SUBDIVISION REPORT - CONCEPT/DEVELOPMENT PLAN

Planning
KNOXVILLE | KNOX COUNTY

▶ **FILE #:**	**11-SC-26-C**	**AGENDA ITEM #:**	**41**
	11-F-26-DP	**AGENDA DATE:**	**11/12/2026**
▶ **SUBDIVISION:**	**VALIARIANO PROPERTY ON ANDREW JOHNSON HWY**		
▶ **APPLICANT/DEVELOPER:**	**REECE VALIARINO**		
OWNER(S):	Oscar Stiles, Dale R Vineyard, Debbie R Roach, Denise R Shoun, Diana R Keeling, Sherry Lynn, Abdalla		
TAX IDENTIFICATION:	62 097, 04904, 04908	**View map on KGIS**	
JURISDICTION:	County Commission District 8		
STREET ADDRESS:	0 SHERROD DR (0 SHERROD DR; 0 ANDREW JOHNSON HWY)		
▶ **LOCATION:**	**Southeast side of Andrew Johnson Hwy, northeast of Pleasant Hill Rd**		
GROWTH POLICY PLAN:	Planned Growth Area		
FIRE DISTRICT:	Rural Metro Fire		
WATERSHED:	Lyon Creek		
▶ **APPROXIMATE ACREAGE:**	**28.3 acres**		
▶ **ZONING:**	**PR(k) (Planned Residential, with conditions) up to 5 du/ac**		
PLACE TYPE:	TN (Traditional Neighborhood), SP (Stream Protection)		
▶ **EXISTING LAND USE:**	**Agriculture/Forestry/Vacant Land**		
▶ **PROPOSED USE:**	**Detached residential subdivision**		
SURROUNDING LAND USE AND ZONING:	North: Agriculture/forestry/vacant land, Andrew Johnson Hwy right-of-way - A (Agricultural), CA (General Business) South: Single family residential, agriculture/forestry/vacant land - A (Agricultural), RA (Low Density Residential) East: Agriculture/forestry/vacant land, rural residential - A (Agricultural), RA (Low Density Residential) West: Agriculture/forestry/vacant land, rural residential, commercial - CA (General Business), A (Agricultural), RA (Low Density Residential)		
▶ **NUMBER OF LOTS:**	**114**		
SURVEYOR/ENGINEER:	Daivd Harbin Batson Himes Norvell & Poe		
ACCESSIBILITY:	Access is via Andrew Johnson Highway, a state-owned, 4-lane median divided major arterial within a 170-ft right-of-way.		
▶ **SUBDIVISION VARIANCES REQUIRED:**	**VARIANCES** **1. Reduce the K value from 25 to 15 at STA 1+25 on Road A.** **2. Reduce the K value from 25 to 17.1 at STA 1+00 on Road C.** **ALTERNATIVE DESIGN STANDARDS REQUIRING PLANNING COMMISSION APPROVAL** **1. Reduce the horizontal curve radius from 250' to 200' for Road "A" at STA 1+80.** **2. Reduce the horizontal curve radius from 250' to 150' for Road "A" at**		

STA 8+25.
3. Reduce the horizontal curve radius from 250' to 105' for Road "E" at STA 11+75.

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 Road E.

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

4. Increase the intersection grade from 1% to 2% at Road E and Road C.
5. Increase the intersection grade from 1% to 2% at Road E and Road D.
6. Increase the intersection grade from 1% to 2% at Road C and Road A.

STAFF RECOMMENDATION:

Approve the variance to reduce the K value from 25 to 15 at STA 1+25 on Road A.
A. Due to the existing steeper topography along Road A, a reduction of the vertical curve length is needed to keep site grading balanced.
B. The topography and shape of the property are unique and have not been created by any person having an interest in the property.
C. The proposed K value meets the American Association of State Highway and Transportation Officials requirements. Knox County Engineering and Public Works recommends approval of this variance based on the justifications provided by the applicant.

Approve the variance to reduce the K value from 25 to 17.1 at STA 1+00 on Road C.
A. Due to the existing steeper topography along Road B, a reduction of the vertical curve length is needed to keep site grading balanced.
B. The topography and shape of the property are unique and have not been created by any person having an interest in the property.
C. The proposed K value meets the American Association of State Highway and Transportation Officials requirements. Knox County Engineering and Public Works recommends approval of this variance based on the justifications provided by the applicant.

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

Approve the Concept Plan subject to 16 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. Meeting all applicable requirements of the Tennessee Department of Transportation (TDOT).
7. 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.
8. Implementing the recommendations of the Valeriano Property Subdivision – Traffic Impact Study (Ardurra Group Inc, Sept 5, 2026) as required by Knox County Engineering and Public Works and TDOT 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.
9. Providing a sight distance easement through the horizontal curve radius less than 250 ft per the requirements of Knox County Engineering and Public Works during the design plan phase. Any driveway that cannot be located outside the sight distance easement must have a 20-ft depth outside the sight distance easement.
10. Installing a 6-ft opaque privacy fence at the cul-de-sac end of Road E as shown on the plan.
11. Providing a pedestrian connection to Sherrod Drive. The path shall extend to the paved terminus of Sherrod Dr and meet ADA standards.
12. Install sidewalks per Chapter 54, Article IV of the Knox County Code, including but not limited to all internal road segments with 1,000 average daily trips (ADT) or more. The location of the sidewalks will be determined by Knox County Engineering and Public Works during the design plan phase. Any sidewalks installed that are not required must be maintained by the homeowners association.
13. Locating driveways on lots less than 40 ft wide to allow for on-street parking, as shown on the plan.
14. Adding a note on the final plat for principal and accessory structures on corners lots not adjacent to a key lot, the minimum width of the side yard next to the side road shall be one-half (½) the minimum width of the front yard. (Lots 45, 79, 88, 89, 97, 106, and 107)
15. Allowing a 5-ft setback for all lots abutting the required common area by zoning condition #4 in the southwest corner of the development. The setback shall be noted on the final plat.
16. During the design plan phase, a driveway apron shall be added to the parking area next to the mail kiosk to delineate the parking area from the public right-of-way.

