SUBDIVISION REPORT - CONCEPT/DEVELOPMENT PLAN

▸ **FILE #:**	**11-SE-26-C**	**AGENDA ITEM #:**	**43**
	11-H-26-DP	**AGENDA DATE:**	**11/12/2026**
▸ **SUBDIVISION:**	**9857 GEORGE WILLIAMS RD**		
▸ **APPLICANT/DEVELOPER:**	**S&E PROPERTIES, LLC**		
OWNER(S):	Victoria Gillenwater		
TAX IDENTIFICATION:	144 001, 00408	**View map on KGIS**	
JURISDICTION:	County Commission District 3		
STREET ADDRESS:	9857 GEORGE WILLIAMS Rd. (307 TRIPLETT LN)		
▸ **LOCATION:**	**Northwest side of George Williams Rd, east of Fox Rd**		
GROWTH POLICY PLAN:	Planned Growth Area		
FIRE DISTRICT:	Rural Metro Fire		
WATERSHED:	Sinking Creek		
▸ **APPROXIMATE ACREAGE:**	**48.24 acres**		
▸ **ZONING:**	**PR(k) (Planned Residential, with conditions) up to 2.5 du/ac**		
PLACE TYPE:	SR (Suburban Residential), RC (Rural Conservation), HP (Hillside Ridgetop Protection)		
▸ **EXISTING LAND USE:**	**Agriculture/Forestry/Vacant Land**		
▸ **PROPOSED USE:**	**Detached residential subdivision**		
SURROUNDING LAND USE AND ZONING:	North: Rural residential, agriculture/forestry/vacant land, single family residential - A (Agricultural) South: Single family residential, agriculture/forestry/vacant land, rural residential - RA(k) (Low Density Residential, with conditions), PR (Planned Residential) up to 2.5 du/ac, PR (Planned Residential) up to 3 du/ac, PR (Planned Residential) up to 4 du/ac East: Rural residential, agriculture/forestry/vacant land, single family residential - RA (Low Density Residential), PR (Planned Residential) up to 4 du/ac West: Rural residential, agriculture/forestry/vacant land, single family residential - A (Agricultural), OB(k) (Office, Medical and Related Uses, with conditions), PR (Planned Residential) up to 3.2 du/ac, PR (Planned Residential) up to 4 du/ac		
▸ **NUMBER OF LOTS:**	**103**		
SURVEYOR/ENGINEER:	Chris Sharp, P.E.; Urban Engineering, Inc.		
ACCESSIBILITY:	Access is via George Williams Road, a major collector with 18.5 ft of pavement width within a right-of-way width that varies from 55-66 ft.		
▸ **SUBDIVISION VARIANCES REQUIRED:**	**VARIANCES** **1. Reduce the minimum required K value of Road 'A' from 25 to 20 at station 0+44.51.** **2. Reduce the minimum required tangents for reverse horizontal**		

curves of Road 'A' from 50 ft to 21.61 ft between stations 2+31.89 and 2+53.50.

ALTERNATIVE DESIGN STANDARDS REQUIRING PLANNING COMMISSION APPROVAL
1. Reduce the minimum required centerline radius of Road 'A' from 250' to 225' between stations 9+31.07 and 12+78.47.
2. Increase the maximum allowed centerline grade of Road 'A' from 12% to 14.87%.

ALTERNATIVE DESIGN STANDARDS REQUIRING KNOX COUNTY ENGINEERING AND PUBLIC WORKS APPROVAL (PLANNING COMMISSION APPROVAL NOT REQUIRED)
1. Increase the maximum allowed intersection grade from 1% to 2% at the intersection of Road 'A' and George Williams Road.
2. Increase the maximum allowed intersection grade from 1% to 1.99% at the intersection of Road 'A' and Road 'B'.
3. Increase the maximum allowed intersection grade from 1% to 2% at the intersection of Road 'B' and Road 'C'.

STAFF RECOMMENDATION:

- **Deny the concept plan because the proposal is inconsistent with the Comprehensive Plan.**

- **Deny the development plan because the proposal is inconsistent with the Comprehensive Plan.**

COMMENTS:

This proposal is for 102 new lots for detached dwellings on a 48.24-acre property that currently includes a house and a horse farm. The existing house and farm structures, which would be under separate ownership, would be retained on a large 14.44-acre lot north of the subdivision (lot 102) and will continue to use Triplett Lane for access. One 0.85-acre lot (lot 103) is proposed at the property's southeastern corner, with a driveway on George Williams Road. The remaining 32.95 acres would contain 101 lots (ranging from approximately 6,400 sq ft to 27,000 sq ft), three common areas for detention ponds (common areas #1-3), and a 5.4-acre common area that would be partially forested (common area #4). Access to the main body of the subdivision will be via a proposed public right-of-way off George Williams Road.

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, with conditions) up to 2.5 du/ac:
A. The PR zone allows attached dwellings 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 (Article 5, Section 5.13.15).
B. The proposed density of 2.13 du/ac, which includes the large lot that would be under separate ownership, is consistent with the maximum allowed density of 2.5 du/ac.
C. The County Commission approved the rezoning subject to the following conditions: (1) Triplett Lane shall serve as access only to the existing residence on the property, and (2) a traffic impact study shall be completed for any development. The proposal meets the first condition. A traffic study was conducted, but it did not assess the sight distance for the proposed access to lot 103, which appears not to have adequate sight distance.

2) KNOX COUNTY COMPREHENSIVE PLAN - FUTURE LAND USE MAP
A. The property is designated with the RC (Rural Conservation) place type, except for a negligible portion of the existing access strip off Triplett Lane, which is classified as SR (Suburban Residential). RC areas are intended to conserve forested areas, ridges, wetlands, and other significant natural areas by clustering development and minimizing land disturbance. The place type lists detached houses as a primary use and requires the preservation of 50% or more of open space for single-family residential subdivisions (p. 38,

Housing Mix section). The proposal does not meet this requirement and conflicts with the RC area's intent. According to staff analysis, only about 6.12 acres of the 48.24-acre site (12.7%) would be open space, containing the four common areas identified on the plan.
B. Approximately 39.87 acres of the property fall within the HP (Hillside Protection) area. The slope analysis recommends a maximum disturbance of 24.69 acres (61.9%) within the HP area, and any prior disturbance should be counted toward this budget. This proposal exceeds the maximum disturbance budget. The total disturbed HP area comprises about 30 acres (75%), including approximately 20 acres of proposed grading and the previously disturbed areas occupied by the existing house and horse farm.

3) KNOX COUNTY COMPREHENSIVE PLAN - IMPLEMENTATION POLICIES
A. This proposal is inconsistent with Implementation Policy 2.3, to provide protections for ridges, views, and open spaces, and with Implementation Policy 7, to encourage development practices that conserve and connect natural features and habitat. Except for a portion of the proposed Common Area 4, almost the entire main body of the subdivision will undergo extensive deforestation and grading, failing to preserve natural assets and open spaces. Further, the concept plan does not include a potential blue line stream running along the eastern portion of the property, as shown on the USGS Quad map, which is in conflict with the required buffer requirements of the Stormwater Ordinance.
B. The concept plan is also inconsistent with Implementation Policy 12, to improve safety for all users. Lot 103 has limited sight distance due to horizontal and vertical curves on the road. Approval of this access without adequate sight distance verification could create unsafe conditions for both the prospective resident and other road users.

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 the 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 the provision of adequate roads, utilities, schools, drainage and other public facilities and services. The proposed development is not in conflict with these goals; however, a more compact development pattern is required to ensure compliance with the Comprehensive Plan.

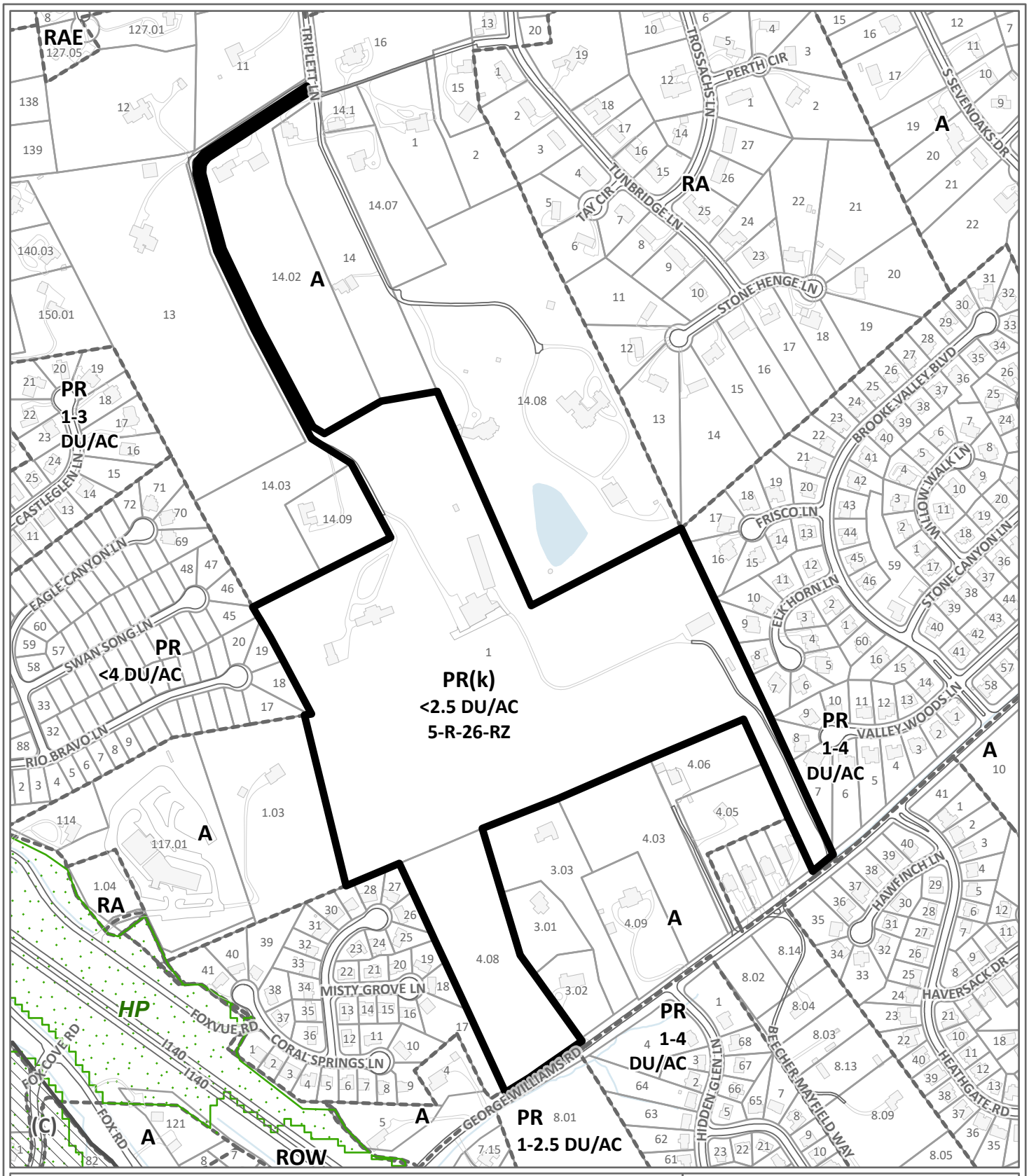
ESTIMATED TRAFFIC IMPACT: A traffic impact study was prepared by the applicant. The findings of that study were used in formulating the recommendations of this staff report.

