic Impact Study (Ajax Engineering, April 15, 2025) as required by Knox County Engineering and Public Works during the design plan phase. If the TIA is further revised, it must be submitted to the Planning staff for review and approval by all applicable agencies.
8. Connecting Road 'D' to the terminus of Haley Springs Ln in the adjacent Hickory Pointe Subdivision. The details for this connection are to be coordinated with Knox County Engineering and Public Works during the design plan phase.
10. Installing a Type 'B' landscape screen at the cul-de-sac end of Road B as shown on the plan.
11. All radii inside subdivisions are required to be 25 ft, except at the intersection with Shipe Road.

- **Approve the Development Plan for up to 86 detached houses, as shown on the development plan, subject to 2 conditions.**

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

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 request is the 3rd concept plan for 86 single-family lots on this Shipe Rd property. Like the original approval (5-SA-25-C/5-E-25-DP), this plan connects to the adjacent Hickory Pointe Subdivision to the west, while primary access is on Shipe Road. Cut-through traffic and speeding were a major concern of the 2nd concept plan application (7-SE-26-C/7-E-26-DP), where the road connection to the adjacent subdivision was removed. Traffic speeds can be reduced through roadway design. Speed bumps, a smaller turning radius at the intersections, and reduced horizontal curve on Road D are proposed to address these safety concerns.

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 2.5 du/ac.
A. The PR zone allows detached houses as a permitted use. The administrative procedures for the PR zone require the Planning Commission to approve the development plan before permits can be issued (Knox County Zoning Ordinance Article 5, Section 5.13.15).
B. The PR zoning allows consideration of up to 2.5 du/ac. The proposed subdivision has a density of 2.49 du/ac.

2) KNOX COUNTY COMPREHENSIVE PLAN – FUTURE LAND USE MAP
A. The subject property is located in the RC (Rural Conservation) place type and HP (Hillside Protection) area. The RC place type is intended to conserve forested areas, ridges, wetlands, and other significant natural areas by clustering development and minimizing land disturbance. RC recommends single-family residential in a conservation pattern as a “primary use.”
B. Single family residential subdivisions shall be clustered in a pattern that preserves 50 percent or more open space on the site. This development has designated 50 percent of the site in open space.
C. The site has 2.6 acres in the HP (Hillside Protection) area. The slope analysis recommends a disturbance budget of 1.1 acres in the HP area, and this proposal disturbs approximately .52 acres.

3) KNOX COMPREHENSIVE PLAN - IMPLEMENTATION POLICIES
A. The single family lots are similar to other single family lots in the area, which is consistent with Policy 2, to ensure that development is sensitive to the existing community character.
B. Connecting Road ‘D’ to the previously approved (currently under construction) subdivision to the west is consistent with Policies 11, 12, 13, and 14, which promote connectivity with new development, improve safety for all users, provide alternative transportation options, and improve network efficiency.

4) KNOXVILLE - FARRAGUT - KNOX COUNTY GROWTH POLICY PLAN
A. The property is within the Planned Growth Area. The purposes of the Planned Growth Area designation are to encourage a reasonably compact pattern of development, promote expansion of the Knox County economy, offer a wide range of housing choices, and coordinate the actions of the public and private sectors, particularly with regard to provision of adequate roads, utilities, schools, drainage and other public facilities and services. – The proposed development is consistent with the growth plan.

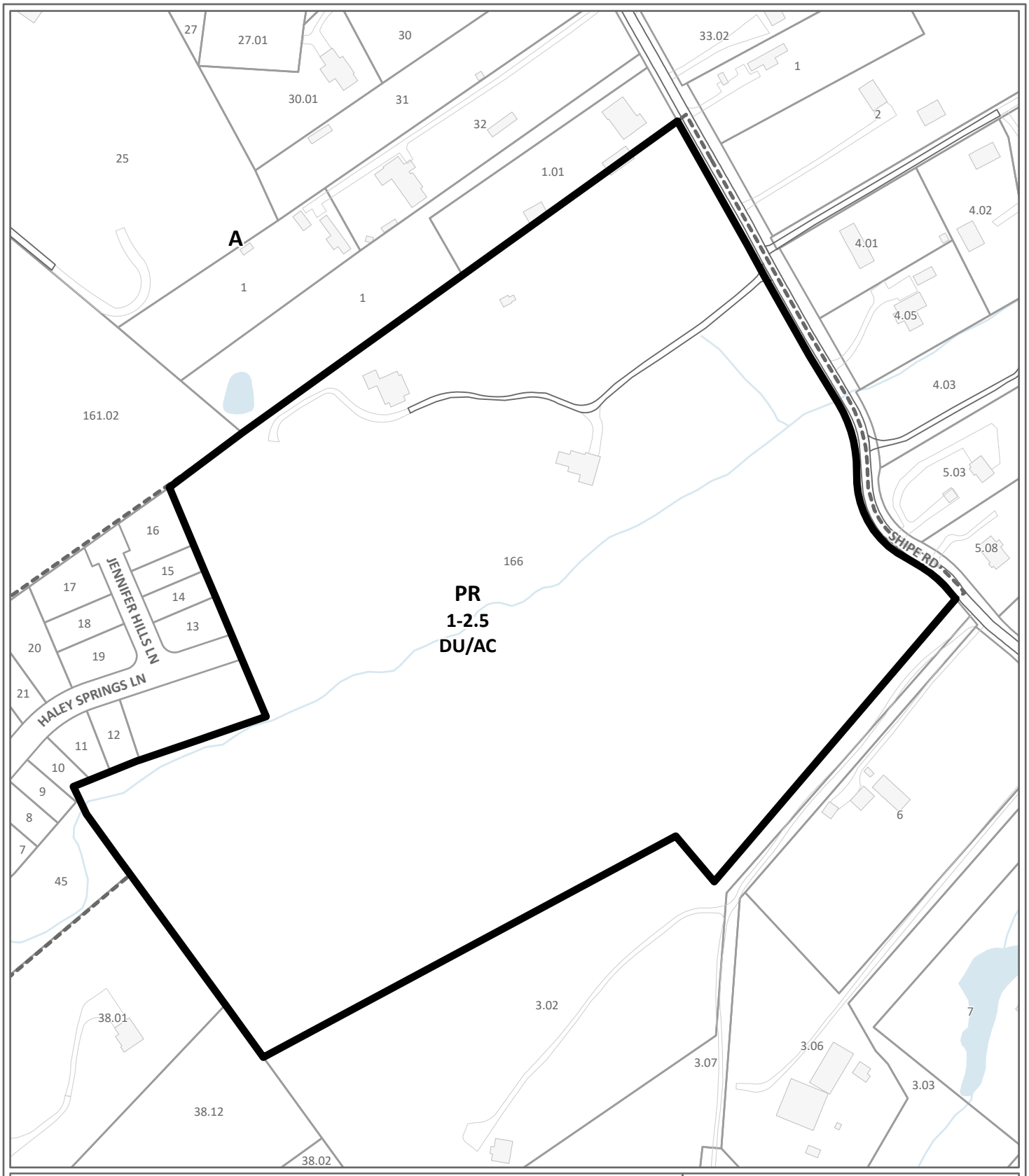
ESTIMATED TRAFFIC IMPACT: A traffic impact study was prepared by the applicant. The findings of that study were used in formulating the recommendations of this staff report.

ESTIMATED STUDENT YIELD: 32 (public school children, grades K-12)

Schools affected by this proposal: Ritta Elementary, Holston Middle, and Gibbs 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 / DEVELOPMENT PLAN **11-SB-26-C / 11-C-26-DP**