▶ **Approve the Development Plan for up to 114 detached houses, as shown on the development plan, subject to 2 conditions.**

1. Meeting all applicable requirements of the Knox County Zoning Ordinance, including the rezoning conditions in 7-E-26-RZ.
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 for 114 single-family lots on this property, accessed by Andrew Johnson Highway. The property was rezoned in August 2026 to PR up to 5 du/ac, subject to the following four conditions:
1. Prohibit vehicular access to Sherrod Drive. NOTE: The public right-of-way does not extend to Sherrod Dr. Only pedestrian access is shown to Sherrod Dr.
2. Provide dedication for preserved open space as a common area along Lyons Creek. NOTE: Approximately 6 acres of common area are established next to Lyon Creek.
3. Provide a 35-foot non-disturbance except for the Type C landscape buffer along the southwest perimeter of the property, which will be held in the common area. NOTE: The Type C landscape screen is labeled in the southwest corner, and the grading plan shows no disturbance within the 35-ft buffer. The final plat will need to label the area as a non-disturbance common area with a Type C landscape screen as noted in condition #2 of the development plan.
4. Allowing a 5-ft setback for all lots abutting the common area. NOTE: Lots adjacent to this area can show a reduced setback to 5 ft on the final plat as noted in condition #15.

The traffic study recommends widening the existing median opening and a southbound left turn lane in the Andrew Johnson Highway (US 11E) median. This property is within the Parental Responsibility Zone for Carter Middle and High Schools. The developer will install sidewalks along the developments' frontage of existing adjoining roadways and on one side of any internal road segments that are designed and posted for 25 mph or less and the anticipated average daily traffic exceeds 1,000 vehicles per day. Additionally, an ADA pedestrian connection will be made to Sherrod Dr.

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 (k) (Planned Residential) up to 5 du/ac, subject to 4 conditions.
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 with conditions allows consideration of up to 5 du/ac. The proposed subdivision has a density of 4 du/ac, and the conditions have been met as stated above.

2) KNOX COUNTY COMPREHENSIVE PLAN – PLACE TYPE
A. The subject property is located in the TN (Traditional Neighborhood) place type and SP (Stream Protection) area of the Future Land Use Map. Single family homes are considered a primary use in the TN place type.
B. The SP area follows the FEMA Floodway on the property. The plan shows approximately 6 acres of common area along Lyon Creek. Most of it cannot be disturbed, as denoted by the No Fill line.

3) KNOX COMPREHENSIVE PLAN - IMPLEMENTATION POLICIES
A. Privacy fencing at the end of Road E cul-de-sac has been provided along with a non-disturbance buffer along the southwest corner of the property. The only disturbance allowed in the 35 ft buffer is a Type C landscape screen adjacent to single family homes. This is consistent with Policy 2, to ensure that development is sensitive to the existing community character.
B. The conditions to provide a pedestrian connection to Sherrod Rd, sidewalks along Andrew Johnson Highway frontage and Road A 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.
C. The preservation of the common area along Lyon Creek is consistent with Policy 5, which creates neighborhoods with a variety of housing types and amenities in close proximity.

4) KNOXVILLE - FARRAGUT - KNOX COUNTY GROWTH POLICY PLAN
A. The property is within the Planned Growth Area. The purposes of the Planned Growth Area designation are to encourage a reasonably compact pattern of development, promote 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.

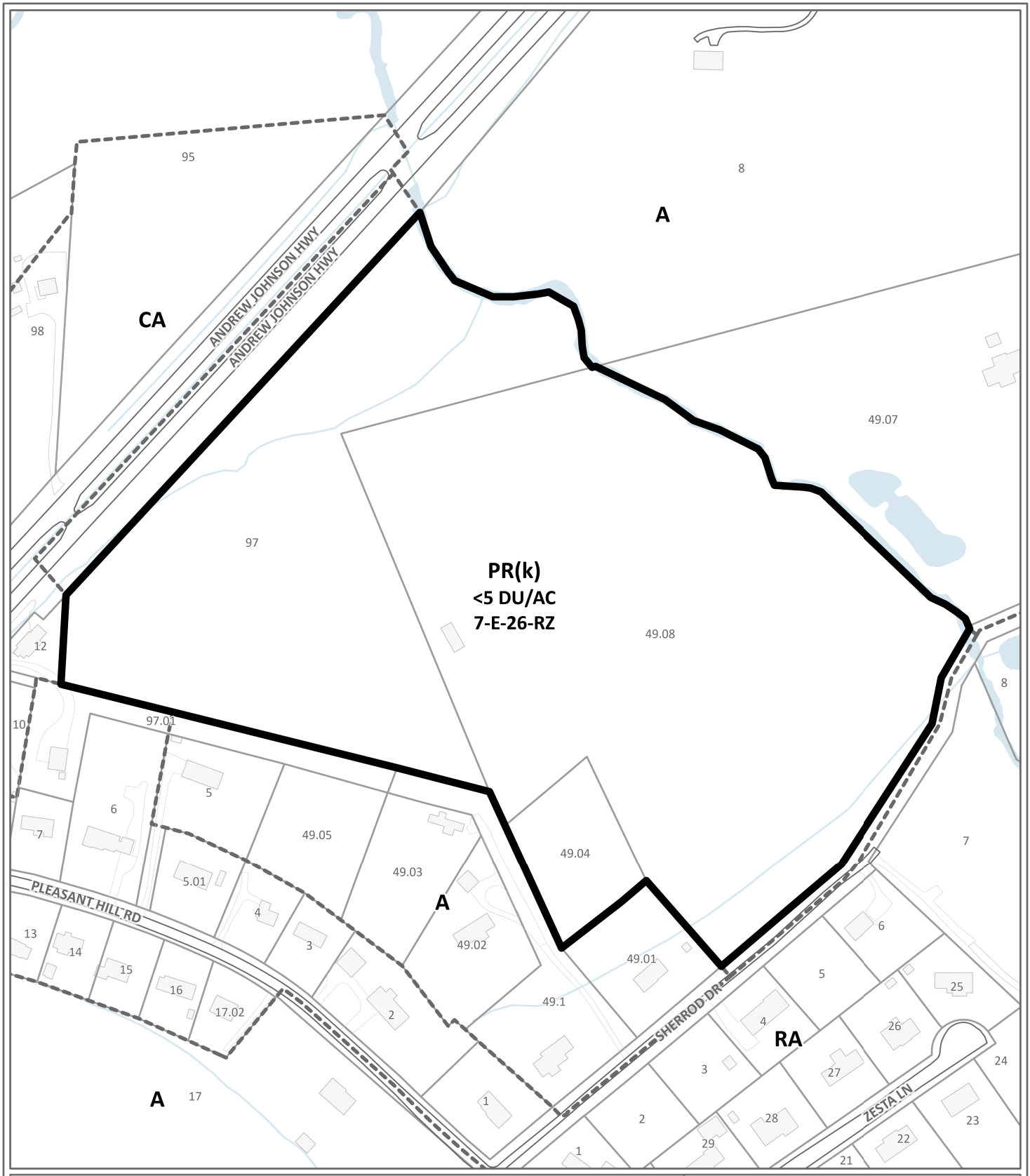
ESTIMATED TRAFFIC IMPACT: A traffic impact study was prepared by the applicant. The findings of that study were used in formulating the recommendations of this staff report.

