



SUBDIVISION REPORT - CONCEPT/DEVELOPMENT PLAN

► **FILE #:** 9-SF-26-C **AGENDA ITEM #:** 30
9-E-26-DP **AGENDA DATE:** 9/10/2026

► **SUBDIVISION:** PRICES POINT CHURCH EXPANSION

► **APPLICANT/DEVELOPER:** TAYLOR FORRESTER

OWNER(S): Crosswalk Community Church

TAX IDENTIFICATION: 111 01602 (PARTIAL) 111BA010 [View map on KGIS](#)

JURISDICTION: County Commission District 9

STREET ADDRESS: 2131 E GOVERNOR JOHN SEVIER HWY (0 JULIETTE ELISE ST)

► **LOCATION:** Southwest side of E Governor John Sevier Hwy, northwest of Old French Rd

GROWTH POLICY PLAN: Planned Growth Area

FIRE DISTRICT: Seymour Volunteer Fire Department

WATERSHED: Holston River and French Broad River

► **APPROXIMATE ACREAGE:** 11.88 acres

► **ZONING:** PR(k) (Planned Residential, with conditions) up to 5 du/ac, PR(k) (Planned Residential, with conditions) up to 3.9 du/ac, PR(k) (Planned Residential, with conditions) up to 4.5 du/ac

PLACE TYPE: RC (Rural Conservation), SP (Stream Protection)

► **EXISTING LAND USE:** Agriculture/Forestry/Vacant Land, Public/Quasi Public Land (currently owned by a church)

► **PROPOSED USE:**

SURROUNDING LAND USE AND ZONING: North: Public/quasi public land (cemetery) - PR (Planned Residential up to 3 du/ac
South: Single family residential (under construction) - PR(k) (Planned Residential, with conditions) up to 3.9 du/ac, PR(k) (Planned Residential, with conditions) up to 4.5 du/ac
East: Public/quasi public land (church) - A (Agricultural)
West: French Broad River - F (Floodway)

► **NUMBER OF LOTS:** 40

SURVEYOR/ENGINEER: Greg Presnell, PE LJA Engineering, Inc

ACCESSIBILITY: Access is via Governor John Sevier Highway, a major arterial with a 45-ft pavement width within a 120-ft right-of-way.

► **SUBDIVISION VARIANCES REQUIRED:** **VARIANCE:**
1. Reduction of the minimum required pavement radius of a cul-de-sac from 40' to 37.5'.
2. Reduction of the minimum required right-of-way radius of a cul-de-sac from 50' to 47.5'.

ALTERNATIVE DESIGN STANDARDS REQUIRING PLANNING

COMMISSION APPROVAL

1. Reduction of the minimum required horizontal radius of public road 'A' from 250 ft to 100 ft.
1. Reduction of the minimum required horizontal radius of public road 'B' from 250 ft to 100 ft.

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 W Governor John Sevier Highway.
1. Increase the maximum allowed intersection grade from 1% to 1.5% at the intersection of Road 'A' and Road 'B'.

STAFF RECOMMENDATION:

- **Approve the variance to reduce the minimum required pavement radius of a cul-de-sac from 40' to 37.5', based on the following evidence of hardship.**
 1. The property has a gradual slope at the proposed cul-de-sac location. Reducing the required pavement radius will result in less disturbance of the site.
 2. The smaller pavement area allows the proposal to meet the 50% open space requirement of the RC (Rural Conservation) place type.
 3. There are no public safety or welfare concerns regarding the requested variance. The applicant has provided a turning template for a bus demonstrating that the reduced pavement area is sufficient for larger vehicles.

Approve the variance to reduce the minimum required right-of-way radius of a cul-de-sac from 50' to 47.5', based on the following evidence of hardship.

1. The property has a gradual slope at the proposed cul-de-sac location. Reducing the required right-of-way radius will result in less disturbance of the site.
2. The smaller right-of-way area allows the proposal to meet the 50% open space requirement of the RC (Rural Conservation) place type.
3. There are no public safety or welfare concerns regarding the requested variance. The applicant has provided a turning template for a bus demonstrating that the reduced right-of-way is sufficient for larger vehicles.

