



SUBDIVISION REPORT - CONCEPT/DEVELOPMENT PLAN

► **FILE #:** 8-SC-26-C **AGENDA ITEM #:** 27
8-C-26-DP **AGENDA DATE:** 8/13/2026

► **SUBDIVISION:** 0 GLEASON DRIVE
► **APPLICANT/DEVELOPER:** TURNER HOMES, INC.
OWNER(S): David Jetton

TAX IDENTIFICATION: 132 061 [View map on KGIS](#)

JURISDICTION: County Commission District 3

STREET ADDRESS: 0 GLEASON DR

► **LOCATION:** North side of Gleason Dr, east of Ebenezer Rd

GROWTH POLICY PLAN: Planned Growth Area

FIRE DISTRICT: Rural Metro Fire

WATERSHED: Ten Mile Creek

► **APPROXIMATE ACREAGE:** 10.54 acres

► **ZONING:** PR (Planned Residential) up to 4 du/ac

PLACE TYPE: SMR (Suburban Mixed Residential), HP (Hillside Ridgetop Protection)

► **EXISTING LAND USE:** Agriculture/Forestry/Vacant Land

► **PROPOSED USE:** Attached residential subdivision

SURROUNDING LAND USE AND ZONING: North: Single family residential - PR (Planned Residential) up to 2.2 du/ac
South: Single family residential, multifamily residential, agricultural/forestry/vacant land - PR (Planned Residential) up to 8 du/ac, RA (Low Density Residential)
East: Single family residential, multifamily residential - PR (Planned Residential) up to 2 du/ac
West: Multifamily residential - PR (Planned Residential) up to 6.5 du/ac

► **NUMBER OF LOTS:** 42

SURVEYOR/ENGINEER: Chris Sharp; Urban Engineering

ACCESSIBILITY: Access is via Gleason Drive, a major collector with 21-26 ft of pavement width within a right-of-way that varies from 62-66 ft in width.

► **SUBDIVISION VARIANCES REQUIRED:** **VARIANCE:**
1) Reduction of the minimum required K value of private Road 'A' from 25 to 20 at PVI station 1+71.43.
2) Reduction of the the minimum required intersection separation of a collector road from 300 ft to 295 ft between private roads Road 'A' and Java Way.

ALTERNATIVE DESIGN STANDARDS REQUIRING KNOXVILLE-KNOX COUNTY PLANNING COMMISSION APPROVAL:

1. Increase of the maximum allowed grade of private Road 'A' from 12% to 15%.

2. Increase of the maximum allowed grade of private Road 'C' from 12% to 15%.
3. Reduction of the minimum required pavement width of a private road from 26 ft to 20 ft at the southern turnaround of private Road 'C'.

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

1. Increase the maximum intersection grade from 1% to 2% at all intersections.
2. Reduce the minimum required right-of-way width of a private road from 50' to 40' on along the turnaround areas of private Road 'A' and 'C'.

STAFF RECOMMENDATION:

- **Approve the variance to reduce the K value of private Road 'A' from 25 to 20 at Point of Vertical Intersection (PVI) station 1+71.43, based on the following evidence of hardships.**
- A. This property is within the Hillside Protection area and slopes down by approximately 70 ft from the edge of Gleason Drive to the rear boundary. There is a 23-ft elevation change along the right-of-way of Road 'A' from its intersection at Gleason Drive to the approximate middle of Road A at station 3+00.
 - B. The topography is unique to the property. Approval of this variance will result in less cut and fill on this segment of right-of-way that is next to an existing dwelling.
 - C. Approval of the variance is not anticipated to be detrimental to public safety, health, or welfare as there are no apparent sight distance issues on Gleason and no through connectivity via this private road.

Approve the variance to reduce the minimum required intersection separation of a collector road from 300 ft to 295 ft between private roads Road 'A' and Java Way.

- A. The property has limited frontage on Gleason Drive in two locations and cannot obtain the required intersection separation along its eastern frontage, where the private road is proposed.
- B. The decreased intersection separation is unique to the property's limited frontage.
- C. The applicant has provided the maximum distance possible from Java Way. It is a minor reduction of the required separation that is not anticipated to be detrimental to public safety, health, or welfare.

