



SUBDIVISION REPORT - CONCEPT/DEVELOPMENT PLAN

► **FILE #:** 4-SC-26-C

AGENDA ITEM #: 46

4-E-26-DP

AGENDA DATE: 4/9/2026

► **SUBDIVISION:** 3110 GRAY HENDRIX ROAD

► **APPLICANT/DEVELOPER:** TRELLIS PROPERTIES

OWNER(S): Grant and Emyle Denton

TAX IDENTIFICATION: 91 018, 019

[View map on KGIS](#)

JURISDICTION: County Commission District 6

STREET ADDRESS: 3110 GRAY HENDRIX RD (0 GRAY HENDRIX RD)

► **LOCATION:** South side of Oak Ridge Hwy, east of Gray Hendrix Rd

GROWTH POLICY PLAN: Planned Growth Area

FIRE DISTRICT: Karns Fire Department

WATERSHED: Beaver Creek

► **APPROXIMATE ACREAGE:** 19.1 acres

► **ZONING:** PR(k) (Planned Residential, with conditions), up to 10 du/ac, A (Agricultural)

PLACE TYPE: TN (Traditional Neighborhood), CMU (Corridor Mixed-use), RC (Rural Conservation), HP (Hillside Ridgetop Protection)

► **EXISTING LAND USE:** Agriculture/Forestry/Vacant Land, Rural Residential

► **PROPOSED USE:** Attached residential subdivision

SURROUNDING LAND USE AND ZONING: North: Commercial, single family residential - CA (General Commercial)
South: Rural residential - A (Agricultural)
East: Office, agriculture/forestry/vacant land, rural residential - CA (General Business), A (Agricultural)
West: Commercial, rural residential, agriculture/forestry/vacant land - CA (General Business), A (Agricultural)

► **NUMBER OF LOTS:** 165

SURVEYOR/ENGINEER: Chris Sharp, P.E. Urban Engineering, Inc.

ACCESSIBILITY: Access is Oak Ridge Highway, a major arterial with a pavement width of 33 ft within a right-of-way which varies between 80 ft and 85 ft.

► **SUBDIVISION VARIANCES REQUIRED:** **VARIANCE:**
1. Reduction of the minimum required tangent for reverse curves from 50 ft to 40.73 ft between stations 2+79.63 and 3+20.36.
2. Reduction of the minimum required tangent for broken back curves from 150 ft to 50.71 ft at station 16+80.04..
3. Reduction of the minimum required right-of-way radii at the intersection of Road 'A' and Oak Ridge Highway from 25 ft to 0 ft.

ALTERNATIVE DESIGN STANDARDS REQUIRING KNOXVILLE-KNOX COUNTY PLANNING COMMISSION APPROVAL

1. Reduction of the minimum allowable horizontal radius at the centerline of Road 'A' from 250 ft to 125 ft between stations 0+51.88 and 0+93.19.
2. Reduction of the minimum allowable horizontal radius at the centerline of Road 'A' from 250 ft to 125 ft between stations 14+93.97 and 16+80.16.
3. Reduction of the minimum allowable horizontal radius at the centerline of Road 'A' from 250 ft to 125 ft between stations 17+31.75 and 19+29.13.
4. Reduction of the minimum allowable horizontal radius at the centerline of Road 'A' from 250 ft to 125 ft between stations 26+78.03 and 29+09.15.

ALTERNATIVE DESIGN STANDARDS REQUIRING KNOX COUNTY ENGINEERING APPROVAL (PLANNING COMMISSION APPROVAL NOT REQUIRED)

1. Increase the maximum intersection grade from 1% to 2% at the intersection of Road 'A' and Oak Ridge Highway.
2. Increase the maximum intersection grade from 1% to 2% at the internal intersection of Road 'A'.

STAFF RECOMMENDATION:

- ▶ 1. Approve the variance to reduce the minimum required tangent for reverse curves from 50 ft to 40.73 ft between stations 2+79.63 and 3+20.36, based on the following evidence of hardship.
 - A. The property has a narrow frontage along Oak Ridge Highway, and a reduced tangent is required to create a perpendicular intersection of Road 'A' and Oak Ridge Highway.
 - B. The narrow frontage is unique to the property.
 - C. The requested variance is not great enough to create a detrimental effect to public safety, health, or welfare. The Knox County Engineering and Public Works Department recommends approval of this variance based on the justifications provided by the applicant.

- 2. Approve the variance to reduce the minimum required tangent for broken back curves from 150 ft to 50.71 ft at station 16+80.04, based on the following evidence of hardship.
 - A. The property has a relatively narrow width, which makes it challenging to have a continuous roadway without a reduced tangent for broken back curves.
 - B. The width is unique to the property. An alternative road layout with some internal cul-de-sac roads could be designed without this variance; however, a continuous road layout aligns more with the Street Connectivity section of the Subdivision Regulations.
 - C. The requested variance is not expected to create a detrimental effect to public safety, health, or welfare. The Knox County Engineering and Public Works Department recommends approval of this variance, as sight distance easements are proposed at the narrow horizontal curves to ensure adequate visibility.

- 3. Approve the variance to reduce the minimum required right-of-way radii at the intersection of Road 'A' and Oak Ridge Highway from 25 ft to 0 ft, based on the following evidence of hardship.
 - A. The property has a narrow frontage along Oak Ridge Highway, which makes it extremely challenging to meet the radii requirement as well as providing a perpendicular intersection.
 - B. The narrow frontage is unique to the property.
 - C. The requested variance is not great enough to create a detrimental effect to public safety, health, or welfare. The property has adequate sight distance in both directions, and the proposed access to Oak Ridge Highway shall be reviewed by the Tennessee Department of Transportation to ensure safety. The Knox County Engineering and Public Works Department 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 11 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.
3. Connecting to sanitary sewer and meeting other relevant utility provider requirements.
4. Providing street names that are consistent with the Uniform Street Naming and Addressing System within Knox County (County Ord. 91-1-102).
5. Implementing the recommendations of the Gray Hendrix Road Traffic Impact Study (Ardurra, 3/23/2026) as required by Knox County Engineering and Public Works during the design plan phase.
6. Installing sidewalks per Chapter 54, Article IV of the Knox County Code, to all internal road segments with 1,000 average daily trips (ADT) or more. The location of the sidewalks will be determined by Knox County Engineering and Public Works during the design plan phase. Any sidewalks installed that are not required must be maintained by the homeowners association.
7. Before recording 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.
8. 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, 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.
9. Providing a 50-ft wide right-of-way stub-out from Road 'A' to the property to the northwest (parcel 091 020). The stub-out shall be provided on the final plat and identified for future connection. The location of the stub-out shall be reviewed and approved by Knox County Engineering and Public Works during the design plan phase.
10. Installing the curbing and asphalt road surface through the intersection radii referenced in condition #9 and installing notification of future street connection as required by Section 3.04.C.2.d of the Knoxville-Knox County Subdivision Regulations.1
11. Providing a Type C landscape screen along the eastern boundaries of lots 1 through 47 and a Type B buffer along the eastern boundary of the southeastern common area. Existing trees that remain can count toward this requirement.