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. Installing a Type B landscape screening within the 50-ft buffer along the E Governor John Sevier Highway frontage per the condition of zoning (3-F-26-RZ). Existing trees that remain can count toward this requirement.
2. Maintaining a 100-ft vegetative buffer on the western side of the property along the river with plantings composed of a mix of native trees and grasses, per the condition of zoning (3-F-26-RZ). The 100-ft buffer is to be verified and delineated on the site with high-visibility fencing before grading permits are issued for the site.
3. Providing sight distance easements through the horizontal curves with radii 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.
4. Providing a sight distance easement through the inside of the curve of E Governor John Sevier Highway on the portion of the site to be retained by the church, as required by Knox County Engineering and Public Works and the Tennessee Department of Transportation during the design plan phase.
5. Connecting to sanitary sewer and meeting any other relevant requirements of the utility provider.
6. Providing street names which are consistent with the Uniform Street Naming and Addressing System within Knox County (County Ord. 91-1-102).
7. Meeting all applicable requirements of the Knox County Zoning Ordinance.
8. Meeting all applicable requirements of the Knox County Department of Engineering and Public Works.
9. Meeting all applicable requirements of the Tennessee Department of Transportation.
10. 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.

11. Ensuring that at least 50% of the site is preserved as open space outside of building lots and rights-of-way, based on the acreage on the final plat.

12. 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.

► **Approve the development plan for up to 40 detached houses on individual lots, and the peripheral boundaries as depicted on the development plan, subject to 2 conditions.**

1. Meeting all applicable requirements of the Knox County Zoning Ordinance.

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

COMMENTS:

This proposal is for a 40-lot detached residential subdivision on 11.54 acres (3.47 du/ac). This will be an expansion of the 145-lot Prices Point subdivision, which is currently under construction (4-SE-24-C, 4-G-24-DP, 7-A-25-DP). This development connects the previous phases of Prices Point via Juliette Elise Street to the south, providing another access point off E Governor John Sevier Highway.

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

a) The property has split zoning: 8.59 acres are zoned PR(k) up to 5 du/ac (3-F-26-RZ); 2.85 acres are zoned PR(k) up to 3.9 du/ac (5-O-22-RZ); 0.04 acres are zoned PR(k) up to 4.5 du/ac (4-E-22-RZ); and 0.06 acres are zoned A (Agricultural). No dwellings are proposed within the latter two zones.

b) The PR zone allows 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 (Article 5, Section 5.13.15).

c) The 11.54-acre property yields an overall density of 3.47 du/ac. The approximate density is 4.31 du/ac within the PR(k) up to 5 du/ac zone (including lots 1-28 and 32-40 of this development), and 3.3 du/ac within the PR(k) up to 3.9 du/ac zone (including lots 29-31 of this development and 59 dwelling units of the previous phase), which are in compliance with the maximum allowed density.

d) The conditions stipulated by 4-E-22-RZ and 5-O-22-RZ are not applicable to this request. The proposed development shall meet all three conditions of the PR(k) up to 5 du/ac zone (3-F-26-RZ), which are stated below.

i) Providing street connectivity to the abutting property to the south, subject to review and approval by the Knox County Engineering & Public Works Department during the development plan phase.

ii) Maintaining a 100-ft vegetative buffer on the western side of the property with plantings composed of a mix of native trees and grasses.

lii) Installing a Type 'B' landscape screening along the E Governor John Sevier Highway frontage.

E) Peripheral setbacks are provided along the boundary of this development phase, measuring 35 ft on the south and west sides and 50 ft on the north and east sides.

2) KNOX COUNTY COMPREHENSIVE PLAN - FUTURE LAND USE MAP

A. The property is designated with the RC (Rural Conservation) place type. The land use mix of the RC place type lists detached houses as a primary use. The place type requires preservation of 50% or more of open space for single-family residential subdivisions. The development will feature single family houses. The site plan indicates that 5.77 acres (50%) of the site will be open space serving as a common area. As specified in condition 9 of the concept plan, at least 50% of the site must be preserved based on the final acreage confirmed by a property survey.

3) KNOX COUNTY COMPREHENSIVE PLAN - IMPLEMENTATION POLICIES

A. Ensure that development is sensitive to existing community character. (Implementation Policy 2) – Detached dwellings would be compatible with the other detached dwellings of the Prices Point subdivision.

B. Encourage development practices that conserve and connect natural features and habitat (Policy 7). – The proposed development retains 50% of the site as open space, and the existing vegetation along the French Board River shall be maintained per condition 2 of the concept plan.

C. Promote connectivity with new development. (Implementation Policy 11) – The proposed street connectivity to the prior phase of the subdivision is consistent with this policy and also supports Implementation Policy 14, to

promote network efficiency to reduce congestion and improve redundancy. Further, a future connection is intended for the abutting church.

4) KNOXVILLE – FARRAGUT – KNOX COUNTY GROWTH POLICY PLAN

a) The property is within the Planned Growth Boundary. The purposes of the Planned Growth Boundary 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 meets the relevant standards of the Growth Policy Plan.