Approve the alternative design standards based on the topographical condition of the site and recommendations of the Knox County Department of Engineering and Public Works.

Approve the concept plan, subject to 9 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. 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.
6. Installing a solid fence and/or a Type B landscape buffer (Exhibit B) at the northern terminus of Road 'A' and 'C' and both ends of southern turnaround of Road 'C' to prevent vehicle headlights from projecting into adjacent property. Existing healthy trees that remain can count toward this requirement.
7. Installing a Type B landscape buffer along the shared boundaries of the adjacent single-family lots on Gleason Drive (parcel 132ER001-003) and retaining all existing healthy, mature, non-invasive trees with all peripheral boundaries. If any trees are removed for required grading, new trees must be planted in accordance with the guidelines for Type 'B' landscape screen (Exhibit B).
8. During the design plan phase, providing a stream determination study to the Knox County Department of Engineering and Public Works for review and approval regarding a potential stream along the rear side of the property. The required stream buffers must be provided if this is determined to be a stream. Consolidation of lots may be required to provide the required turnaround spaces for Roads A and C and to ensure the buildable area of all lots outside the stream buffers.
9. 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.

► **Approve the development plan for up to 42 attached residential units, subject to 4 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. The maximum height of the attached dwellings shall be 35 ft.
4. Before final plat approval, verifying that the property has adequate acreage for 42 dwellings units (at least 10.5 acres). The density of the development shall not exceed 4 du/ac.

COMMENTS:

This proposal is for 21 duplex structures on a 10.67-acre property along Gleason Drive, with each unit having its own lot for a total of 42 lots. The US Geological Survey (USGS) Quad map shows there is blue line stream running along the rear portion of the property. The applicant will provide a hydrologic study during the design plan phase. If it is determined that a 30-ft stream buffer will be required, it will impact lot 21, as indicated by the potential stream buffer annotation on the site plan. A 60-ft buffer will affect lots 10-21 and the northern turnarounds at Roads A and C, and may require lot consolidations.

As described above, two variances are requested due to the steep topography and limited frontage of the property along the right-of-way of proposed Road 'A'. Of the five required alternative design standards, increase of the maximum grade of private roads 'A' and 'C' and reduction of pavement width of the southern turnaround of road 'C' requires Planning Commission approval. Staff recommends approval of the proposed 15% grade because of the steep topography of the site. The 20-ft pavement width is requested only in front of units 29-32, and staff has no concern with this width in that short segment at the hammerhead turnaround because the rest of the proposed streets have sufficient width for guest parking.

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 (Planned Residential) up to 4 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. Based on the noted acreage of 10.67 acres on the site plan, the subdivision yields a density of 3.94 du/ac, which is consistent with the maximum allowed density of 4 du/ac. The property has not been surveyed, so staff recommends a condition to verify the acreage during the final plat.

C. The site plan as provided conforms to the lot area and setback requirements of the PR zone. 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 duplexes have a maximum height of 35 ft.

2) KNOX COUNTY COMPREHENSIVE PLAN - FUTURE LAND USE MAP

A. The property is designated with the SMR (Suburban Mixed Residential) place type, which lists attached dwellings as a primary use. The place type specifies a building height maximum of 3 stories and a front setback of 20-30 ft, and stipulates that multiplexes and townhouses have the scale of a single-family home. The site plan indicates the duplexes will have a footprint of 4,800 sq ft, which is compatible with the range of housing forms in the area.

B. Approximately 6.64 acres of the property along its front portion is within the HP (Hillside Ridgetop Protection) area. The slope analysis recommends a maximum disturbance budget of 4.35 acres (65.5% of the HP area). Although the development disturbs almost the entirety of the HP area, approximately 1.75 acres of land outside the HP area will remain undisturbed along the rear side of the property. The most constrained areas on the site lie outside the HP area and are instead concentrated on the potential blue-line stream and steep slopes leading down to the stream. The proposed development will stay outside of the buffer area associated with the stream.

3) KNOX COUNTY COMPREHENSIVE PLAN - IMPLEMENTATION POLICIES

A. Ensure that development is sensitive to existing community character. (Implementation Policy 2) – Attached dwellings would be compatible with the range of housing forms in the area, including the townhouse developments to the west and across Gleason Drive. Staff recommends a condition to provide a Type B

landscape screening to provide a visual buffer for the three abutting single-family lots that is tucked into the subject property.

