SUBDIVISION REPORT - CONCEPT/DEVELOPMENT PLAN

▶ **FILE #:**	**11-SD-26-C**	**AGENDA ITEM #:**	**42**
	11-G-26-DP	**AGENDA DATE:**	**11/12/2026**

▶ **SUBDIVISION:**	**8103 NORRIS FREEWAY**
▶ **APPLICANT/DEVELOPER:**	**HUNLEY DEVELOPMENT, LLC**
OWNER(S):	Aziz A. Kherani Chotu Inc.
TAX IDENTIFICATION:	28 021, 057 **View map on KGIS**
JURISDICTION:	County Commission District 7
STREET ADDRESS:	8103 NORRIS FRWY (8150 PELLEAUX RD)
▶ **LOCATION:**	**West side of Norris Frwy, south side of Pelleaux Rd**
GROWTH POLICY PLAN:	Planned Growth Area
FIRE DISTRICT:	Rural Metro Fire
WATERSHED:	Beaver Creek
▶ **APPROXIMATE ACREAGE:**	**40.46 acres**
▶ **ZONING:**	**PR(k) (Planned Residential, with conditions) up to 3.5 du/ac**
PLACE TYPE:	SR (Suburban Residential), HP (Hillside Protection)
▶ **EXISTING LAND USE:**	**Rural Residential, Agriculture/Forestry/Vacant Land**
▶ **PROPOSED USE:**	**Detached residential subdivision**
SURROUNDING LAND USE AND ZONING:	North: Rural residential, agriculture/forestry/vacant - A (Agricultural), RA (Low Density Residential) South: Single family residential, rural residential, agriculture/forestry/vacant - A (Agricultural) East: Norris Freeway right-of-way - PR (Planned Residential) up to 4 du/ac West: Single family residential, agriculture/forestry/vacant - PR (Planned Residential) up to 3.1 du/ac, A (Agricultural)
▶ **NUMBER OF LOTS:**	**109**
SURVEYOR/ENGINEER:	Chris Sharp, P.E.; Urban Engineering, Inc.
ACCESSIBILITY:	Access is via Pelleaux Road, a major collector with 19 ft of pavement width within a right-of-way width that varies from 40-55 ft.
▶ **SUBDIVISION VARIANCES REQUIRED:**	**VARIANCES** **1. Reduce the distance between broken back curves from 150' to 29.07' between stations 2+88.78 and 3+17.85 on Road B.** **2. Reduce the K value from 25 to 15 at Sta. 6+27.53 on Road A.** **3. Reduce the K value from 25 to 20 at the intersection of Pelleaux Road and Road A.** **ALTERNATIVE DESIGN STANDARDS REQUIRING PLANNING COMMISSION APPROVAL** **1. Reduce the centerline radius from 250' to 110' for Road B at station 0+62.75.**

2. Reduce the centerline radius from 250' to 175' for Road B at station 3+17.85.
3. Increase the centerline grade from 12% to 15% for Road C at station 2+10.50.

ALTERNATIVE DESIGN STANDARDS REQUIRING ENGINEERING APPROVAL (DOES NOT REQUIRE PLANNING COMMISSION APPROVAL)
1. Increase the intersection grade from 1% to 3% at Road A and Pelleaux Rd.
2. Increase the intersection grade from 1% to 2% at Road C and Road D.
3. Increase the intersection grade from 1% to 2% at Road B and Road C.
4. Increase the intersection grade from 1% to 2% at Road A and Road B.

STAFF RECOMMENDATION:

Approve the variance to reduce the distance between broken back curves from 150' to 29.07' between Stations 2+88.78 and 3+17.85 on Road B.
A. The road design follows the existing topography, and a reduction of the tangent distances 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 15 at Sta. 6+27.53 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 20 at the intersection of Pelleaux Road and 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 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 12 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, including the zoning condition of

6-I-23-RZ.
6. Obtaining an agreement from TDOT for the required improvements at the Norris Freeway and Pelleaux Road intersection before land disturbance permits are issued for this development.
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 Norris Freeway Subdivision – Traffic Impact Study (Ardurra Group Inc, October 16, 2026) 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.
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. Providing a Type B landscape screen (Exhibit B) along the Norris Freeway boundary within an easement on the final plat, excluding the Tennessee Valley Authority (TVA) utility easement. Existing trees that remain can count toward this requirement.
11. Land disturbance within the HP area shall not exceed 24.6 acres, as recommended by the slope analysis (attached). The limit of disturbance is to be verified and delineated on the site with high-visibility fencing before grading permits are issued for the site. Undergrowth in the undisturbed HP areas may be cleared for passive recreational uses, such as walking trails. Selective tree removal is permissible for the removal of invasive species or to alleviate safety hazards, such as trees that are falling, dead, or dying.
12. Obtaining all necessary approvals from TVA and Knoxville Utilities Board (KUB) for the grading within their easements.

- **Approve the Development Plan for up to 109 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 condition 6-I-23-RZ, the portion of the parcel with slopes of 25% or greater shall be left undisturbed, as delineated in the slope. The limit of disturbance is to be verified and delineated on the site with high-visibility fencing before grading permits are issued for the site. Undergrowth in the undisturbed HP areas may be cleared for passive recreational uses, such as walking trails. Selective tree removal is permissible for the removal of invasive species or to alleviate safety hazards, such as trees that are falling, dead, or dying.
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 109 single-family lots on this property that fronts both Norris Freeway and Pelleaux Road, with its entrance off Pelleaux Rd. Norris Freeway is access-controlled by TDOT and is a designated National Scenic Byway. The roadway along this property has a wide right-of-way and is tree-lined.

The traffic study concludes that northbound and southbound left-turn lanes on Norris Freeway (U.S. 441) are warranted per the TDOT Highway System Access Manual during existing, background, and combined conditions. The study does not recommend these improvements, and it does not state why. Condition #6 requires the developer to coordinate with TDOT to determine if improvements are required before land disturbance permits are issued.

The property was rezoned in June 2023 to PR up to 3.5 du/ac, subject to 1 condition. The portion of the parcel with slopes of 25% or greater shall be left undisturbed, as delineated in the slope analysis. The zoning condition is met as there is no grading within these slopes in the southwest corner of the property.

KUB has an underground utility easement within the TVA easement that runs east-west through the middle of the site. The applicant must coordinate with KUB during the design plan phase to ensure the grading within their easement is acceptable.

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 3.5 du/ac, subject to 1 condition.
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 3.5 du/ac. The proposed subdivision has a density of 2.69 du/ac and the zoning condition has been met as stated above.

2) KNOX COUNTY COMPREHENSIVE PLAN – PLACE TYPE
A. The subject property is located in the SR (Suburban Residential) place type and HP (Hillside Protection) area on the Future Land Use Map. SR areas are appropriate for primarily single family residential development with lot sizes generally less than one acre.
C. The site has 38.18 acres in the HP area. The slope analysis recommends a disturbance budget of 24.6 acres in the HP area, and this proposal disturbs approximately 24.6 acres, not including detention. There is a condition not to exceed the disturbance budget, in addition to the zoning condition that the portion of the parcel with slopes of 25% or greater shall be left undisturbed, as delineated in the slope analysis.

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. The Type B landscape screen along Norris Freeway is consistent with Policy 2 and the recommendations of the Norris Freeway Corridor Management Plan, June 2020, which calls for landscaping and tree buffering development along the National Scenic Byway.

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.

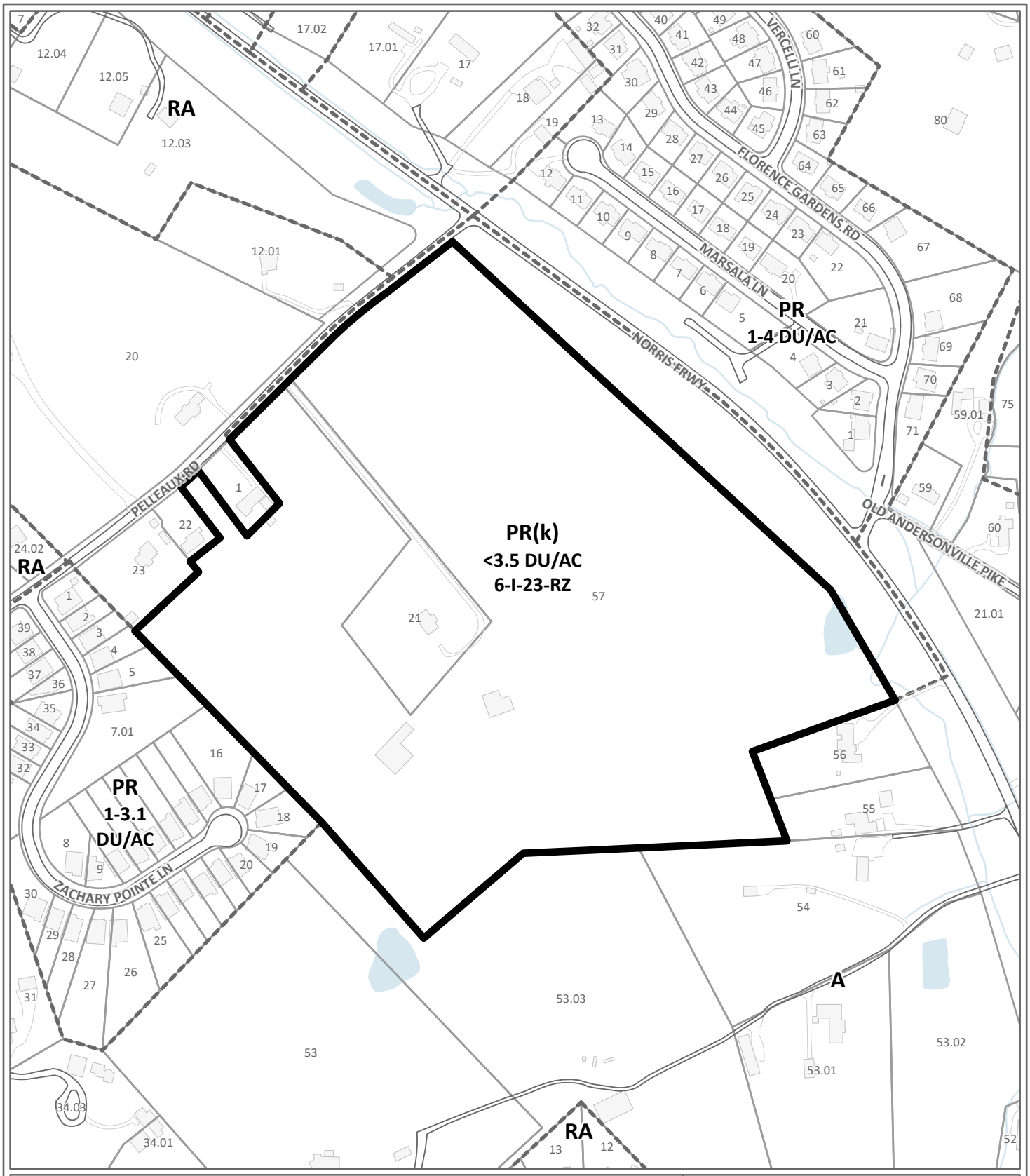
ESTIMATED TRAFFIC IMPACT: A traffic impact study was prepared by the applicant. The findings of that study were used in formulating the recommendations of this staff report.