ESTIMATED TRAFFIC IMPACT: 434 (average daily vehicle trips)

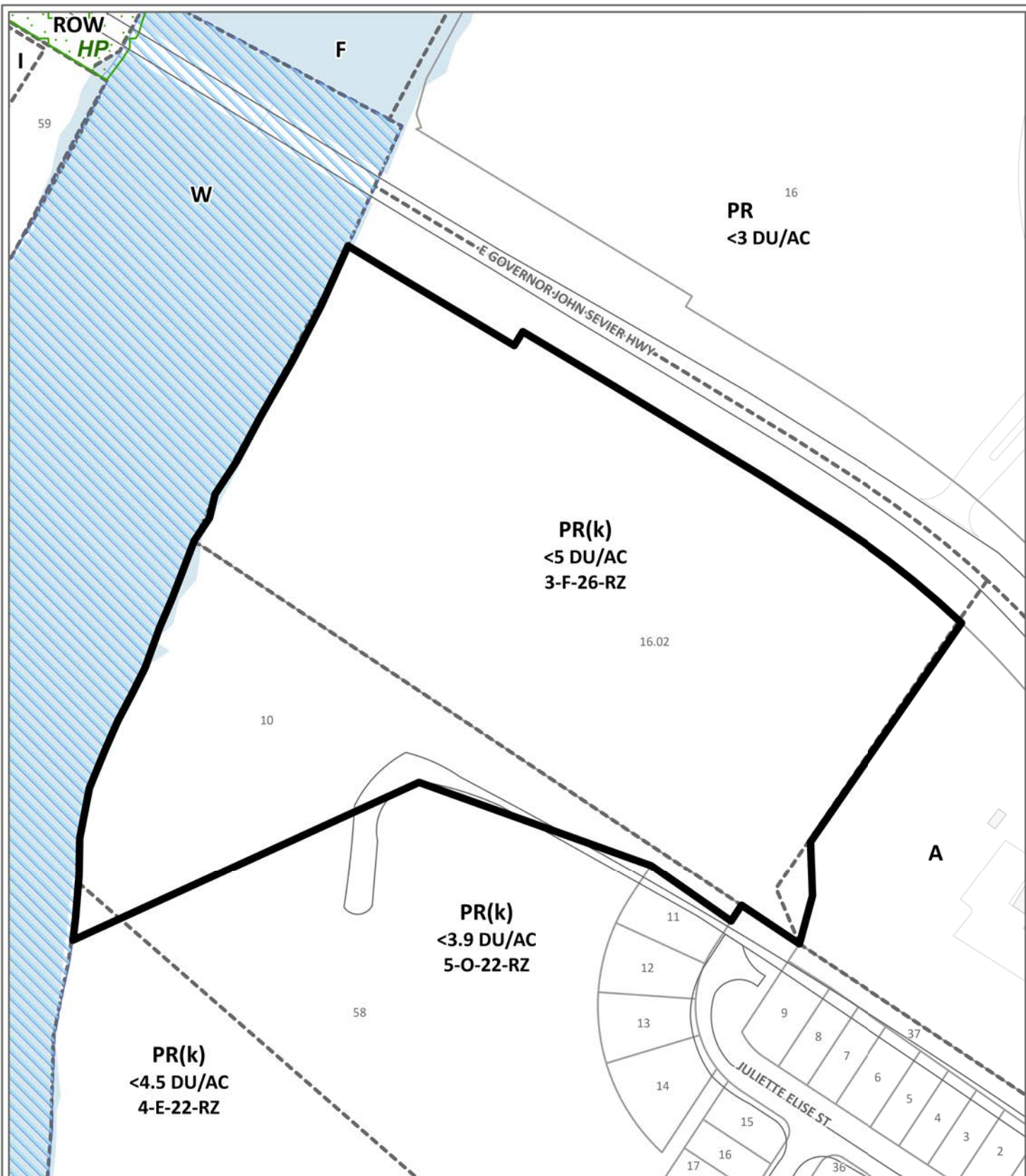
Average Daily Vehicle Trips are computed using national average trip rates reported in the latest edition of "Trip Generation," published by the Institute of Transportation Engineers. Average Daily Vehicle Trips represent the total number of trips that a particular land use can be expected to generate during a 24-hour day (Monday through Friday), with a "trip" counted each time a vehicle enters or exits a proposed development.