ESTIMATED STUDENT YIELD: 29 (public school children, grades K-12)

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

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

The Planning Commission's approval or denial of this request is final, unless the action is appealed. For more information on the appeal process, contact Knoxville-Knox County Planning.



CONCEPT PLAN / DEVELOPMENT PLAN **11-SC-26-C / 11-F-26-DP**

Petitioner: Reece Valiarino

Detached residential subdivision in PR(k) (Planned Residential, with conditions) up to 5 du/ac

Map No: 62
Jurisdiction: County

0 260
Feet

N

Original Print Date: 11/5/2026

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

Exhibit A. Contextual Images



AERIAL MAP

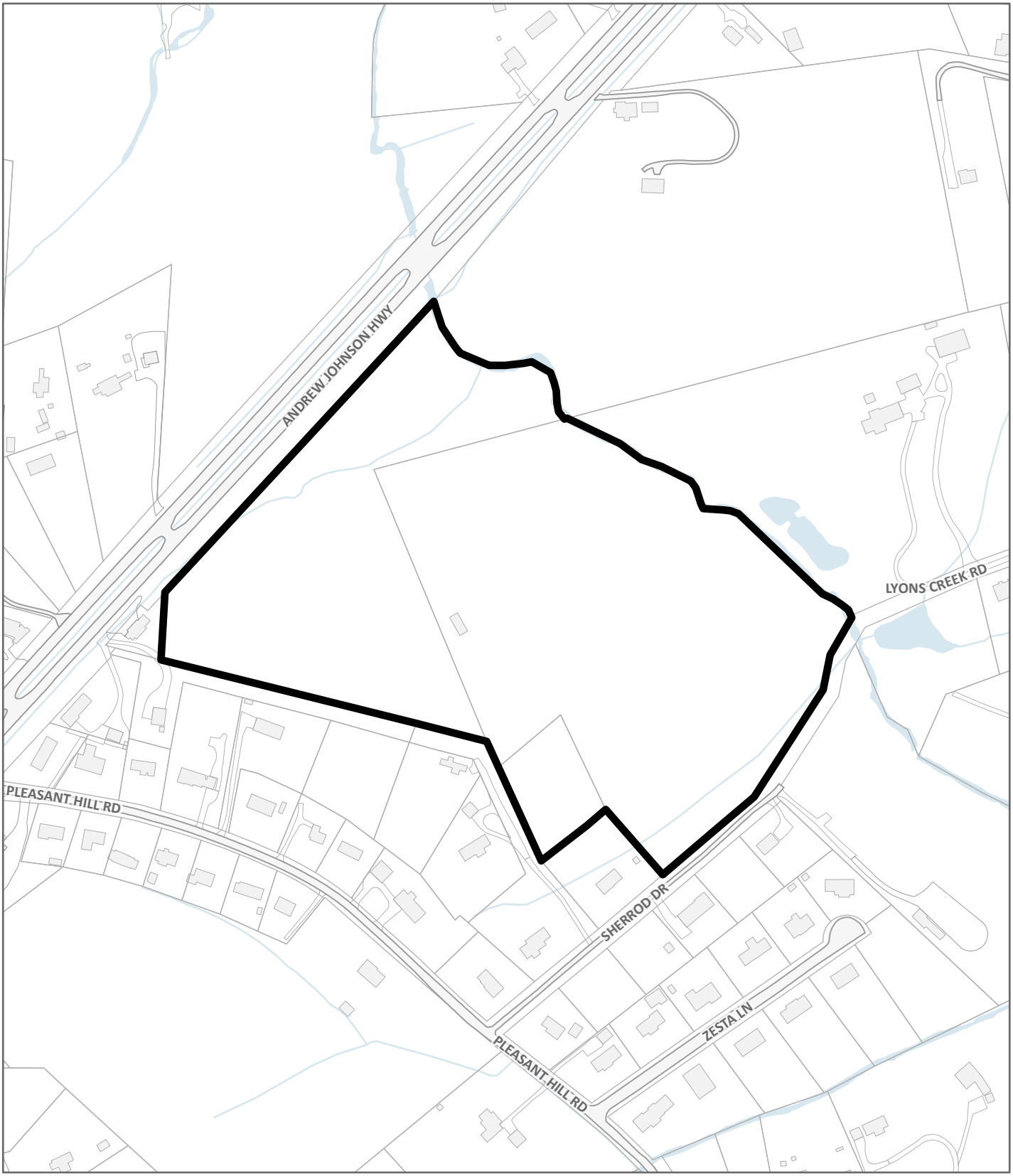
Case boundary

0 340

Feet

N

Exhibit A. Contextual Images



LOCATION MAP **11-F-26-DP / 11-SC-26-C**

Case boundary

0 360

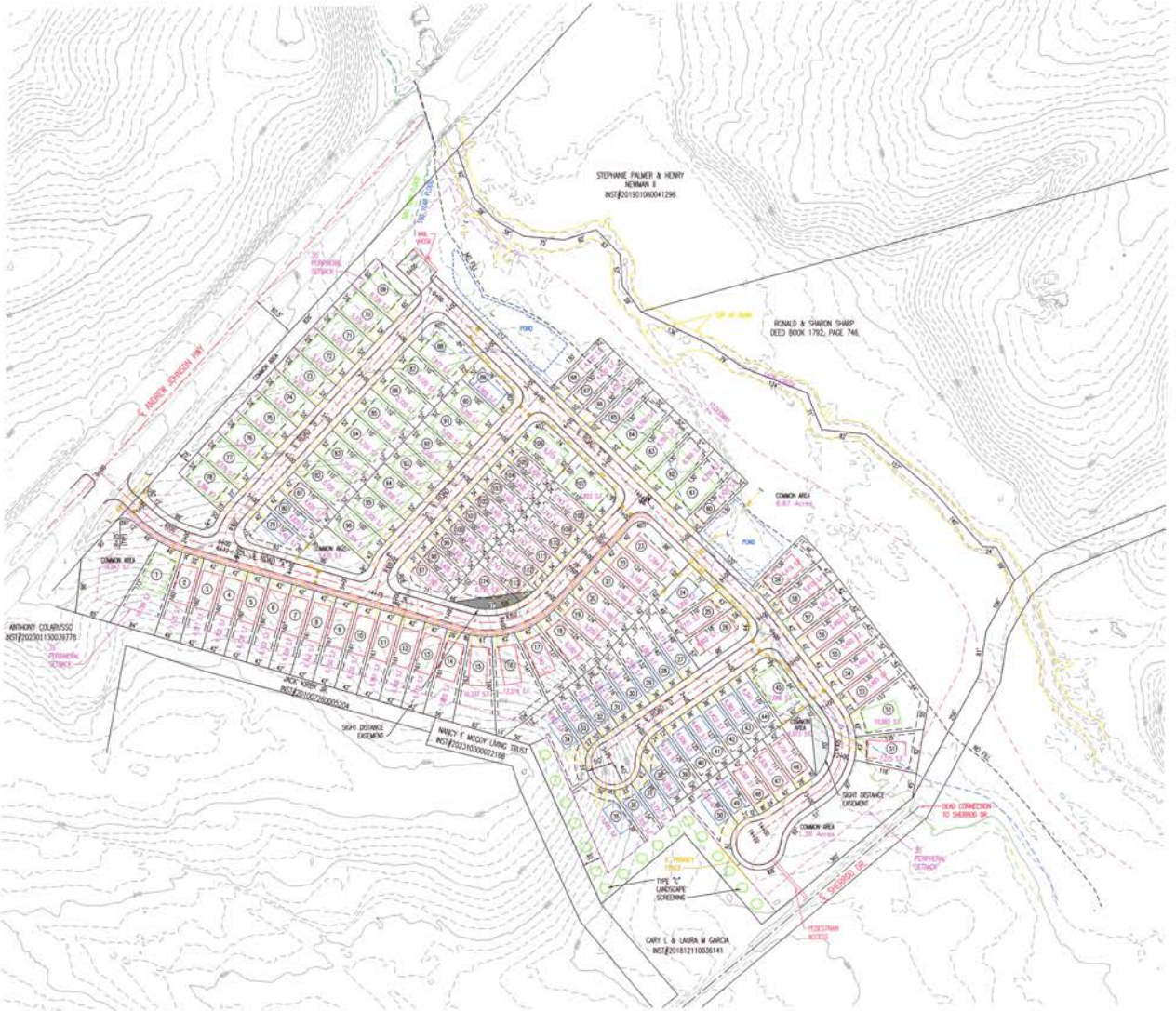
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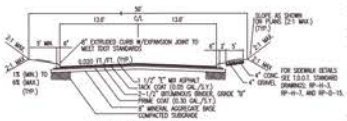
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NOTE:
THREE DAYS PRIOR TO ANY EARTHWORK OR CONSTRUCTION CONTRACTOR MUST CONTACT:
TENNESSEE ONE-CALL
1-800-351-1111
RECORD AND SAVE YOUR CONFIRMATION NUMBER.

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 ABIDED BY.



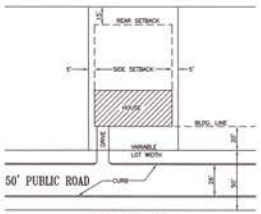


TYPICAL ROAD SECTION
THRU 50' ROAD
"PUBLIC ROAD"



LOCATION MAP

NOTES:
1. ALL DIMENSIONS 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 ROAD LINES.
3. A 15' UTILITY EASEMENT EXISTS 7.5' EACH SIDE OF CENTERLINE OF SANITARY SEWER AS INSTALLED.
4. THIS PROPERTY CONTAINS APPROXIMATELY 28.30 ACRES SUBDIVIDED INTO 114 SINGLE FAMILY LOTS & 4 COMMON AREAS.
5. THIS PROPERTY IS ZONED PR.