ESTIMATED STUDENT YIELD: 40 (public school children, grades K-12)

Schools affected by this proposal: Copper Ridge Elementary, Halls Middle, and Halls 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-SD-26-C / 11-G-26-DP**

Petitioner: Hunley Development, LLC

Detached residential subdivision in PR(k) (Planned Residential) up to 3.5 DU/AC

Map No: 28
Jurisdiction: County

0 340
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

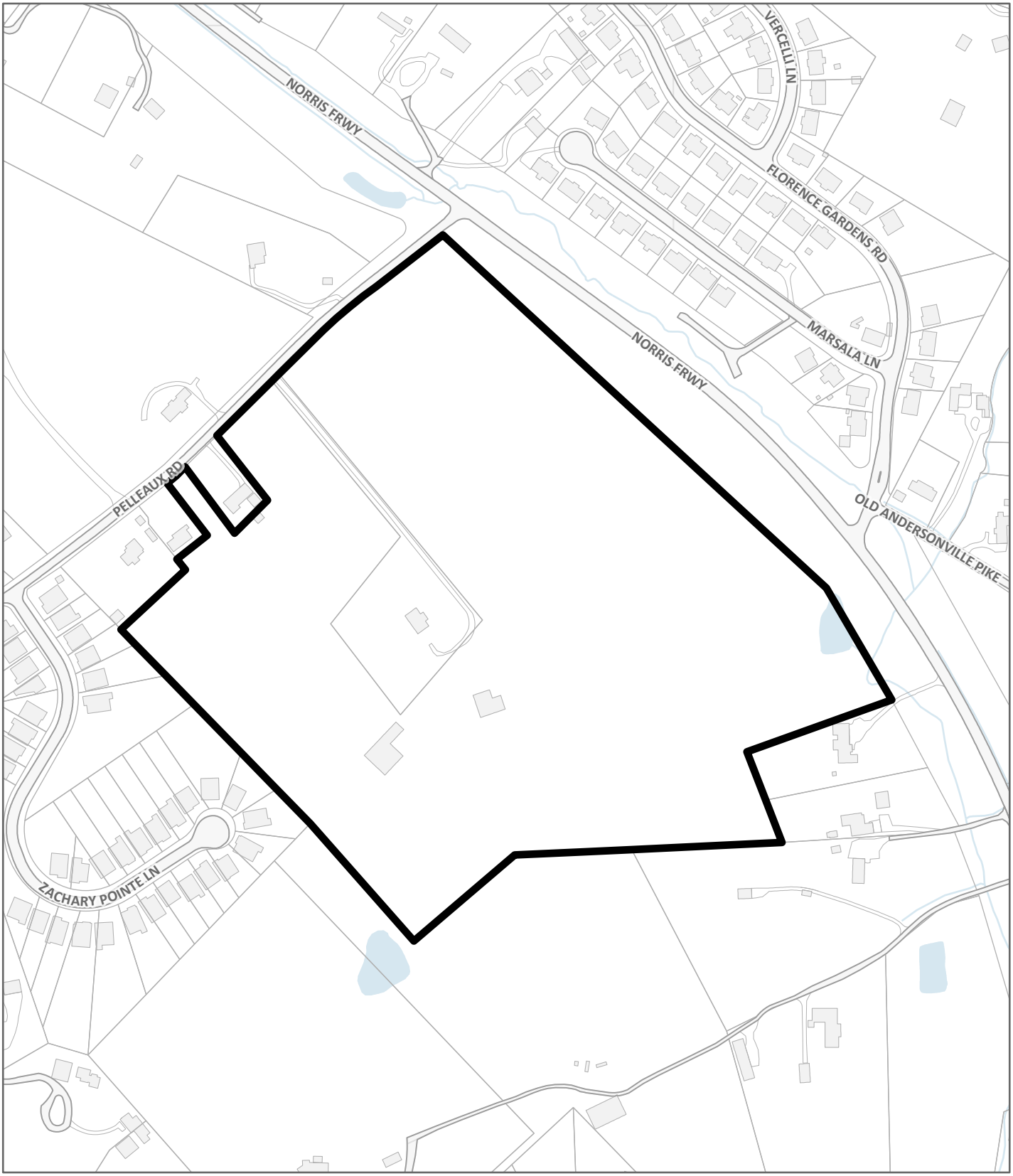
Case boundary

0 340

Feet

N

Exhibit A. Contextual Images



LOCATION MAP **11-G-26-DP / 11-SD-26-C**

Case boundary

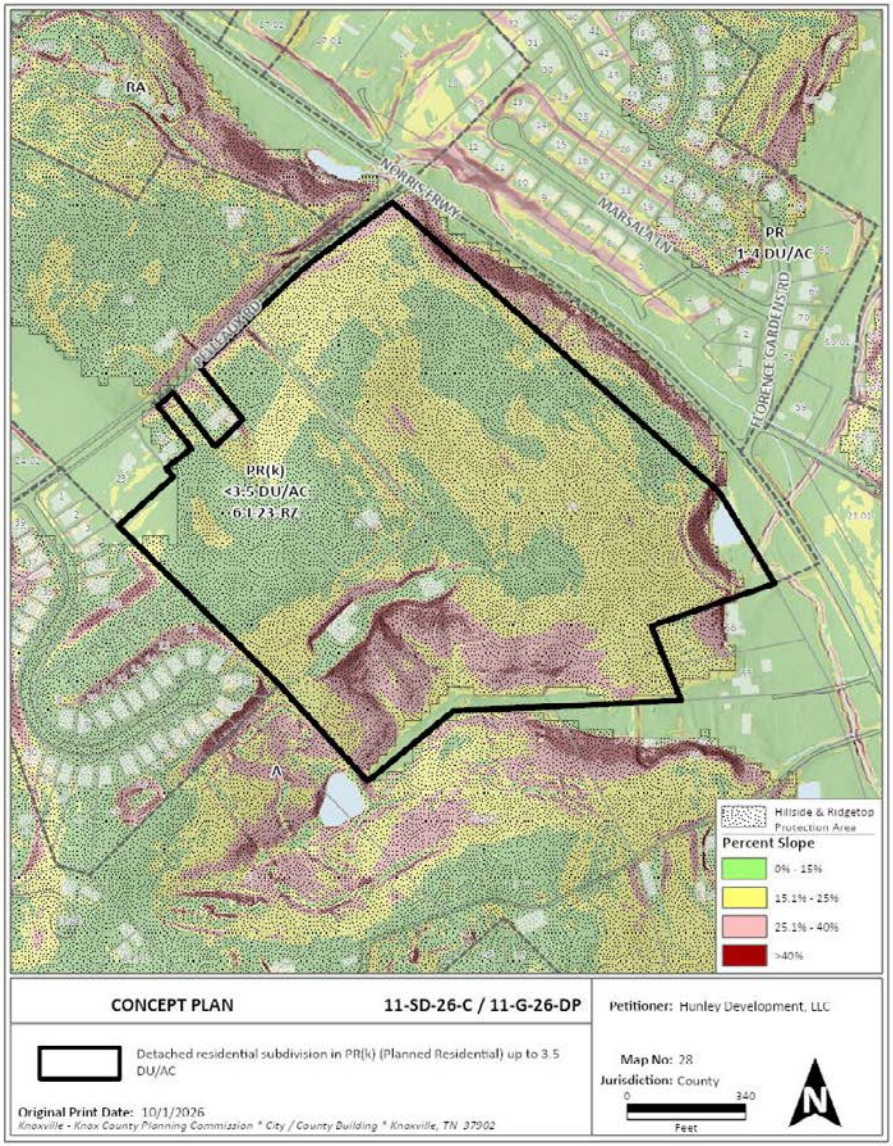
0 360

Feet

N

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

CATEGORY	ACRES	RECOMMENDED DISTURBANCE BUDGET (Percent)	DISTURBANCE AREA (Acres)
Total Area of Site	**40.05**		
Non-Hillside	1.88	N/A	
0-15% Slope	14.71	100%	14.71
15-25% Slope	17.72	50%	8.86
25-40% Slope	4.47	20%	0.89
Greater than 40% Slope	1.28	10%	0.13
Ridgetops			
Hillside Protection (HP) Area	38.18	Recommended disturbance budget within HP Area (acres)	**24.59**
		Percent of HP Area	**64.4%**



CONCEPT PLAN

U.E.I. PROJECT NO. 2609023

8103 NORRIS FREEWAY

SITE ADDRESS: 8103 NORRIS FREEWAY, KNOXVILLE, TENNESSEE 37938
CLT MAP 28, PARCELS 21 & 57



LOCATION MAP
N.T.S

DEVELOPER:
HUNLEY DEVELOPMENT, LLC
3051 HINDS CREEK ROAD
KNOXVILLE, TN 37754
(865) 206-9458

SITE ENGINEER:
URBAN ENGINEERING, INC.
CHRIS SHARP
10330 HARDIN VALLEY ROAD, SUITE 201
KNOXVILLE, TENNESSEE 37932
(865) 966-1924

SPECIFICATIONS

EXCEPT WHERE DIRECTED OTHERWISE BY THE PLANS, WORKMANSHIP AND MATERIAL (BUT NOT MEASUREMENT AND PAYMENT) FOR THIS PROJECT SHALL BE IN ACCORDANCE WITH THE FOLLOWING SPECIFICATIONS AND STANDARDS.