ESTIMATED STUDENT YIELD: 10 (public school children, grades K-12)

Schools affected by this proposal: New Hopewell Elementary, South Doyle Middle, and South Doyle 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

9-SF-26-C / 9-E-26-DP

Petitioner: Taylor Forrester



Detached residential subdivision in PR(k) (Planned Residential, with conditions) up to 5 du/ac, PR(k) (Planned Residential, with conditions) up to 3.9 du/ac, PR(k) (Planned Residential, with conditions) up to 4.5 du/ac

Original Print Date: 8/20/2026

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

Map No: 111
Jurisdiction: County

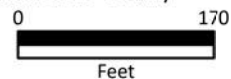


Exhibit A. Contextual Images



AERIAL MAP



Case boundary

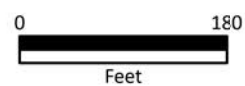
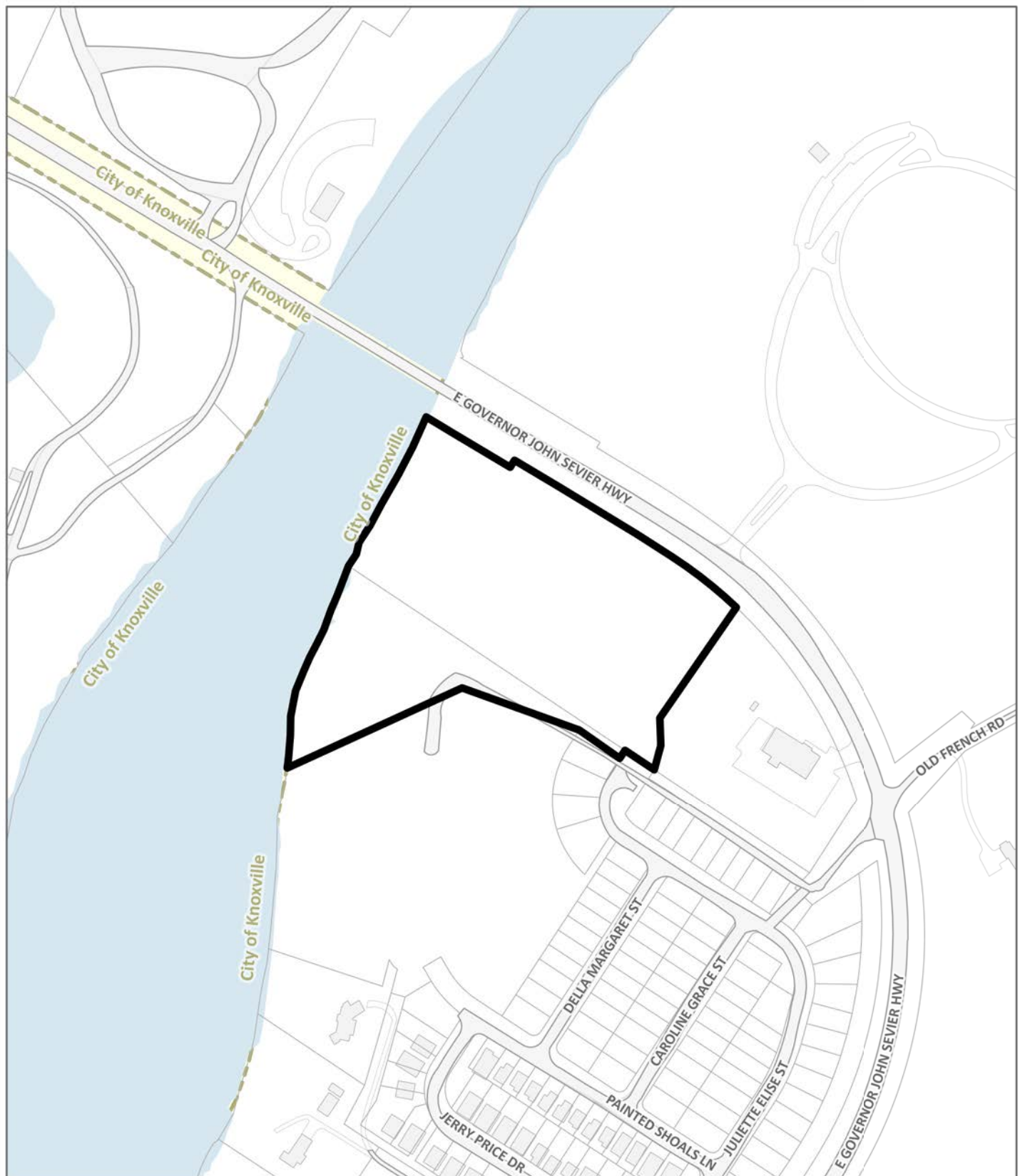