Petitioner: Mesana Investments, LLC

Detached residential subdivision in PR (Planned Residential) up to 2.5 du/ac

Map No: 40
Jurisdiction: County

0 260
Feet

N

Original Print Date: 10/1/2026

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

Exhibit A. Contextual Images



AERIAL MAP

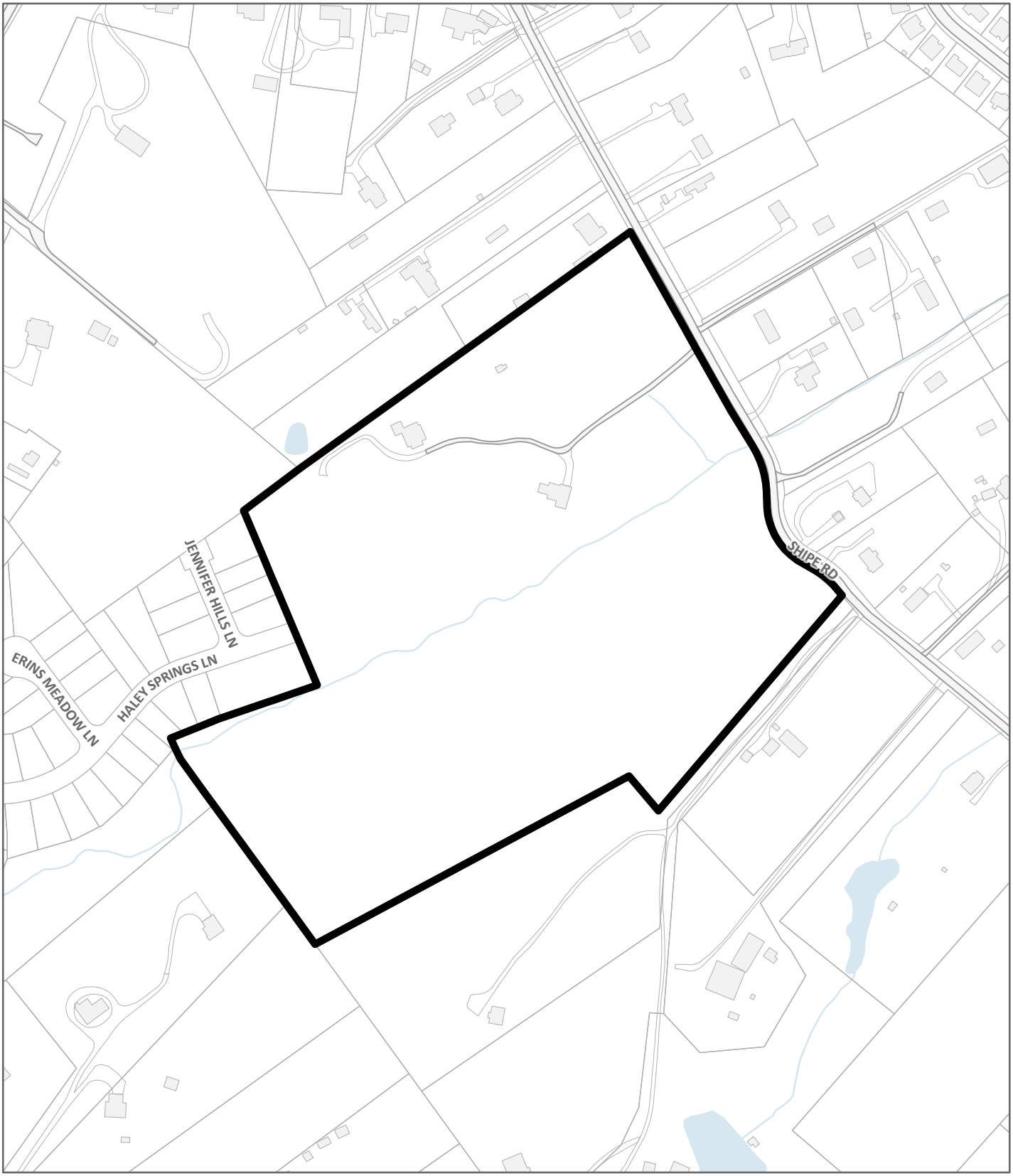
Case boundary

0 275

Feet

N

Exhibit A. Contextual Images



LOCATION MAP **11-C-26-DP / 11-SB-26-C**

Case boundary

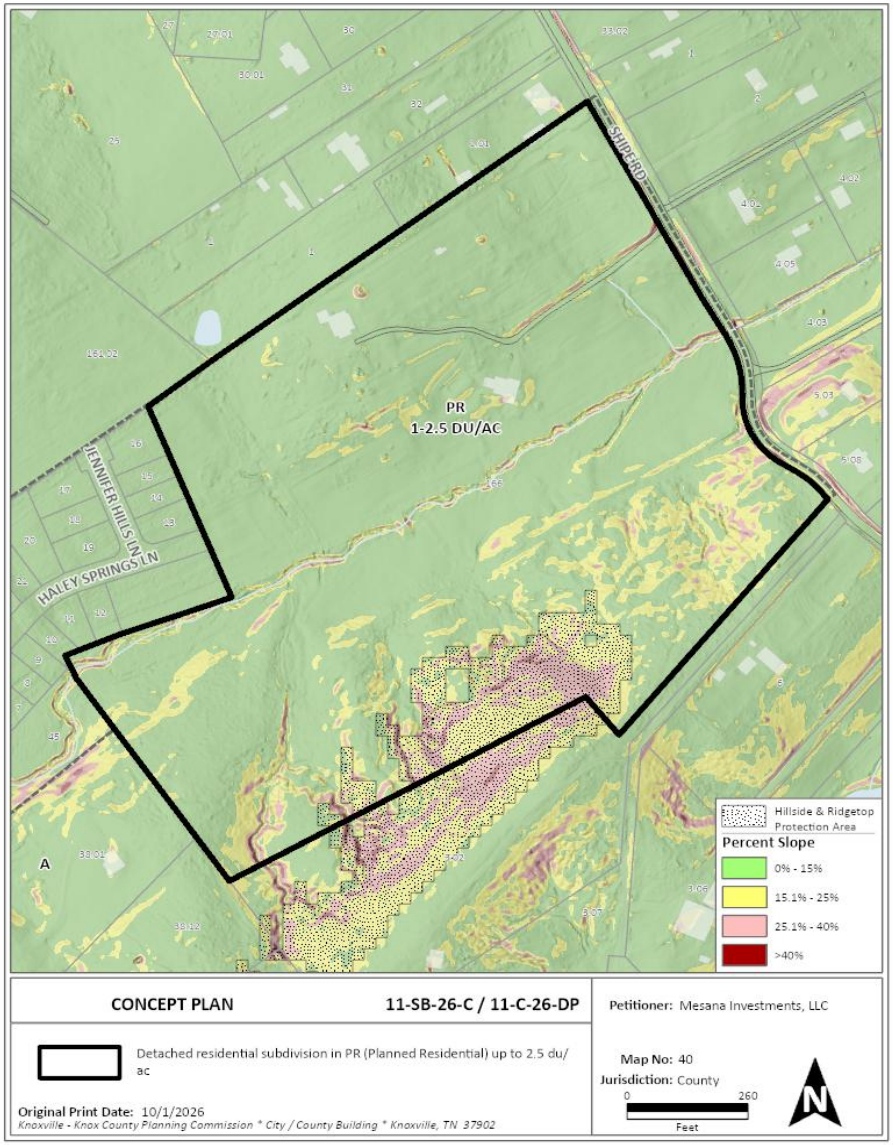
0 360

Feet

N

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

CATEGORY	ACRES	RECOMMENDED DISTURBANCE BUDGET (Percent)	DISTURBANCE AREA (Acres)
Total Area of Site	**34.31**		
Non-Hillside	31.74	N/A	
0-15% Slope	0.28	100%	0.28
15-25% Slope	1.38	50%	0.69
25-40% Slope	0.85	20%	0.17
Greater than 40% Slope	0.06	10%	0.01
Ridgetops			
Hillside Protection (HP) Area	2.57	Recommended disturbance budget within HP Area (acres)	**1.15**
		Percent of HP Area	**44.6%**



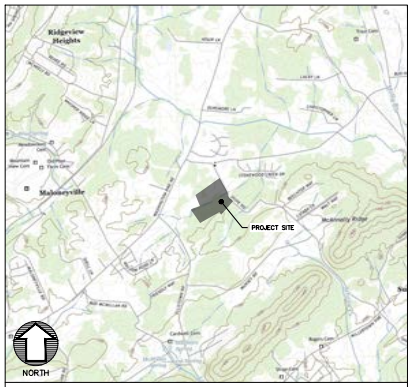
SHIPE RD. SUBDIVISION

CONCEPT PLAN - KNOX COUNTY (11-SB-26-C / 11-C-26-DP)

PREPARED FOR:

MESANA INVESTMENTS , LLC.

4923 SHIPE ROAD
CORRYTON TN - 37721



LOCATION MAP
USGS, 1 24000 QUADRANGLE - NOT TO SCALE

	DRAWINGS INDEX
SHEET #	DESCRIPTION
C-000	COVER SHEET
C-100	EXISTING CONDITIONS AND DEMOLITION PLAN
C-200	CONCEPT PLAN - SITE LAYOUT
C-300	CONCEPT PLAN - SITE GRADING
C-400	CONCEPT PLAN - SITE DRAINAGE
C-500	CONCEPT PLAN - UTILITIES
C-600	CONCEPT PLAN - ROAD PLAN AND PROFILE (1 OF 3)
C-601	CONCEPT PLAN - ROAD PLAN AND PROFILE (2 OF 3)
C-602	CONCEPT PLAN - ROAD PLAN AND PROFILE (3 OF 3)
C-603	CONCEPT PLAN - TDOT SIGHT DISTANCE



PROJECT SITE
NOT TO SCALE

PROPERTY INFORMATION:

PARCEL ID:	040 166
ZONING:	PLANNED RESIDENTIAL (PR) 1-2.5DU/AC
USE:	SINGLE FAMILY RESIDENTIAL
CONTROL MAP:	40
DISTRICT:	N8
ACRES:	±34.505AC
PARCEL N°:	166
COUNTY:	KNOX

ENGINEERING:

LJA ENGINEERING, INC.
CONTACT: JOHN GREER, PE.
PHONE: (865) 328-3138
EMAIL:JGREER@LJA.COM
1111 N. NORTHSHORE DRIVE N-800
KNOXVILLE, TN 37919

REVIEWER:

KNOXVILLE - KNOX COUNTY PLANNING
PHONE: (865) 215-2500
EMAIL:CONTACT@KNOXPLANNING.ORG
400 MAIN ST, SUITE 403
KNOXVILLE, TN 37902

SERVICE PROVIDERS:

KNOXVILLE UTILITY BOARD (KUB)
ELECTRIC AND WASTEWATER SERVICE
PHONE: (865) 524-2911
HOSKINS CENTER
4505 MIDDLEBROOK PIKE
KNOXVILLE, TN 37921-5530

NORTHEAST KNOX UTILITY DISTRICT (NEKUD)
WATER SERVICE
PHONE: (865) 687-5345
7214 WASHINGTON PIKE
CORRYTON, TN 37721

REVISION
NO. DATE DESCRIPTION

SEAL
JOHN MCGINNIS GREER
REGISTERED ENGINEER
STATE OF TENNESSEE
FOR REVIEW ONLY
NOT FOR CONSTRUCTION

ENGINEERING
LJA
1111 N Northshore Dr., Ste N-800
Knoxville, Tennessee 37919
phone: 865.328.3138
www.LJA.com

CLIENT/DEVELOPER
MESANA INVESTMENTS LLC

PROJECT
PROJECT NAME
SHIPE RD. SUBDIVISION
PROJECT ADDRESS
4923 SHIPE RD
CORRYTON, TN 37721
KNOX COUNTY
PROJECT PARCEL ID
040 166
KNOX COUNTY PROJECT N#
11-SB-26-C/11-C-26-DP