ELECTRICAL	– AS DIRECTED BY KNOXVILLE UTILITIES BOARD
GAS	– AS DIRECTED BY KNOXVILLE UTILITIES BOARD
WATER	– AS DIRECTED BY HALLSDALE-POWELL UTILITY DISTRICT
SEWER	– AS DIRECTED BY HALLSDALE-POWELL UTILITY DISTRICT
TELEPHONE	– AS DIRECTED BY AT&T
CABLE	– AS DIRECTED BY COMCAST
SITE DEVELOPMENT	– KNOX COUNTY STANDARDS AND SPECIFICATIONS

SHEET INDEX

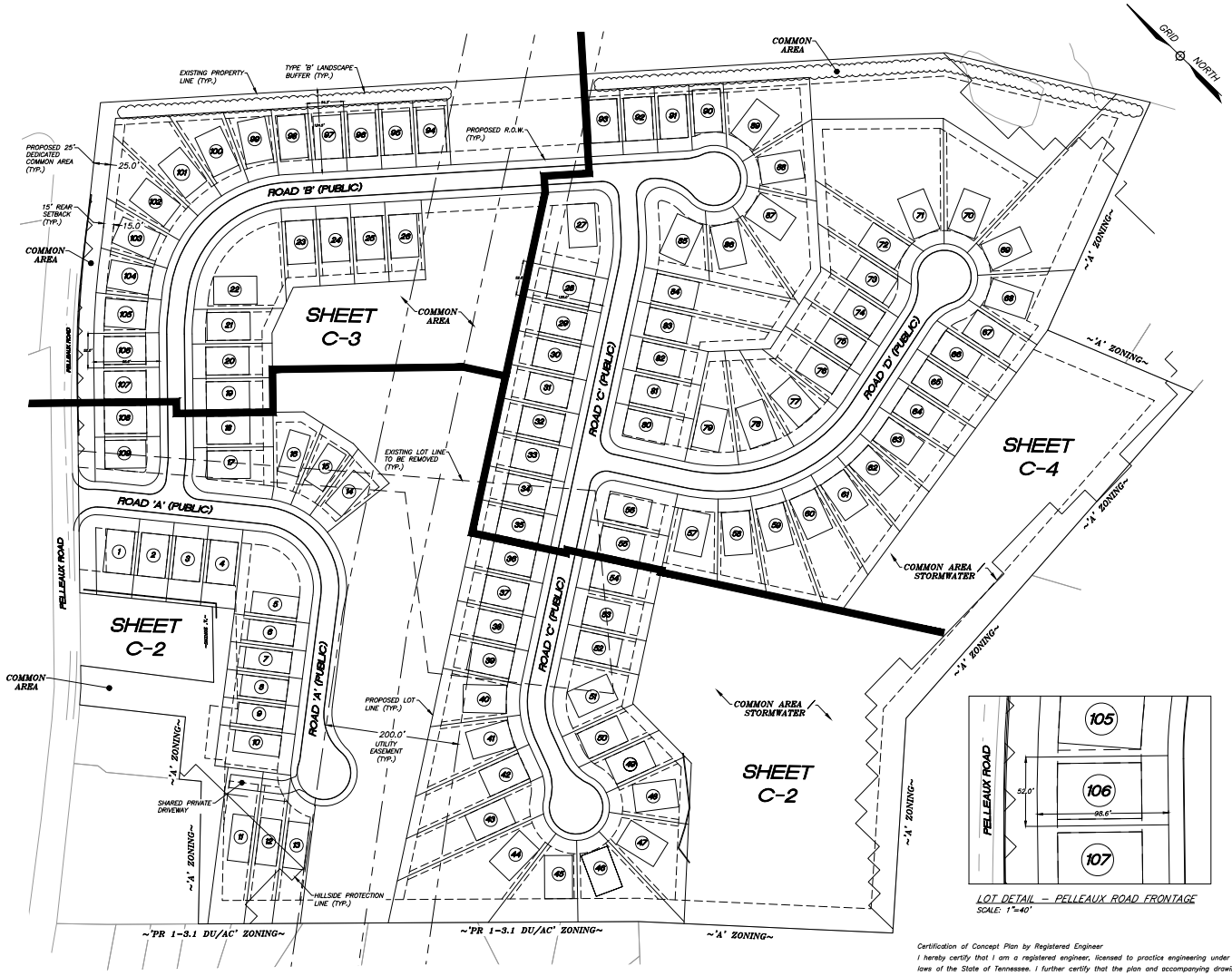
TITLE	SHEET
TITLE SHEET	C-0
KEY SHEET / TYPICAL SECTION	C-1
SITE PLAN	C-2 THRU C-4
ROAD PROFILES	C-5 THRU C-8
PRELIMINARY GRADING PLAN	C-9 THRU C-11

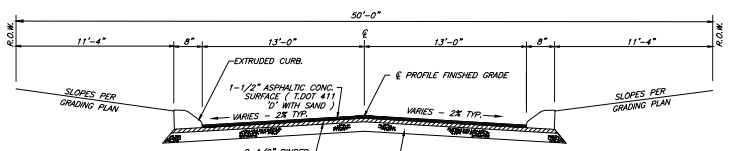
Certification of Concept Plan by Registered Engineer
I hereby certify that I am a registered engineer, licensed to practice engineering under the laws of the State of Tennessee. I further certify that the plan and accompanying drawings, documents and statements conform, to the best of my knowledge, to all applicable provisions of the Knoxville-Knox County Subdivision Regulations except as has been itemized and described in a request filed with the Planning Commission.
Registered Engineer
Christopher A. Sharp, P.E.
Tennessee License No. 108984
Date: 9/1/26

CHRISTOPHER A. SHARP
REGISTERED ENGINEER
NUMBER 108984
AGENT OF OWNER
STATE OF TENNESSEE

PLANNING FILE# 11-SD-26-C/11-G-26-DP

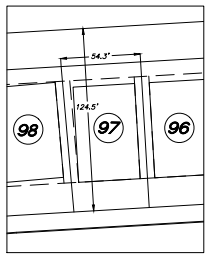
ISSUE NO.	DATE	DESCRIPTION
3	11/2/26	SUBMITTAL 3
2	10/19/26	SUBMITTAL 2
1A	10/6/26	ADDED GRADING



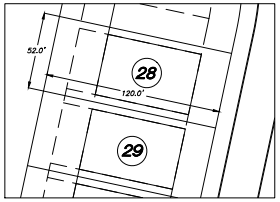


TYPICAL SECTION – LOCAL STREETS A, B, C, & D (PUBLIC))
N.T.S.

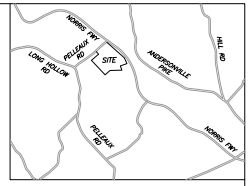
LOT DETAIL – PELLEAUX ROAD FRONTAGE
SCALE: 1"=40'



LOT DETAIL – NORRIS FREEWAY FRONTAGE
SCALE: 1"=40'



LOT DETAIL – ROAD 'C' FRONTAGE
SCALE: 1"=40'



LOCATION MAP
N.T.S

SITE PLAN NOTES:

1. A PORTION OF THE PROPERTY IS ZONED 'PR' (<3.5 DU/AC). REQUIRED BUILDING SETBACKS ARE AS FOLLOWS:
   - FRONT: TWENTY (20) FEET
   - PERIPHERY: THIRTY-FIVE (35) FEET
   - SIDE: FIVE (5) FEET
   - REAR: FIFTEEN (15) FEET
2. THE LOCATIONS OF ALL UNDERGROUND UTILITIES SHOWN HEREON ARE APPROXIMATE AND ARE BASED ON FIELD LOCATION OF VISIBLE STRUCTURES SUCH AS CATCH BASINS, MANHOLES, WATER VALVES, ETC., AND COMPILING INFORMATION FROM PLANS SUPPLIED BY VARIOUS UTILITY COMPANIES AND GOVERNMENT AGENCIES. THE CONTRACTORS SHALL NOTIFY IN WRITING ALL UTILITY COMPANIES AND GOVERNMENT AGENCIES AND ALSO CALL TENN ONE-CALL PRIOR TO ANY EXCAVATION WORK, TO VERIFY INFORMATION SHOWN AND DETERMINE THE LAYOUT OF THE IRRIGATION SYSTEM AND IF ADDITIONAL IMPROVEMENTS MAY EXIST.
3. HORIZONTAL COORDINATES ARE TENNESSEE STATE PLANE. VERTICAL DATUM IS NAVD88.
4. ALL WORK SHALL BE IN ACCORDANCE WITH KNOX COUNTY'S SPECIFICATIONS FOR SITE DEVELOPMENT.
5. THE TOTAL AREA OF THE PROJECT IS 40.46 ACRES
   109 LOTS PROPOSED (2.69 DU / AC).
6. THE PROPOSED LOTS SHALL HAVE VEHICULAR ACCESS TO INTERNAL ROADS ONLY.
7. A HOMEOWNERS ASSOCIATION SHALL BE ESTABLISHED TO ADDRESS MAINTENANCE OF THE COMMON AREAS.
8. 10' UTILITY AND DRAINAGE EASEMENTS SHALL BE RESERVED ALONG ALL EXTERIOR BOUNDARY LINES AND PUBLIC RIGHT OF WAY. 5' UTILITY AND DRAINAGE EASEMENTS SHALL BE RESERVED ALONG ALL INTERIOR LOT LINES EXCEPT WHEN UNDER BUILDINGS.
9. SEE THIS SHEET FOR LOCAL STREET TYPICAL SECTION.
10. THE TOTAL AREA OF THE PROPERTY COVERED BY HILLSIDE PROTECTION IS 38.2 ACRES.