Exhibit A. Contextual Images

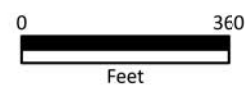


LOCATION MAP

9-SF-26-C / 9-E-26-DP



Case boundary



The map is a topographic representation of the project area. It features contour lines indicating elevation, with labels such as 100, 200, 300, 400, 500, 600, 700, 800, 900, 1000, 1100, 1200, 1300, 1400, 1500, 1600, 1700, 1800, 1900, 2000, 2100, 2200, 2300, 2400, 2500, 2600, 2700, 2800, 2900, 3000, 3100, 3200, 3300, 3400, 3500, 3600, 3700, 3800, 3900, 4000, 4100, 4200, 4300, 4400, 4500, 4600, 4700, 4800, 4900, 5000, 5100, 5200, 5300, 5400, 5500, 5600, 5700, 5800, 5900, 6000, 6100, 6200, 6300, 6400, 6500, 6600, 6700, 6800, 6900, 7000, 7100, 7200, 7300, 7400, 7500, 7600, 7700, 7800, 7900, 8000, 8100, 8200, 8300, 8400, 8500, 8600, 8700, 8800, 8900, 9000, 9100, 9200, 9300, 9400, 9500, 9600, 9700, 9800, 9900, 10000. The map includes labels for various locations: Northbrook, Ashbury, Millbrook, and the Project Site. A North Arrow is located in the bottom left corner. The map is titled "LOCATION MAP" and "USGS 1:50,000 CONTOUR MAP NOT TO SCALE".

	DRAWINGS INDEX
SHEET #	DESCRIPTION
C-000	COVER SHEET
C-100	EXISTING CONDITIONS AND DEMOLITION PLAN
C-200	CONCEPT PLAN SITE LAYOUT
C-300	CONCEPT PLAN SITE GRADING
C-500	CONCEPT PLAN SITE UTILITIES
C-600	CONCEPT PLAN ROAD PLAN & PROFILE
C-601	CONCEPT PLAN ACCESS ROAD SIGHT DISTANCE

[illegible]

A map of the study area showing the location of the study site (indicated by a black dot) relative to the North direction. The map is oriented with North at the top. The study site is located in the central part of the map, near the intersection of the main road and the river. The map shows the coastline, the river, and the surrounding land area.