6. ALL ROAD PROFILES ARE BASED ON LIDAR CONTOURS.
7. UTILITIES:
WATER: NORTHEAST KNOX UTILITY DISTRICT
SEWER: KUB
ELECTRIC: KUB
GAS: KUB
TELEPHONE: WILL SOUTH
8. GEOTECHNICAL ENGINEER SHALL CERTIFY THE SLOPE STABILITY ON ALL FILL SLOPES.
9. BUILDING SETBACKS ARE AS FOLLOWS:
FRONT- 30'
REAR- 15'
SIDE- 5'
10. EXISTING UTILITY LOCATIONS SHOWN HEREON ARE APPROXIMATE AND ARE BASED ON AVAILABLE INFORMATION. CONTRACTOR IS RESPONSIBLE TO FIELD LOCATE ALL UTILITIES, BOTH HORIZONTALLY AND VERTICALLY PRIOR TO CONSTRUCTION.
11. VARIANCES APPROVED BY KNOXVILLE KNOX COUNTY PLANNING ARE AS FOLLOWS:
a. "K-VALUE" FROM 25 TO 15 ON ROAD A AT STATION 1+25.
b. "K-VALUE" FROM 25 TO 17.1 ON ROAD C AT STATION 1+00.
12. ALTERNATE DESIGN STANDARDS APPROVED BY KNOX COUNTY ENGINEERING ARE AS FOLLOWS:
a. INTERSECTION GRADE FROM 1.00% TO 3.70% STA. 8+75 TO STA. 11+32 ROAD "A".
b. INTERSECTION GRADE FROM 1.00% TO 3.00% STA. 5+45 TO STA. 5+88 ROAD "B".
c. INTERSECTION GRADE FROM 1.00% TO 3.00% STA. 0+12 TO STA. 1+00 ROAD "C".
d. INTERSECTION GRADE FROM 1.00% TO 3.00% STA. 3+50 TO STA. 4+00 ROAD "C".
e. INTERSECTION GRADE FROM 1.00% TO 3.00% STA. 0+13 TO STA. 0+80 ROAD "D".
13. ALTERNATE DESIGN STANDARDS APPROVED BY KNOXVILLE/KNOX PLANNING ARE AS FOLLOWS:
a. REDUCE THE HORIZONTAL CURVE RADIUS FROM 250' TO 200' @ STA. 1+00 ROAD "A".
b. REDUCE THE HORIZONTAL CURVE RADIUS FROM 250' TO 150' @ STA. 8+25 ROAD "A".
c. REDUCE THE HORIZONTAL CURVE RADIUS FROM 250' TO 100' @ STA. 11+75 ROAD "C".
14. MINIMUM FLOOR ELEVATION FOR LOTS 52-60 IS 808.00. MINIMUM FLOOR ELEVATION FOR LOTS 61-70 IS 860.25.
15. LOTS 45, 70, 85, 86, 87, 106, & 107 HAVE REDUCED FRONT SETBACK FROM 20' TO 10' WHERE THE DRIVEWAY DOES NOT CONNECT TO THE ROAD.