VARIANCE / ALTERNATIVE DESIGN STANDARDS:

ROADS A, B, & C:

1) REDUCE THE CENTERLINE RADIUS FROM 250' TO 110' STA. 0+62.75 ROAD B.
2) REDUCE THE CENTERLINE RADIUS FROM 250' TO 175' STA. 3+17.85 ROAD B.
3) REDUCE THE DISTANCE FROM BROKEN BACK CURVES FROM 150' TO 29.07' BETWEEN STATIONS 2+88.78 AND 3+17.85 ROAD B.
4) REDUCE DEPTH OF DOUBLE FRONTAGE LOTS FROM 150' TO 123.7' ALONG NORRIS FREEWAY.
5) REDUCE THE K VALUE FROM 25 TO 20 AT PELLEAUX ROAD AND ROAD A (STA 1+02.39 ROAD A).
6) REDUCE THE K VALUE FROM 25 TO 15 AT STA 6+27.53 ROAD A.
7) INCREASE THE INTERSECTION GRADE FROM 1% TO 3% AT ROAD A AND PELLEAUX ROAD.
8) INCREASE THE INTERSECTION GRADE FROM 1% TO 2% AT ROAD C AND ROAD D.
9) INCREASE THE INTERSECTION GRADE FROM 1% TO 2% AT ROAD B AND ROAD C.
10) INCREASE THE INTERSECTION GRADE FROM 1% TO 2% AT ROAD A AND ROAD B.
12) REDUCE THE K VALUE TO FROM 25 TO 15 AT ROADS 'B' & 'C'

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.
Registered Engineer
Christopher A. Sharp, P.E.
Tennessee License No. 108984
Date: 9/1/26

CHRISTOPHER A. SHARP — REGISTERED ENGINEER — No. 0010984 — STATE OF TENNESSEE

REFERENCE:
PLAT: 355-51
DEED INST. #202310050018176

GRAPHIC SCALE
80 0 80 160

PLANNING FILE# 11-SD-26-C/11-G-26-DP

REVISION	DATE	DESCRIPTION	BY
2	11/2/26	GENERAL REVISIONS	BS
1	10/19/26	GENERAL REVISIONS	BS

SHEET C-1

OVERALL SITE PLAN

8103 NORRIS FREEWAY

SITE ADDRESS: 8103 NORRIS FREEWAY (37938)

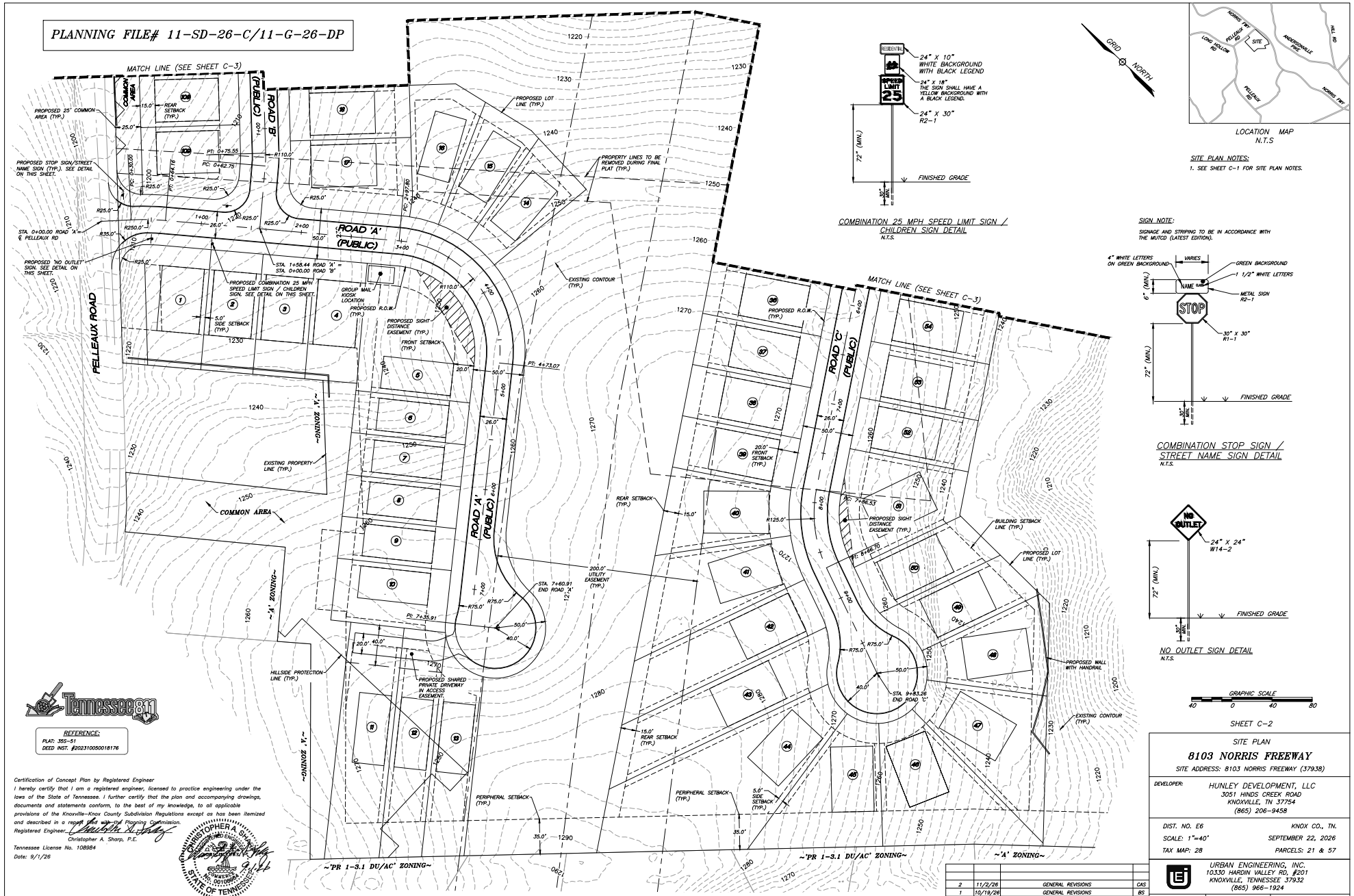
DEVELOPER: HUNLEY DEVELOPMENT, LLC
3051 HINDS CREEK ROAD
KNOXVILLE, TN 37754
(865) 206-9458

DIST. NO. E6 — KNOX CO., TN.
SCALE: 1"=80' — SEPTEMBER 22, 2026
TAX MAP: 28 — PARCELS: 21 & 57

URBAN ENGINEERING, INC.
10330 HARDIN VALLEY RD, #201
KNOXVILLE, TENNESSEE 37932
(865) 966-1924

DWN: BS | CHK: CAS | DWG. NO. 2609023

PLANNING FILE# 11-SD-26-C/11-G-26-DP



COMBINATION 25 MPH SPEED LIMIT SIGN / CHILDREN SIGN DETAIL
N.T.S.

GRID NORTH

LOCATION MAP
N.T.S

SITE PLAN NOTES:

1. SEE SHEET C-1 FOR SITE PLAN NOTES.

SIGN NOTE:

SIGNAGE AND STRIPING TO BE IN ACCORDANCE WITH THE MUTCD (LATEST EDITION).

COMBINATION STOP SIGN / STREET NAME SIGN DETAIL
N.T.S.

NO OUTLET SIGN DETAIL
N.T.S.

GRAPHIC SCALE
40 0 40 80

SHEET C-2

REFERENCE:
PLAT: 355-51
DEED INST. #202310050018176

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Registered Engineer: Christopher A. Sharp, P.E.
Tennessee License No. 108984
Date: 9/1/26

CHRISTOPHER A. SHARP — REGISTERED ENGINEER — No. 108984 — STATE OF TENNESSEE

REVISION	DATE	DESCRIPTION	BY
2	11/2/26	GENERAL REVISIONS	CAS
1	10/19/26	GENERAL REVISIONS	BS

SITE PLAN

8103 NORRIS FREEWAY

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DEVELOPER: HUNLEY DEVELOPMENT, LLC
3051 HINDS CREEK ROAD
KNOXVILLE, TN 37754
(865) 206-9458

DIST. NO. E6 — KNOX CO., TN.
SCALE: 1"=40' — SEPTEMBER 22, 2026
TAX MAP: 28 — PARCELS: 21 & 57

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KNOXVILLE, TENNESSEE 37932
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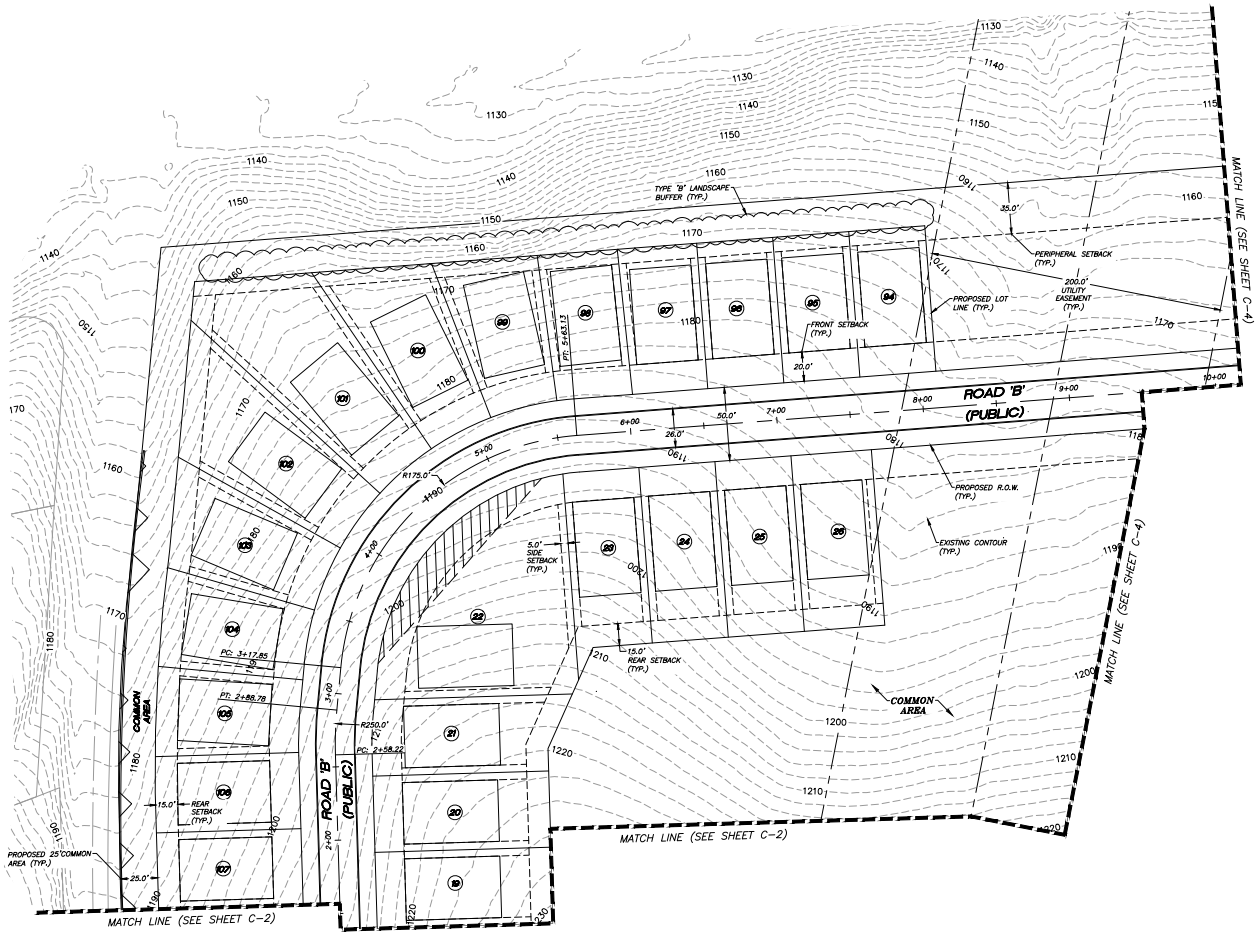
DWN: BS | CHK: CAS | DWG. NO. 2609023