SCALE _____

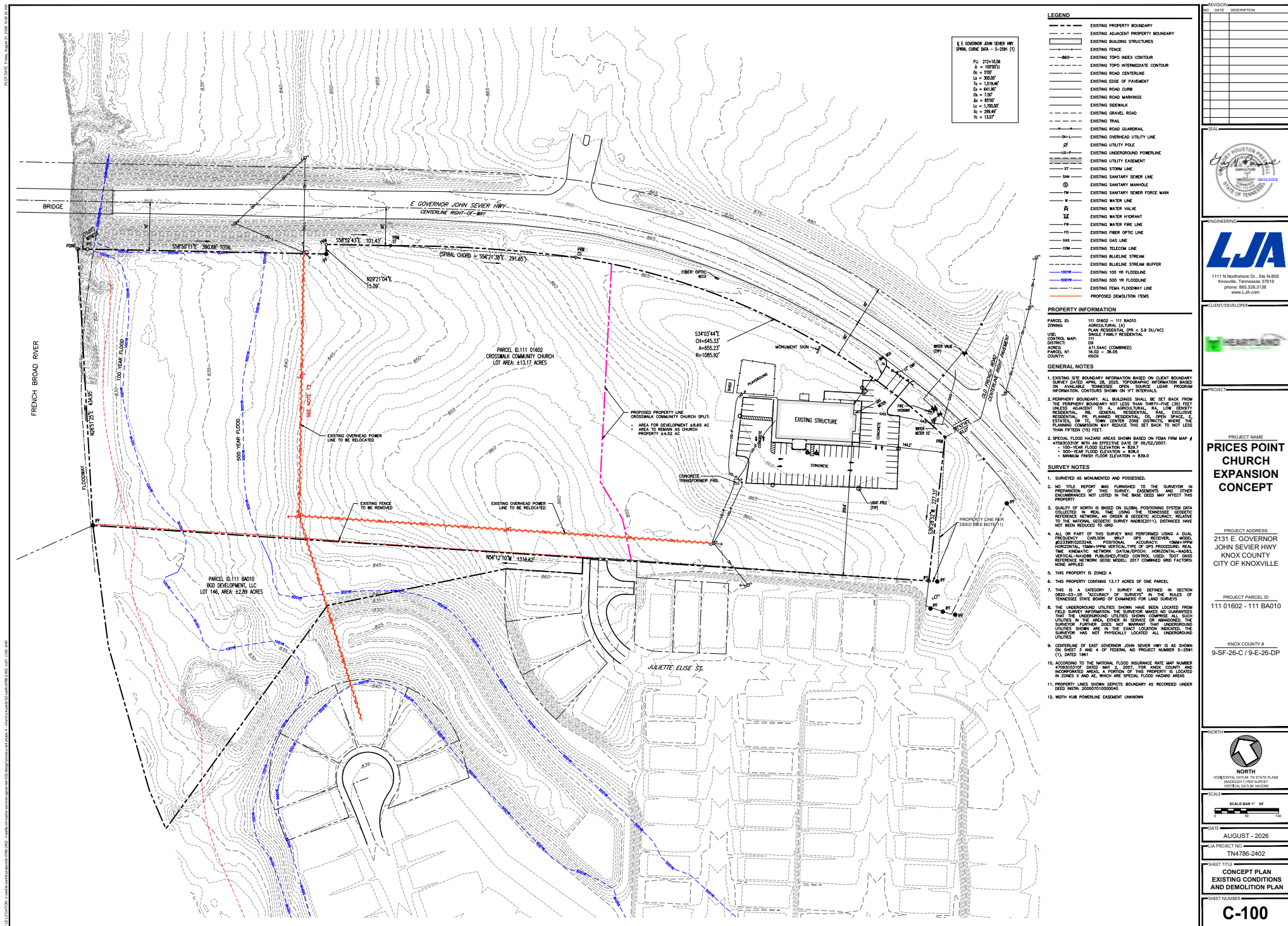
DATE AUGUST - 2026

LIA PROJECT NO. TN4786-2402

COVER SHEET

SHEET NUMBER _____

C-000

[illegible]

PROJECT NAME
**PRICES POINT
CHURCH
EXPANSION
CONCEPT**

PROJECT ADDRESS
2131 E. GOVERNOR
JOHN SEVIER HWY
KNOX COUNTY
CITY OF KNOXVILLE

PROJECT PARCEL ID
111 01602 - 111 BA010

KNOX COUNTY #
9-SF-26-C / 9-E-26-DP



SCALE

SCALE BAR 1" = 50'



A horizontal scale bar with alternating black and white segments. It is marked with '0' at the left end, '50' in the middle, and '100' at the right end.