NORTH
HORIZONTAL DATUM: TN STATE PLANE (NAD83/2011) PER SURVEY
VERTICAL DATUM: NAVD88

SCALE

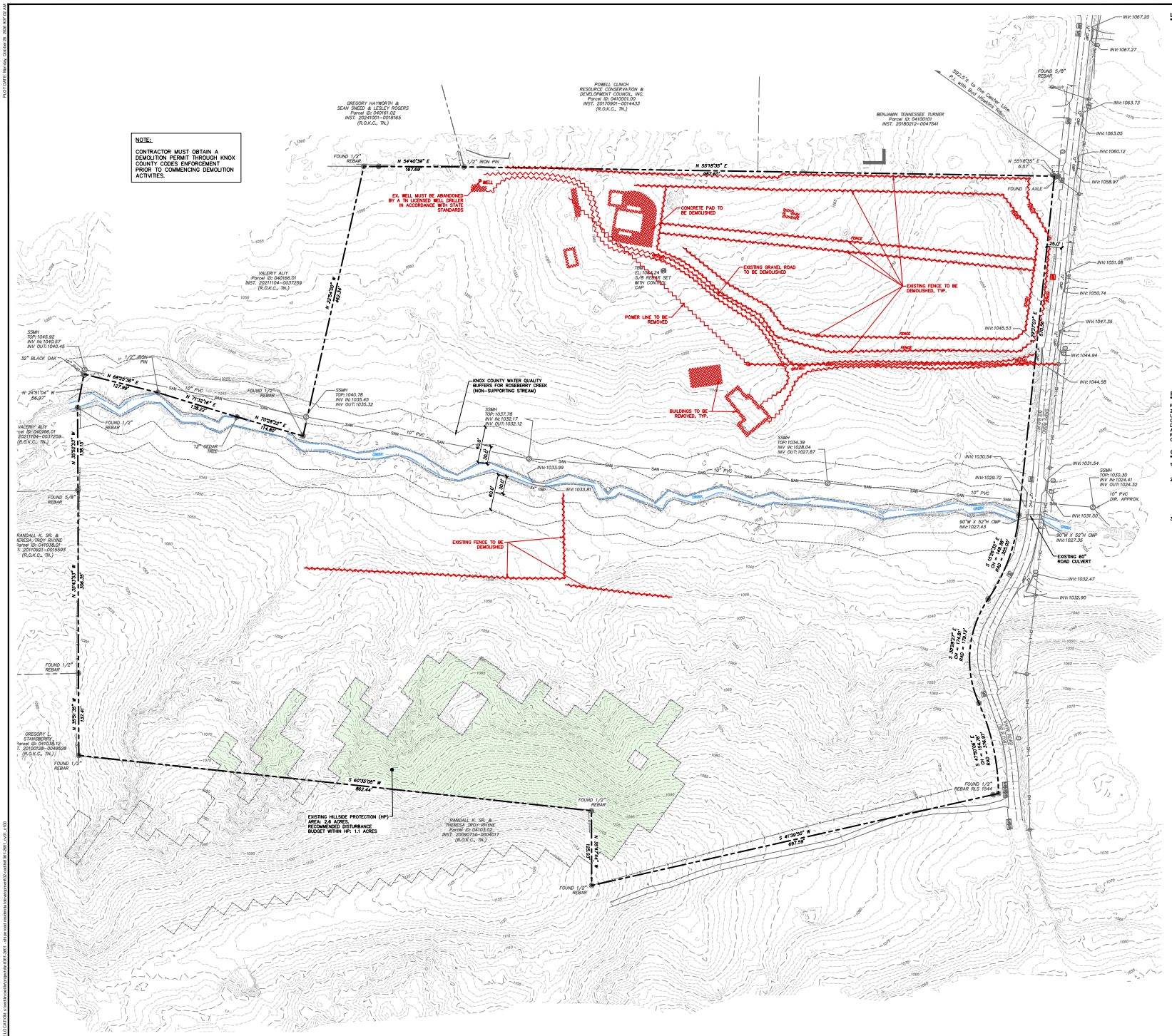
DATE
SEPTEMBER - 2026

LJA PROJECT NO
TN8361-2601

SHEET TITLE
COVER SHEET

SHEET NUMBER
C-000

PLOT DATE: Monday, October 26, 2026 8:58:53 AM
I:\LJA LOCATION\...\Civil\Plan Sets\Preliminary Plan Set\Preliminary Plan Set (SP) - 2026\11-SB-26-C Shipe Rd. Subdivision.dwg



LEGEND:

- EXISTING PROPERTY BOUNDARY
- EXISTING ADJACENT PROPERTY BOUNDARY
- EXISTING BUILDING STRUCTURES
- EXISTING FENCE
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- EXISTING 100 YR FLOODLINE
- EXISTING 500 YR FLOODLINE
- EXISTING FEMA FLOODWAY LINE
- EXISTING FEMA ZONE AE (1% CHANCE FLOOD)
- EXISTING FEMA ZONE X (0.2% CHANCE FLOOD)
- EXISTING VEGETATION
- EXISTING HILLSIDE PROTECTION (HP) AREA
- PROPOSED LINEAR DEMOLITION
- PROPOSED STRUCTURE DEMOLITION

PROPERTY INFORMATION:

PARCEL ID:	040 166
ZONING:	PLANNED RESIDENTIAL (PR) 1-2.5DU/AC
USE:	SINGLE FAMILY RESIDENTIAL
CONTROL MAP:	40
DISTRICT:	N8
ACRES:	±34.505AC
PARCEL N°:	166
COUNTY:	KNOX

GENERAL NOTES:

1. EXISTING SITE BOUNDARY, INFORMATION AND TOPOGRAPHIC SURVEY WAS COMPILED FROM SURVEY BY LJA SURVEYING, INC DATED 05/16/2025.
2. PERIPHERY BOUNDARY. ALL BUILDINGS SHALL BE SET BACK FROM THE PERIPHERY BOUNDARY NOT LESS THAN THIRTY-FIVE (35) FEET UNLESS ADJACENT TO A, AGRICULTURAL; RA, LOW DENSITY RESIDENTIAL; RR, GENERAL RESIDENTIAL; RAE, EXCLUSIVE RESIDENTIAL; PR, PLANNED RESIDENTIAL; OS, OPEN SPACE; E, ESTATES; OR TC, TOWN CENTER ZONE DISTRICTS, WHERE THE PLANNING COMMISSION MAY REDUCE THIS SET BACK TO NOT LESS THAN FIFTEEN (15) FEET.
3. NO FLOOD ZONES PRESENT ON SITE BASED ON FEMA INFORMATION SHOWN ON MAP NUMBER N°47093C0154F, DATED 05/02/2007, AND MAP NUMBER N°47093C0158F, DATED 05/02/2007 . PARCEL IS ON ZONE X. AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN.

REVISION

NO.	DATE	DESCRIPTION

SEAL

FOR REVIEW ONLY
NOT FOR CONSTRUCTION

ENGINEERING

LJA
1111 N Northshore Dr., Ste N-800
Knoxville, Tennessee 37919
phone: 865.328.3138
www.LJA.com

CLIENT/DEVELOPER

MESANA INVESTMENTS LLC

PROJECT

PROJECT NAME

SHIPE RD. SUBDIVISION

PROJECT ADDRESS

4923 SHIPE RD
CORRYTON, TN 37721
KNOX COUNTY

PROJECT PARCEL ID

040 166

KNOX COUNTY PROJECT N#

11-SB-26-C/11-C-26-DP

NORTH

NORTH
HORIZONTAL DATUM: TN STATE PLANE (NAD83/2011) PER SURVEY
VERTICAL DATUM: NAVD88

SCALE

SCALE BAR 1" = 60'