SHEET C-3

SITE PLAN

8103 NORRIS FREEWAY

SITE ADDRESS: 8103 NORRIS FREEWAY (37938)

DEVELOPER: HUNLEY DEVELOPMENT, LLC
3051 HINDS CREEK ROAD
KNOXVILLE, TN 37754
(865) 206-9458

DIST. NO. E6 — KNOX CO., TN.
SCALE: 1"=40' — SEPTEMBER 22, 2026
TAX MAP: 28 — PARCELS: 21 & 57

URBAN ENGINEERING, INC.
10330 HARDIN VALLEY RD, #201
KNOXVILLE, TENNESSEE 37932
(865) 966-1924

DWN: BS | CHK: CAS | DWG. NO. 2609023

REFERENCE:
PLAT: 355-51
DEED INST. #202310050018176

Tennessee811

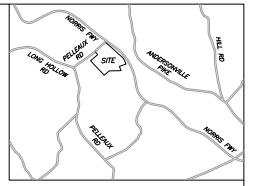
Certification of Concept Plan by Registered Engineer
I hereby certify that I am a registered engineer, licensed to practice engineering under the laws of the State of Tennessee. I further certify that the plan and accompanying drawings, documents and statements conform, to the best of my knowledge, to 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.
Registered Engineer
Christopher A. Sharp, P.E.
Tennessee License No. 108984
Date: 9/1/26

CHRISTOPHER A. SHARP — REGISTERED ENGINEER — No. 108984 — STATE OF TENNESSEE

REVISION	DATE	DESCRIPTION	BY
2	11/2/26	GENERAL REVISIONS	CAS
1	10/19/26	GENERAL REVISIONS	BS

PLANNING FILE# 11-SD-26-C/11-G-26-DP





LOCATION MAP
N.T.S

SITE PLAN NOTES:

1. SEE SHEET C-1 FOR SITE PLAN NOTES.

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Registered Engineer _____
Christopher A. Sharp, P.E.
Tennessee License No. 108984
Date: 9/1/26

CHRISTOPHER A. SHARP
REGISTERED ENGINEER
PROFESSIONAL ENGINEER
COMMERCE
NO. 00108984
STATE OF TENNESSEE

GRAPHIC SCALE
40 0 40 80

SHEET C-4

PLANNING FILE# 11-SD-26-C/11-G-26-DP

Tennessee811

REFERENCE:
PLAT: 35S-51
DEED INST. #202310050018176

REVISION	DATE	DESCRIPTION	BY
2	11/2/26	GENERAL REVISIONS	CAS
1	10/19/26	GENERAL REVISIONS	BS

SITE PLAN

8103 NORRIS FREEWAY

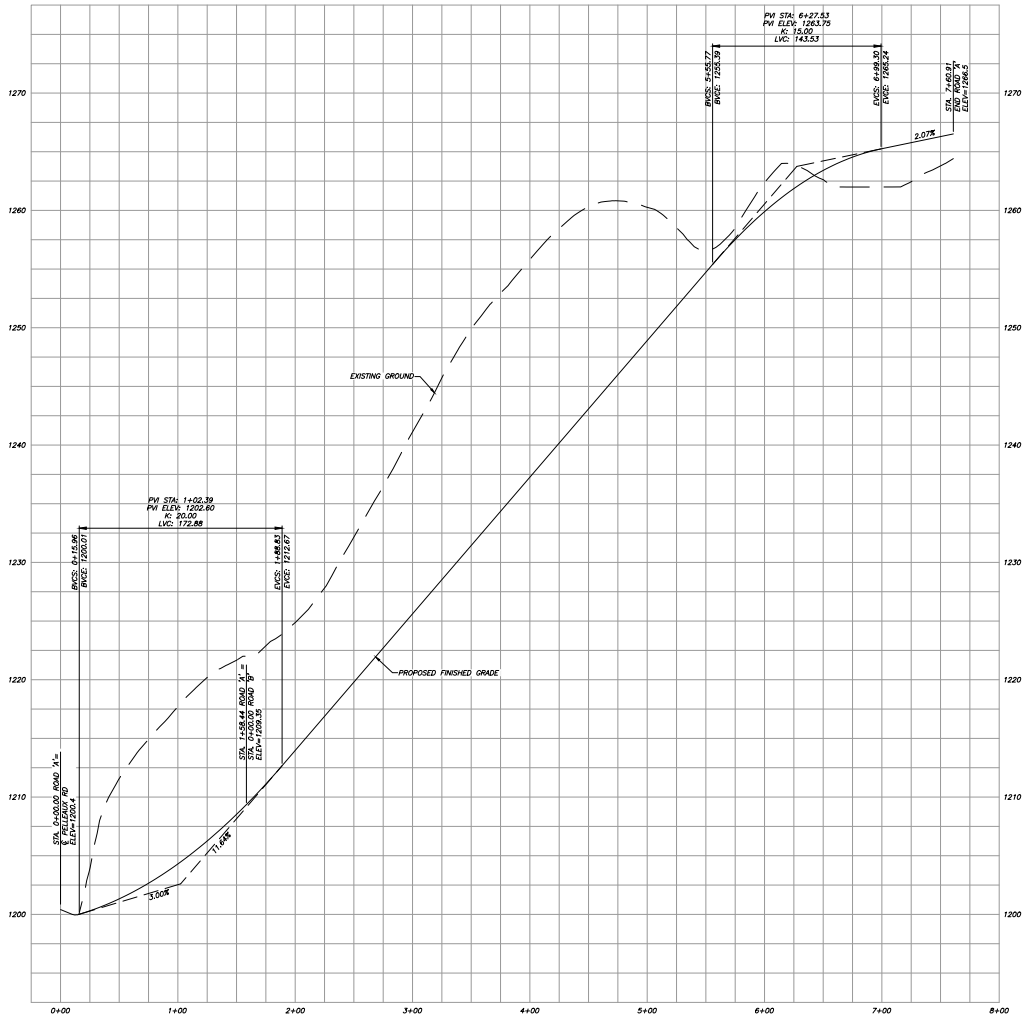
SITE ADDRESS: 8103 NORRIS FREEWAY (37938)

DEVELOPER: HUNLEY DEVELOPMENT, LLC
3051 HINDS CREEK ROAD
KNOXVILLE, TN 37754
(865) 206-9458

DIST. NO. E6 — KNOX CO., TN.
SCALE: 1"=40' — SEPTEMBER 22, 2026
TAX MAP: 28 — PARCELS: 21 & 57

URBAN ENGINEERING, INC.
10330 HARDIN VALLEY RD, #201
KNOXVILLE, TENNESSEE 37932
(865) 966-1924

DWN: BS | CHK: CAS | DWG. NO. 2609023



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

PLANNING FILE# 11-SD-26-C/11-G-26-DP

GRAPHIC SCALE
50 0 50 100

REVISION	DATE	DESCRIPTION	BY
1	10/19/26	GENERAL REVISIONS	BS

SHEET C-5

ROAD PROFILES

8103 NORRIS FREEWAY

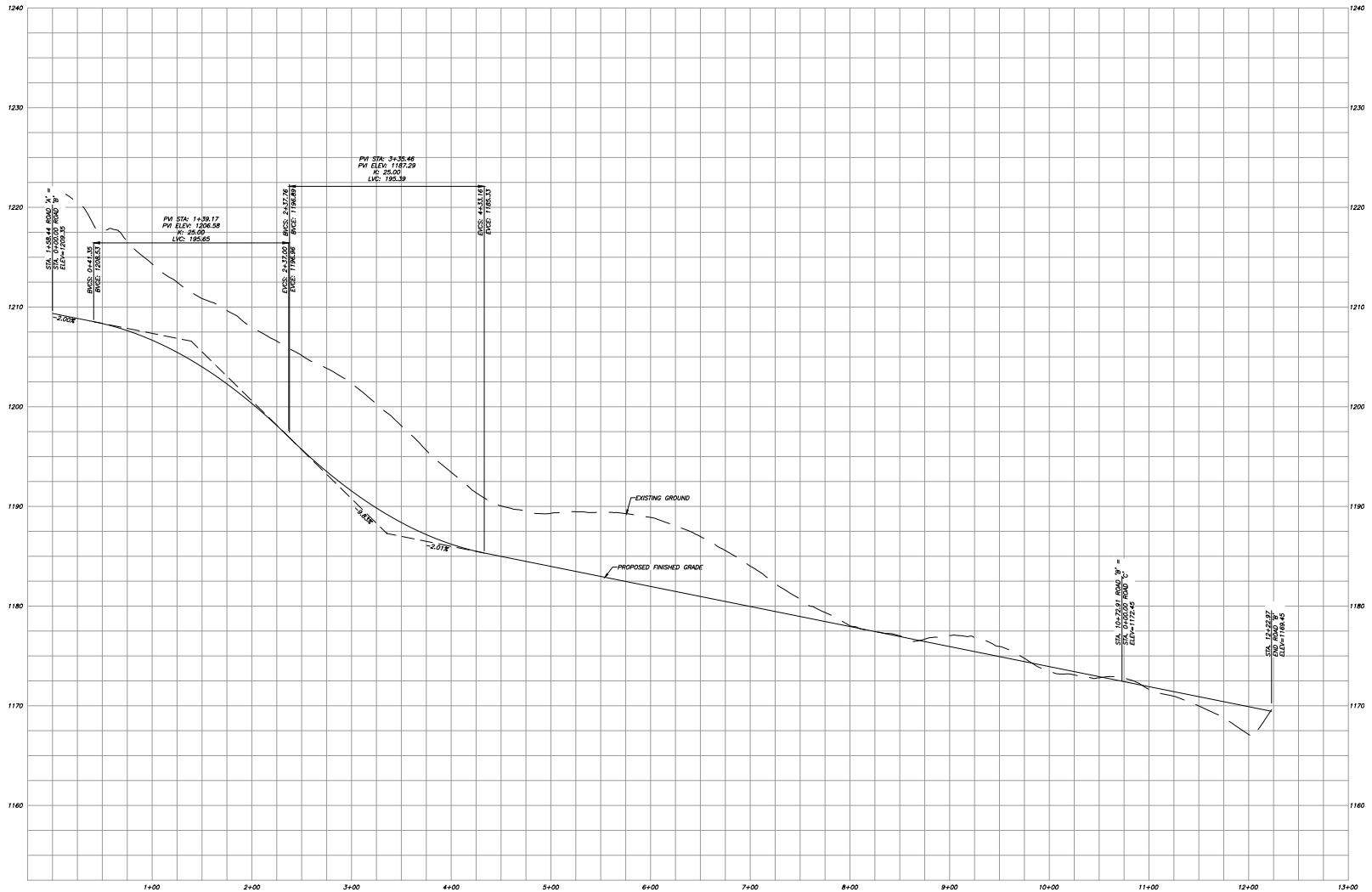
SITE ADDRESS: 8103 NORRIS FREEWAY (37938)