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

Schools affected by this proposal: A. L. Lotts Elementary, West Valley Middle, and Bearden 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-SE-26-C / 11-H-26-DP**

Petitioner: S&E Properties, LLC

Detached residential subdivision in PR(k) (Planned Residential), <2.5 DU/ AC

Map No: 144

Jurisdiction: County

0 520

Feet

Original Print Date: 10/1/2026

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

Exhibit A. Contextual Images



AERIAL MAP

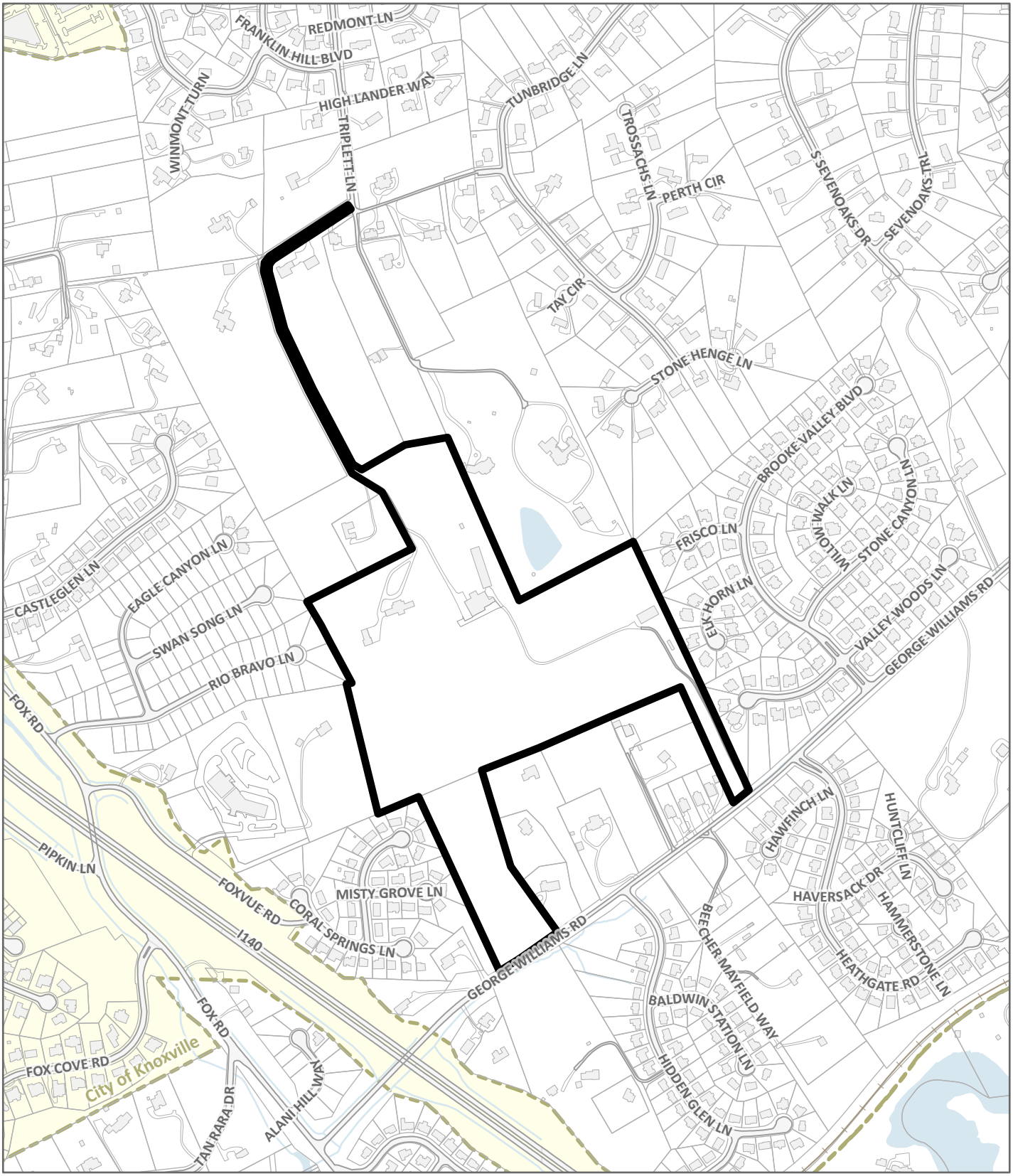
Case boundary

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Feet

N

Exhibit A. Contextual Images



LOCATION MAP **11-H-26-DP / 11-SE-26-C**

Case boundary

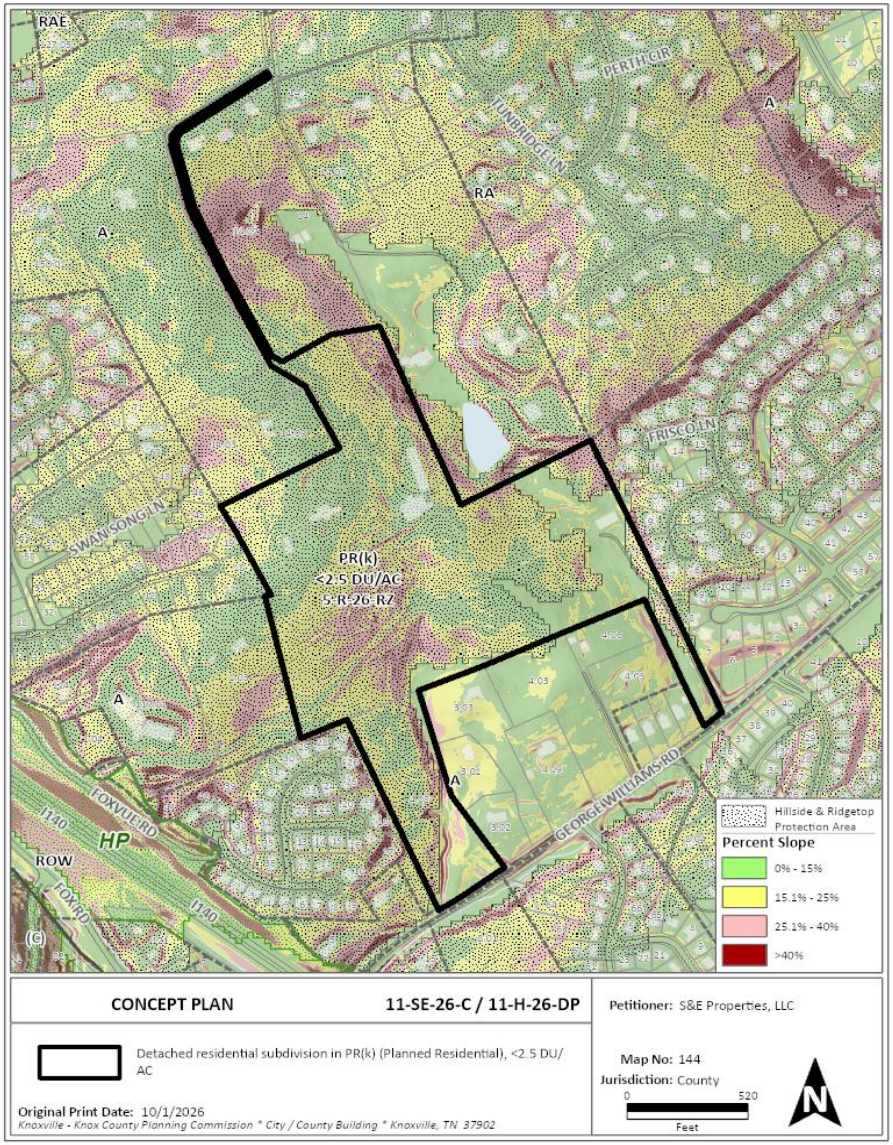
0 690

Feet

N

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

CATEGORY	ACRES	RECOMMENDED DISTURBANCE BUDGET (Percent)	DISTURBANCE AREA (Acres)
Total Area of Site	**48.24**		
Non-Hillside	8.37	N/A	
0-15% Slope	14.12	100%	14.12
15-25% Slope	18.25	50%	9.12
25-40% Slope	7.02	20%	1.40
Greater than 40% Slope	0.48	10%	0.05
Ridgetops			
Hillside Protection (HP) Area	39.87	Recommended disturbance budget within HP Area (acres)	**24.69**
		Percent of HP Area	**61.9%**

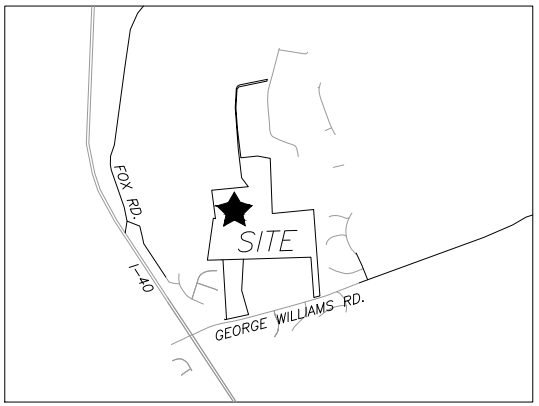


CONCEPT PLAN

U.E.I. PROJECT NO. 2606018

9857 GEORGE WILLIAMS ROAD

SITE ADDRESS: 9857 GEORGE WILLIAMS ROAD, KNOXVILLE, TENNESSEE 37922
TAX MAP: 144, PARCELS: 4.08 & PART OF PARCEL: 1



LOCATION MAP
N.T.S.

OWNER:
S&E PROPERTIES, LLC
405 MONTBROOK LANE
KNOXVILLE, TN 37919
(865) 539-1112

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 & SEWER	– AS DIRECTED BY FIRST UTILITY DISTRICT
TELEPHONE	– AS DIRECTED BY AT&T
CABLE	– AS DIRECTED BY COMCAST
SITE DEVELOPMENT	– KNOX COUNTY STANDARDS AND SPECIFICATIONS

SHEET INDEX

TITLE	SHEET
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OVERALL SITE PLAN	C-1
TYPICAL SECTION / KEY SHEET	C-2
SITE PLAN	C-3 THRU C-5
PRELIMINARY GRADING PLAN	C-6 THRU C-8
ROADWAY PROFILES	C-9 THRU C-11

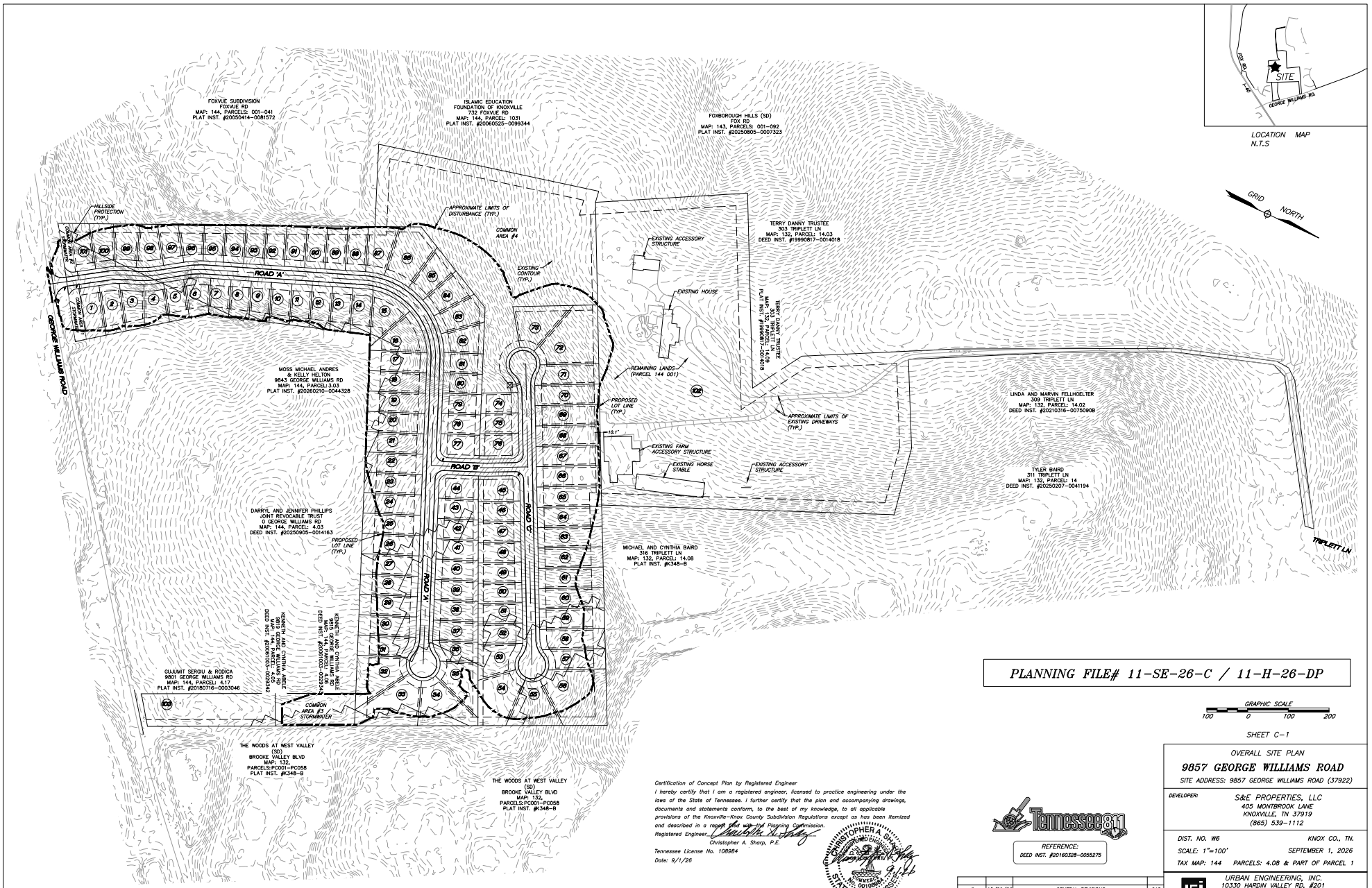
Certification of Concept Plan by Registered Engineer
I hereby certify that I am a registered engineer, licensed to practice engineering under the laws of the State of Tennessee. I further certify that the plan and accompanying drawings, documents and statements conform, to the best of my knowledge, to all applicable provisions of the Knoxville-Knox County Subdivision Regulations except as has been itemized and described in a 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. 0070868 — STATE OF TENNESSEE