B. Create neighborhoods with a variety of housing types and amenities in close proximity. (Policy 5) – The proposed development is consistent with the variety of housing types in the area and is supported by a nearby community-serving commercial corridor along Kingston Pike.

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. This development is in alignment with these goals.

ESTIMATED TRAFFIC IMPACT: 278 (average daily vehicle trips)

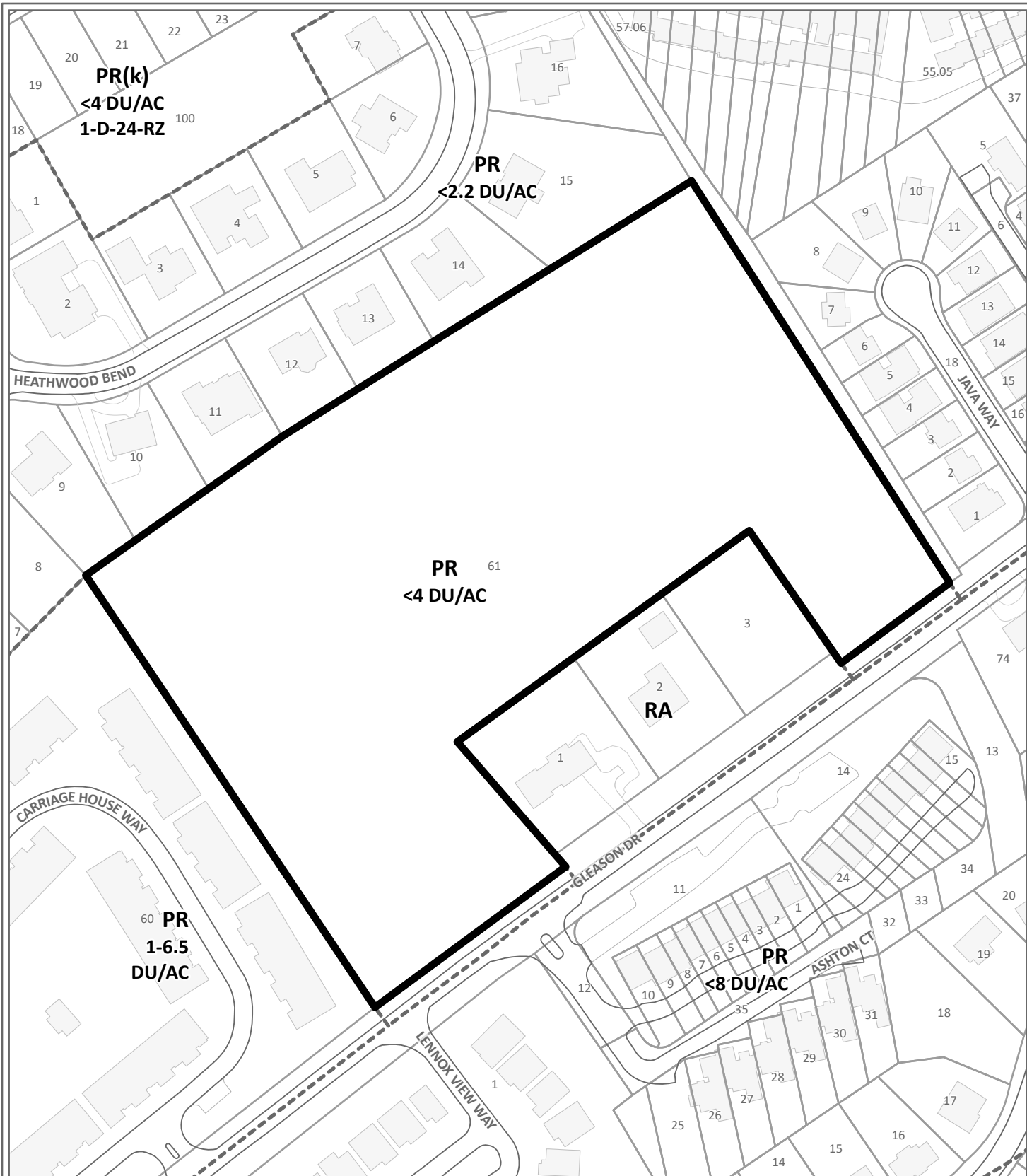
Average Daily Vehicle Trips are computed using national average trip rates reported in the latest edition of "Trip Generation," published by the Institute of Transportation Engineers. Average Daily Vehicle Trips represent the total number of trips that a particular land use can be expected to generate 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: 3 (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

8-SC-26-C / 8-C-26-DP

Petitioner: Turner Homes, Inc.