DEVELOPER: HUNLEY DEVELOPMENT, LLC
3051 HINDS CREEK ROAD
KNOXVILLE, TN 37754
(865) 206-9458

DIST. NO. E6 — KNOX CO., TN.
SCALE: AS NOTED — SEPTEMBER 22, 2026
TAX MAP: 28 — PARCELS: 21 & 57

URBAN ENGINEERING, INC.
10330 HARDIN VALLEY RD. #201
KNOXVILLE, TENNESSEE 37932
(865) 966-1924

DWN: BS | CHK: CAS | DWG. NO. 2609023



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

GRAPHIC SCALE
50 0 50 100

PLANNING FILE# 11-SD-26-C/11-G-26-DP

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Tennessee License No. 108984
Date: 9/1/26

CHRISTOPHER A. SHARP — REGISTERED ENGINEER — NO. 108984 — STATE OF TENNESSEE

SHEET C-6

ROAD PROFILES
8103 NORRIS FREEWAY
SITE ADDRESS: 8103 NORRIS FREEWAY (37938)

DEVELOPER:
HUNLEY DEVELOPMENT, LLC
3051 HINDS CREEK ROAD
KNOXVILLE, TN 37754
(865) 206-9458

DIST. NO. E6 — KNOX CO., TN.
SCALE: AS NOTED — SEPTEMBER 22, 2026
TAX MAP: 28 — PARCELS: 21 & 57

URBAN ENGINEERING, INC.
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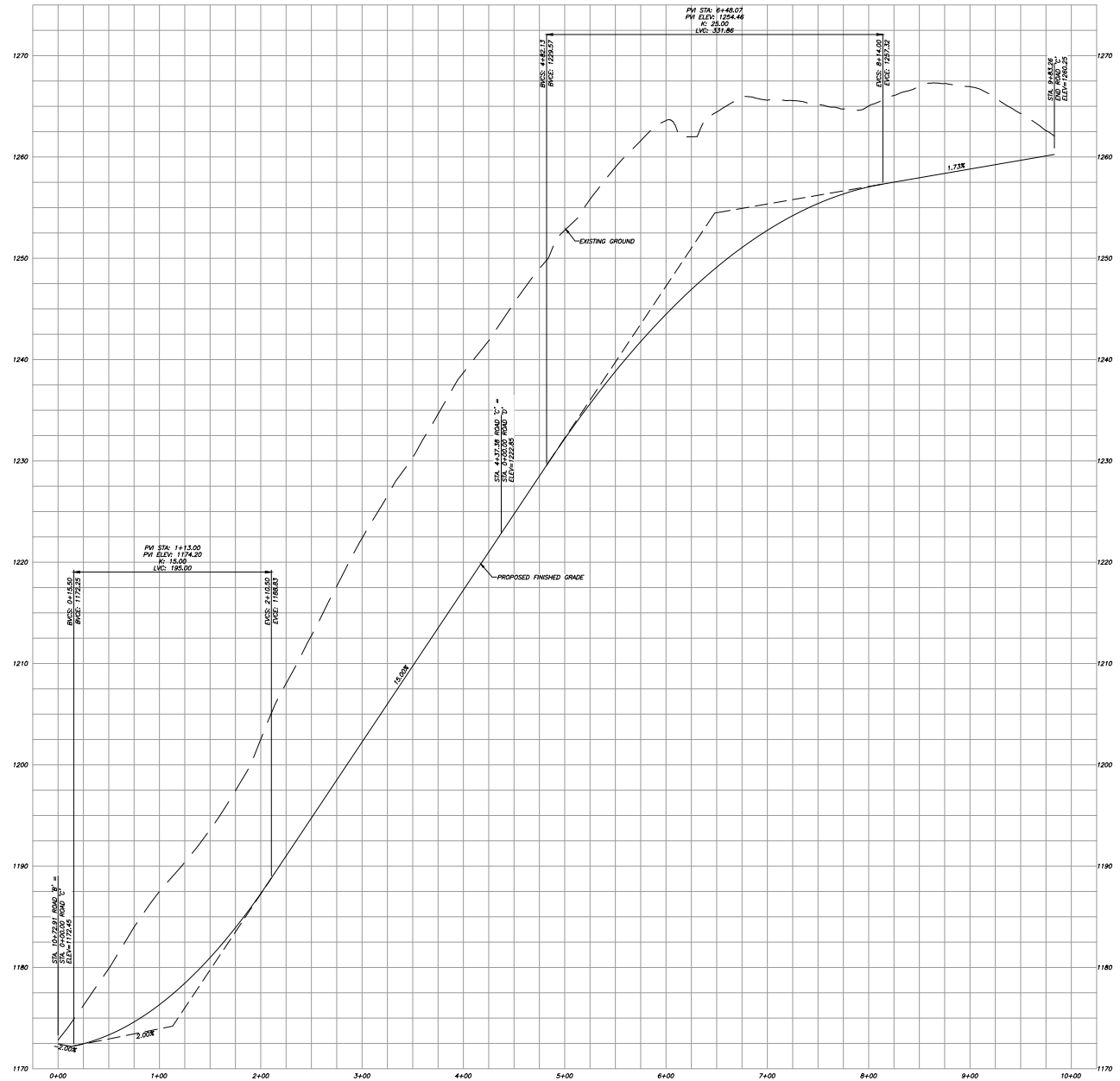
DWN: BS | CHK: CAS | DWG. NO. 2609023

PLANNING FILE# 11-SD-26-C/11-G-26-DP



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

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Christopher A. Sharp, P.E.
Tennessee License No. 108984
Date: 9/1/26

CHRISTOPHER A. SHARP — 108984 — REGISTERED PROFESSIONAL ENGINEER — STATE OF TENNESSEE

SHEET C-7

ROAD PROFILES

8103 NORRIS FREEWAY

SITE ADDRESS: 8103 NORRIS FREEWAY (37938)

DEVELOPER: HUNLEY DEVELOPMENT, LLC
3051 HINDS CREEK ROAD
KNOXVILLE, TN 37754
(865) 206-9458

DIST. NO. E6 — KNOX CO., TN.
SCALE: AS NOTED — SEPTEMBER 22, 2026
TAX MAP: 28 — PARCELS: 21 & 57

GRAPHIC SCALE
50 0 50 100

REVISION	DATE	DESCRIPTION	BY
1	10/19/26	GENERAL REVISIONS	BS

URBAN ENGINEERING, INC.
10330 HARDIN VALLEY RD, #201
KNOXVILLE, TENNESSEE 37932
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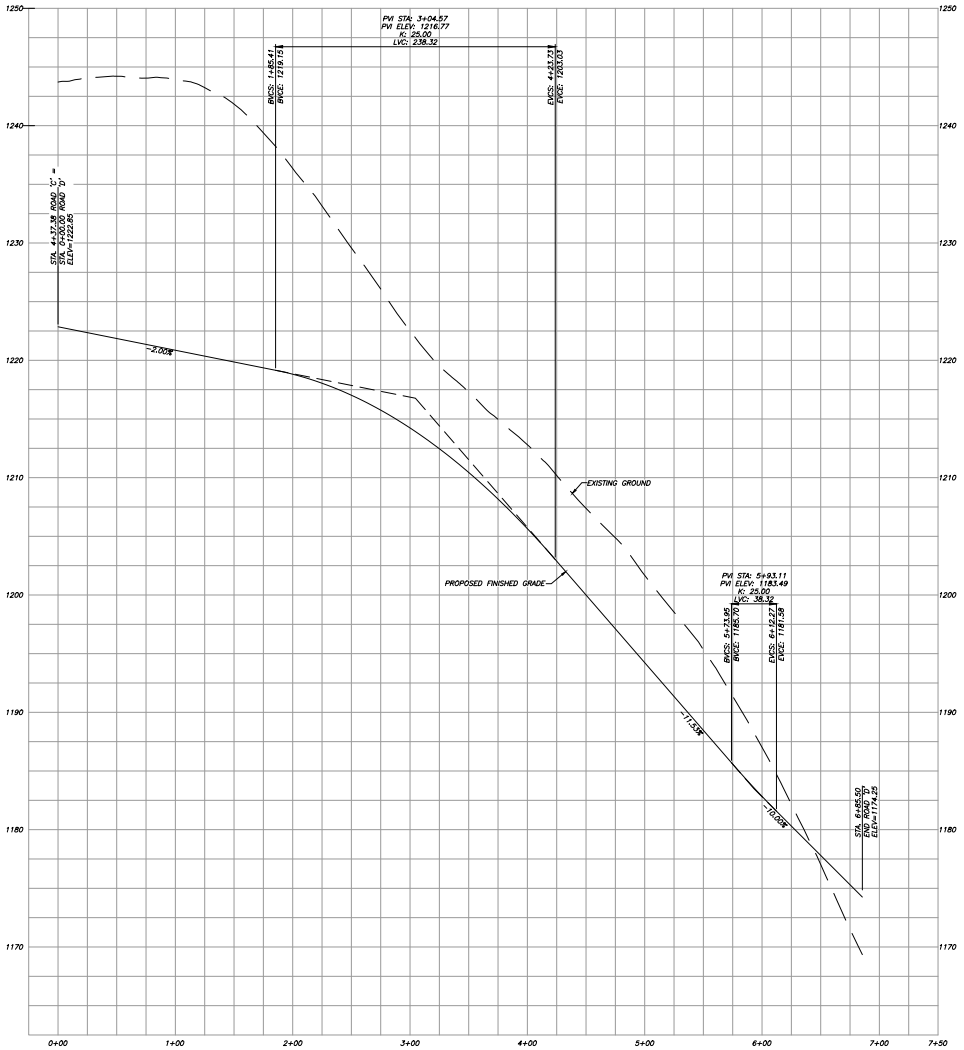
DWN: BS | CHK: CAS | DWG. NO. 2609023