ISSUE NO.	DATE	DESCRIPTION
4	10/29/26	GENERAL REVISIONS
3	10/26/26	CONCEPT SUBMITTAL 3
2	10/20/26	CONCEPT SUBMITTAL 2
1	9/1/26	CONCEPT SUBMITTAL 1

PLANNING FILE# 11-SE-26-C / 11-H-26-DP

Rev. 11.2.2026



LOCATION MAP
N.T.S

GRID NORTH

PLANNING FILE# 11-SE-26-C / 11-H-26-DP

GRAPHIC SCALE
100 0 100 200

SHEET C-1

OVERALL SITE PLAN

9857 GEORGE WILLIAMS ROAD

SITE ADDRESS: 9857 GEORGE WILLIAMS ROAD (37922)

DEVELOPER:
S&E PROPERTIES, LLC
405 MONTBROOK LANE
KNOXVILLE, TN 37919
(865) 539-1112

DIST. NO. W6 — KNOX CO., TN.
SCALE: 1"=100' — SEPTEMBER 1, 2026
TAX MAP: 144 — PARCELS: 4.08 & PART OF PARCEL 1

REFERENCE:
DEED INST. #20160328-0055275

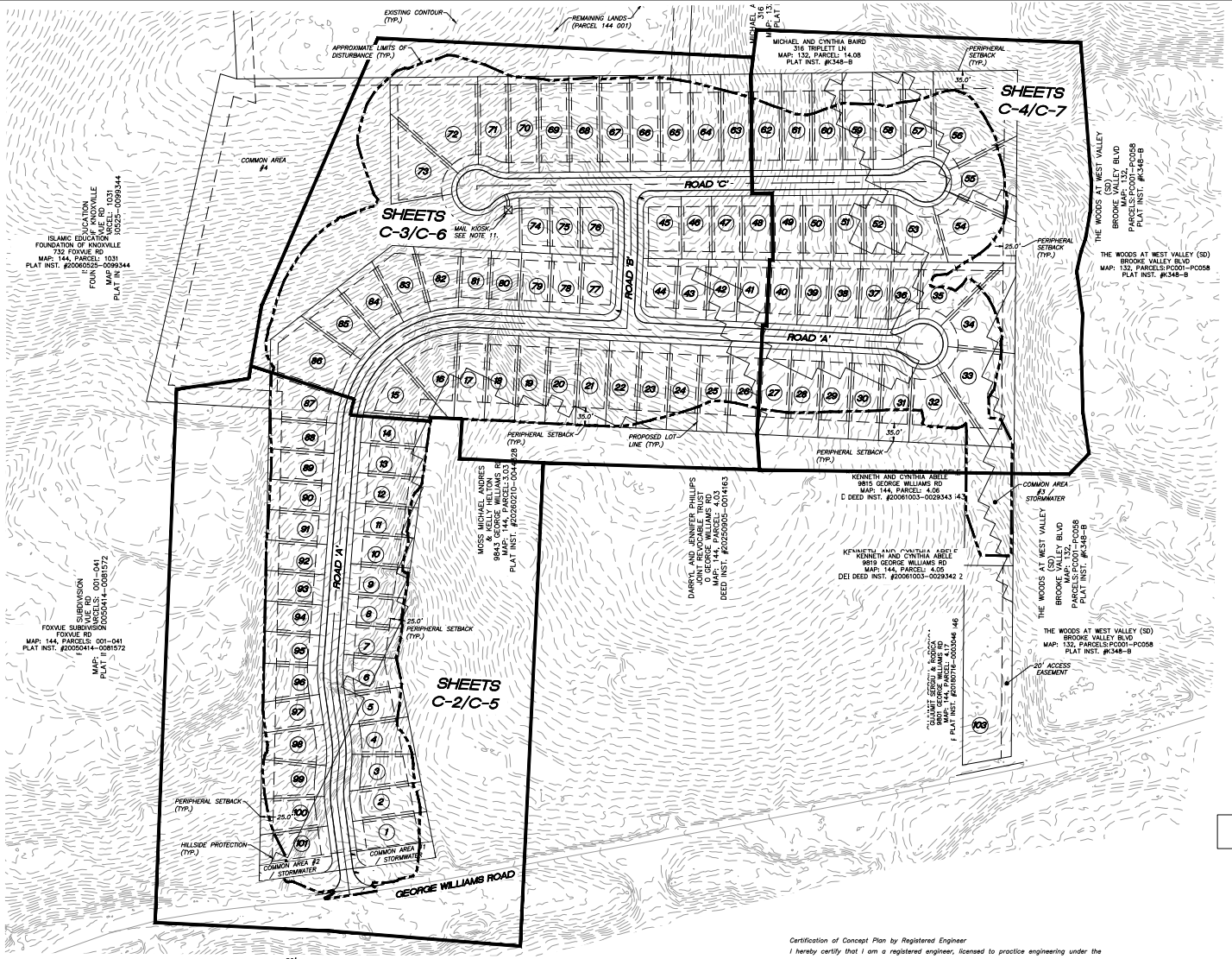
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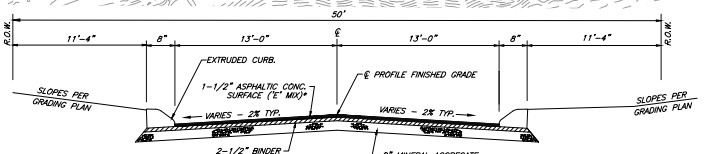
CHRISTOPHER A. SHARP — REGISTERED ENGINEER — NO. 0108984 — STATE OF TENNESSEE — 9-1-26

REVISION	DATE	DESCRIPTION	BY
3	10/29/26	GENERAL REVISIONS	CAS
2	10/26/26	GENERAL REVISIONS	BS
1	10/20/26	ADDED SHEET	BS

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

DWN: CLM | CHK: CAS | DWG. NO. 2606018





TYPICAL SECTION - LOCAL STREETS (PUBLIC)
N.T.S.

* 'D' MIX FOR ROADS 10% OR STEEPER



LOCATION MAP
N.T.S



SITE PLAN NOTES:

1. THE PROPERTY IS ZONED 'PR' (<2.5 DU/AC). REQUIRED BUILDING SETBACKS ARE AS FOLLOWS:

   FRONT: TWENTY (20) FEET

   PERIPHERY: THIRTY-FIVE (35) FEET UNLESS OTHERWISE NOTED

   **SIDE: FIVE (5) FEET

   REAR: FIFTEEN (15) FEET

** LOTS 44, 45, 76, AND 77 WILL HAVE A MINIMUM SIDE STREET YARD OF 10', WHICH IS MANDATED BY ARTICLE 3.30.02 (I.E. FOR PRINCIPAL AND ACCESSORY STRUCTURES ON CORNER LOTS NOT ADJACENT TO A KEY LOT, THE MINIMUM WIDTH OF THE SIDE YARD NEXT TO THE SIDE ROAD SHALL BE ONE-HALF (1/2) THE MINIMUM WIDTH OF THE FRONT YARD).

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 48.5 ACRES

   102 LOTS PROPOSED, 1 EXISTING RESIDENCE (2.1 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.

9. 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.

10. SEE THIS SHEET FOR LOCAL STREET TYPICAL SECTION.

11. MAIL KIOSK LOCATION TO BE DETERMINED BY THE USPS.

12. LOT 103 ACCESS TO GEORGE WILLIAMS ROAD IS SUBJECT TO SIGHT DISTANCE VERIFICATION.

VARIANCE / ALTERNATIVE DESIGN STANDARDS:

ROAD A:

A. INTERSECTION GRADE FROM 1% TO 2% AT GEORGE WILLIAMS.
B. VERTICAL CURVE K FROM 25 TO 20 AT 0+09.03.
C. REVERSE CURVE TANGENT FROM 50' TO 21' AT 2+31.89.
D. REDUCE THE CENTERLINE RADIUS FROM 250' TO 225' STA. 9+31.07.
E. INCREASE THE CENTERLINE GRADE FROM 12% TO 14.87% (STA. 3+24.93).

ROAD B:

A. INTERSECTION GRADE FROM 1% TO 1.99% AT ROAD A.
B. INTERSECTION GRADE 1% TO 2% AT ROAD C.

PLANNING FILE# 11-SE-26-C / 11-H-26-DP

GRAPHIC SCALE
100 0 100 200

SHEET C-2

Certification of Concept Plan by Registered Engineer

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Registered Engineer. Christopher A. Sharp

Christopher A. Sharp, P.E.