TYPICAL LOT LAYOUT
DETACHED HOMES

OWNER/DEVELOPER
REECE VALERIANO
405 MONTBROOK LN
KNOXVILLE, TN 37919
PHONE: (868) 202-8832

DAVID B. HARRIS
REGISTERED ENGINEER
No. 107265
STATE OF TENNESSEE
10/19/26

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 HAVE BEEN STAKED AND DESIGNED IN A REPORT FILED WITH THE METROPOLITAN PLANNING COMMISSION.
PROFESSIONAL ENGINEER
TENNESSEE LICENSE NO. 107265 DATE: 10/19/26

11-SC-26-C/11-F-26-DP

BATSON, HIMES, NORVELL & POE
REGISTERED ENGINEERS & LAND SURVEYORS
4334 PAPERMILL DRIVE
KNOXVILLE, TENNESSEE 37909
PHONE: (865) 588-6472
FAX: (865) 588-6473
email@bhnp-p.com

DESIGNED DBH
DRAWN SEW
CHECKED DBH

NO.	DATE	REVISION	APPR.
1	10/19/26	KKCP COMMENTS	

NO.	DATE	REVISION	APPR.

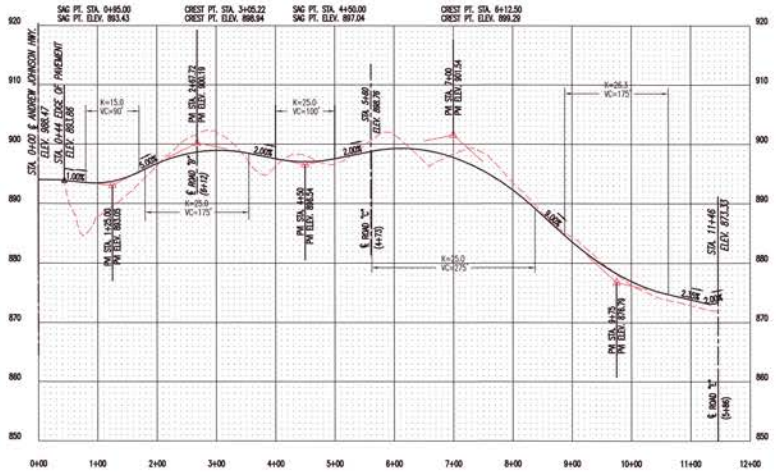
SCALE
HORIZONTAL: 1"= 100'
VERTICAL: 2" INTERVAL
DATE
9/15/26

DEED REFERENCES: DEED BK 1751, PG 454
DEED BK 1799, PG 803

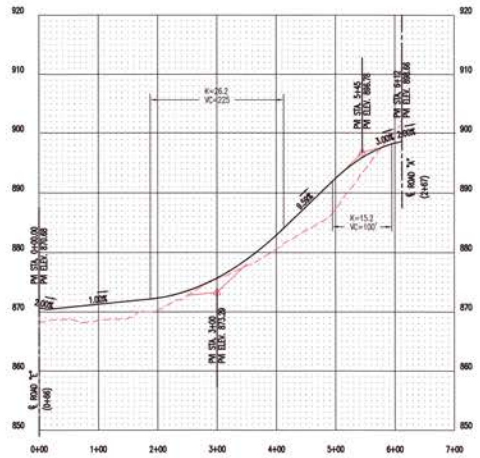
0' 100' 200' 300' 400'
1"=100'

CONCEPT PLAN FOR
VALIARIANO PROPERTY ON
ANDREW JOHNSON HWY
TAX MAP 62 PARCEL 97 & TAX MAP 63, PARCELS 49.08 & 49.04
8TH CIVIL DISTRICT, KNOX COUNTY, TENNESSEE

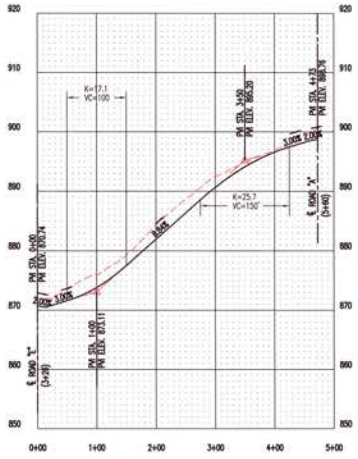
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SHEET 1 OF 3 SHEET(S)
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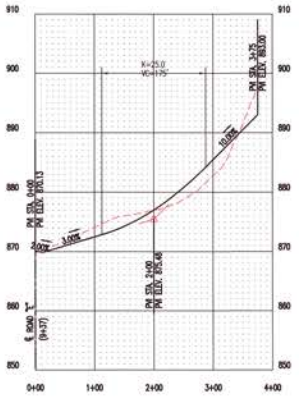
ROAD "A"