DATE

SEPTEMBER - 2026

LJA PROJECT NO

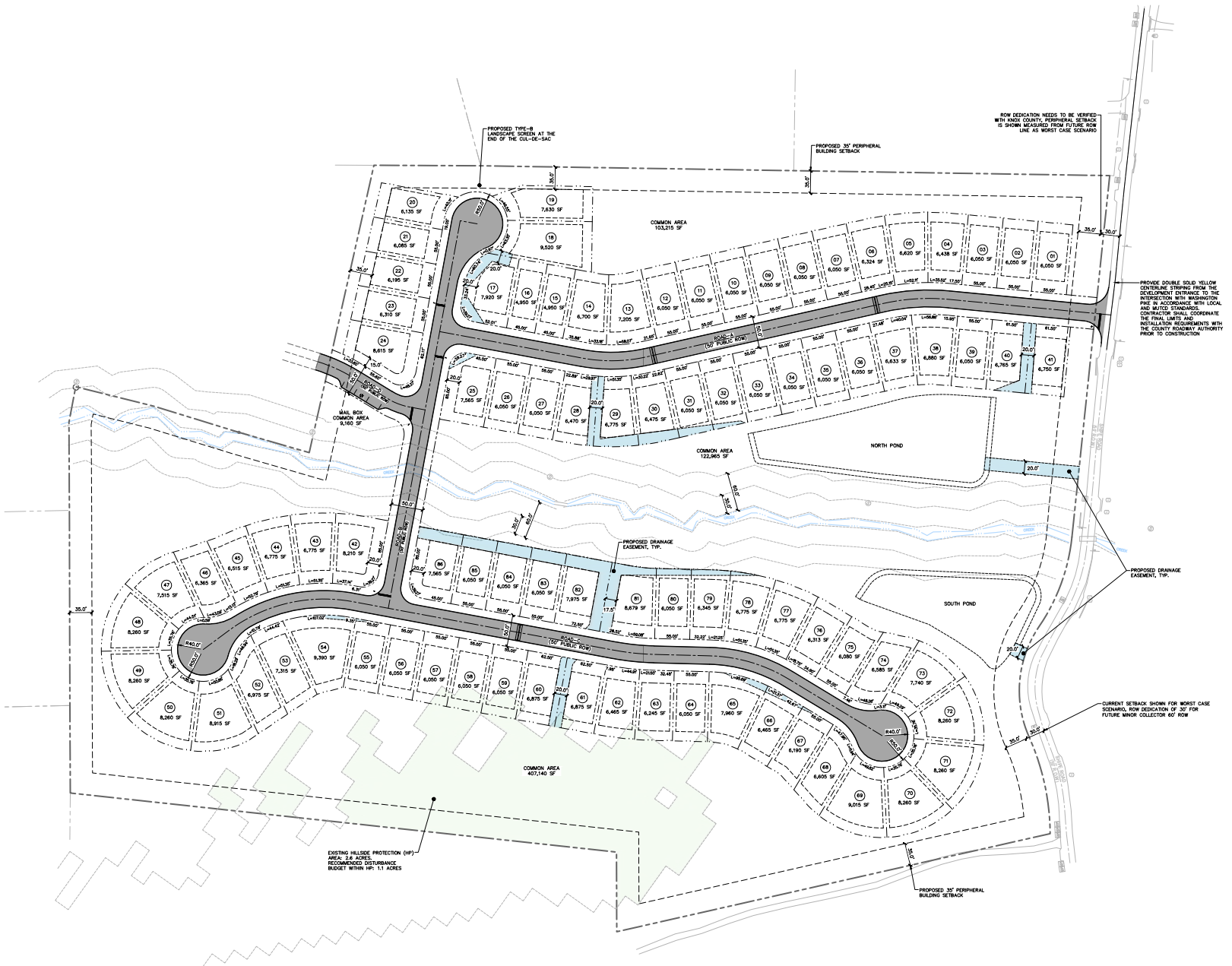
TN8361-2601

SHEET TITLE

EXISTING CONDITIONS AND DEMOLITION PLAN

SHEET NUMBER

C-100



LEGEND:

- EXISTING PROPERTY BOUNDARY
- EXISTING ADJACENT PROPERTY BOUNDARY
- EXISTING BUILDING STRUCTURES
- EXISTING FENCE
- EXISTING TOPO INDEX CONTOUR
- EXISTING TOPO INTERMEDIATE CONTOUR
- EXISTING ROAD CENTERLINE
- EXISTING EDGE OF PAVEMENT
- EXISTING ROAD CURB
- EXISTING ROAD MARKINGS
- EXISTING SIDEWALK
- EXISTING GRAVEL ROAD
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- EXISTING FEMA ZONE AE (1% CHANCE FLOOD)
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- EXISTING VEGETATION
- EXISTING HILLSIDE PROTECTION (HP) AREA
- PROPOSED LOT LINE
- PROPOSED SETBACKS
- PROPOSED ROAD CENTERLINE
- PROPOSED EDGE OF PAVEMENT
- PROPOSED ROAD CURB
- PROPOSED ROAD RIGHT OF WAY
- PROPOSED ROAD MARKINGS
- PROPOSED LIGHT DUTY ASPHALT PAVEMENT

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USE:	SINGLE FAMILY RESIDENTIAL
CONTROL MAP:	40
DISTRICT:	NB
ACRES:	±34.505AC
PARCEL N1:	166
COUNTY:	KNOX

DENSITY INFORMATION:

1. PROPOSED SINGLE FAMILY LOTS:
   - 80 TYPE (A) 55' WIDE LOTS = ±6,050 SF
   - 04 TYPE (A1) 65' WIDE LOTS = ±7,150 SF
   - 02 TYPE (A2) 45' WIDE LOTS = ±4,950 SF

PROPOSED TYPICAL LOT DEPTH FOR ALL LOT TYPES IS 110LF.

PROPOSED SETBACKS:
- FRONT = 20FT
- SIDE = 5FT (MIN. 15FT ON CORNER LOTS)
- REAR = 15FT

PROPOSED LOTS	86 TOTAL
SITE ACREAGE	±34.505 ACRES
PROPOSED DENSITY	±2.49 DU/AC

OPEN SPACE CALCULATIONS:

SITE AREA:	±34.505 ACRES
PROPOSED OPEN SPACE:	757,150 SF (±17.381 ACRES) (50.37%)

GENERAL NOTES:

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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 itemized and described in a report filed with the Planning Commission.

Register Engineer: John M. Greer, PE
Tennessee License No.: # 114965
Date: 10/24/2025

REVISION

NO.	DATE	DESCRIPTION
1	09/17/2026	REV. 01

SEAL

JOHN MONTROSS GREER — REGISTERED ENGINEER — 114965 — TENNESSEE — 10/24/2025

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ENGINEERING

LJA

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CLIENT/DEVELOPER

MESANA INVESTMENTS LLC

PROJECT

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PROJECT ADDRESS

4923 SHIPE RD
CORRYTON, TN 37721
KNOX COUNTY

PROJECT PARCEL ID

040 166

KNOX COUNTY PROJECT N#

11-SB-26-C/11-C-26-DP

NORTH

NORTH
HORIZONTAL DATUM: TN STATE PLANE (NAD83/2011) PER SURVEY
VERTICAL DATUM: NAVD88

SCALE

SCALE BAR 1" = 60'
0 60 120

DATE

SEPTEMBER - 2026

LJA PROJECT NO

TN8361-2601

SHEET TITLE

CONCEPT PLAN SITE LAYOUT

SHEET NUMBER

C-200



LEGEND:

- EXISTING PROPERTY BOUNDARY
- EXISTING ADJACENT PROPERTY BOUNDARY
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- EXISTING FENCE
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- PROPOSED BUILDING STRUCTURES
- PROPOSED LIGHT DUTY ASPHALT PAVEMENT
- 900 PROPOSED TOPO INDEX CONTOUR
- 901 PROPOSED TOPO INTERMEDIATE CONTOUR
- PROPOSED PERMANENT GRADED SWALE

FG	FINISHED GRADE
TC	TOP OF CURB
BC	BOTTOM OF CURB
TS	TOP OF STAIRS
BS	BOTTOM OF STAIRS
HP	HIGH POINT
LP	LOW POINT

- PROPOSED GRADED PAD
- PROPOSED GRADED BACKYARD

PROPERTY INFORMATION:

PARCEL ID:	040 166
ZONING:	PLANNED RESIDENTIAL (PR) 1-2.5DU/AC
USE:	SINGLE FAMILY RESIDENTIAL
CONTROL MAP:	40
DISTRICT:	NB
ACRES:	±34.505AC
PARCEL N°:	166
COUNTY:	KNOX

PRELIMINARY EARTHWORK CALCULATIONS:

RAW EARTHWORK VOLUMES IN CUBIC YARDS (CY):

- ±111,565 CY OF CUT
- ±95,755 CY OF FILL

DISTURBED SURFACE:	±1,015,440 SF
• CUT AREA	±537,810 SF
• FILL AREA	±477,630 SF
ASSUMED TOPSOIL THICKNESS:	±6 INCHES
ESTIMATED TOPSOIL VOLUME:	±18,805 CY.
ASSUMED ROAD STRUCTURE:	±8 INCHES
ESTIMATED VOLUME:	±2,280 CY.

ADJUSTED EARTHWORK VOLUMES:

- ±102,810 CY OF CUT
- ±103,530 CY OF FILL

ON-SITE BORROW MATERIAL: ±720 CY

GENERAL NOTES:

1. EXISTING SITE BOUNDARY INFORMATION AND TOPOGRAPHIC SURVEY WAS COMPILED FROM SURVEY BY LJA SURVEYING, INC DATED BY 05/16/2025.
2. PERIPHERY BOUNDARY: ALL BUILDINGS SHALL BE SET BACK FROM THE PERIPHERY BOUNDARY NOT LESS THAN THIRTY-FIVE (35) FEET UNLESS ADJACENT TO A AGRICULTURAL, RA, LOW DENSITY RESIDENTIAL, RR, GENERAL RESIDENTIAL, RAE, EXCLUSIVE RESIDENTIAL, PR, PLANNED RESIDENTIAL, OS, OPEN SPACE, E, ESTATES, OR TC, TOWN CENTER ZONE DISTRICTS, WHERE THE PLANNING COMMISSION MAY REDUCE THIS SET BACK TO NOT LESS THAN FIFTEEN (15) FEET.
3. NO FLOOD ZONES PRESENT ON SITE BASED ON FEMA INFORMATION SHOWN ON MAP NUMBER N°47093C0154F, DATED 05/02/2007, AND MAP NUMBER N°47093C0158F, DATED 05/02/2007 - PARCEL IS ON ZONE X, AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN.

REVISION

NO.	DATE	DESCRIPTION
1	09/17/2026	REV. 01

SEAL

JOHN MONTGOMERY GREER
REGISTERED ENGINEER
STATE OF TENNESSEE
FOR REVIEW ONLY
NOT FOR CONSTRUCTION

ENGINEERING

LJA
1111 N Northshore Dr., Ste N-800
Knoxville, Tennessee 37919
phone: 865.328.3138
www.LJA.com