► **Approve the development plan for up to 165 attached residential lots, subject to 2 conditions.**

1. Meeting all the conditions of the associated concept plan (4-SC-26-C).
2. The maximum height of the attached dwellings shall be 35 ft.

COMMENTS:

This proposal is for a 165-lot attached residential subdivision on a 19.1-acre property along Oak Ridge Highway. 31 townhouse structures are proposed, with the number of attached units in a structure ranging from 3 to 6. The site plan notes that approximately 18.4 acres of the property are in the PR zone, with a density up to 10 du/ac, and a 0.7-acre portion along the southeast corner is in the A zone. Almost the entirety of the A-zoned portion is proposed to be a common area.

The property has a 74 ft frontage along Oak Ridge Highway to the north and abuts a privately maintained, unbuilt right-of-way to the west that connects to Gray Hendrix Road. Access is provided via Oak Ridge Highway, replacing an existing commercial driveway, and the traffic impact study recommends adding an eastbound "flared right turn approach." A driveway connection is proposed to the abutting gas station. The site plan shows sidewalks will be installed along Road 'A' from Oak Ridge Highway to the internal intersection. The extent of the sidewalk length shall be verified during the design plan phase, as stipulated in condition 6.

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 10 du/ac, A (Agricultural):

- 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 attached dwellings are proposed within the PR zone, and the proposed density of 8.97 du/ac is consistent with the approved maximum density of 10 du/ac. The site plan as provided conforms to the lot area and setback requirements of the PR zone.
- C. The rezoning of this property (2-H-25-RZ) was approved with a condition that access to Gray Hendrix Road shall be restricted, except for a secondary access point only for emergency vehicles. The subdivision proposes no access via Gray Hendrix Road.
- D. The PR zone specifies a maximum height of 35 ft for houses, and states that the Planning Commission

must determine the maximum height for all other structures. Staff recommends a condition that the attached houses have a maximum height of 35 ft, which is in alignment of the height requirements of the surrounding residential zones.

3) KNOX COUNTY COMPREHENSIVE PLAN - FUTURE LAND USE MAP

A. The property is primarily designated with the TN (Traditional Neighborhood) place type, and a 0.7-acre portion along the southeast corner is in the RC (Rural Conservation) area. The TN place type lists attached houses as primary uses and specifies a building height of 1-3 stories. The area within the RC place type is largely retained as one of the common areas of the subdivisions, which is consistent with the place type's intent of preserving 50-70 percent of a site as natural open space.

2) KNOX COUNTY COMPREHENSIVE PLAN - IMPLEMENTATION POLICIES

B. Create neighborhoods with a variety of housing types and amenities in close proximity (Policy 5). – This property is located along a mixed-use corridor with easy access to a library, a public park, and an elementary and middle school, and the proposed attached dwellings will create a variety in the housing forms of this area.

4) KNOXVILLE - FARRAGUT - KNOX COUNTY GROWTH POLICY PLAN

A. The property is within the Planned Growth Boundary. 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 action 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 meets the relevant standards of the Growth Policy Plan.

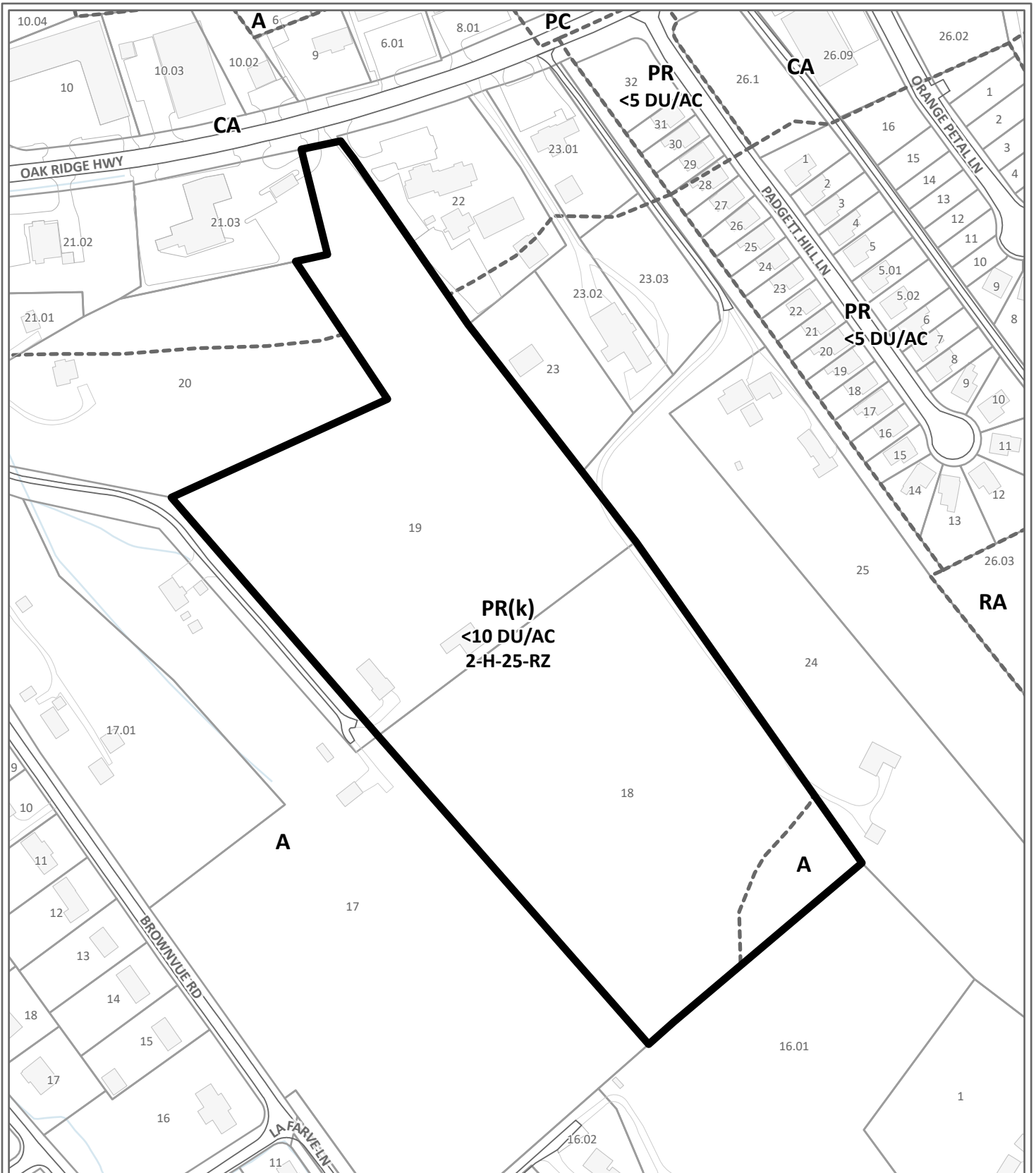
ESTIMATED TRAFFIC IMPACT: A traffic impact study was prepared by the applicant. The findings of that study were used in formulating the recommendations of this staff report.