Tennessee License No. 108984

Date: 9/1/26

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

Tennessee811

REFERENCE:
DEED INST. #20160328-0055275

REVISION	DATE	DESCRIPTION	BY
4	11/2/26	GENERAL REVISIONS	CAS
3	10/29/26	GENERAL REVISIONS	CAS
2	10/26/26	GENERAL REVISIONS	BS
1	10/20/26	GENERAL REVISIONS	BS

TYPICAL SECTION / KEY SHEET

9857 GEORGE WILLIAMS ROAD

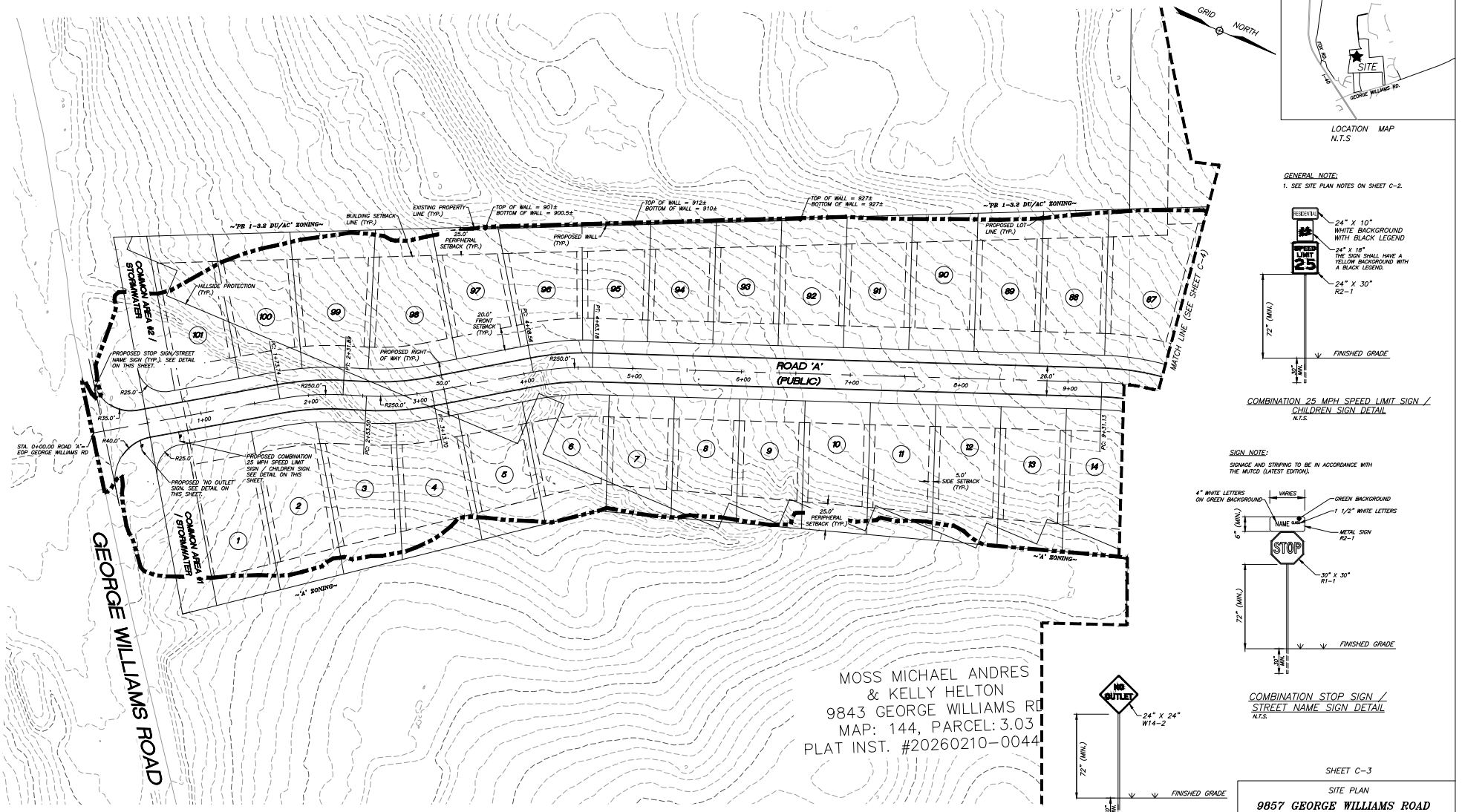
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DEVELOPER: S&E PROPERTIES, LLC
405 MONTBROOK LANE
KNOXVILLE, TN 37919
(865) 539-1112

DIST. NO. W6 — KNOX CO., TN.
SCALE: 1"=100' — SEPTEMBER 1, 2026
TAX MAP: 144 — PARCELS: 4.08 & PART OF PARCEL 1

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(865) 966-1924

DWN: CLM | CHK: CAS | DWG. NO. 2606018



LOCATION MAP
N.T.S

GENERAL NOTE:
1. SEE SITE PLAN NOTES ON SHEET C-2.

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

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.

SHEET C-3

SITE PLAN

9857 GEORGE WILLIAMS ROAD

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(865) 539-1112

DIST. NO. W6 — KNOX CO., TN.
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GRAPHIC SCALE
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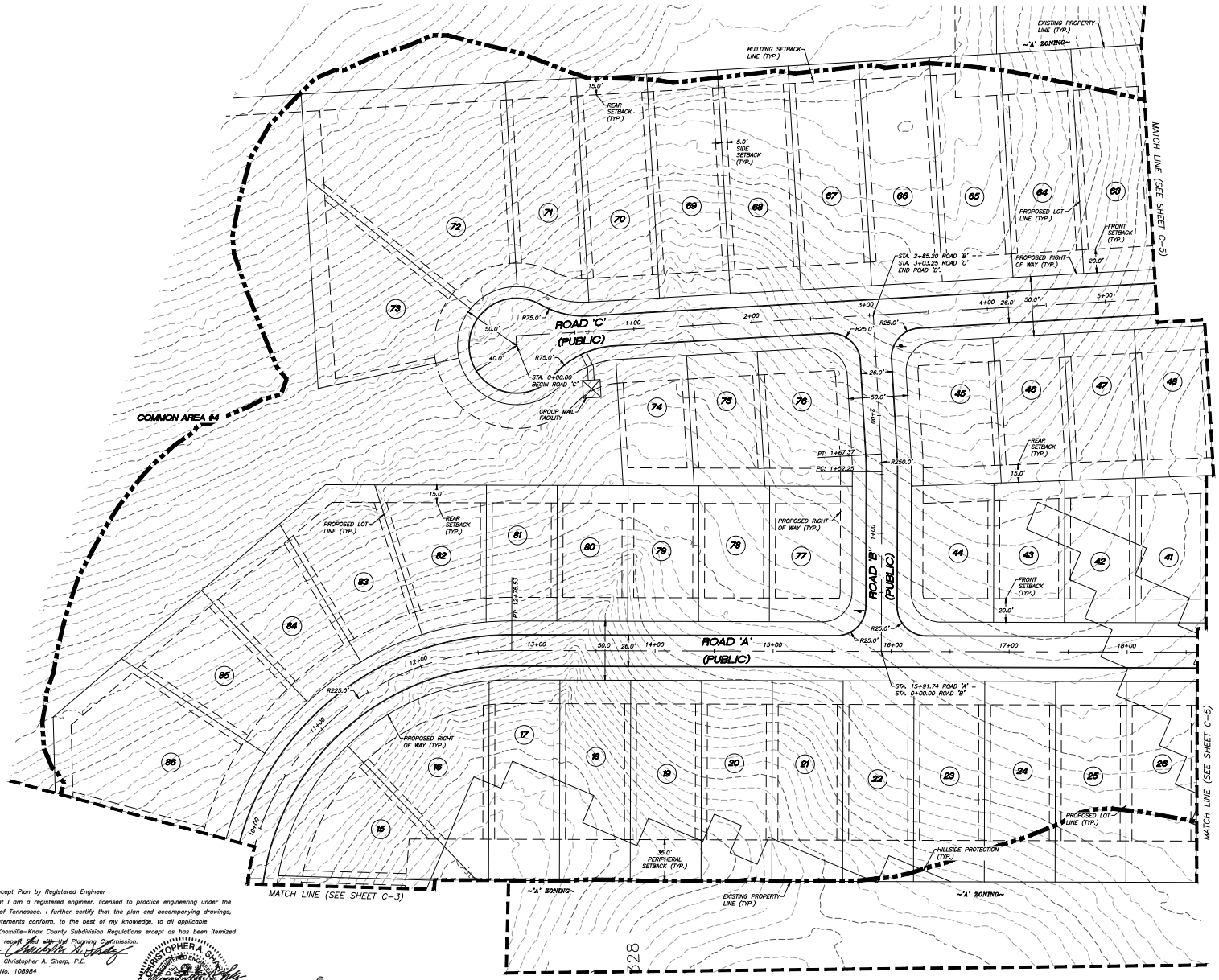
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Registered Engineer
Christopher A. Sharp, P.E.
Tennessee License No. 108984
Date: 9/1/26

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

Tennessee811

PLANNING FILE# 11-SE-26-C / 11-H-26-DP



LOCATION MAP
N.T.S

GENERAL NOTE:
1. SEE SITE PLAN NOTES ON SHEET C-2.

GRAPHIC SCALE
40 0 40 80

SHEET C-4

SITE PLAN

9857 GEORGE WILLIAMS ROAD

SITE ADDRESS: 9857 GEORGE WILLIAMS ROAD (37922)

DEVELOPER:
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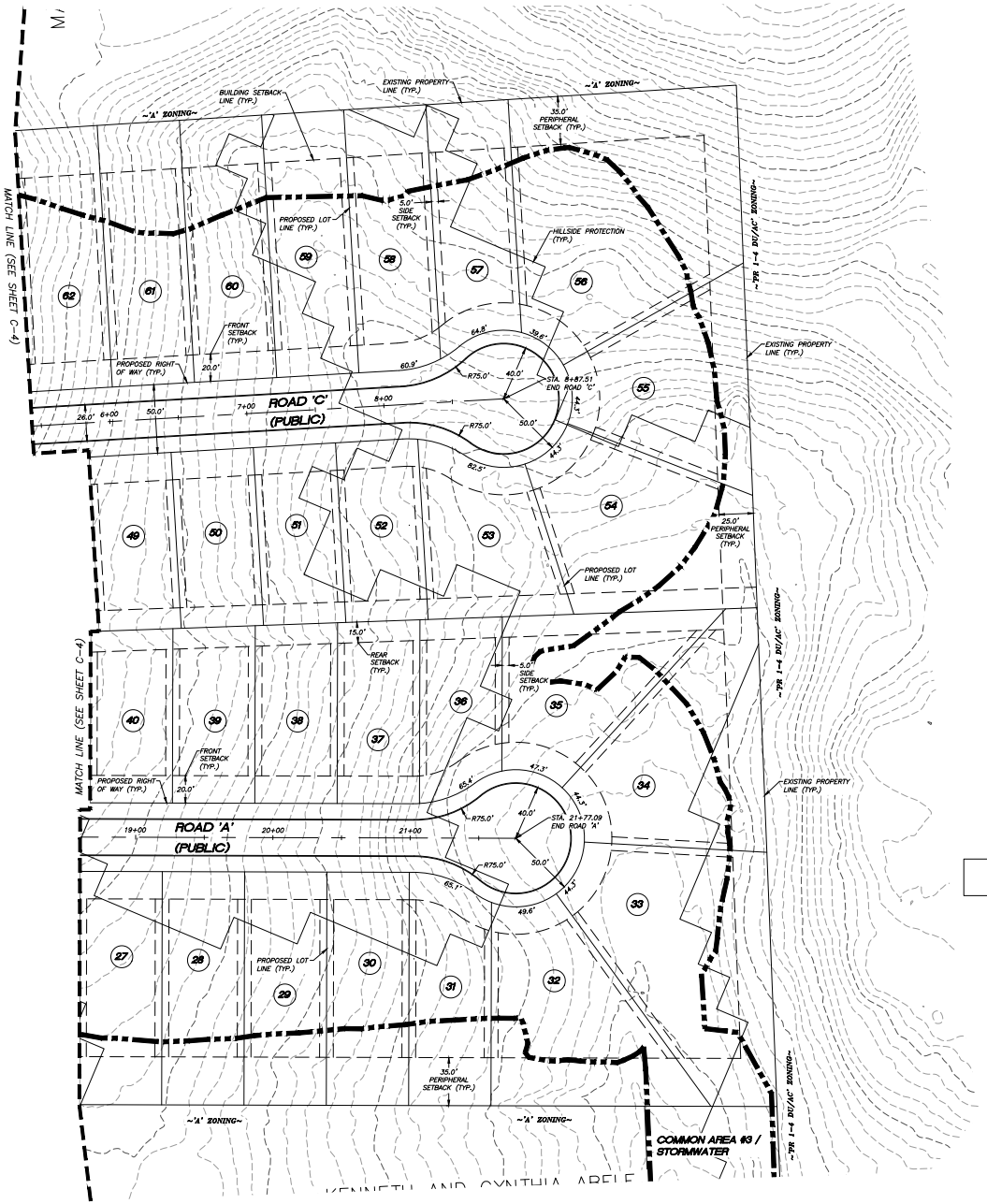
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Date: 9/1/26

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

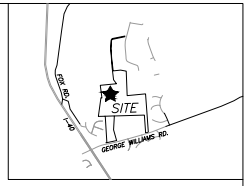
Tennessee811

PLANNING FILE# 11-SE-26-C / 11-H-26-DP

REFERENCE:
DEED INST. #20160328-0055275



GRID NORTH



LOCATION MAP
N.T.S

GENERAL NOTE:
1. SEE SITE PLAN NOTES ON SHEET C-2.