DATE AUGUST - 2026

LIA PROJECT NO
TN4786-2402

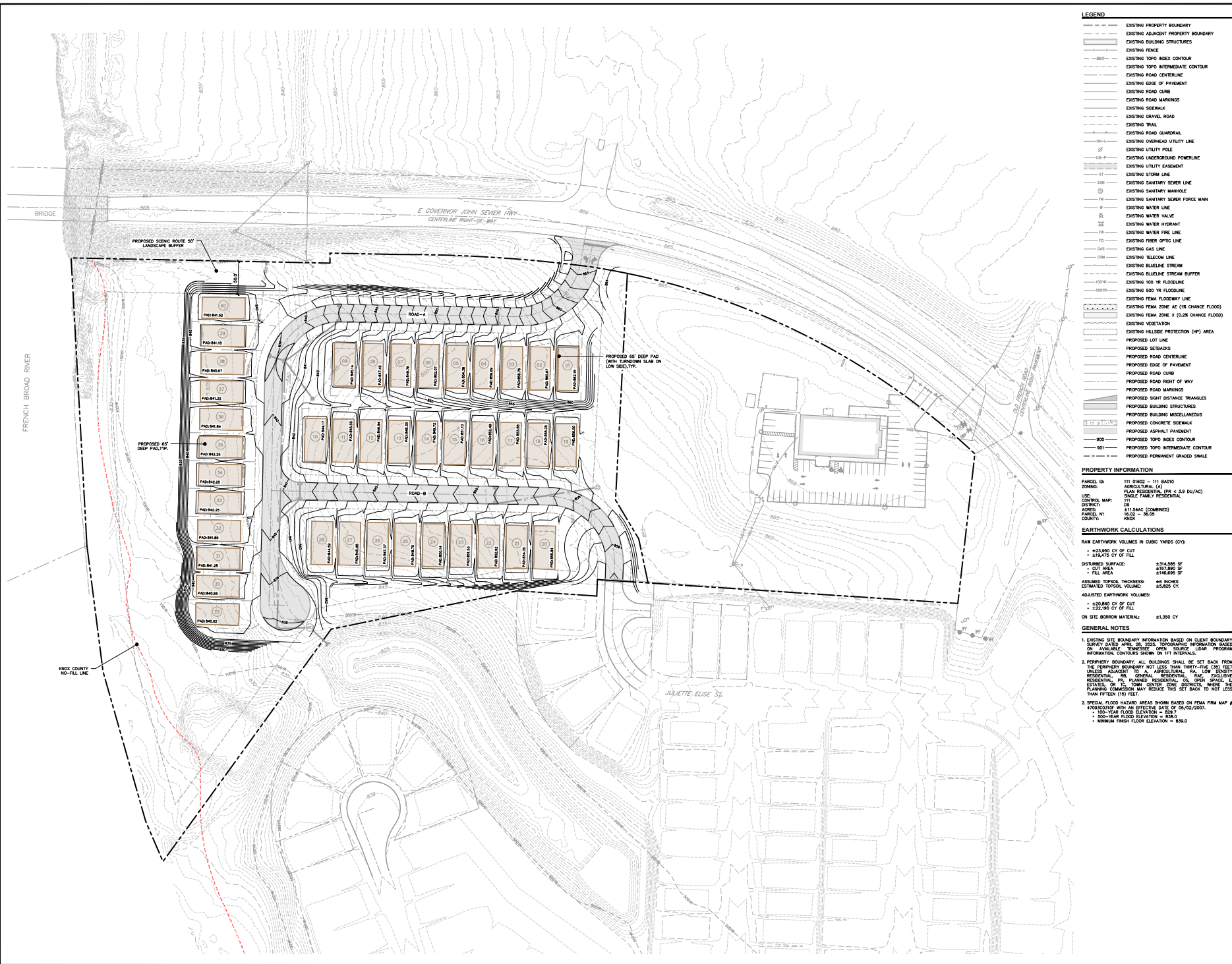
SHEET TITLE

**CONCEPT PLAN
EXISTING CONDITIONS
AND DEMOLITION PLAN**

SHEET NUMBER

C-100

[illegible]

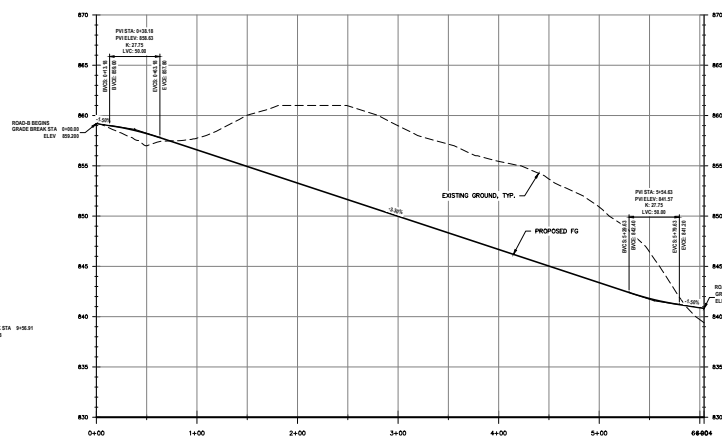


SHEET NUMBER

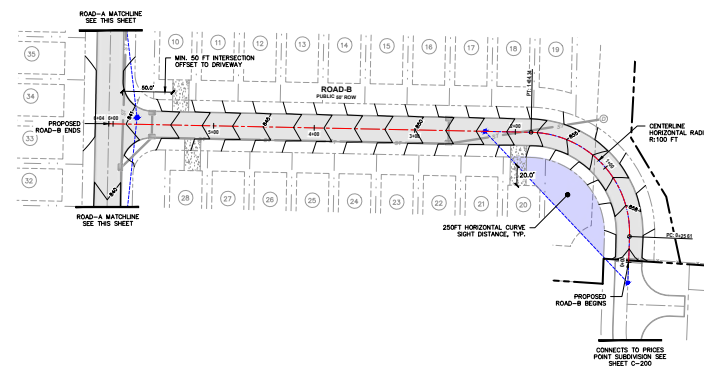
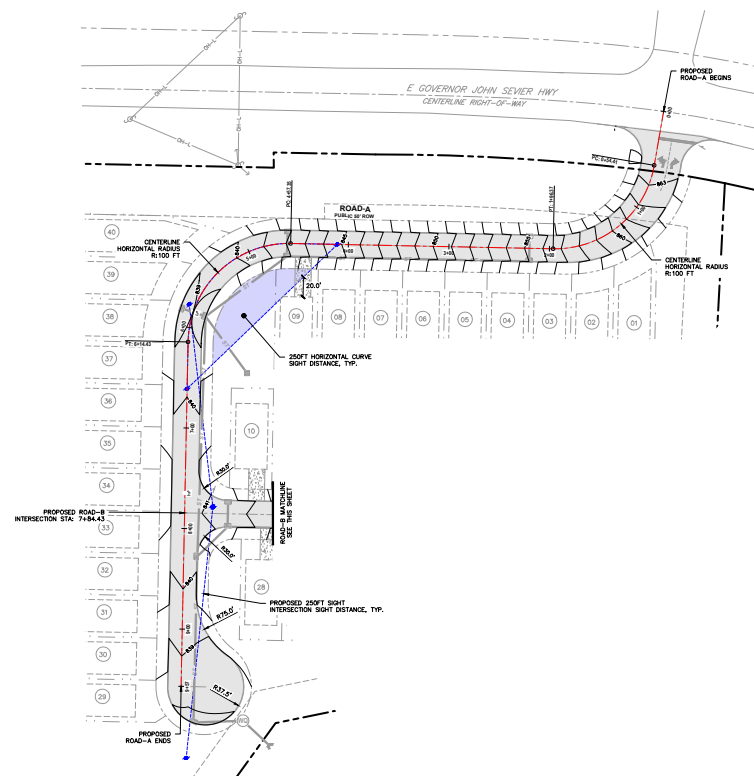
C-300