ESTIMATED STUDENT YIELD: 11 (public school children, grades K-12)

Schools affected by this proposal: Karns Elementary, Karns Middle, and Karns 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

4-SC-26-C / 4-E-26-DP



Attached residential subdivision in PR(k) (Planned Residential) at 10 du/ac,
A (Agricultural)

Original Print Date: 3/2/2026

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

Petitioner: Trellis Properties

Map No: 91

Jurisdiction: County

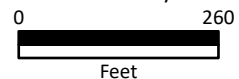
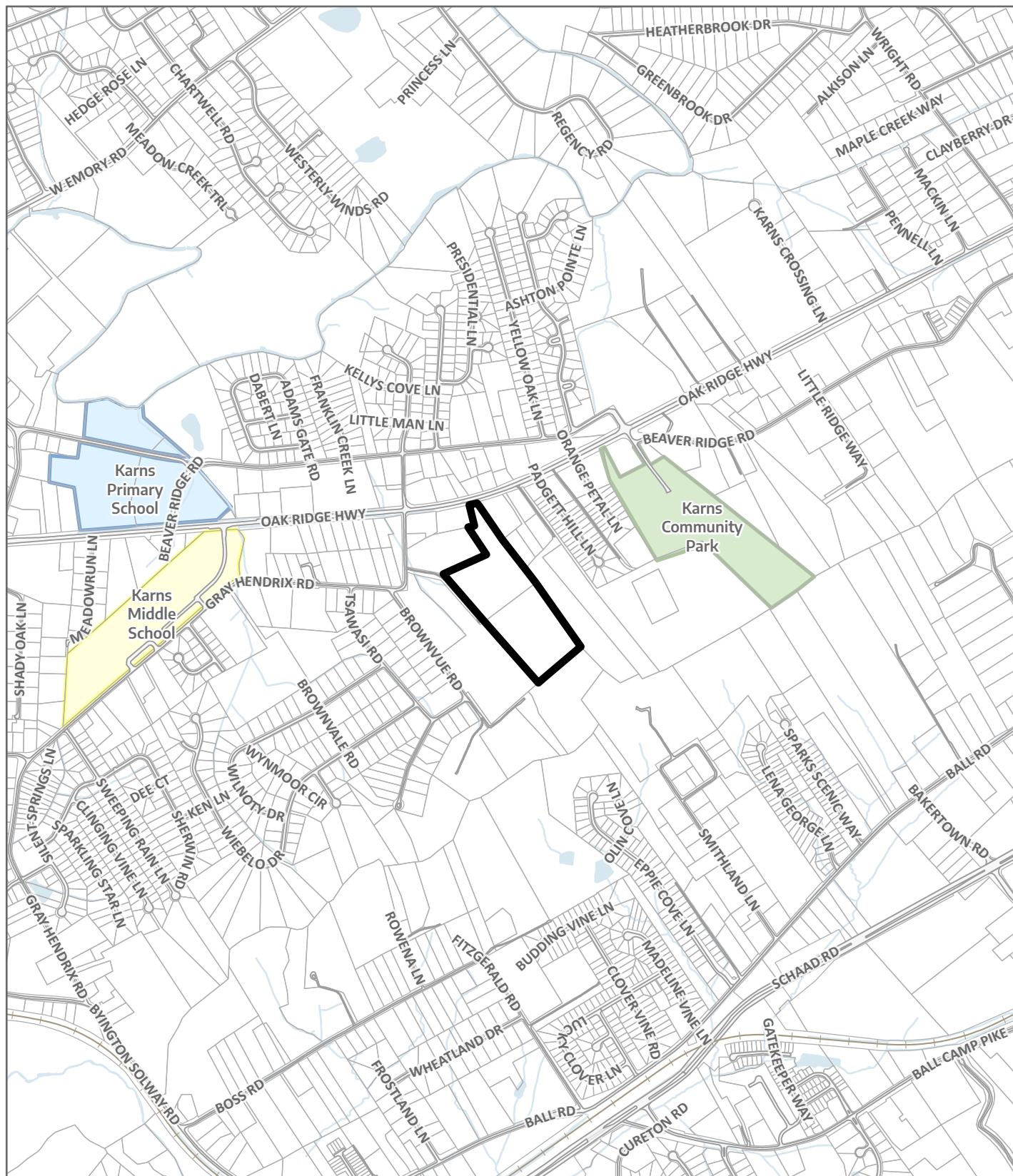


Exhibit A. Contextual Images



LOCATION MAP

4-SC-26-C / 4-E-26-DP



Case boundary



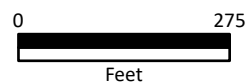
Exhibit A. Contextual Images



AERIAL MAP



Case boundary

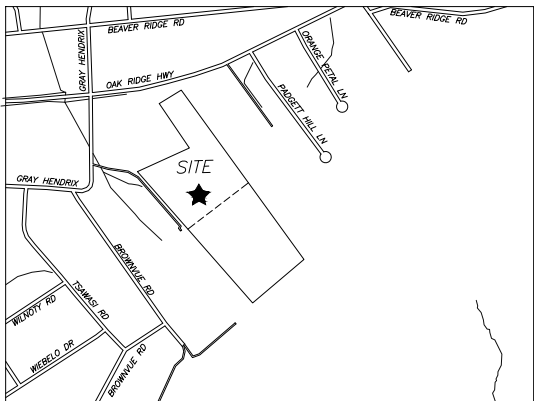


CONCEPT PLAN

U.E.I. PROJECT NO. 2505011

3110 GRAY HENDRIX ROAD

SITE ADDRESS: 3110 GRAY HENDRIX ROAD, KNOXVILLE, TENNESSEE 37931
CLT MAP 91, PARCELS 18.00, 19.00



LOCATION MAP - N.T.S.