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

PLANNING FILE# 11-SE-26-C / 11-H-26-DP

GRAPHIC SCALE
40 0 40 80

SHEET C-5

SITE PLAN

9857 GEORGE WILLIAMS ROAD

SITE ADDRESS: 9857 GEORGE WILLIAMS ROAD (37922)

DEVELOPER: S&E PROPERTIES, LLC
405 MONTBROOK LANE
KNOXVILLE, TN 37919
(865) 539-1112

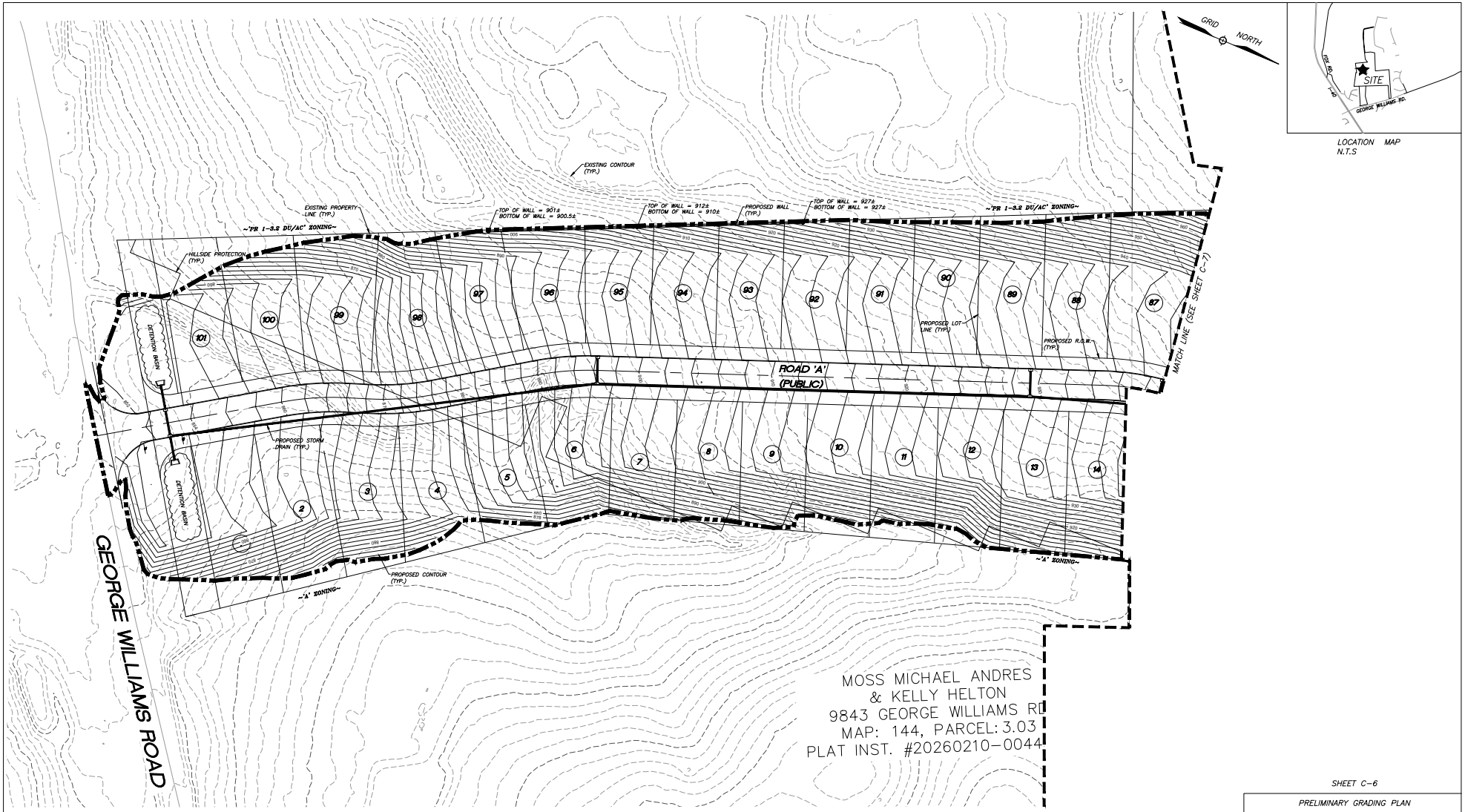
DIST. NO. W6 — KNOX CO., TN.
SCALE: 1"=40' — SEPTEMBER 1, 2026
TAX MAP: 144 — PARCELS: 4.08 & PART OF PARCEL 1

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

DWN: CLM | CHK: CAS | DWG. NO. 2606018

REFERENCE:
DEED INST. #20160328-0055275

REVISION	DATE	DESCRIPTION	BY
1	10/20/26	GENERAL REVISIONS	BS



SHEET C-6

PRELIMINARY GRADING PLAN

9857 GEORGE WILLIAMS ROAD

SITE ADDRESS: 9857 GEORGE WILLIAMS ROAD (37922)

DEVELOPER:
S&E PROPERTIES, LLC
405 MONTBROOK LANE
KNOXVILLE, TN 37919
(865) 539-1112

DIST. NO. W6 — KNOX CO., TN.
SCALE: 1"=40' — SEPTEMBER 1, 2026
TAX MAP: 144 — PARCELS: 4.08 & PART OF PARCEL 1

URBAN ENGINEERING, INC.
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(865) 966-1924

DWN: CLM | CHK: CAS | DWG. NO. 2606018

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Registered Engineer. Christopher A. Sharp, P.E.

Tennessee License No. 108984

Date: 9/1/26

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

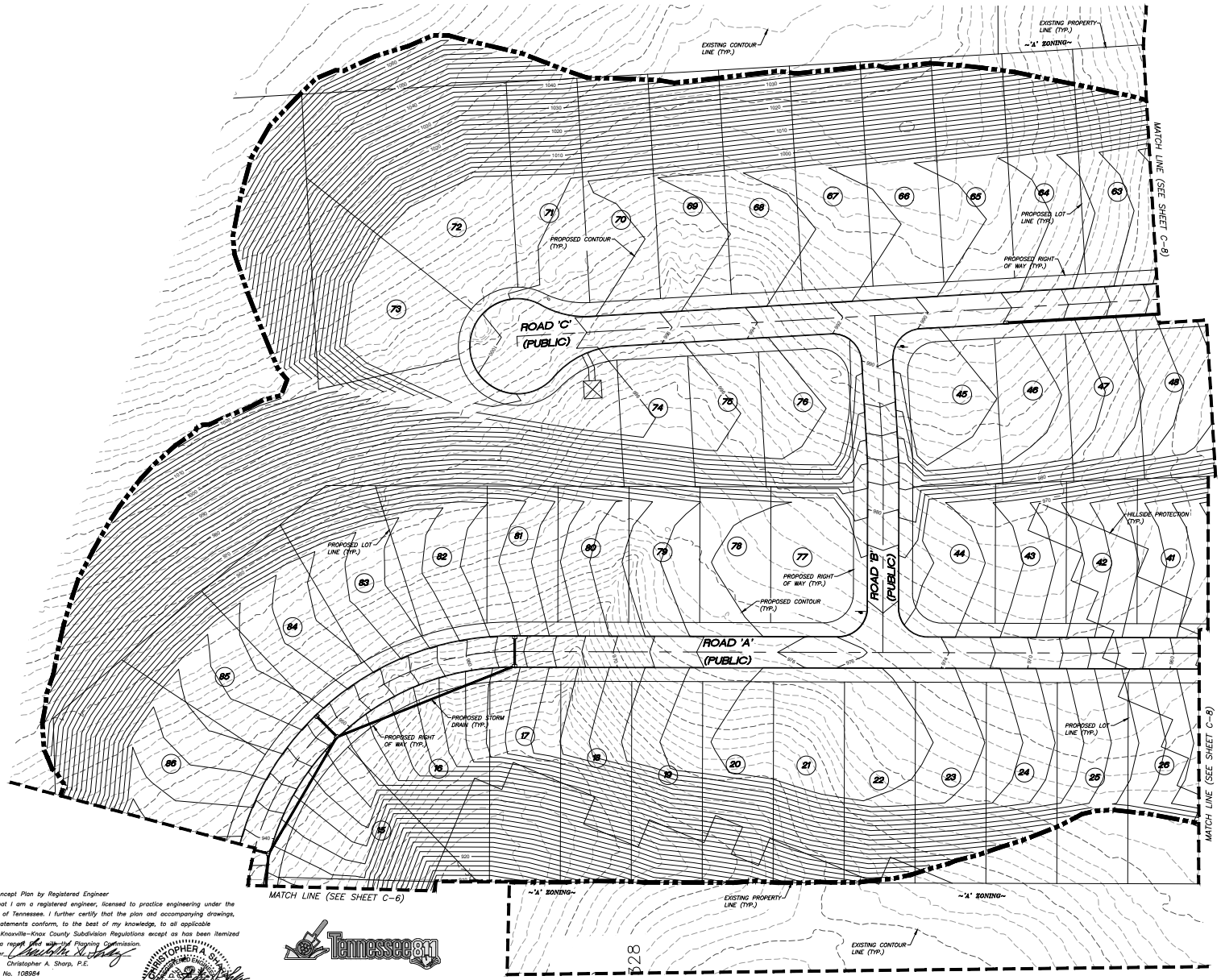
GRAPHIC SCALE
40 0 40 80

REFERENCE:
DEED INST. #20160328-0055275

REVISION	DATE	DESCRIPTION	BY
2	10/26/26	GENERAL REVISIONS	BS
1	10/20/26	GENERAL REVISIONS	BS

Tennessee811

PLANNING FILE# 11-SE-26-C / 11-H-26-DP



SHEET C-7

PRELIMINARY GRADING PLAN

9857 GEORGE WILLIAMS ROAD

SITE ADDRESS: 9857 GEORGE WILLIAMS ROAD (37922)