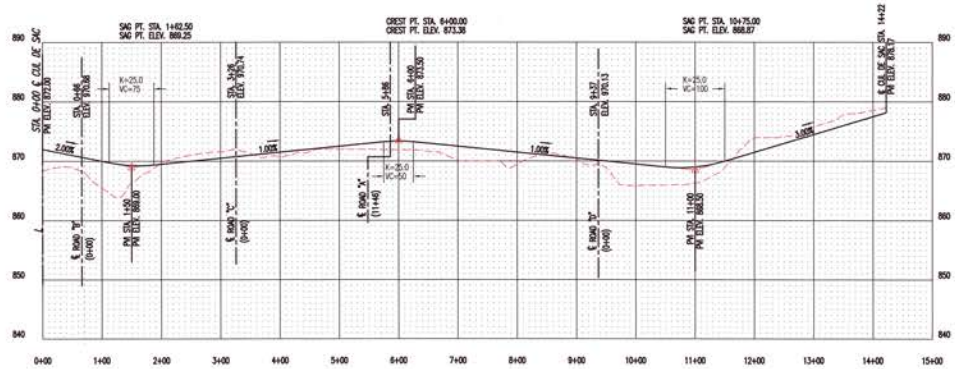
ROAD "B"



ROAD "C"



ROAD "D"



ROAD "E"



10/7/26

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DATE 9/15/26

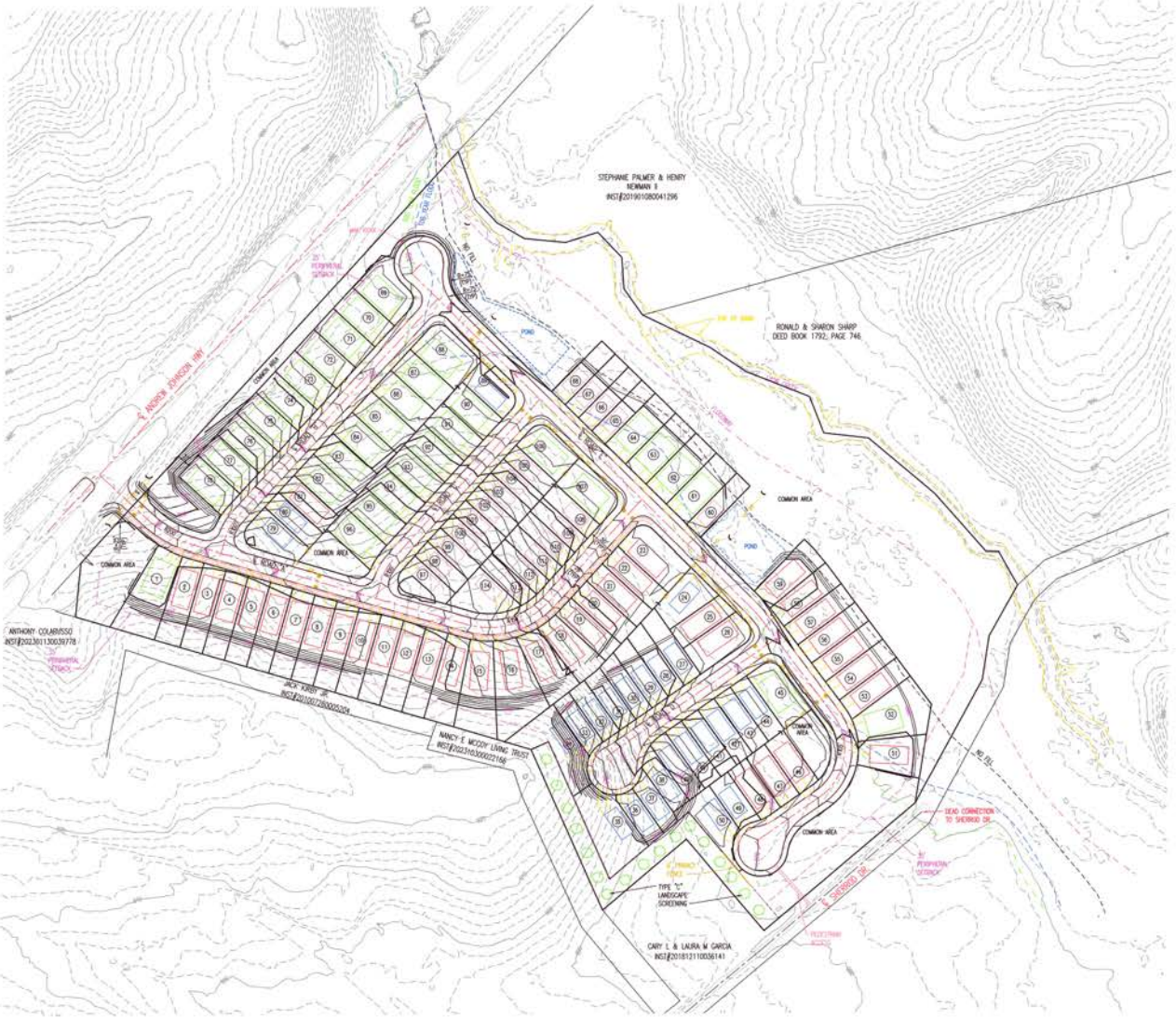
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405 MONTBROOK LN
KNOXVILLE, TN 37919
PHONE: (868) 202-8832
DEED REFERENCES: DEED BK 1751, PG 454
DEED BK 1799, PG 803

ROAD PROFILE FOR
VALIARIANO PROPERTY ON
ANDREW JOHNSON HWY
TAX MAP 62 PARCEL 97 & TAX MAP 63, PARCELS 49.08 & 49.04
8TH CIVIL DISTRICT, KNOX COUNTY, TENNESSEE

25890-RP

SHEET 2 OF 3 SHEET(S)

0:\25890\25890-CDW





LOCATION MAP

DAVID B. HARBIN
REGISTERED ENGINEER
No. 101385
STATE OF TENNESSEE
10/17/26

OWNER/DEVELOPER
REECE VALERIANO
405 MONTBROOK LN
KNOXVILLE, TN 37919
PHONE: (888) 202-8832

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DESIGNED DBH
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1	10/19/26	KKCP COMMENTS	

SCALE
HORIZONTAL: 1"= 50'
VERTICAL: 2' INTERVAL

DATE
9/15/26

0' 50' 100' 150' 200'
1"=50'

GRADING & DRAINAGE PLAN FOR
VALIARIANO PROPERTY ON ANDREW JOHNSON HWY
TAX MAP 62 PARCEL 97 & TAX MAP 63, PARCELS 49.08 & 49.04
8TH CIVIL DISTRICT, KNOX COUNTY, TENNESSEE