DEVELOPER:
TRELLIS PROPERTIES
2704 CROSS LANE ROAD
KNOXVILLE, TN 37931
(865) 964-1608



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 WEST KNOX UTILITY DISTRICT
TELEPHONE - AS DIRECTED BY AT&T
CABLE - AS DIRECTED BY COMCAST
SITE DEVELOPMENT - KNOX COUNTY STANDARDS AND SPECIFICATIONS

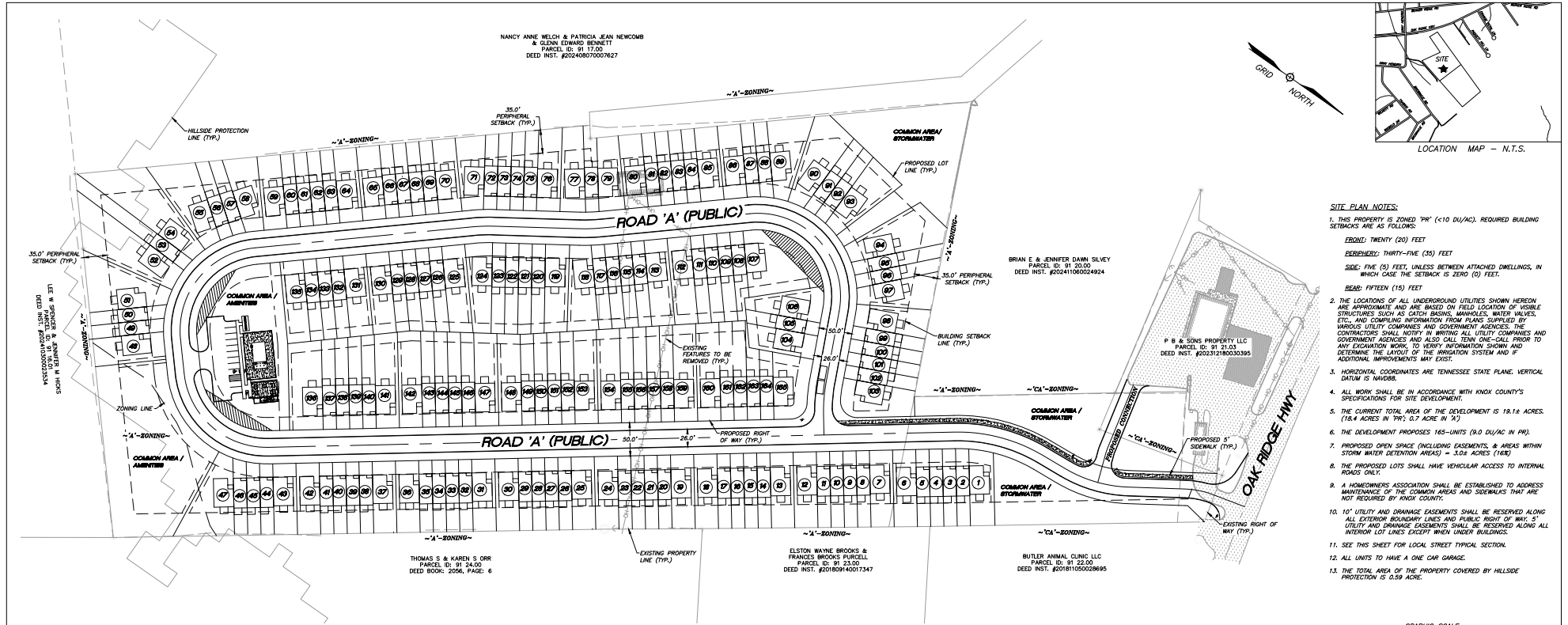
SHEET INDEX

TITLE	SHEET
TITLE SHEET	C-0
KEY SHEET / TYPICAL SECTION	C-1
SITE PLAN	C-2 & C-3
ROAD PROFILES	C-4 & C-5

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 they have been amended
and described in a resolution of the Planning Commission.
Registered Engineer, Christopher A. Sharp, P.E.
Tennessee License No. 108984
Date: 2/23/2024



3	3/20/26	SUBMITTAL 3
2	3/18/26	SUBMITTAL 2
ISSUE NO.	DATE	DESCRIPTION



- SITE PLAN NOTES:**
- THIS PROPERTY IS ZONED "RM" (<10 DU/AC). REQUIRED BUILDING SETBACKS ARE AS FOLLOWS:
 FRONT: TWENTY (20) FEET
 PERIPHERY: THIRTY-FIVE (35) FEET
 SIDE: FIVE (5) FEET, UNLESS BETWEEN ATTACHED DWELLINGS, IN WHICH CASE THE SETBACK IS ZERO (0) FEET.
 REAR: FIFTEEN (15) FEET
 - 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 COMPLYING 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 IDENTIFY INFORMATION SHOWN AND DETERMINE THE LAYOUT OF THE IRRIGATION SYSTEM AND IF ADDITIONAL IMPROVEMENTS MAY EXIST.
 - HORIZONTAL COORDINATES ARE TENNESSEE STATE PLANE. VERTICAL DATUM IS NAVD83.
 - ALL WORK SHALL BE IN ACCORDANCE WITH KNOX COUNTY'S SPECIFICATIONS FOR SITE DEVELOPMENT.
 - THE CURRENT TOTAL AREA OF THE DEVELOPMENT IS 19.14 ACRES. (18.4 ACRES IN 1985 0.7 ACRE IN '87)
 - THE DEVELOPMENT PROPOSES 165-UNITS (8.0 DU/AC IN PK).
 - PROPOSED OPEN SPACE (INCLUDING EASEMENTS, & AREAS WITHIN STORM WATER DETENTION AREAS) = 3.04 ACRES (16%)
 - THE PROPOSED LOTS SHALL HAVE VEHICULAR ACCESS TO INTERNAL ROADS ONLY.
 - A HOMEOWNERS ASSOCIATION SHALL BE ESTABLISHED TO ADDRESS MAINTENANCE OF THE COMMON AREAS AND SIDEWALKS THAT ARE NOT REQUIRED BY KNOX COUNTY.
 - UTILITY AND DRAINAGE EASEMENTS SHALL BE RESERVED ALONG ALL EXISTING BOUNDARY LINES AND PUBLIC RIGHT OF WAY. 5' UTILITY AND DRAINAGE EASEMENTS SHALL BE RESERVED ALONG ALL INTERIOR LOT LINES EXCEPT WHEN UNDER BUILDINGS.
 - SEE THIS SHEET FOR LOCAL STREET TYPICAL SECTION.
 - ALL UNITS TO HAVE A ONE CAR GARAGE.
 - THE TOTAL AREA OF THE PROPERTY COVERED BY HILLSIDE PROTECTION IS 0.58 ACRE.