PLANNING FILE# 11-SD-26-C/11-G-26-DP



PROFILE VIEW: ROAD 'D'
1"=50' (HORIZONTAL)
1"=5' (VERTICAL)

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Registered Engineer _____
Christopher A. Sharp, P.E.
Tennessee License No. 108984
Date: 9/1/26

CHRISTOPHER A. SHARP — REGISTERED ENGINEER — STATE OF TENNESSEE — COMMERCIAL — 9-1-26

SHEET C-8

ROAD PROFILES

8103 NORRIS FREEWAY

SITE ADDRESS: 8103 NORRIS FREEWAY (37938)

DEVELOPER: HUNLEY DEVELOPMENT, LLC
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KNOXVILLE, TN 37754
(865) 206-9458

DIST. NO. E6 — KNOX CO., TN.
SCALE: AS NOTED — SEPTEMBER 22, 2026
TAX MAP: 28 — PARCELS: 21 & 57

GRAPHIC SCALE
50 0 50 100

REVISION	DATE	DESCRIPTION	BY
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DWN: BS | CHK: CAS | DWG. NO. 2609023

PLANNING FILE# 11-SD-26-C/11-G-26-DP



LOCATION MAP
N.T.S

GRADING PLAN NOTES:

1. THE APPROXIMATE DISTURBED AREA IN HILLSIDE IS 24.6-ACRES

GRAPHIC SCALE
40 0 40 80

SHEET C-9

REFERENCE:
PLAT: 355-51
DEED INST. #202310050018176

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Tennessee License No. 108984
Date: 9/1/26

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PRELIMINARY GRADING PLAN

8103 NORRIS FREEWAY

SITE ADDRESS: 8103 NORRIS FREEWAY (37938)

DEVELOPER:
HUNLEY DEVELOPMENT, LLC
3051 HINDS CREEK ROAD
KNOXVILLE, TN 37754
(865) 206-9458

DIST. NO. E6 — KNOX CO., TN.
SCALE: 1"=40' — SEPTEMBER 22, 2026
TAX MAP: 28 — PARCELS: 21 & 57

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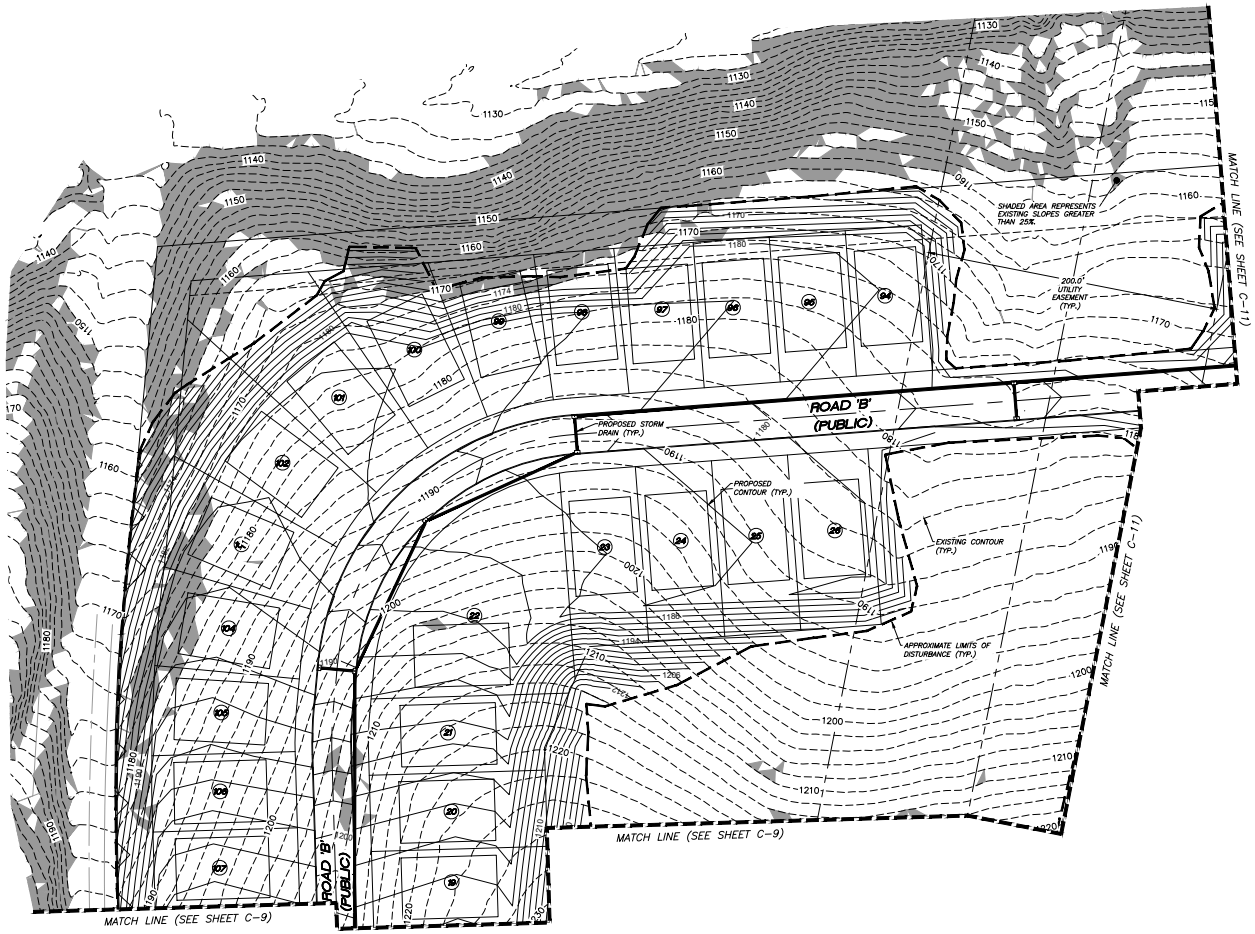

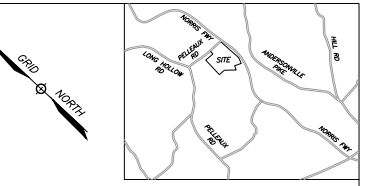

LOCATION MAP
N.T.S

GRID NORTH

GRADING PLAN NOTES:

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GRAPHIC SCALE
40 0 40 80

SHEET C-10

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Tennessee License No. 108984
Date: 9/1/26

CHRISTOPHER A. SHARP — REGISTERED ENGINEER — No. 0010888 — STATE OF TENNESSEE

Tennessee811

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PRELIMINARY GRADING PLAN

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LOCATION MAP
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GRAPHIC SCALE
40 0 40 80

SHEET C-11

PRELIMINARY GRADING PLAN

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PLANNING FILE# 11-SD-26-C/11-G-26-DP

NORRIS FREEWAY SUBDIVISION TRAFFIC IMPACT STUDY

NORRIS FREEWAY (U.S. 441) AT PELLEAUX ROAD
KNOX COUNTY, TN

ARDURRA PROJECT NO. 02003-0001.000



PREPARED FOR:
Hunley Development, LLC
3051 Hinds Creek Road
Heiskell, TN 37754

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

Revised
October 16
2026

7 CONCLUSIONS & RECOMMENDATIONS

The primary conclusion of this study is that traffic generated from the proposed residential development will have minor impacts on the study intersection. The study intersections were found to operate at an acceptable LOS "C" or better and will minimally impact current side street delay.

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 the unsignalized intersection of Proposed Site Access Road "A" at Pelleaux Road.

2. A northbound left turn lane on Norris Freeway (U.S. 441) is warranted per the TDOT Highway System Access Manual during existing, background and combined conditions. Based on the results of the capacity analysis and existing site constraints including the nearby creek crossing, a left turn lane is not recommended to be constructed as a part of the Norris Freeway Subdivision.

3. A southbound right turn lane on Norris Freeway (U.S. 441) is warranted per the TDOT Highway System Access Manual during combined conditions. Based on the results of the capacity analysis and existing site constraints including the nearby creek crossing, a right turn lane is not recommended.

4. Any future improvements need to be reviewed, coordinated and approved by Knox County Engineering & Public Works and the Tennessee Department of Transportation.