CLIENT/DEVELOPER

MESANA INVESTMENTS LLC

PROJECT

PROJECT NAME
SHIPE RD. SUBDIVISION

PROJECT ADDRESS
4923 SHIPE RD
CORRYTON, TN 37721
KNOX COUNTY

PROJECT PARCEL ID
040 166

KNOX COUNTY PROJECT N#
11-SB-26-C/11-C-26-DP

NORTH
NORTH
HORIZONTAL DATUM: TN STATE PLANE (NAD83/2011) PER SURVEY
VERTICAL DATUM: NAVD88

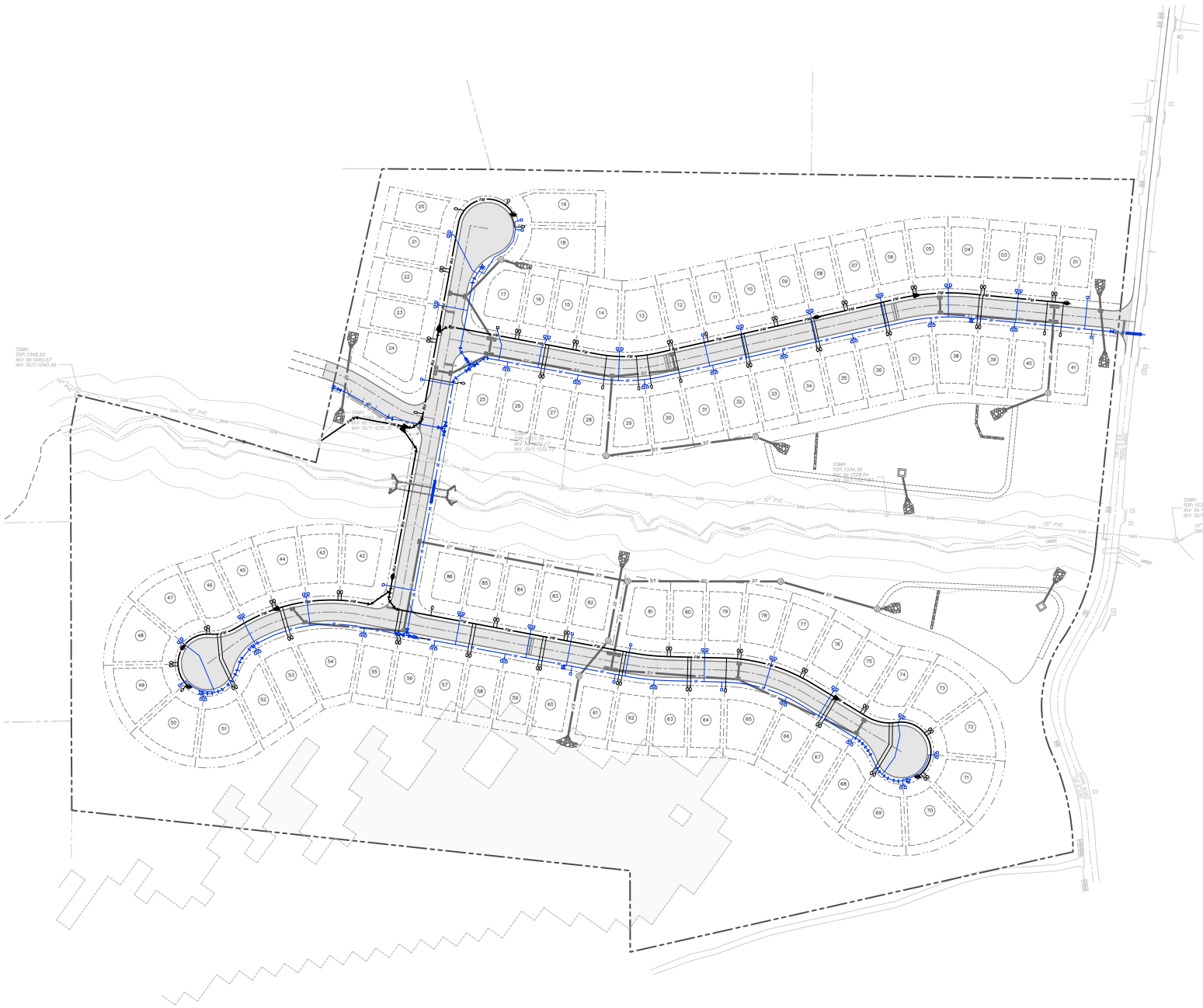
SCALE
SCALE BAR 1" = 60'
0 60 120

DATE
SEPTEMBER - 2026

LJA PROJECT NO
TN8361-2601

SHEET TITLE
GRADING PLAN

SHEET NUMBER
C-300



LEGEND:

- EXISTING PROPERTY BOUNDARY
- EXISTING ADJACENT PROPERTY BOUNDARY
- EXISTING BUILDING STRUCTURES
- EXISTING FENCE
- EXISTING TOPO INDEX CONTOUR
- EXISTING TOPO INTERMEDIATE CONTOUR
- EXISTING ROAD CENTERLINE
- EXISTING EDGE OF PAVEMENT
- EXISTING ROAD CURB
- EXISTING ROAD MARKINGS
- EXISTING SIDEWALK
- EXISTING GRAVEL ROAD
- EXISTING TRAIL
- EXISTING ROAD GUARDRAIL
- EXISTING OVERHEAD UTILITY LINE
- EXISTING UTILITY POLE
- EXISTING UNDERGROUND POWERLINE
- EXISTING UTILITY EASEMENT
- EXISTING STORM LINE
- EXISTING SANITARY SEWER LINE
- EXISTING SANITARY MANHOLE
- EXISTING SANITARY SEWER FORCE MAIN
- EXISTING WATER LINE
- EXISTING WATER VALVE
- EXISTING WATER HYDRANT
- EXISTING WATER FIRE LINE
- EXISTING FIBER OPTIC LINE
- EXISTING GAS LINE
- EXISTING TELECOM LINE
- EXISTING BLUELINE STREAM
- EXISTING BLUELINE STREAM BUFFER
- EXISTING 100 YR FLOODLINE
- EXISTING 500 YR FLOODLINE
- EXISTING FEMA FLOODWAY LINE
- EXISTING FEMA ZONE AE (1% CHANCE FLOOD)
- EXISTING FEMA ZONE X (0.2% CHANCE FLOOD)
- EXISTING VEGETATION
- EXISTING HILLSIDE PROTECTION (HP) AREA
- PROPOSED LOT LINE
- PROPOSED ROAD CENTERLINE
- PROPOSED EDGE OF PAVEMENT
- PROPOSED ROAD CURB
- PROPOSED ROAD RIGHT OF WAY
- PROPOSED ROAD MARKINGS
- PROPOSED BUILDING STRUCTURES
- PROPOSED LIGHT DUTY ASPHALT PAVEMENT
- PROPOSED STORM LINE
- PROPOSED STORM ROOF DRAIN
- PROPOSED STORM STRUCTURE
- PROPOSED STORM CURB INLET
- PROPOSED STORM AREA DRAIN
- PROPOSED UTILITY EASEMENT
- PROPOSED SANITARY SEWER FORCE MAIN
- PROPOSED SANITARY SEWER STRUCTURE
- PROPOSED WATER LINE
- PROPOSED WATER FIRE LINE
- PROPOSED WATER VALVE
- PROPOSED WATER HYDRANT
- DOUBLE 3/4" WATER METER
- SINGLE 3/4" WATER METER
- SEWER SERVICE CLEANOUT

PROPERTY INFORMATION:

PARCEL ID:	040 166
ZONING:	PLANNED RESIDENTIAL (PR) 1-2.5DU/AC
USE:	SINGLE FAMILY RESIDENTIAL
CONTROL MAP:	40
DISTRICT:	N8
ACRES:	±34.505AC
PARCEL N°:	166
COUNTY:	KNOX

GENERAL NOTES:

1. SEE SHEET C-001 FOR GENERAL NOTES.

REVISION

NO.	DATE	DESCRIPTION
1	09/17/2026	REV. 01

SEAL

JOHN MONTGOMERY GREER
REGISTERED ENGINEER
STATE OF TENNESSEE
120111
AGRICULTURAL & BIOSYSTEMS

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ENGINEERING

LJA

1111 N Northshore Dr., Ste N-800
Knoxville, Tennessee 37919
phone: 865.328.3138
www.LJA.com

CLIENT/DEVELOPER

MESANA INVESTMENTS LLC

PROJECT

PROJECT NAME

SHIPE RD. SUBDIVISION

PROJECT ADDRESS

4923 SHIPE RD
CORRYTON, TN 37721
KNOX COUNTY

PROJECT PARCEL ID

040 166

KNOX COUNTY PROJECT N#

11-SB-26-C/11-C-26-DP

NORTH

NORTH
HORIZONTAL DATUM: TN STATE PLANE (NAD83/2011) PER SURVEY
VERTICAL DATUM: NAVD88

SCALE

SCALE BAR 1" = 60'
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DATE

SEPTEMBER - 2026

LJA PROJECT NO

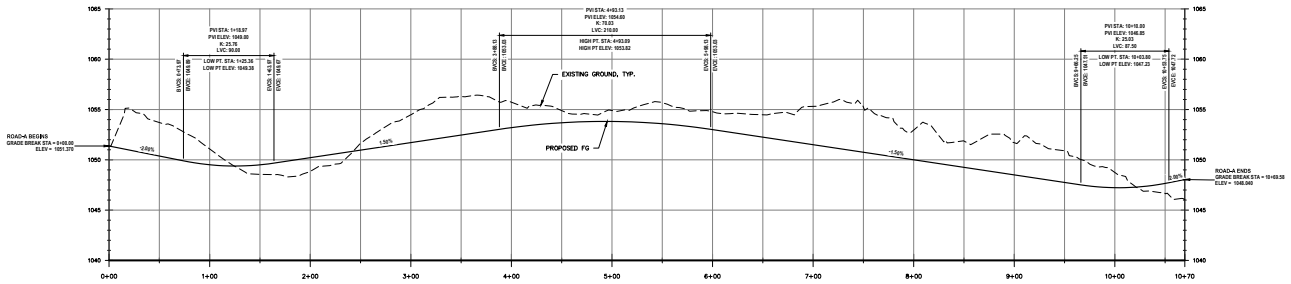
TN8361-2601

SHEET TITLE

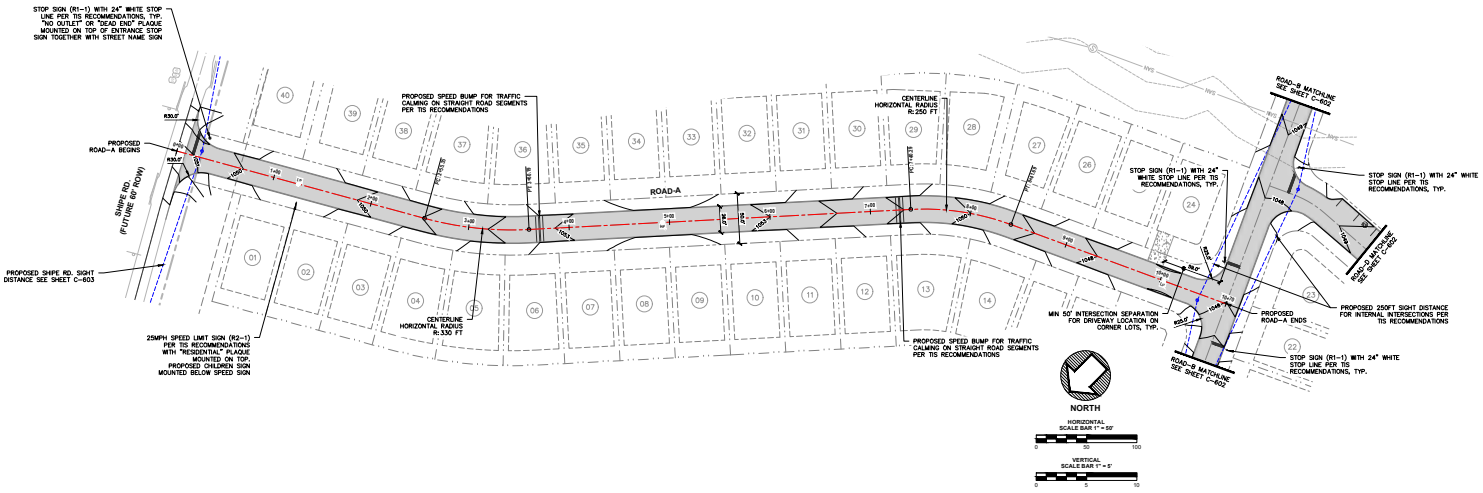
UTILITY PLAN

SHEET NUMBER

C-500



ROAD-A PROFILE
Horizontal Scale: 1" = 60'
Vertical Scale: 1" = 6'



REVISION

NO.	DATE	DESCRIPTION

SEAL

JOHN MONTGOMERY GREER
REGISTERED ENGINEER
STATE OF TENNESSEE
120.01931
CERTIFICATE OF AUTHORIZATION NO. 3709
LJA ENGINEERING, INC.

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ENGINEERING

LJA
1111 N Northshore Dr., Ste N-800
Knoxville, Tennessee 37919
phone: 865.328.3138
www.LJA.com

CLIENT/DEVELOPER

MESANA INVESTMENTS LLC

PROJECT

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SHIPE RD. SUBDIVISION

PROJECT ADDRESS
4923 SHIPE RD
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KNOX COUNTY

PROJECT PARCEL ID
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KNOX COUNTY PROJECT N#
11-SB-26-C/11-C-26-DP

NORTH
HORIZONTAL DATUM: TN STATE PLANE (NAD83/2011) PER SURVEY
VERTICAL DATUM: NAVD88

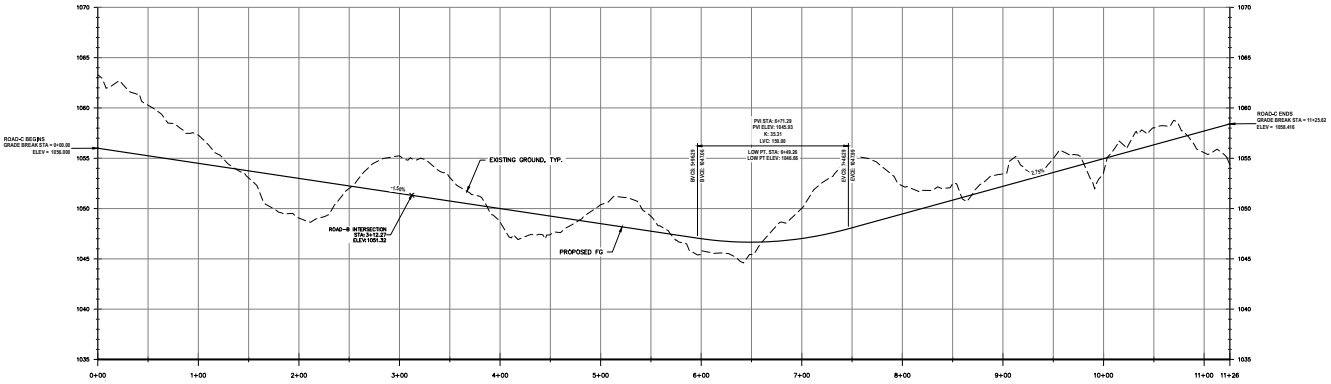
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DATE
SEPTEMBER - 2026

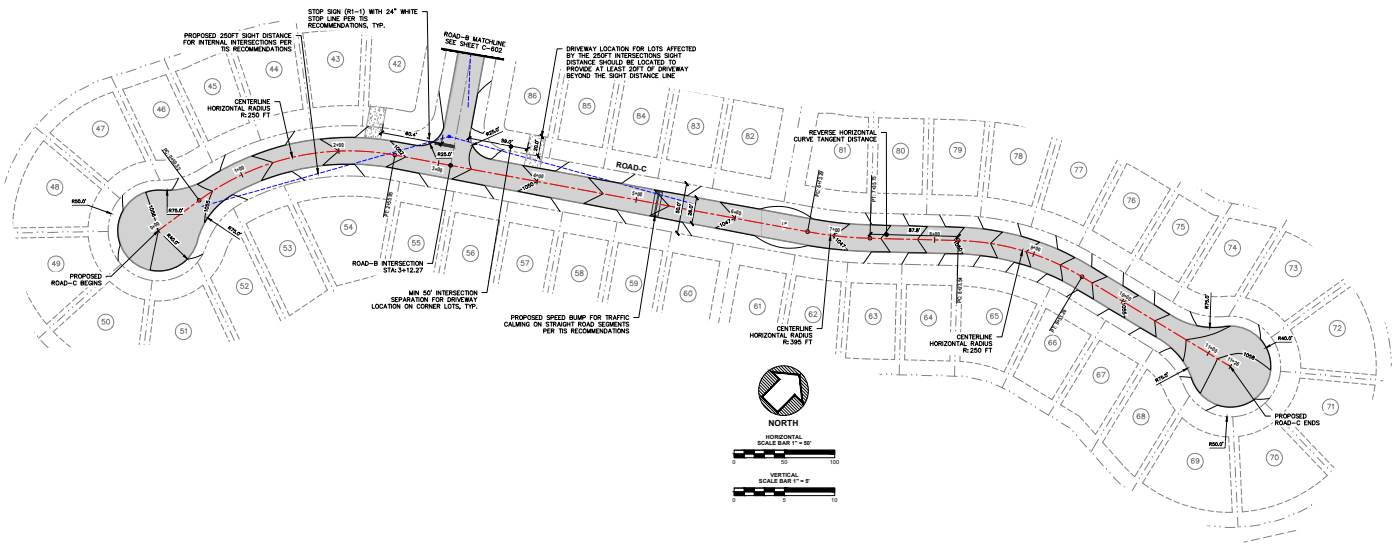
LJA PROJECT NO
TN8361-2601

SHEET TITLE
ROAD DESIGN - PLAN AND PROFILE SHEET 1 OF 3

SHEET NUMBER
C-600



ROAD-C PROFILE
Horizontal Scale: 1" = 60'
Vertical Scale: 1" = 6'



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CLIENT/DEVELOPER

MESANA INVESTMENTS LLC

PROJECT

PROJECT NAME
SHIPE RD. SUBDIVISION

PROJECT ADDRESS
4923 SHIPE RD
CORRYTON, TN 37721
KNOX COUNTY

PROJECT PARCEL ID
040 166

KNOX COUNTY PROJECT N#
11-SB-26-C/11-C-26-DP

NORTH
HORIZONTAL DATUM: TN STATE PLANE (NAD83/2011) PER SURVEY
VERTICAL DATUM: NAVD88

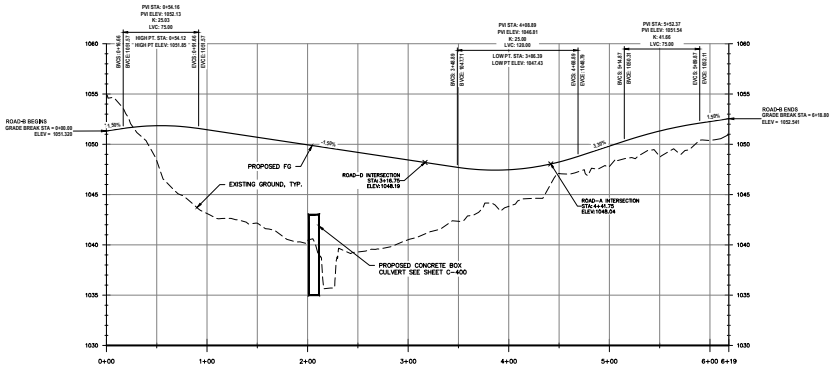
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DATE
SEPTEMBER - 2026