VARIANCE / ALTERNATIVE DESIGN STANDARDS:

ROAD 'A':

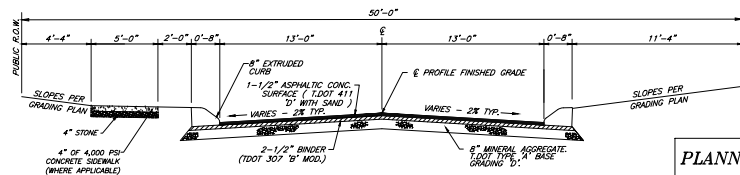
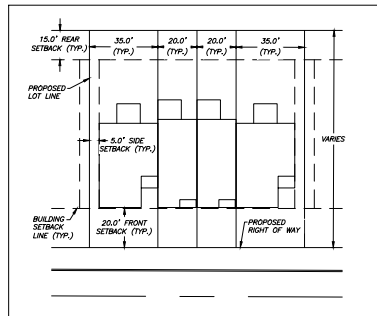
- REDUCE THE CENTERLINE RADIUS FROM 250' TO 125' BETWEEN STATIONS 0+51.88 AND 0+93.19
- REDUCE THE DISTANCE BETWEEN REVERSE CURVES FROM 50' TO 40.73' BETWEEN STATIONS 2+79.63 AND 3+20.36
- REDUCE THE CENTERLINE RADIUS FROM 250' TO 125' BETWEEN STATIONS 14+93.97 AND 16+80.16
- REDUCE THE TANGENT BETWEEN BROKEN BACK CURVES FROM 150' TO 50.71' BETWEEN STATIONS 16+80.04 AND 17+31.75
- REDUCE THE CENTERLINE RADIUS FROM 250' TO 125' BETWEEN STATIONS 17+31.75 AND 19+29.13
- REDUCE THE CENTERLINE RADIUS FROM 250' TO 125' BETWEEN STATIONS 26+78.03 AND 29+09.15

INTERSECTION GRADES:

- INCREASE THE MAXIMUM INTERSECTION GRADE FROM 1% TO 2% AT BOTH INTERSECTIONS

OTHER:

- REDUCE THE RIGHT OF WAY RADII AS SHOWN AT THE INTERSECTION OF ROAD A AND OAK RIDGE HIGHWAY.



PLANNING FILE # 4-SC-26-C / 4-E-26-DP

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 noted, been itemized and described in a separate report to the Planning Commission.
 Registered Engineer: *Christopher A. Sharp*
 Christopher A. Sharp, P.E.
 Tennessee License No. 108984
 Date: 2/23/2024

SHEET C-1

KEY SHEET / TYPICAL SECTION

3110 GRAY HENDRIX ROAD

SITE ADDRESS: 3110 GRAY HENDRIX ROAD (37931)

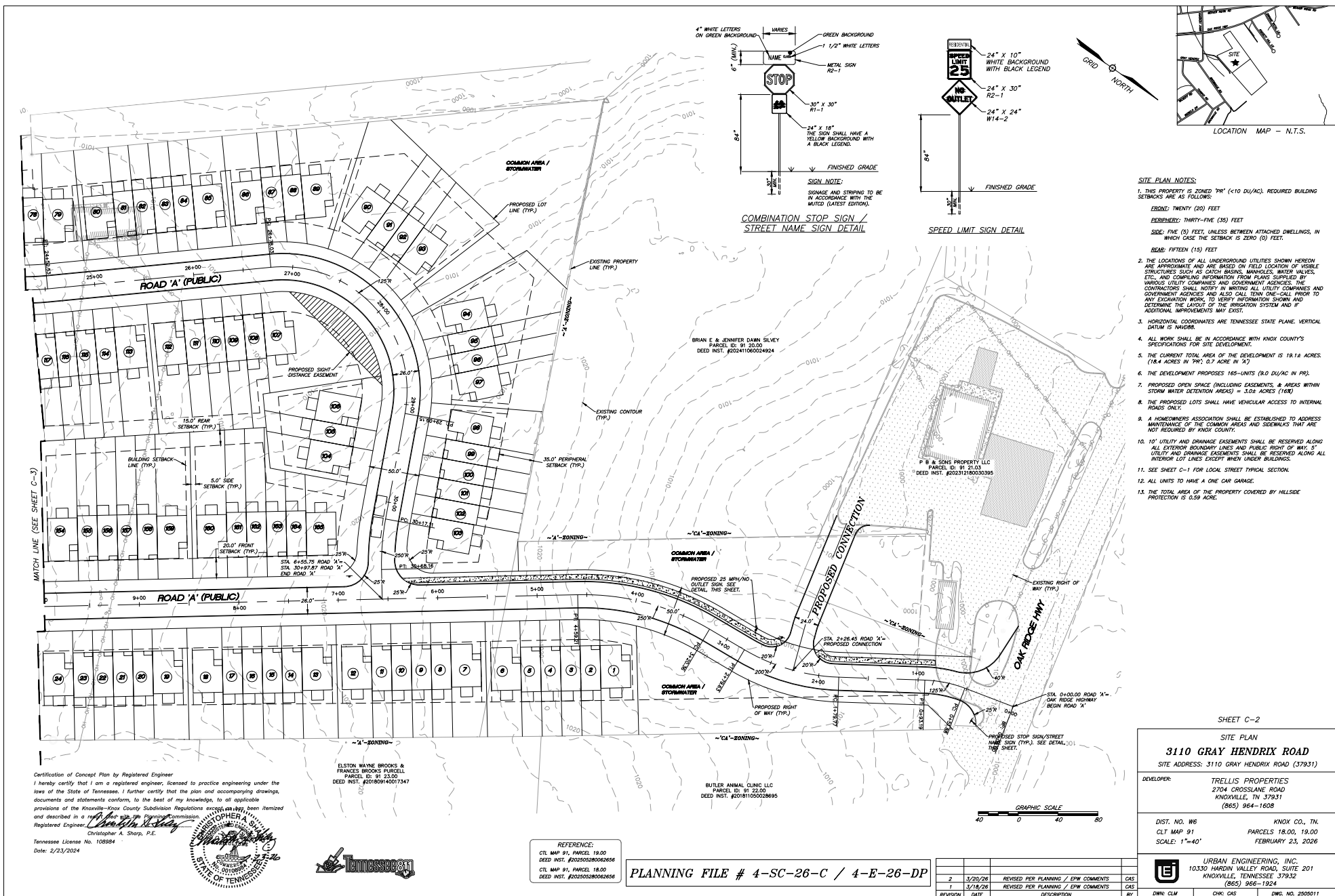
DEVELOPER: TRELLIS PROPERTIES
 2704 CROSSLANE ROAD
 KNOXVILLE, TN 37931
 (865) 964-1608