DEVELOPER:
S&E PROPERTIES, LLC
405 MONTBROOK LANE
KNOXVILLE, TN 37919
(865) 539-1112

DIST. NO. W6 — KNOX CO., TN.
SCALE: 1"=40' — SEPTEMBER 1, 2026
TAX MAP: 144 — PARCELS: 4.08 & PART OF PARCEL 1

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

DWN: CLM | CHK: CAS | DWG. NO. 2606018

REVISION	DATE	DESCRIPTION	BY
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1	10/20/26	GENERAL REVISIONS	BS

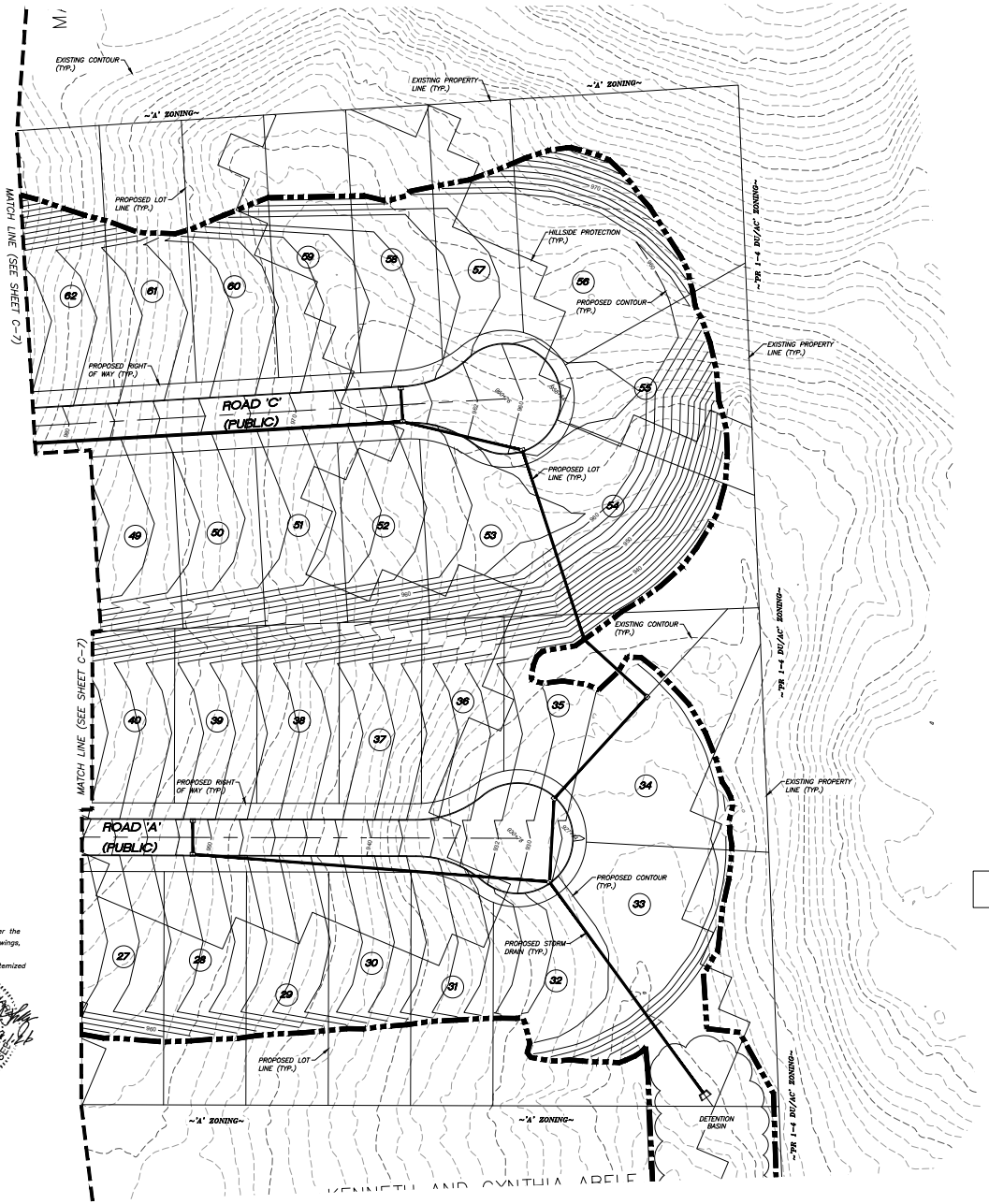
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Registered Engineer Christopher A. Sharp, P.E.
Tennessee License No. 108984
Date: 9/1/26

CHRISTOPHER A. SHARP — REGISTERED ENGINEER — No. 0010988 — STATE OF TENNESSEE

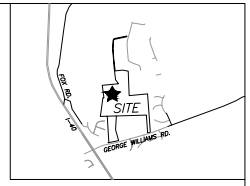
Tennessee811

PLANNING FILE# 11-SE-26-C / 11-H-26-DP

REFERENCE:
DEED INST. #20160328-0055275







LOCATION MAP
N.T.S

Certification of Concept Plan by Registered Engineer
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Registered Engineer.
Christopher A. Sharp, P.E.
Tennessee License No. 108984
Date: 9/1/26

CHRISTOPHER A. SHARP — REGISTERED PROFESSIONAL ENGINEER — No. 0010985 — STATE OF TENNESSEE

REFERENCE:
DEED INST. #20160328-0055275

REVISION	DATE	DESCRIPTION	BY
2	10/26/26	GENERAL REVISIONS	BS
1	10/20/26	GENERAL REVISIONS	BS

PLANNING FILE# 11-SE-26-C / 11-H-26-DP

GRAPHIC SCALE
40 0 40 80

SHEET C-8

PRELIMINARY GRADING PLAN

9857 GEORGE WILLIAMS ROAD

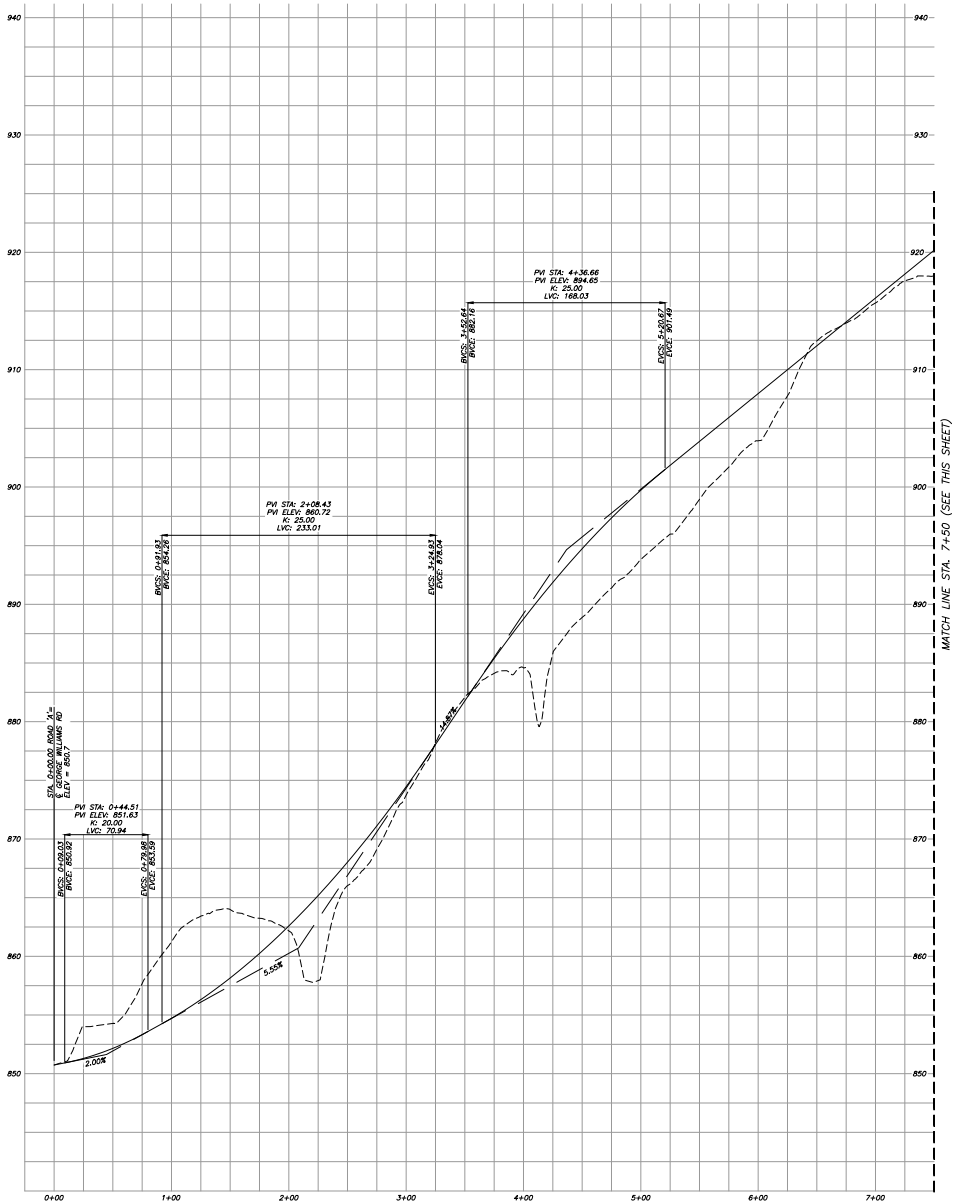
SITE ADDRESS: 9857 GEORGE WILLIAMS ROAD (37922)

DEVELOPER:
S&E PROPERTIES, LLC
405 MONTBROOK LANE
KNOXVILLE, TN 37919
(865) 539-1112

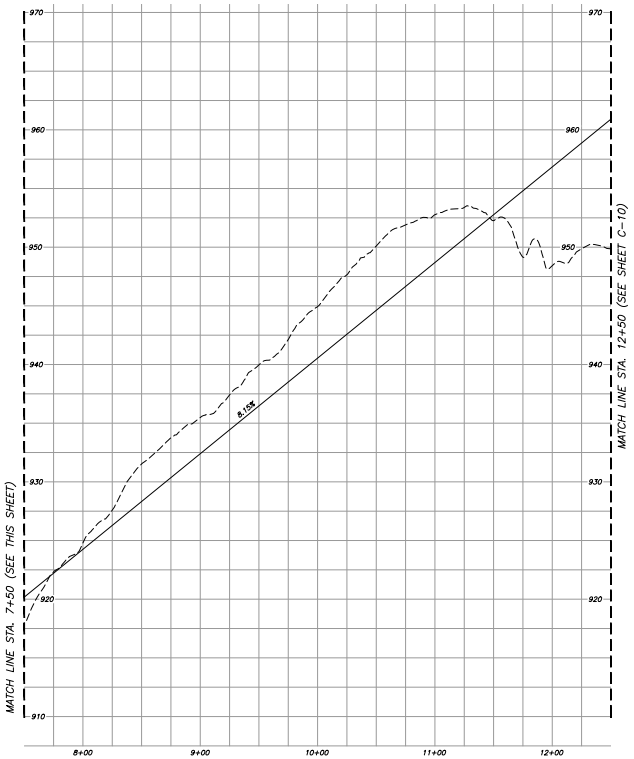
DIST. NO. W6 — KNOX CO., TN.
SCALE: 1"=40' — SEPTEMBER 1, 2026
TAX MAP: 144 — PARCELS: 4.08 & PART OF PARCEL 1

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

DWN: CLM | CHK: CAS | DWG. NO. 2606018



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



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

PLANNING FILE# 11-SE-26-C / 11-H-26-DP

REFERENCE:
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REVISION	DATE	DESCRIPTION	BY
1	10/20/26	GENERAL REVISIONS	BS