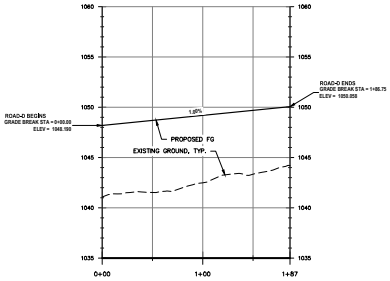
LJA PROJECT NO
TN8361-2601

SHEET TITLE
ROAD DESIGN - PLAN AND PROFILE SHEET 2 OF 3

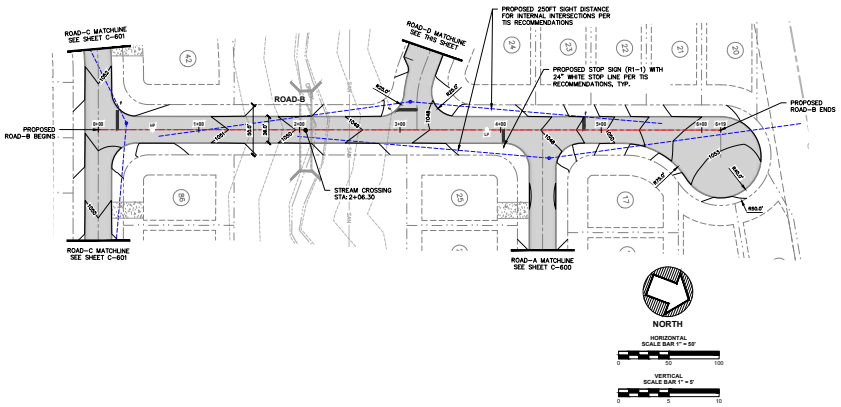
SHEET NUMBER
C-601

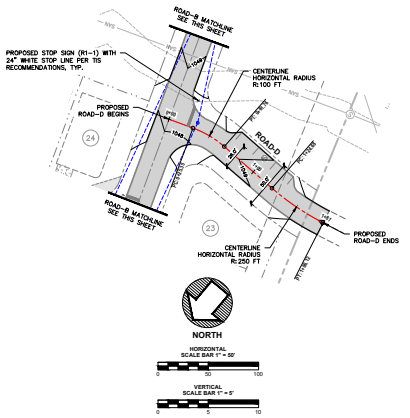


ROAD-B PROFILE
Horizontal Scale: 1" = 60'
Vertical Scale: 1" = 6'



ROAD-D PROFILE
Horizontal Scale: 1" = 60'
Vertical Scale: 1" = 6'





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KNOX COUNTY

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KNOX COUNTY PROJECT N#
11-SB-26-C/11-C-26-DP

NORTH

HORIZONTAL DATUM: TN STATE PLANE (NAD83/2011) PER SURVEY
VERTICAL DATUM: NAVD88

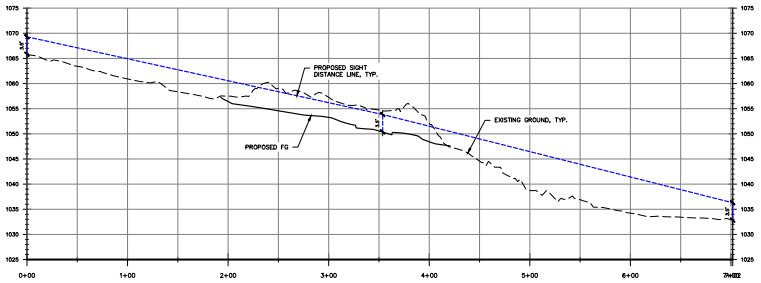
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DATE
SEPTEMBER - 2026

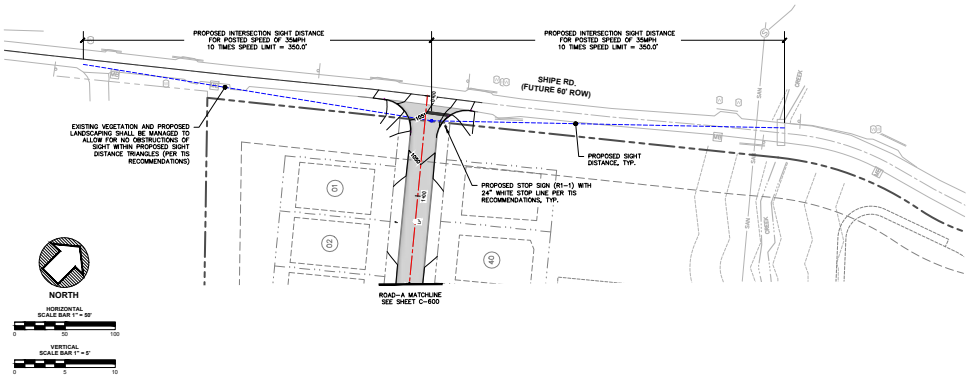
LJA PROJECT NO
TN8361-2601

SHEET TITLE
ROAD DESIGN - PLAN AND PROFILE SHEET 3 OF 3

SHEET NUMBER
C-602



SIGHT DISTANCE PROFILE
Horizontal Scale: 1" = 60'
Vertical Scale: 1" = 12'



REVISION

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ENGINEERING

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Knoxville, Tennessee 37919
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CLIENT/DEVELOPER

MESANA INVESTMENTS LLC

PROJECT

PROJECT NAME
SHIPE RD. SUBDIVISION

PROJECT ADDRESS
4923 SHIPE RD
CORRYTON, TN 37721
KNOX COUNTY

PROJECT PARCEL ID
040 166

KNOX COUNTY PROJECT N#
11-SB-26-C/11-C-26-DP

NORTH

HORIZONTAL DATUM: TN STATE PLANE (NAD83/2011) PER SURVEY
VERTICAL DATUM: NAVD88

SCALE

DATE
SEPTEMBER - 2026

LJA PROJECT NO
TN8361-2601

SHEET TITLE
SHIPE ROAD SIGHT DISTANCE

SHEET NUMBER
C-603

AJAX ENGINEERING

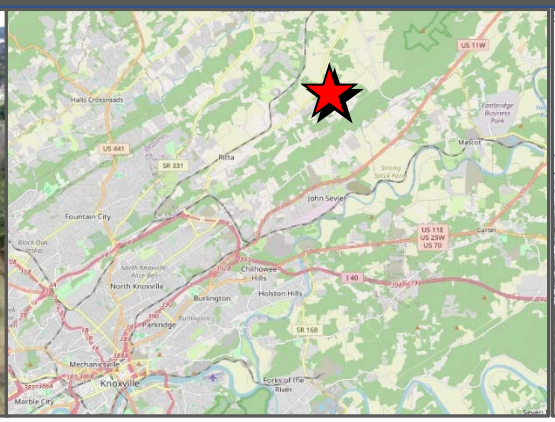
CIVIL ENGINEERING / TRAFFIC ENGINEERING

Transportation Impact Study

4923 Shipe Road Subdivision

Knox County, Tennessee







Revised April 15, 2025

Prepared for:
LJA Engineering, Inc.
265 Brookview Centre Way
Suite 201
Knoxville, TN 37919

ROBERT WILLIAM JAKS III
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 105730
STATE OF TENNESSEE
4/15/2025

11812 Black Road / Knoxville, TN 37932 • (865) 556-0042 • ajaxengineering@gmail.com

- With both subdivisions constructed, the calculated entering volumes from Shipe Road and Ellistown Road into the new residential subdivisions are not projected to meet warrants for separate turn lanes on Shipe Road or Ellistown Road.
- If the KV Construction Subdivision is not built, resulting in a single entrance to Shipe Road, the trips generated by the 4923 Shipe Road Subdivision are calculated to operate with minimal vehicle delays and queues. With a single entrance at Shipe Road, the entering trips for the 4923 Shipe Road Subdivision will not meet warrants for separate entering turn lanes on Shipe Road.
- The existing pavement section width of Shipe Road between Bud Hawkins Road and the proposed entrance for the 4923 Shipe Road Subdivision is relatively narrow, with a few spots just below 18 feet in width.

Recommendations:

The following summary recommendations are offered based on the study analyses to minimize the impacts of the proposed developments on the adjacent transportation system while attempting to achieve an acceptable traffic flow and improved safety. While not explicitly requested to be included in this study, the recommendations provided for the Proposed Shipe Road Entrance and internal subdivision roads should apply to the adjacent proposed KV Construction Subdivision. More details regarding all the recommendations are discussed at the end of the report.

Shipe Road at Proposed Shipe Road Entrance:

- Future landscaping, existing vegetation, or signage must not impact the intersection sight distances from the Proposed Shipe Road Entrance at Shipe Road.
- It is recommended that a Stop Sign (R1-1) be installed and a 24" white stop bar be applied to the Proposed Entrance approach at Shipe Road. The stop bar should be applied a minimum of 4 feet away from the edge of Shipe Road and placed at the desired stopping point that maximizes the sight distance.

4923 Shipe Road Subdivision Internal Roads:

- A 25-mph Speed Limit Sign (R2-1) with additional plaque signage, as shown in the report, is recommended to be posted near the beginning of the Proposed Entrance road off Shipe Road.
- Stop Signs (R1-1) with 24" white stop bars are recommended to be installed at the internal road intersections, as shown in the report.
- Dual end-of-roadway object markers (OM4-1) should be installed at the end of the internal road terminating at the KV Construction Subdivision property to the west.

This sign can be removed once an internal road connection is entirely constructed and open for vehicular traffic between the two subdivisions.

- The proposed lots in the 4923 Shipe Road Subdivision adjacent to Shipe Road should not be allowed direct vehicular access.
- 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 civil site designer should ensure this internal sight distance length is met.
- The civil site designer has identified and labeled a centralized mail delivery center location within the development for the subdivision residents. It is recommended that a parking area or paved area outside the internal road accompany this center to dissuade on-street parking that could block traffic flow.
- All drainage grates and covers for the residential development must be pedestrian and bicycle-safe.
- A couple of the internal roads in the proposed subdivision are shown with 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. However, speed humps should be limited to no more than two strategically placed on each of the two proposed east-west internal roads.
- All road and intersection elements should be designed to AASHTO and Knox County specifications and guidelines to ensure proper operation.

Shipe Road:

- Shipe Road between Bud Hawkins Road and the proposed entrance location for the 4923 Shipe Road Subdivision was measured to have a few spots less than 18 feet in width. If both subdivisions are constructed with additional road access provided to Ellistown Road for the 4923 Shipe Road Subdivision residents, it is estimated that Shipe Road will experience much less generated traffic than Ellistown Road. Nonetheless, to provide a factor of safety, it is recommended that Shipe Road between the Proposed Shipe Road Entrance and Bud Hawkins Road to the north be provided with a road width greater than or equal to 18 feet the entire distance, approximately 850 feet. However, it is expected that this widening will only need to occur for a few hundred at most, where the pavement is currently less than 18 feet.