DIST. NO. W6 KNOX CO., TN.
CLT MAP #1 PARCELS 18.00, 19.00
SCALE: 1"=70' FEBRUARY 23, 2026

URBAN ENGINEERING, INC.
 10330 HARDIN VALLEY ROAD, SUITE 201
 KNOXVILLE, TENNESSEE 37932
 (865) 966-1824

REVISION	DATE	DESCRIPTION	BY
2	3/20/26	REVISED PER PLANNING / EPW COMMENTS	CAS
1	3/18/26	REVISED PER PLANNING / EPW COMMENTS	CAS







PLANNING FILE # 4-SC-26-C / 4-E-26-DP

REFERENCE:
CTL MAP 91, PARCEL 18.00
DEED INST. #202205280000046
CTL MAP 91, PARCEL 18.00
DEED INST. #202205280000046

GRAPHIC SCALE
40 0 40 80

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Registered Engineer: *Christopher A. Sharp, P.E.*
Christopher A. Sharp, P.E.
Tennessee License No. 108994
Date: 2/23/2024

SHEET C-3

SITE PLAN

3110 GRAY HENDRIX ROAD
SITE ADDRESS: 3110 GRAY HENDRIX ROAD (37931)

DEVELOPER: TRELLIS PROPERTIES
2704 CROSSLANE ROAD
KNOXVILLE, TN 37931
(865) 964-1608

DIST. NO. 186 KNOX CO., TN.
CLT MAP 91 PARCELS 18.00, 19.00
SCALE: 1"=40' FEBRUARY 23, 2026

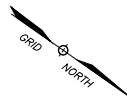
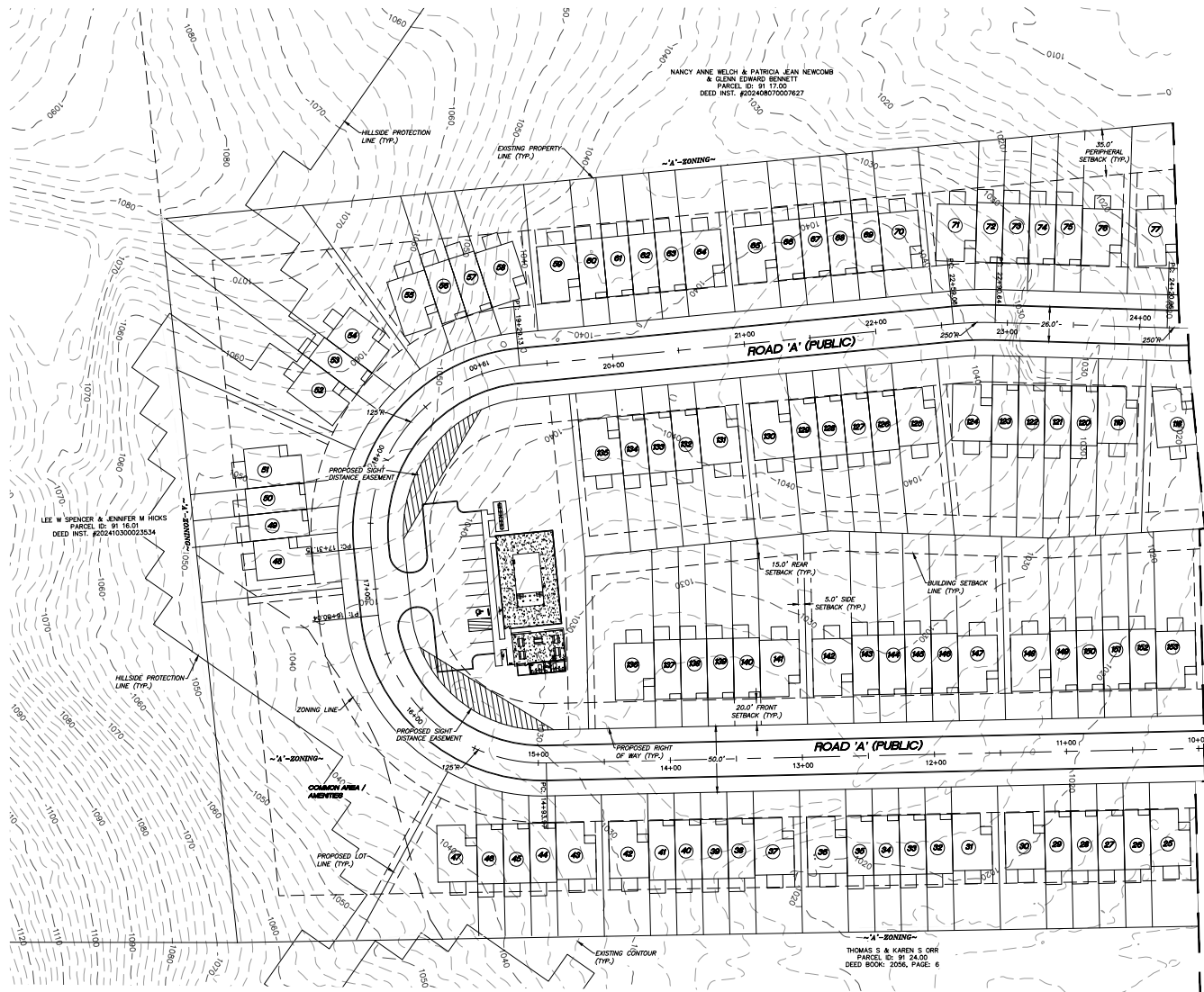
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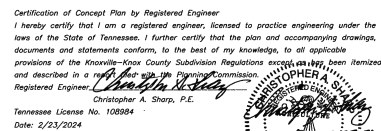
REVISION	DATE	DESCRIPTION	BY	DWG. CLM	CHK. CAS	DWG. NO. 2500011
2	3/20/26	REVISED PER PLANNING / EPW COMMENTS	CAS			
1	3/18/26	REVISED PER PLANNING / EPW COMMENTS	CAS			