SHEET C-9

ROAD PROFILES

9857 GEORGE WILLIAMS ROAD

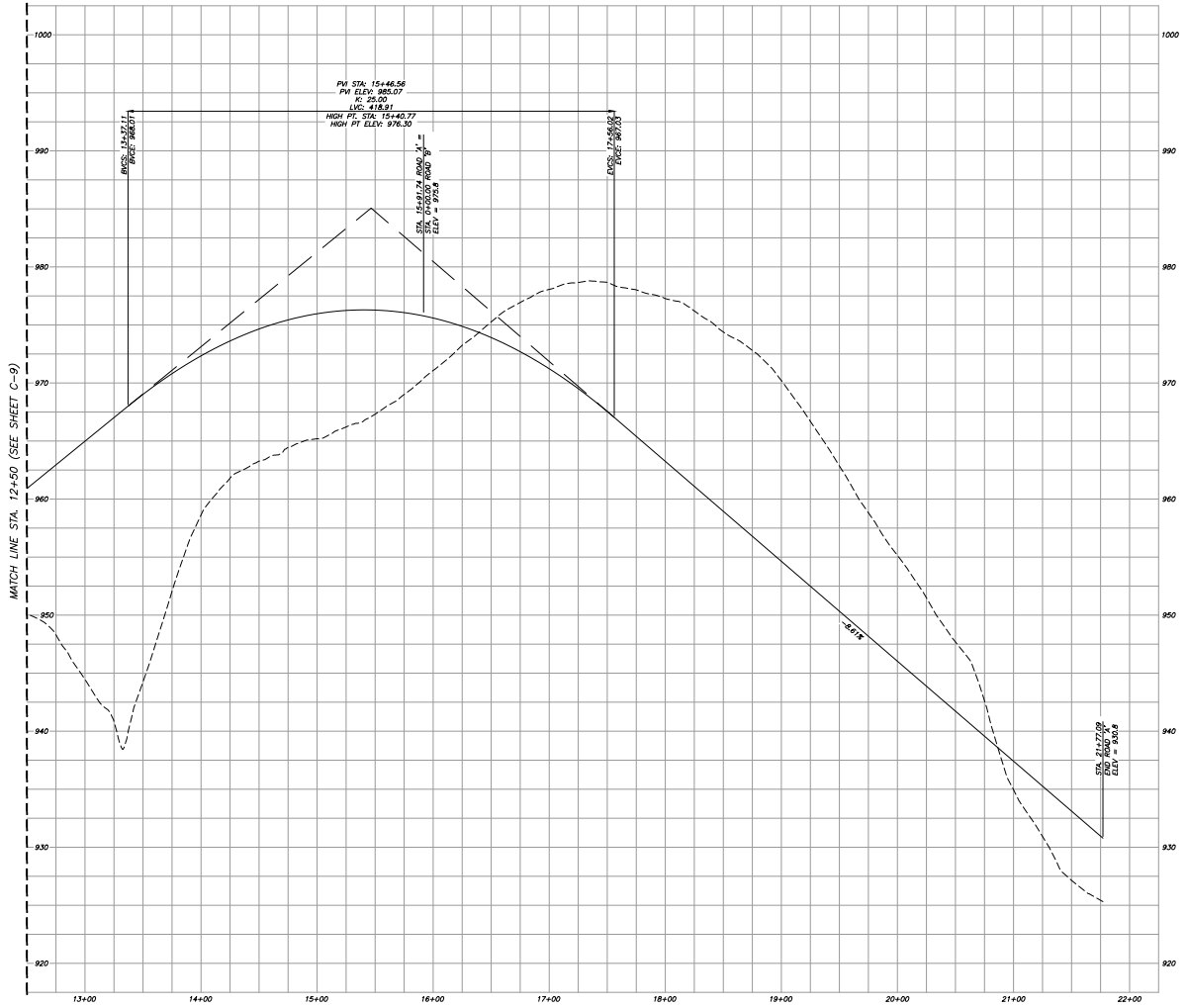
SITE ADDRESS: 9857 GEORGE WILLIAMS ROAD (37922)

DEVELOPER:
S&E PROPERTIES, LLC
405 MONTBROOK LANE
KNOXVILLE, TN 37919
(865) 539-1112

DIST. NO. W6 — KNOX CO., TN.
SCALE: AS NOTED — SEPTEMBER 1, 2026
TAX MAP: 144 PARCELS: 4.08 & PART OF PARCEL 1

URBAN ENGINEERING, INC.
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(865) 966-1924

DWN: CLM | CHK: CAS | DWG. NO. 2606018



PROFILE VIEW: ROAD 'A'
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 — No. 0010984 — STATE OF TENNESSEE — 9/1/26

SHEET C-10

ROAD PROFILES

9857 GEORGE WILLIAMS ROAD

SITE ADDRESS: 9857 GEORGE WILLIAMS ROAD (37922)

DEVELOPER:
S&E PROPERTIES, LLC
405 MONTBROOK LANE
KNOXVILLE, TN 37919
(865) 539-1112

DIST. NO. W6 — *KNOX CO., TN.*
SCALE: AS NOTED — *SEPTEMBER 1, 2026*
TAX MAP: 144 *PARCELS: 4.08 & PART OF PARCEL 1*

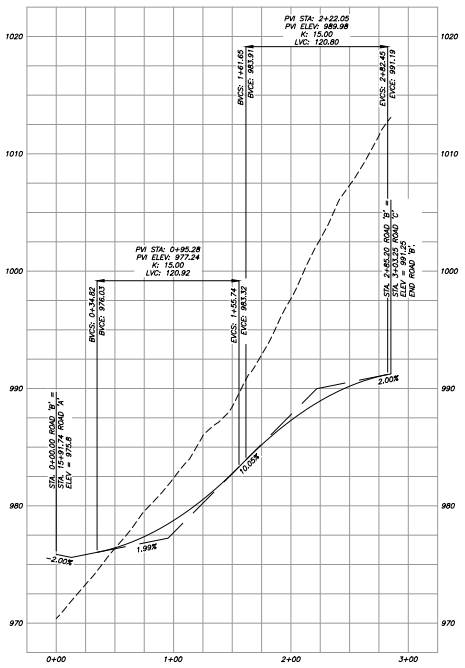
URBAN ENGINEERING, INC.
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KNOXVILLE, TENNESSEE 37932
(865) 966-1924

DWN: CLM | *CHK: CAS* | *DWG. NO. 2606018*

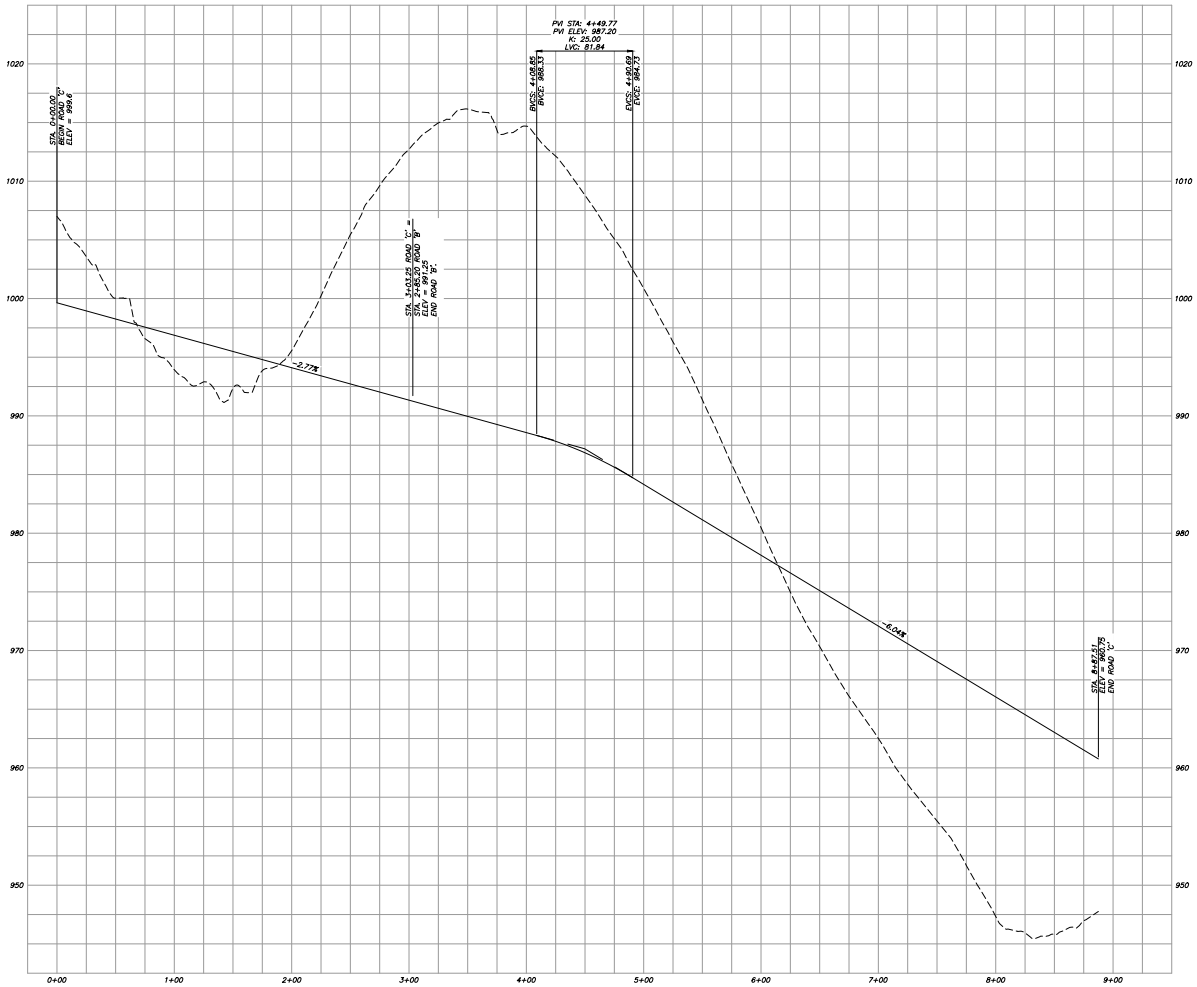
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REVISION	DATE	DESCRIPTION	BY
1	10/20/26	GENERAL REVISIONS	BS

PLANNING FILE# 11-SE-26-C / 11-H-26-DP



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



PROFILE VIEW: ROAD 'C'
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
NO. 0010984
STATE OF TENNESSEE

SHEET C–11

ROAD PROFILES

9857 GEORGE WILLIAMS ROAD

SITE ADDRESS: 9857 GEORGE WILLIAMS ROAD (37922)

DEVELOPER:
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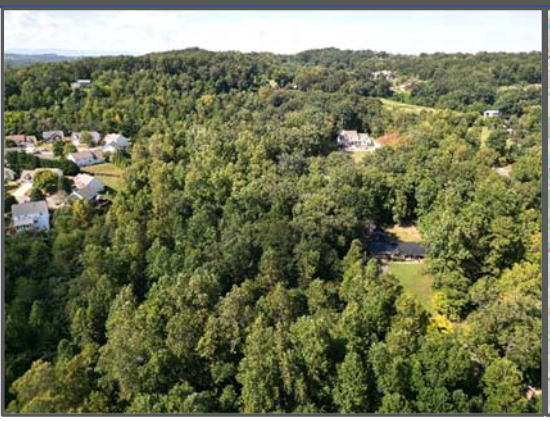
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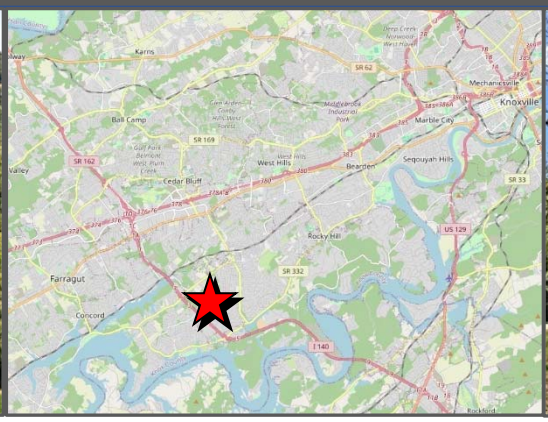
Exhibit B. Selected Pages from the Traffic Impact Study

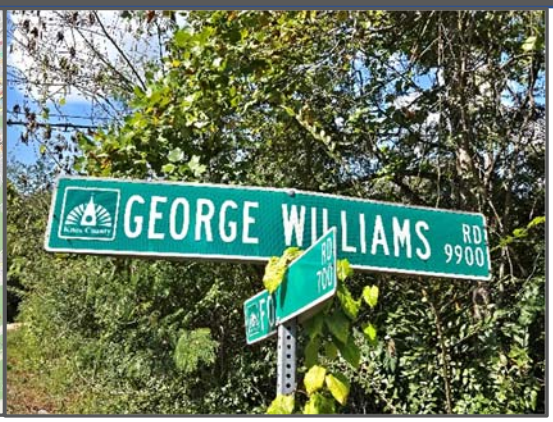
AJAX ENGINEERING

CIVIL ENGINEERING / TRAFFIC ENGINEERING

Transportation Impact Study
George Williams Road Subdivision
Knox County, Tennessee







Revised October 19, 2026

Prepared for:
S&E Properties
405 Montbrook Lane
Knoxville, TN 37919

ROBERT WILLIAM JACKS III
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 105730
STATE OF TENNESSEE
10/19/26

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

EXECUTIVE SUMMARY

Preface:

S&E Properties proposes a residential subdivision on the north side and at the western end of George Williams Road in West Knox County, TN. The subdivision will include up to 101 single-family detached houses and is estimated to be fully built and occupied by 2028. This development is referred to in this report as "George Williams Road Subdivision" because a formal name has not yet been chosen.