Planning
KNOXVILLE | KNOX COUNTY

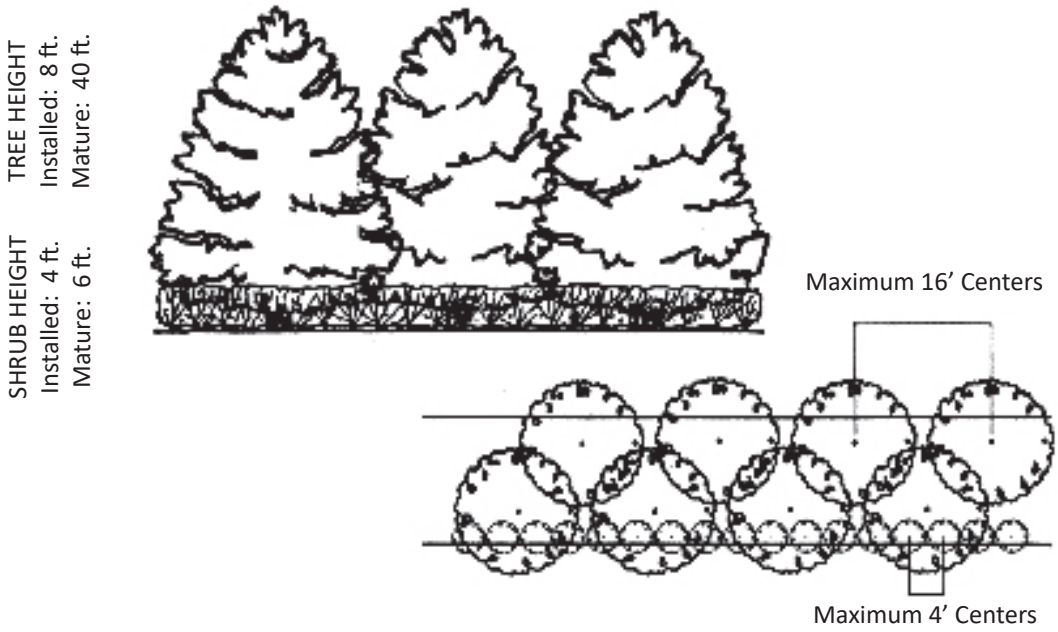
Design Guidelines
Landscape Screening

Type “A” Screen: Dense

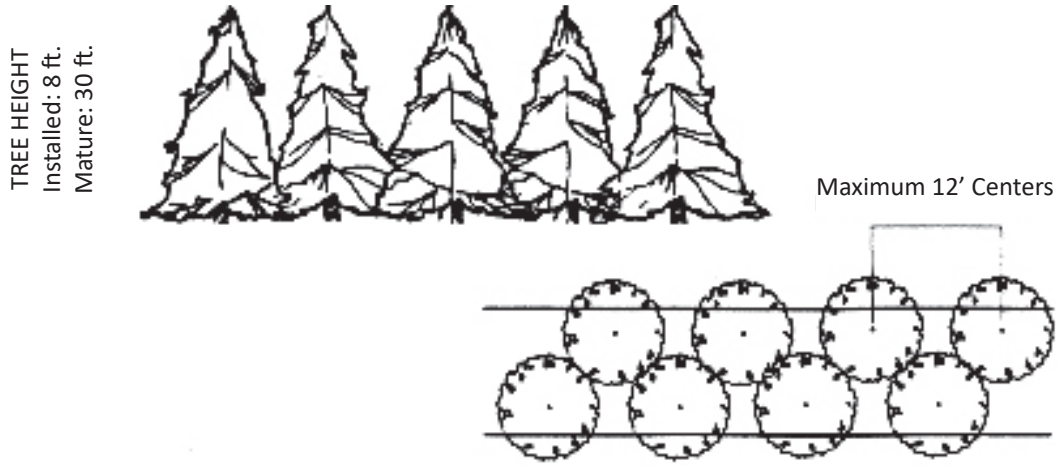
APPROPRIATE LOCATION: Boundaries of commercial and industrial developments adjoining residential areas

NOTE: Landscape buffer strips should be a minimum of 15 feet in width, and sown with grass or ground cover for their full width, allowing for mulch at the base of plantings.

• Two offset rows of deciduous or evergreen canopy trees with a 6 ft. high continuous dense evergreen hedge, fence, wall or earth berm



• Two offset rows of evergreen trees with branches touching the ground



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.

Knoxville-Knox County Planning | KnoxPlanning.org
400 Main Street, Suite 403 | Knoxville, TN 37902 | 865.215.2500

Planning
KNOXVILLE | KNOX COUNTY

Design Guidelines
Landscape Screening

Type “B” Screen: Continuous

APPROPRIATE LOCATION: Screening parking and loading areas from adjoining residential and office districts

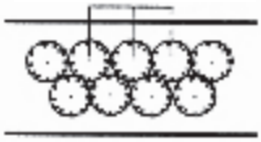
NOTE: Landscape buffer strips should be a minimum of 12 feet in width, and sown with grass or ground cover for their full width, allowing for mulch at the base of plantings.

SHRUB HEIGHT
Installed: 4 ft.
Mature: 6 ft.

- Two offset rows of evergreen shrubs

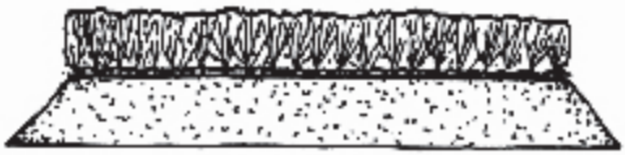


Maximum 4’ Centers

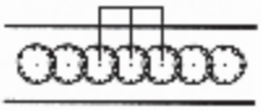


SHRUB HEIGHT
Installed: 2 ft.
Mature: 3 ft.

- A continuous row of evergreen shrubs on a 3 ft. high earth berm



Maximum 3’ Centers

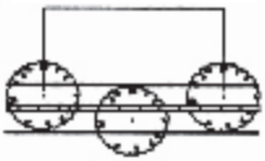


TREE HEIGHT
Installed: 8 ft.
Mature: 15 ft.

- A 5 ft. high masonry wall or timber fence with evergreen trees and low shrubs or climbing vines



Maximum 50’ Centers

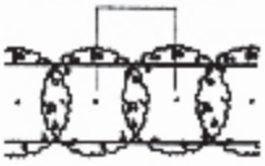


TREE HEIGHT
Installed: 8 ft.
Mature: 20 ft.

- One row of evergreen trees with branches touching the ground



Maximum 10’ Centers



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Planning
KNOXVILLE | KNOX COUNTY

Design Guidelines
Landscape Screening

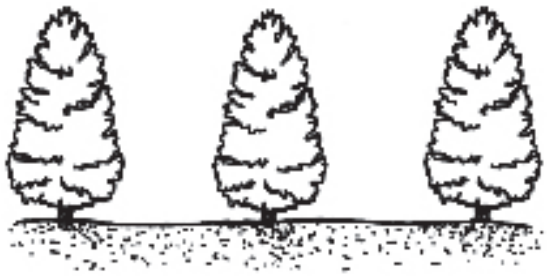
Type “C” Screen: Partial

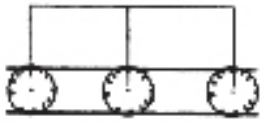
APPROPRIATE LOCATION: Between parking lots and public streets; boundaries of industrial and office development

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

TREE HEIGHT
Installed: 6 ft.
Mature: 15 ft.



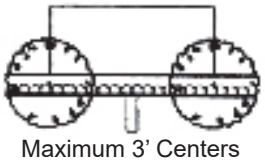


- A row of large broad leaf evergreen trees with a 3 ft. high wall or hedge (deciduous species of similar size & form could be used for every second tree)

TREE HEIGHT
Installed: 8 ft.
Mature: 40 ft.

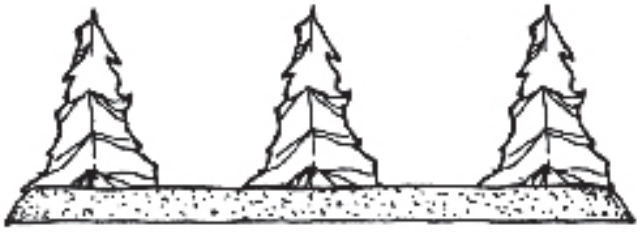
SHRUB HEIGHT
Installed: 2 ft.
Mature: 3 ft.

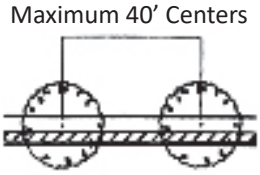




- A row of evergreen conifers with a 3 ft. high earth berm or solid fence or wall

TREE HEIGHT
Installed: 6 ft.
Mature: 15 ft.





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.

Knoxville-Knox County Planning | KnoxPlanning.org
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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	Printed Name	Date
John Greer Digitally signed by John Greer DN: CN=John Greer Date: 2026.10.26 11:07:29-04'00'	John M. Greer	10/26/26

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

1. ALTERNATIVE DESIGN STANDARD REQUESTED:

Reduce horizontal curve radius from 250ft to 100ft on Road D at STA 0+25.35. The reduced radius will help to reduce travel speeds within the subdivision and serve as a traffic calming measure alongside the stop sign.

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 1:15 pm, Nov 04, 2026

2. ALTERNATIVE DESIGN STANDARD REQUESTED:

Increase the intersection grade from 1% to 2% at Road A and Shipe Rd intersection. The increase road slope will help to improve road drainage at the intersection.

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 1:15 pm, Nov 04, 2026

3. ALTERNATIVE DESIGN STANDARD REQUESTED:

Increase the intersection grade from 1% to 2% at Road A and Road B intersection. The increase road slope will help to improve road drainage at the intersection.

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 1:15 pm, Nov 04, 2026

4. ALTERNATIVE DESIGN STANDARD REQUESTED:

Increase the intersection grade from 1% to 1.5% at Road B and Road C intersection. The increase road slope will help to improve road drainage at the intersection.

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 1:15 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:

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



Applicant Signature

Mesana Investments, LLC — Applicant Name

9/21/2026 — Date