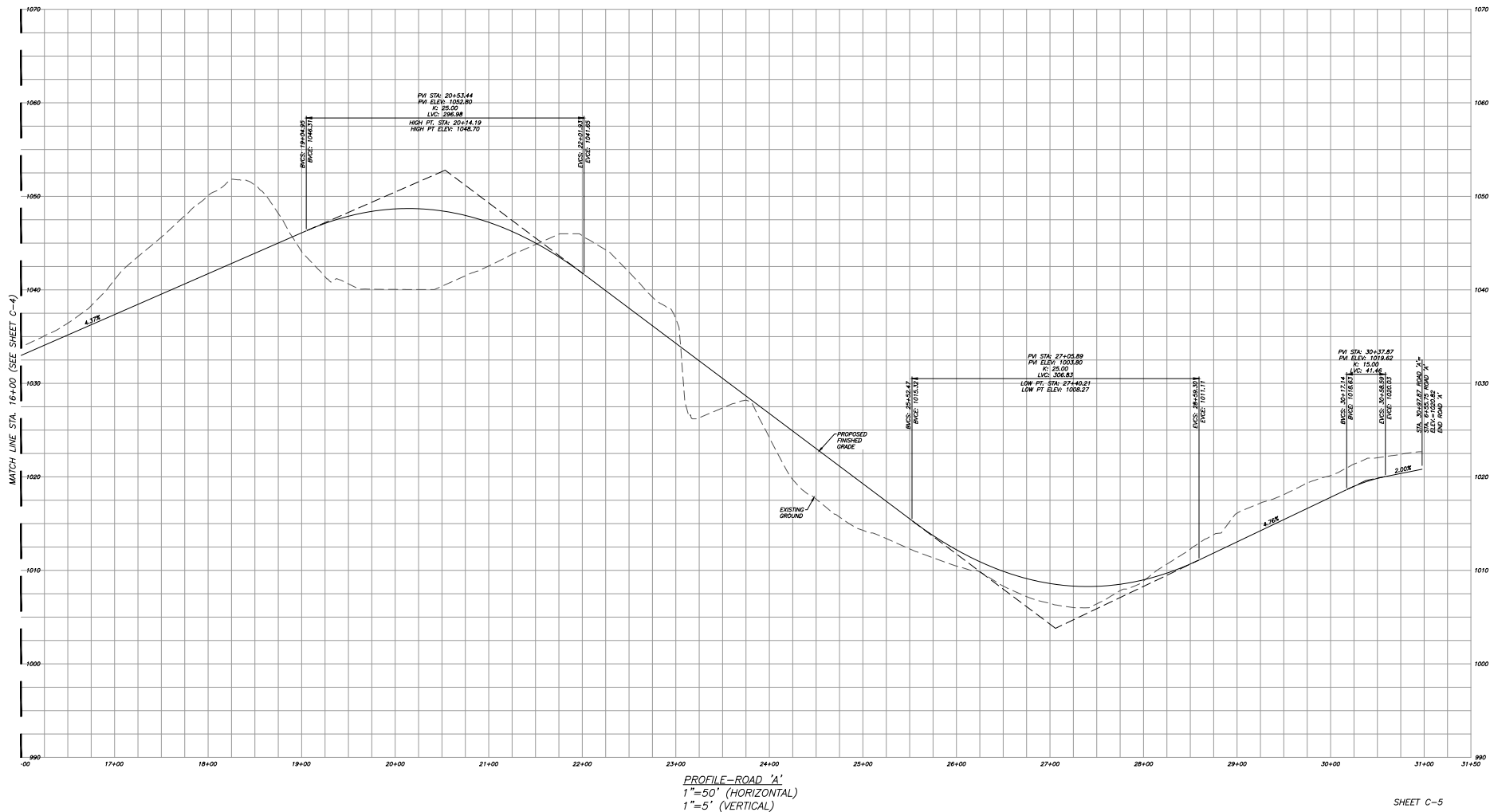
SITE PLAN NOTES:

- THIS PROPERTY IS ZONED 'PR' (<10 DU/AC). REQUIRED BUILDING SETBACKS ARE AS FOLLOWS:
FRONT: TWENTY (20) FEET
SIDE/REAR: THIRTY-FIVE (35) FEET
SIDE: FIVE (5) FEET, UNLESS BETWEEN ATTACHED DWELLINGS, IN WHICH CASE THE SETBACK IS ZERO (0) FEET.
REAR: FIFTEEN (15) FEET
- 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 COMPLYING 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 TOWN 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.
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- ALL WORK SHALL BE IN ACCORDANCE WITH KNOX COUNTY'S SPECIFICATIONS FOR SITE DEVELOPMENT.
- THE CURRENT TOTAL AREA OF THE DEVELOPMENT IS 19.1± ACRES. (18.4 ACRES IN 'PR'; 0.7 ACRE IN 'X').
- THE DEVELOPMENT PROPOSES 165 UNITS (9.0 DU/AC IN 'PR').
- PROPOSED OPEN SPACE (INCLUDING EASEMENTS, & AREAS WITHIN STORM WATER DETENTION AREAS) = 3.0± ACRES (IN 'X').
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- SEE SHEET C-1 FOR LOCAL STREET TYPICAL SECTION.
- ALL UNITS TO HAVE A ONE CAR GARAGE.
- THE TOTAL AREA OF THE PROPERTY COVERED BY HILLSIDE PROTECTION IS 0.58± ACRES.





					 URBAN ENGINEERING, INC. 10330 HARDIN VALLEY ROAD, SUITE 201 KNOXVILLE, TENNESSEE 37932 (865) 966-1924
2	3/20/26	REVISED PER PLANNING / EPW COMMENTS	CAS		
1	3/18/26	REVISED PER PLANNING / EPW COMMENTS	CAS		
REVISION	DATE	DESCRIPTION	RV	DWG CLM	
				CHKD CAS	
				DWG NO. 2505011	



Certification of Concept Plan by Registered Engineer
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 Registered Engineer: *Christopher A. Sharp*
 Christopher A. Sharp, P.E.
 Tennessee License No. 108584
 Date: 2/23/2024



SHEET C-5

ROAD "A" PROFILE

3110 GRAY HENDRIX ROAD

SITE ADDRESS: 3110 GRAY HENDRIX ROAD (37931)