25890-GP

SHEET 3 OF 3 SHEET(S)

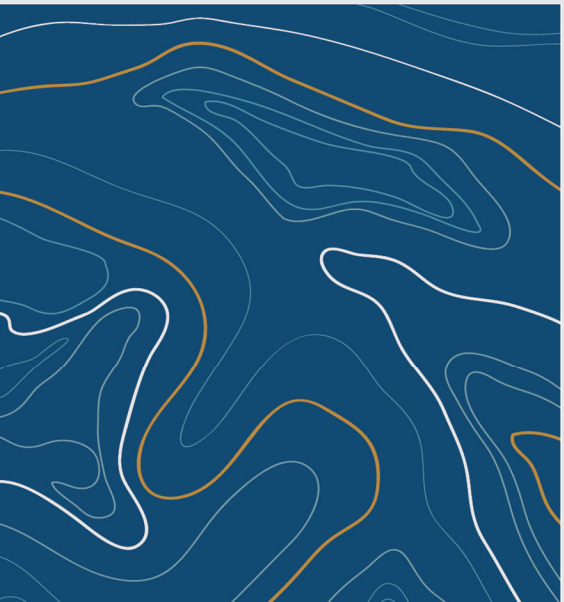
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VALERIANO PROPERTY SUBDIVISION TRAFFIC IMPACT STUDY

ANDREW JOHNSON HIGHWAY (US 11E)
KNOX COUNTY, TN

ARDURRA PROJECT NO. 02004-0001.000





PREPARED FOR:
Volunteer Realty
405 Montbrook Lane
Knoxville, TN 37919
859.202.8832

SUBMITTED BY
Ardurra Group, Inc.
10025 Investment Drive, Ste 120
Knoxville, TN 37932
865.670.8555

Revised
October 19
2026

7 CONCLUSIONS & RECOMMENDATIONS

The primary conclusion of this study is that traffic generated from the proposed residential development will have minor impacts on delay at the intersection of Andrew Johnson Highway (US 11E) at Pleasant Hill Road. Under the proposed conditions evaluated, the Andrew Johnson Highway (US 11E) at Pleasant Hill Road intersection was found to operate at a LOS "C" or better, while the proposed site access (Road "A") was found to operate at a LOS "D" or better.

The following list is a summary of the improvements that are recommended to be implemented with the construction of this project:

1. Install STOP sign at unsignalized Site Access (Road "A") at Andrew Johnson Highway (US 11E).

2. A southbound left turn lane on Andrew Johnson Highway (US 11E) is warranted per the TDOT Highway System Access Manual during combined conditions as a result of traffic from the proposed development. Ardurra recommends that a left turn lane be installed with a minimum recommended queue storage length of 50 feet and a bay taper length of 220 feet.

3. Widen the existing median opening. The recommended minimum median opening per TDOT standard drawings is 48 feet.

4. Ardurra recommends that the radius of curvature at the proposed Site Access (Road "A") at Andrew Johnson Highway (US 11E) be increased to 40 feet to accommodate a single-unit truck at a minimum.

5. Any future improvements to the intersection need to be reviewed, coordinated and approved by the Tennessee Department of Transportation.

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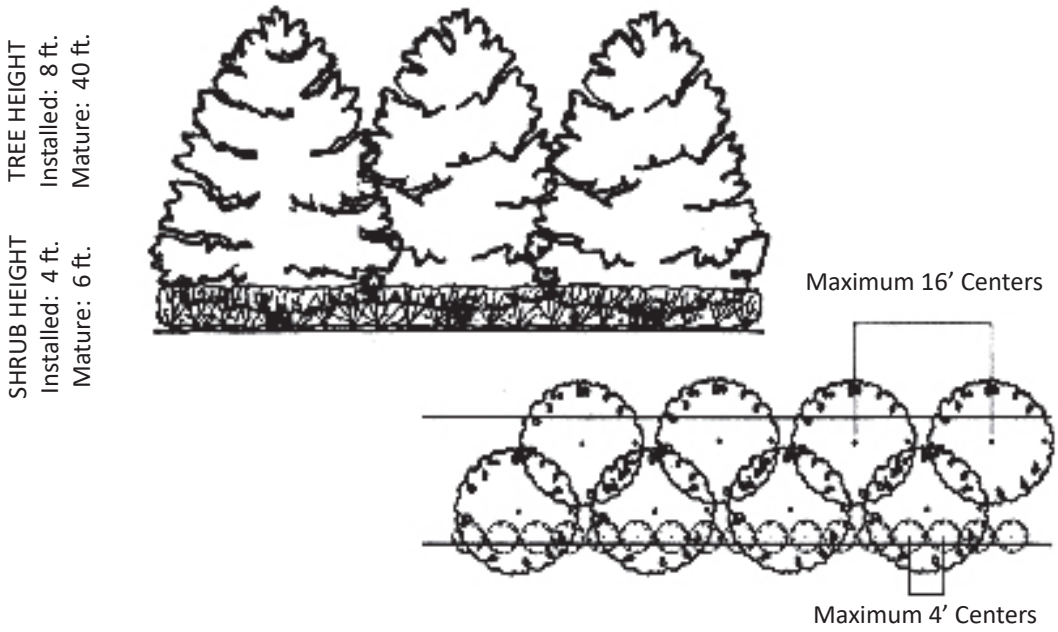
Design Guidelines
Landscape Screening

Type “A” Screen: Dense

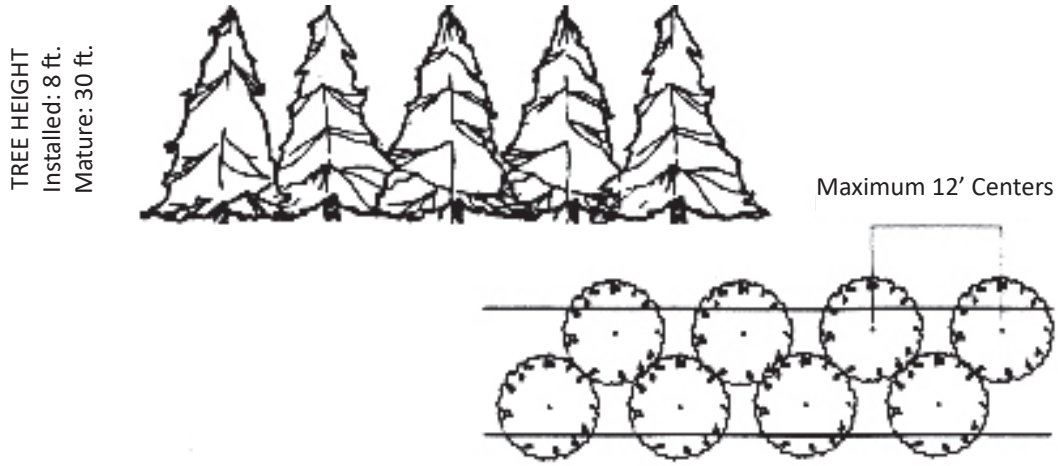
APPROPRIATE LOCATION: Boundaries of commercial and industrial developments adjoining residential areas

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.