Planning
KNOXVILLE | KNOX COUNTY

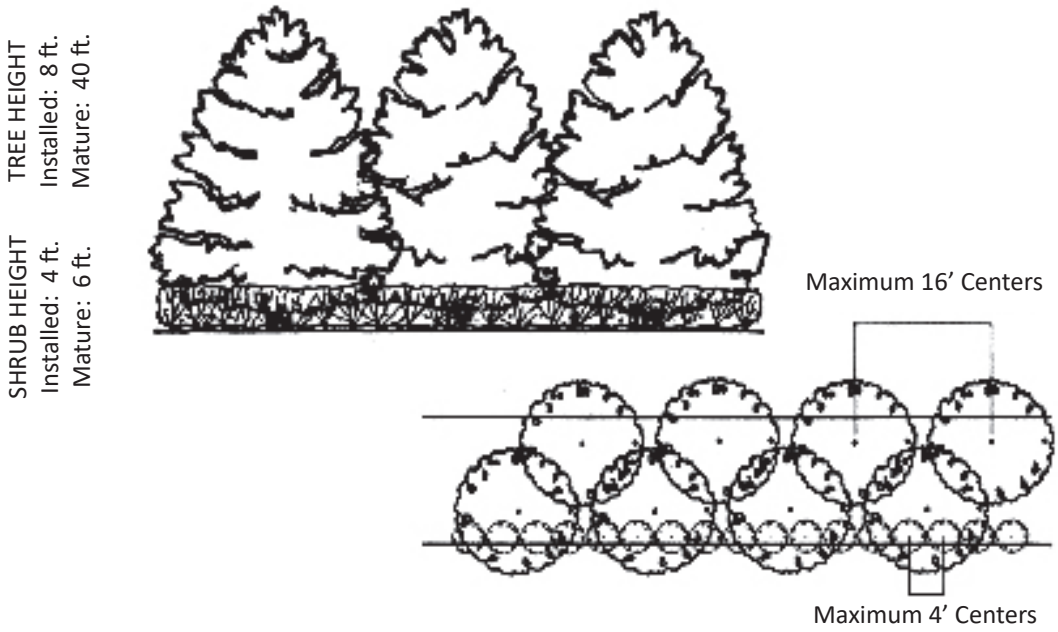
Design Guidelines
Landscape Screening

Type “A” Screen: Dense

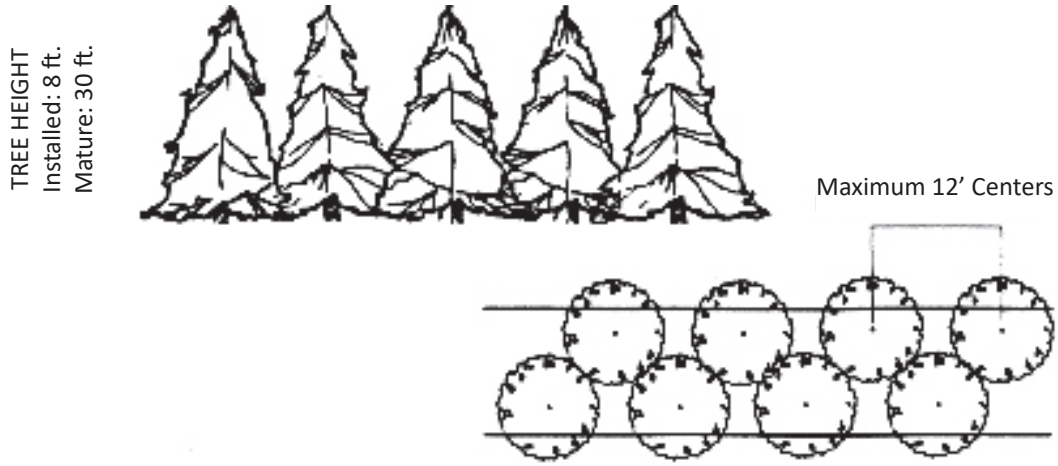
APPROPRIATE LOCATION: Boundaries of commercial and industrial developments adjoining residential areas

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

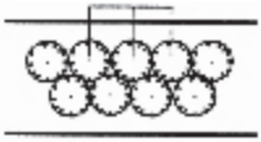
NOTE: Landscape buffer strips should be a minimum of 12 feet in width, and sown with grass or ground cover for their full width, allowing for mulch at the base of plantings.

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

- Two offset rows of evergreen shrubs

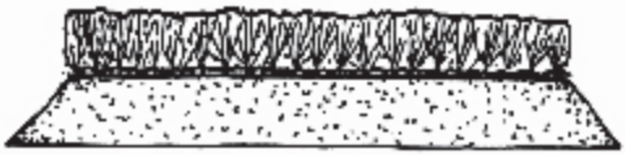


Maximum 4’ Centers

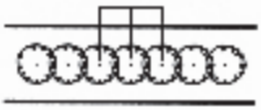


SHRUB HEIGHT
Installed: 2 ft.
Mature: 3 ft.

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



Maximum 3’ Centers

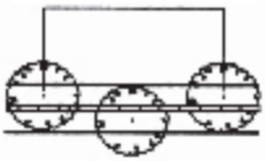


TREE HEIGHT
Installed: 8 ft.
Mature: 15 ft.

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



Maximum 50’ Centers

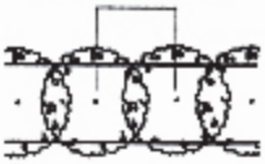


TREE HEIGHT
Installed: 8 ft.
Mature: 20 ft.

- One row of evergreen trees with branches touching the ground



Maximum 10’ Centers



INTRODUCTION

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400 Main Street, Suite 403 | Knoxville, TN 37902 | 865.215.2500

Planning
KNOXVILLE | KNOX COUNTY

Design Guidelines
Landscape Screening

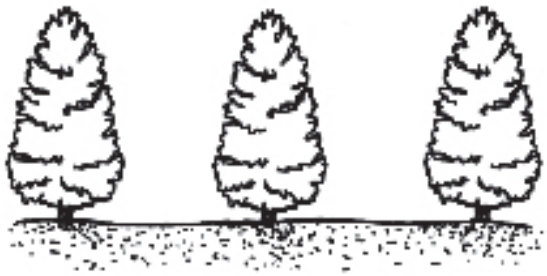
Type “C” Screen: Partial

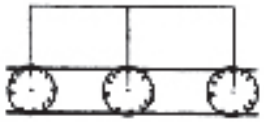
APPROPRIATE LOCATION: Between parking lots and public streets; boundaries of industrial and office development

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.



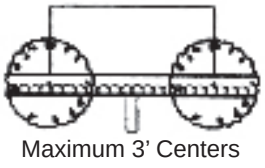


- A row of large broad leaf evergreen trees with a 3 ft. high wall or hedge (deciduous species of similar size & form could be used for every second tree)

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

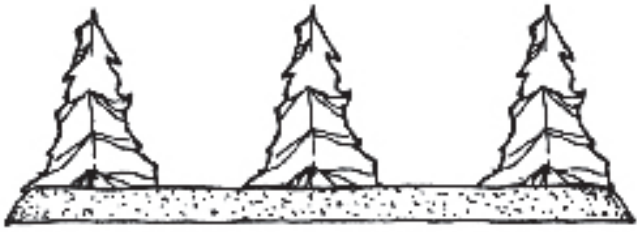
SHRUB HEIGHT
Installed: 2 ft.
Mature: 3 ft.

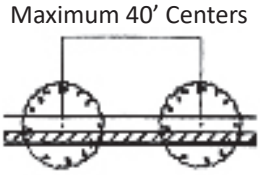




- A row of evergreen conifers with a 3 ft. high earth berm or solid fence or wall

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
400 Main Street, Suite 403 | Knoxville, TN 37902 | 865.215.2500

Variances

File No: **11-SD-26-C**

The Planning Commission may reduce or otherwise vary the requirements of the Subdivision Regulations when it finds the hardship criteria are met. In granting such variances, the Planning Commission may attach and require whatever conditions it feels are necessary to secure the basic objectives of the varied regulations. Any variance granted by the Planning Commission shall be noted in its official minutes along with the justification for granting the variance (Subdivision Regulations, Section 1.05).

HARDSHIP CONDITIONS TO BE MET:

1. **Conditions Required:** Where the Planning Commission finds that extraordinary hardships or particular difficulties may result from the strict compliance with these regulations, they may, after written application, grant variations to the regulations, subject to specified conditions, so that substantial justice may be done and the public interest secured, provided that such variations shall not have the effect of nullifying the intent and purpose of these regulations or the comprehensive plan.
2. **Evidence of Hardship Required:** The Planning Commission shall not grant variations to these regulations if the purpose of the variation is solely for financial gain. The Planning Commission shall not grant variations to the Subdivision Regulations unless they make findings based upon the evidence presented to them in each specific case that the following hardships are met:
    a. Because of the particular surroundings, shape, or topographical conditions of the specific property involved, a particular hardship to the owner would result, as distinguished from a mere inconvenience, if the strict letter of the regulations were adhered to.
    b. The conditions upon which the request for a variation is based is unique to the property for which the variation is sought and is not applicable, generally, to other property, and has not been created by any person having an interest in the property.
    c. The granting of the variation will not be detrimental to the public safety, health, or welfare, or injurious to other property or improvements in the neighborhood in which the property is located.

By signing this form, I certify that the criteria for a variance have been met for each request, and that any and all requests needed to meet the Subdivision Regulations are requested above or are attached. I understand and agree that no additional variances can be acted upon by the legislative body upon appeal and none will be requested.

Chris Sharp Digitally signed by Chris Sharp Date: 2026.09.28 12:46:33 -04'00'	Christopher Sharp	9/28/26
Signature	Printed Name	Date

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

1. VARIANCE REQUESTED:

Reduce the distance between broken back curves from 150' to 29.07' between Stations 2+88.78 and 3+17.85 (Road B).

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

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

We are attempting to follow existing topography as much as possible.

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.

We are attempting to follow as peripheral boundary with the proposed road geometry.

C. Pertaining to the granting of a variance will not be detrimental to public safety, health, or welfare, or injurious to other property or improvements in the neighborhood in which the property is located.

Granting the variance will neither create an unsafe condition nor negatively impact neighboring properties.

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

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

Engineering Comments:

APPROVED

By Steve Elliott at 1:20 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:

Reduce the K value from 25 to 15 at Sta. 6+27.53 Road A.

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

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

We are attempting to follow existing grade as closely as possible.

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

The location of the requested variance is at a stop condition.

C. Pertaining to the granting of a variance will not be detrimental to public safety, health, or welfare, or injurious to other property or improvements in the neighborhood in which the property is located.

Granting the variance will neither negatively impact neighboring properties nor create an unsafe condition.

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 1:20 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.

3. ~~X~~ VARIANCE REQUESTED:

Reduce the K value from 25 to 20 at the intersection of Pelleaux Road and Road A.

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

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

We are attempting to follow existing grade as closely as possible.

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.

We are attempting to follow existing grade as closely as possible.

C. Pertaining to the granting of a variance will not be detrimental to public safety, health, or welfare, or injurious to other property or improvements in the neighborhood in which the property is located.

Granting the variance will neither negatively impact neighboring properties nor create an unsafe condition.

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 1:23 pm, Nov 04, 2026

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
Chris Sharp Digitally signed by Chris Sharp Date: 2026.09.28 12:51:20 -04'00'	Christopher Sharp	9/28/26

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 the centerline radius from 250' to 110' (Station 0+62.75 Road B). The request is at a stop condition.

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 1:19 pm, Nov 04, 2026

2. ALTERNATIVE DESIGN STANDARD REQUESTED:

Reduce the centerline radius from 250' to 175' (Station 3+17.85 Road B). We are attempting to parallel the peripheral property boundary with the road geometry.

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 1:19 pm, Nov 04, 2026

3. ALTERNATIVE DESIGN STANDARD REQUESTED:

Increase the centerline grade from 12% to 15% (Sta 2+10.50 Road C) to follow existing topography as closely as possible.

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 1:19 pm, Nov 04, 2026

4. ALTERNATIVE DESIGN STANDARD REQUESTED:

Increase the centerline grade from 1% to 3% at the intersection of Road A and Pelleaux Road to follow existing grade as closely as possible. Increase the centerline grade from 1% to 2% at all other intersections.

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 1:20 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.*

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

☐ Yes ☐ No

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

10/26/26 10/31/26

Date to be Posted

11/13/26

Date to be Removed

Zack Hunley

Applicant Signature

Zack Hunley

Applicant Name

9/21/26

Date