DEVELOPER: TRELLIS PROPERTIES
 2704 CROSSLANE ROAD
 KNOXVILLE, TN 37931
 (865) 964-1608

DIST. NO. W6 KNOX CO., TN.
 CLT MAP 91 PARCELS 18.00, 19.00
 SCALE: AS NOTED FEBRUARY 23, 2026



URBAN ENGINEERING, INC.
 10330 HARDIN VALLEY ROAD, SUITE 201
 KNOXVILLE, TENNESSEE 37932
 (865) 966-1824

REVISION	DATE	DESCRIPTION	BY	DWG. CLM	CHK. CAS	DWG. NO. 2509011
2	3/20/26	REVISED PER PLANNING / EPW COMMENTS	CAS			
1	3/18/26	REVISED PER PLANNING / EPW COMMENTS	CAS			



PLANNING FILE # 4-SC-26-C / 4-E-26-DP



4 BUILDING 1 - REAR PERSPECTIVE 2



2 BUILDING 1 - FRONT PERSPECTIVE 2



3 BUILDING 1 - REAR PERSPECTIVE 1



1 BUILDING 1 - FRONT PERSPECTIVE 1

Conceptual illustrations of the intended attached dwelling units



GRAY HENDRIX ROAD TRAFFIC IMPACT STUDY

GRAY HENDRIX ROAD
KNOX COUNTY, TN

ARDURRA PROJECT NO. 01830-0000.000



PREPARED FOR:
Trellis Properties
Knoxville, TN

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

REVISION 1
MARCH 23
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 intersections. The study intersection was found to operate at a LOS “D” and will 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 Roadway Road “A” at Oak Ridge Highway (S.R. 62).
2. Add an eastbound flared right turn approach at unsignalized Proposed Road “A” at Oak Ridge Highway (S.R. 62).

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.

See Attached Document

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:

Reduction of the minimum allowable horizontal radius of curvatures at the centerline of Road A. See attached document.

Approval required by: Planning Commission ☒ Engineering ☐

Engineering supports the alternative design standard requested

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

Engineering Comments:

APPROVED

By Steve Elliott at 3:01 pm, Mar 31, 2026

2. ALTERNATIVE DESIGN STANDARD REQUESTED:

Increase the maximum grade at intersections. See attached document.

Approval required by: Planning Commission ☐ Engineering ☒

Engineering supports the alternative design standard requested

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

Engineering Comments:

APPROVED

By Steve Elliott at 3:01 pm, Mar 31, 2026

3. 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:



URBAN ENGINEERING, INC.

CIVIL ENGINEERS • LAND PLANNERS

March 20, 2026

Knoxville / Knox County Planning
Suite 403, City County Building
400 Main Street
Knoxville, TN 37902

Re: 3110 Gray Hendrix Road (4-SC-26-C / 4-E-26-DP)

Dear Sir or Madam:

The following is a list of our Alternative Design Standard requests:

ROAD A:

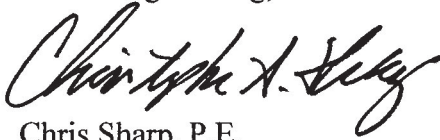
- 1) Reduce the centerline radius from 250' to 125' between stations 0+51.88 and 0+93.19.
- 2) Reduce the centerline radius from 250' to 125' between stations 14+93.97 and 16+80.16.
- 3) Reduce the centerline radius from 250' to 125' between stations 17+31.75 and 19+29.13.
- 4) Reduce the centerline radius from 250' to 125' between stations 26+78.03 and 29+09.15.

INTERSECTION GRADES:

- 1) Increase the intersection grade to 2% at all intersections.

Please do not hesitate to contact me if you have questions or need additional information.
Sincerely,

Urban Engineering, Inc.



Chris Sharp, P.E.

APPROVED

By Steve Elliott at 3:01 pm, Mar 31, 2026



URBAN ENGINEERING, INC.

CIVIL ENGINEERS • LAND PLANNERS

March 20, 2026 (updated on March 24, 2026)

Knoxville / Knox County Planning
Suite 403, City County Building
400 Main Street
Knoxville, TN 37902

Re: 3110 Gray Hendrix Road (4-SC-26-C / 4-E-26-DP)

Dear Sir or Madam:

The following is a list of our Alternative Design Standard requests:

ROAD A:

- 1) Reduce the centerline radius from 250' to 125' between stations 0+51.88 and 0+93.19.
- 2) Reduce the centerline radius from 250' to 125' between stations 14+93.97 and 16+80.16.
- 3) Reduce the centerline radius from 250' to 125' between stations 17+31.75 and 19+29.13.
- 4) Reduce the centerline radius from 250' to 125' between stations 26+78.03 and 29+09.15.

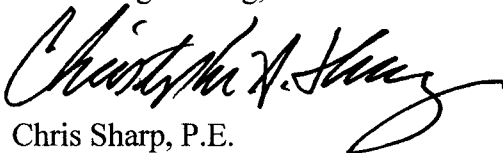
INTERSECTION GRADES:

- 1) Increase the intersection grade to 2% at all intersections.

The alternative design standards are being requested in an effort to control vehicular speeds and to make the connections to the neighboring gas station and Oak Ridge Highway.

Please do not hesitate to contact me if you have questions or need additional information.
Sincerely,

Urban Engineering, Inc.



Chris Sharp, P.E.

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 SharpDigitally signed by Chris Sharp
Date: 2026.03.17 16:02:18
+04'00'**Christopher Sharp****3/17/26**

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:

- 1) Reduce the distance between reverse curves from 50' to 40.73' between stations 2+79.63 and 3+20.36.

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:

A shortened tangent will allow for perpendicular intersections at the gas station connection and internal subdivision street.

- 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 property is relatively narrow at the location of the proposed variance, which limits the flexibility in horizontal 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 have a negative impact on 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 11:58 am, Apr 01, 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 tangent distance between broken back curves from 150' to 50.71' (Sta. 16+80.04).

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 too narrow to introduce a broken back curve without a reduced tangent.

- 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 rear of the property is steep. The proposed roadway alignments will keep the bulk of disturbance off of the steep areas.

- 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 have a negative impact on 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 11:59 am, Apr 01, 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. VARIANCE REQUESTED:

Reduce the right of way radii from 25' to 0' at the intersection of Road A and Oak Ridge Highway.

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 right of way along the Oak Ridge Highway frontage is too narrow to achieve 25' radii.

- 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 insufficient property width at the existing right of way to introduce 25' radii.

- 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 have a negative impact on 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 11:59 am, Apr 01, 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.

03/28/2026

04/10/2026

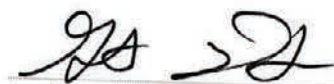
Date to be Posted

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


Applicant Signature

Grant Denton
Applicant Name

2-23-26
Date