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Design Guidelines
Landscape Screening

Type “B” Screen: Continuous

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

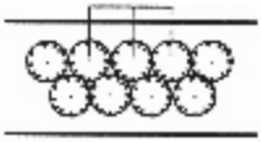
NOTE: Landscape buffer strips should be a minimum of 12 feet in width, and sown with grass or ground cover for their full width, allowing for mulch at the base of plantings.

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

- Two offset rows of evergreen shrubs

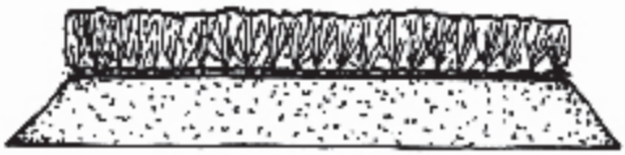


Maximum 4’ Centers

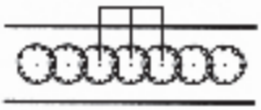


SHRUB HEIGHT
Installed: 2 ft.
Mature: 3 ft.

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



Maximum 3’ Centers

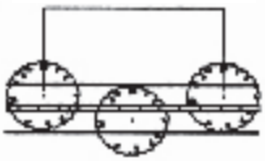


TREE HEIGHT
Installed: 8 ft.
Mature: 15 ft.

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



Maximum 50’ Centers

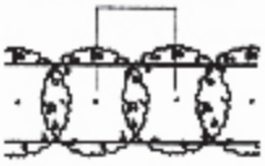


TREE HEIGHT
Installed: 8 ft.
Mature: 20 ft.

- One row of evergreen trees with branches touching the ground



Maximum 10’ Centers



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INTRODUCTION

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Design Guidelines
Landscape Screening

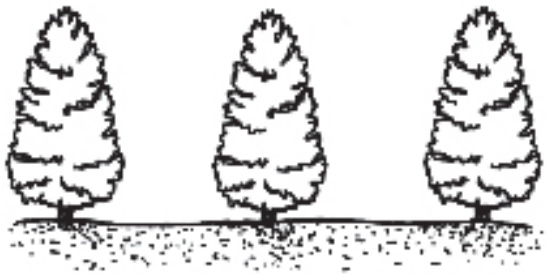
Type “C” Screen: Partial

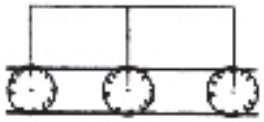
APPROPRIATE LOCATION: Between parking lots and public streets; boundaries of industrial and office development

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.



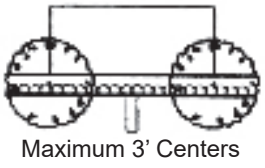


- A row of large broad leaf evergreen trees with a 3 ft. high wall or hedge (deciduous species of similar size & form could be used for every second tree)

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

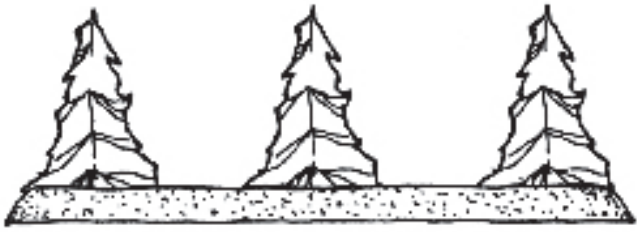
SHRUB HEIGHT
Installed: 2 ft.
Mature: 3 ft.

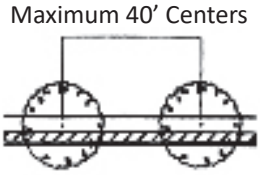




- A row of evergreen conifers with a 3 ft. high earth berm or solid fence or wall

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





INTRODUCTION

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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
David Harbin	David Harbin	10/19/26

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:

Intersection Grade from 1.00% to 2.35% STA. 9+75 to STA. 11+33 Road "A"

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 3:21 pm, Nov 05, 2026

2. ALTERNATIVE DESIGN STANDARD REQUESTED:

Intersection Grade from 1.00% to 3.00% STA. 5+45 to STA. 5+99 Road "B"

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 3:21 pm, Nov 05, 2026

3. ALTERNATIVE DESIGN STANDARD REQUESTED:

Intersection Grade from 1.00% to 3.00% STA. 0+13 to STA. 1+00 Road "C"

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 3:21 pm, Nov 05, 2026

4. ALTERNATIVE DESIGN STANDARD REQUESTED:

Intersection Grade from 1.00% to 3.00% STA. 3+50 to STA. 4+60 Road "C"

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 3:21 pm, Nov 05, 2026

5. ALTERNATIVE DESIGN STANDARD REQUESTED:

Intersection Grade from 1.00% to 3.00% STA. 0+13 to STA. 2+00 Road "D"

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 3:21 pm, Nov 05, 2026

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).

6. X **ALTERNATIVE DESIGN STANDARD REQUESTED:**
Reduce the horizontal curve radius from 250' to 200' @ STA.1+80 Road "A"

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 3:20 pm, Nov 05, 2026

7. X **ALTERNATIVE DESIGN STANDARD REQUESTED:**
Reduce the horizontal curve radius from 250' to 150' @ STA. 8+25 Road "A"

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 3:20 pm, Nov 05, 2026

8. X **ALTERNATIVE DESIGN STANDARD REQUESTED:**
Reduce the horizontal curve radius from 250' to 105' @ STA.11+75 Road "E"

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 3:20 pm, Nov 05, 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

David Harbin — Applicant Signature

DAVID HARBIN — Applicant Name

9.28.26 — Date