The primary purpose of this study is to determine and evaluate the potential impacts of the residential subdivision on the adjacent transportation system. The study includes a review of the primary access road, George Williams Road; the proposed entrance intersection at George Williams Road; and the nearby T-intersection of Fox Road at George Williams Road. This report is a Level 1 study, and Knoxville/Knox County Planning identified these intersections for inclusion. The scope of work for this project's Transportation Impact Study (TIS) from Planning is provided in Appendix A. Recommendations and mitigation measures are offered if transportation operations are projected to fall below recognized engineering standards.

Study Results:

The significant findings of this study include the following:

- The George Williams Road Subdivision, with up to 101 single-family detached houses, is estimated to generate 1,081 vehicle trips on an average weekday at full build-out and occupancy in 2028. Of these daily trips, 73 are estimated to occur during the AM peak hour and 97 in the PM peak hour.
- The existing operations at the Fox Road at George Williams Road intersection include fairly substantial vehicle delays (LOS E in 2026 AM peak hour) and queues on the westbound approach of George Williams Road. This poor condition is expected to worsen in the future due to general vehicle growth in the area and the increase in trips generated by the George Williams Road Subdivision. The proposed subdivision will add a modest number of trips; however, most of the future degradation is due to background growth. With the project, the westbound approach of George Williams Road is projected to be LOS F in both the 2028 AM and PM peak hours.
- The TIS scope of work requested an All-Way Stop Control (AWSC) evaluation of the existing unsignalized T-intersection of Fox Road at George Williams Road. The evaluation determined that the intersection does not satisfy MUTCD warrants

for converting the intersection to stop control on all approaches, given the current operation of free-flow conditions on Fox Road and stop conditions on the minor approach of George Williams Road. A subsequent request after the initial report included analyses of additional lanes at this intersection operating under AWSC.

- The Proposed Entrance intersection for the subdivision at George Williams Road is calculated to have minimal vehicle delays and queues during the projected 2028 morning and afternoon peak hours, operating under two-way stop-controlled conditions.
- The projected 2028 entering vehicular volumes into the George Williams Road Subdivision from George Williams Road were determined and estimated not to meet Knox County warrant thresholds for separate entering turn lanes.

Recommendations:

The following summary recommendations are presented based on the study's analyses to minimize the impacts of the proposed development on the adjacent transportation system while aiming to achieve acceptable traffic flow and improved safety. More details regarding all the recommendations are discussed at the end of the report. The discussions, evaluations, and guidance for the nearby intersection of Fox Road at George Williams Road are provided in response to a requested review and subsequent follow-up after the initial report submittal.

George Williams Road at Proposed Entrance for George Williams Road Subdivision:

- A single exit lane for George Williams Road Subdivision, allowing both left and right turn movements at George Williams Road, will be sufficient according to the calculations.
- Future landscaping, existing vegetation, or proposed signage must not impact the intersection sight distances looking from the Proposed Entrance to the west and east on George Williams Road.
- Based on a posted speed limit of 30 mph on George Williams Road, the required intersection sight distance will be 300 feet for exiting left- and right-turning vehicles. The existing sight distances from George Williams Road at the Proposed Entrance location were visually estimated to be adequate in both directions, assuming the existing vegetation on the north side of George Williams Road along the property's road frontage will be removed during construction and the existing utility pole will be relocated. Further verification should be provided by a land surveyor or by the site civil engineer to ensure that it will be met.

- It is recommended that a Stop Sign (R1-1) be posted and a 24" white stop bar be applied to the Proposed Entrance approach at George Williams Road. The stop bar should be applied a minimum of 4 feet away from the traveled edge of George Williams Road and placed at the desired stopping point that maximizes the sight distance.

George Williams Road Subdivision Internal Roads:

- A 25-mph Speed Limit Sign (R2-1) with additional plaque signage, as shown in the report, is recommended to be posted near the beginning of the Proposed Entrance road, Road "A", off George Williams Road. It is also recommended that a "No Outlet" Sign (W14-2a) be posted at the front of the subdivision. This sign can be posted above or below the street name sign.
- Stop Signs (R1-1) are recommended to be installed on the minor approaches of Road "B" at the internal roadway T-intersections, as shown in the report.
- Sight distances at the new internal intersections must not be impacted by new signage, parked cars, or future landscaping. The civil site designer should ensure that appropriate internal sight distances will be met.
- If directed by the local post office, the site designer should include a parking area and a centralized mail delivery center within the development for the subdivision residents.
- All drainage grates and covers for the residential development must be pedestrian and bicycle-safe.
- The main internal road, Road "A", in the subdivision will have long, straight road segments with steep road grades due to the existing topography. Straight road segments with steep grades encourage higher vehicle speeds. It is recommended that the site designer consider traffic calming measures on this main internal road, and this should be discussed with Knox County Engineering in the detailed design phase.
- All road and intersection elements should be designed in accordance with the American Association of State Highway and Transportation Officials (AASHTO) and the Manual on Uniform Traffic Control Devices (MUTCD), as well as Knox County's specifications and guidelines, to ensure proper roadway operations.

Fox Road at George Williams Road:

- This intersection, as requested, was evaluated for All-Way Stop Control (AWSC), converting it from its existing configuration operating as Two-Way Stop Control

(TWSC). The evaluation was conducted based on MUTCD warrants and determined that it did not satisfy any of the warrants to clearly justify its conversion.

- This intersection was further evaluated under the 2028 projected conditions with five alternatives: (1) maintain the existing TWSC as-is; (2) keep the intersection as-is (TWSC) but adding a separate westbound turn lane on George Williams Road; (3) converting the intersection to AWSC operations (despite not fully meeting any MUTCD warrants) with no lane additions; (4) converting the intersection to AWSC operations and adding a westbound right-turn lane on George Williams Road only; or (5) converting the intersection to AWSC operations and adding a northbound right-turn lane on Fox Road only.

  Based on the calculated vehicle delay and queues, the most beneficial alternative is a westbound right-turn lane on George Williams Road with 125 feet of storage and an appropriate taper, with the intersection remaining and operating under TWSC. However, if the intersection is converted to AWSC, the next best alternative is to provide a separate northbound right-turn lane on Fox Road with 75 feet of vehicle storage and a short taper.
- It is recommended that Knox County address an existing asphalt drop-off/failure at the northern corner of George Williams Road at Fox Road, observed during the field visit. This pavement failure has been caused and worsened by right-turning vehicles that occasionally attempt to "squeeze by" stopped vehicles turning left onto southbound Fox Road. A similar pavement edge failure was also observed at the opposite corner, likely due to vehicles off-tracking or taking the corner too sharply from northbound Fox Road onto George Williams Road.

(1) Download and fill out this form at your convenience.
(2) Sign the form digitally or print, sign, and scan.

(3) This form must be submitted as an attachment to your application. Print the completed form if applying in person or send it via email with your completed application.

Reset Form

Planning
KNOXVILLE | KNOX COUNTY

Alternative Design Standards

The minimum design and performance standards shall apply to all subdivisions unless an alternative design standard is permitted within Article 3 Section 3.01.D, Application of Alternative Design Standards, or Article 4.01.C, Street Standards (within Hillside and Ridgetop Areas).

There are some alternative design standards that require Planning Commission approval, and some that can be approved by the Engineering Departments of the City or County. However, the City or County Engineering Departments, as applicable, will provide review comments on any alternative design proposed. These comments will be provided during the review process.

Alternative Design Standards Requiring Planning Commission Approval

Section 3.03.B.2 - Street frontage in the PR (Planned Residential) zone, Knox County
Section 3.03.E.1.e – Maximum grade of private right-of-way
Section 3.03.E.3.a – Pavement width reduction, private rights-of-way serving 6 or more lots
Section 3.04.H.2 – Maximum grade, public streets
Section 3.04.I.1.b.1 – Horizontal curves, local streets in Knox County

Alternative Design Standards Approved by the Engineering Departments of the City of Knoxville or Knox County

Section 3.03.E.3.a – Right-of-way width reduction, private rights-of-way serving 6 or more lots
Section 3.04.A.3.c – Right-of-way dedication, new subdivisions
Section 3.04.F.1 – Right-of-way reduction, local streets
Section 3.04.G.1 – Pavement width reduction, local streets
Section 3.04.H.3 – Intersection grade, all streets
Section 3.04.J.2 – Corner radius reduction in agricultural, residential, and office zones
Section 3.04.J.3 – Corner radius reduction in commercial and industrial zones
Section 3.11.A.2 – Standard utility and drainage easement

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

	Christopher Sharp	9/28/26
Signature	Printed Name	Date

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

1. ALTERNATIVE DESIGN STANDARD REQUESTED:

Increase the centerline grade from 1% to 2% at the intersection of Road A and George Williams Road 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 1:24 pm, Nov 04, 2026

2. ALTERNATIVE DESIGN STANDARD REQUESTED:

Reduce the centerline radius from 250' to 225' (Sta 9+31.07 Road A) in an effort 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 1:24 pm, Nov 04, 2026

3. ALTERNATIVE DESIGN STANDARD REQUESTED:

Increase the centerline grade from 12% to 14.87% (Sta 3+24.93 Road A) 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 1:24 pm, Nov 04, 2026

4. ALTERNATIVE DESIGN STANDARD REQUESTED:

Increase the centerline grade from 1% to 1.99% at the intersection of Road B and Road A to create a defined drainage path.

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 1:24 pm, Nov 04, 2026

5. ALTERNATIVE DESIGN STANDARD REQUESTED:

Increase the centerline grade from 1% to 2% at the intersection of Road B and Road C to create a defined drainage path.

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 1:24 pm, Nov 04, 2026

Variances

File No: 11-SE-26-C / 11-H-26-DP

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: 2026.10.26 10:29:38 -04'00'	Christopher Sharp	10/26/26
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 reverse curves from 50' to 21.6' between stations 2+31.89 and 2+53.5 (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:

The property is steep and narrow.

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.

There is limited opportunity for an access point. We are attempting to center the road between the eastern and western property lines.

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 have a negative impact on neighboring properties no 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 1:26 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 20 at the intersection of Road A and George Williams Road.

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 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 variance request is at a stop condition.

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

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 1:27 pm, Nov 04, 2026

Public Notice and Community Engagement

Planning strives to provide community members with information about upcoming cases in a variety of ways. In addition to posting public notice signs, our agency encourages applicants to provide information and offer opportunities for dialogue related to their upcoming case(s). The contact information you provide in your application may be used for that purpose. We require applicants to acknowledge their role in this process.

Sign Posting and Removal

The Administrative Rules and Procedures of the Knoxville-Knox County Planning Commission require a sign to be posted on the property for each application subject to consideration by the Planning Commission.

Planning staff will post the required sign. If a replacement sign(s) is needed, the applicant is responsible for picking up the new sign(s) from Planning and will be charged $10 for each replacement.

Location and Visibility

The sign must be posted on the nearest adjacent/frontage street and in a location clearly visible to vehicles traveling in either direction. If the property has more than one street frontage, the sign should be placed along the street that carries more traffic. Planning staff may recommend a preferred location for the sign to be posted at the time of application.

Timing

The sign(s) must be posted not less than 12 days prior to the scheduled Planning Commission public hearing and must remain in place until the day after the meeting. In the case of a postponement, the sign can either remain in place or be removed and reposted not less than 12 days prior to the next Planning Commission meeting. The applicant is responsible for removing the sign after the application has been acted upon by the Planning Commission.

Acknowledgement

***By signing below**, you acknowledge that public notice signs must be posted and visible on the property consistent with the guidelines above and between the dates listed below.*

10/31/26 — Date to be Posted

11/13/26 — Date to be Removed

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

☑ Yes ☐ No

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

Applicant Signature

Eric Mosley — Applicant Name

Date