ROAD-A PROFILE
Horizontal Scale: 1" = 50'
Vertical Scale: 1" = 5'



ROAD-B PROFILE
Horizontal Scale: 1" = 50'
Vertical Scale: 1" = 5'



CONCEPT PLAN
ROAD PLAN & PROFILE

SHEET NUMBER

C-600

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.

Gregory Presnell

Digitally signed by Gregory
Presnell
DN: CN=Gregory Presnell
Date: 2026.08.24 10:23:25-04'00'

Greg H. Presnell

08/24/2026

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 required pavement radius for Road A cul-de-sac from 40' to 37.5'.

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 subject property contains physical site constraints that make the standard 40-foot cul-de-sac radius impractical. Reducing the pavement radius to 37.5 feet allows the roadway to better fit the site's existing topography while minimizing grading and site disturbance.

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

Given the 50% open space restriction, an alternative AASHTO-compliant turnaround configuration is proposed to reduce cul-de-sac footprint, minimizing grading and site disturbance.

- 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.

A turning template for a BUS-40 design vehicle has been provided for the proposed reduced radii cul-de-sac configuration showing that no public safety hazard will be created by the reduced radius.

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:

Approve based on applicants justification.

APPROVED

By Steve Elliott at 1:01 pm, Sep 03, 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 required ROW radius for Road A cul-de-sac from 50' to 47.5'.

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 subject property contains physical site constraints that make the standard 50-foot ROW cul-de-sac radius impractical. Reducing the ROW radius to 47.5 feet will reduce grading and minimize site disturbance.

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

Given the 50% open space restriction, an alternative AASHTO-compliant turnaround configuration is proposed to reduce cul-de-sac footprint, minimizing grading and site disturbance.

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

The proposed reduction ROW radius for Road-A cul-de-sac is consistent with the proposed pavement radius reduction, leaving the same width between the edge of pavement and the ROW line as if it were a standard cul-de-sac, therefore no public safety hazard or detrimental situation will be created by the reduced ROW radius.

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:

Approve based on applicants justification.

APPROVED

By Steve Elliott at 1:03 pm, Sep 03, 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.

Gregory Presnell

Digitally signed by Gregory Presnell
DN: CN=Gregory Presnell
Date: 2026.07.27 16:03:18-04'00'

Greg H. Presnell

07/27/26

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:

Reduce required horizontal radii on Road A and Road B from 250' to 100'. Reduced radii will serve as a traffic calming measure reducing traveling speeds in proposed neighborhood.

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 1:00 pm, Sep 03, 2026

2. ALTERNATIVE DESIGN STANDARD REQUESTED:

Increase maximum allowable intersection grade at intersection of Road A and W Governor John Sevier Hwy from 1% to 2%. Increased slope will improve drainage at intersection.

Approval required by: Planning Commission ☐ Engineering ☒

Engineering supports the alternative design standard requested

(to be completed during review process): YES ☐ NO ☒

Engineering Comments:

APPROVED

By Steve Elliott at 1:00 pm, Sep 03, 2026

3. ALTERNATIVE DESIGN STANDARD REQUESTED:

Increase maximum allowable intersection grade at intersection of Road A and Road B from 1% to 1.5%. Increased slope will improve drainage at intersection.

Approval required by: Planning Commission ☐ Engineering ☒

Engineering supports the alternative design standard requested

(to be completed during review process): YES ☐ NO ☒

Engineering Comments:

APPROVED

By Steve Elliott at 1:00 pm, Sep 03, 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.

08/29/2026

09/11/2026

Date to be Posted

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

Taylor D.
Forrester

Digitally signed by Taylor D. Forrester
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