Attached residential subdivision in PR (Planned Residential) up to 4 du/ac

Original Print Date: 7/1/2026

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

Map No: 132

Jurisdiction: County

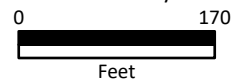


Exhibit A. Contextual Images



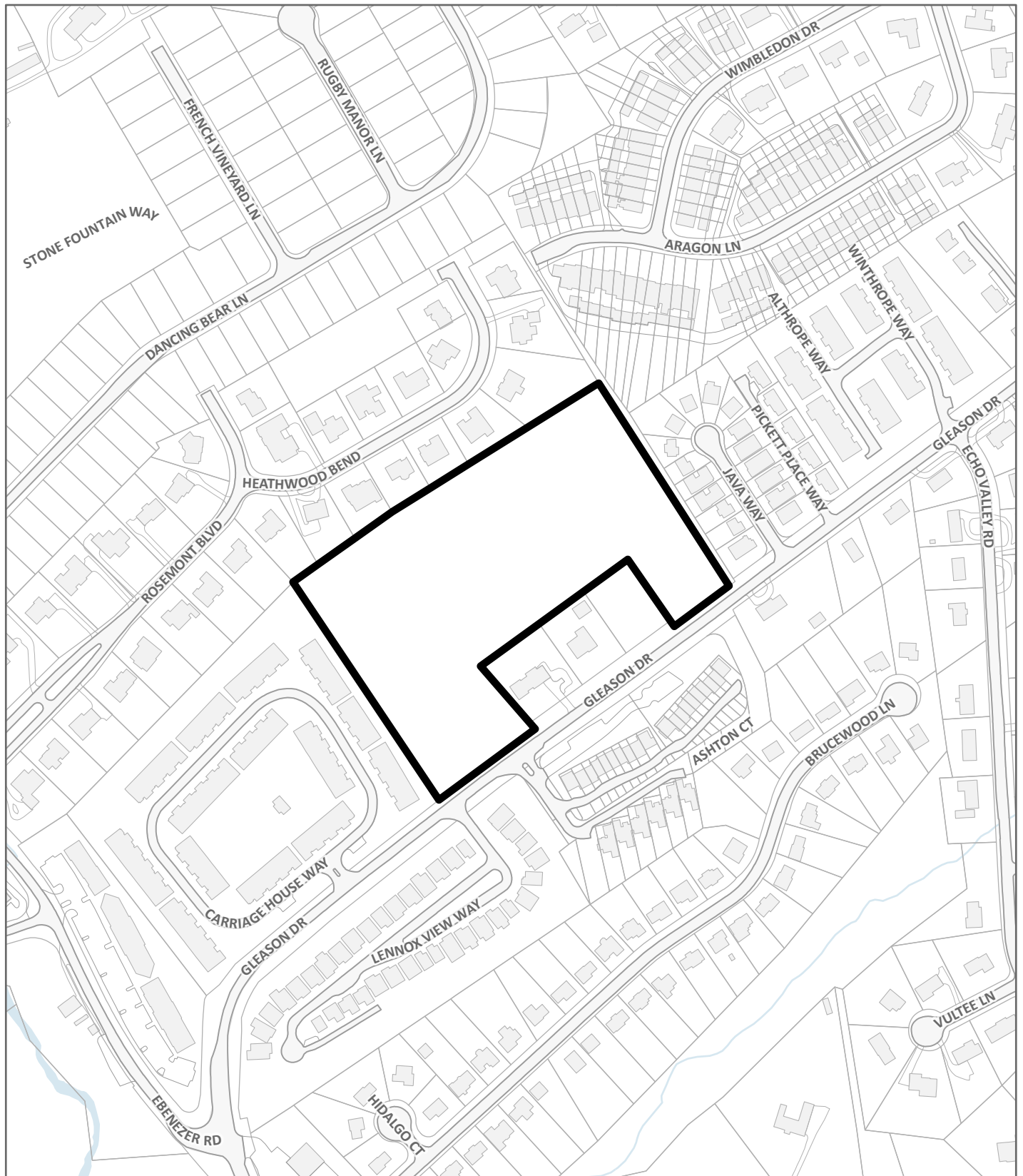
AERIAL MAP



Case boundary



Exhibit A. Contextual Images



LOCATION MAP

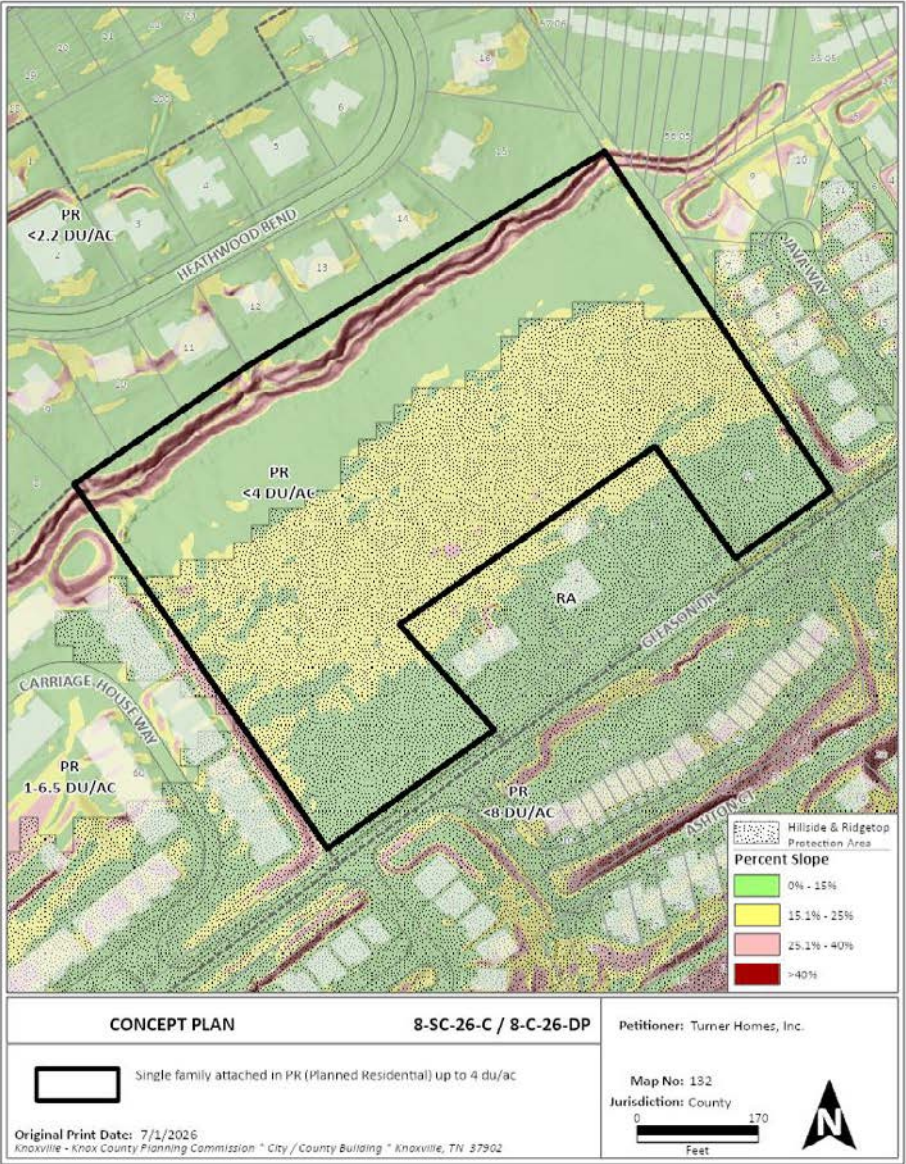
8-C-26-DP / 8-SC-26-C



Case boundary



CATEGORY	ACRES	RECOMMENDED DISTURBANCE BUDGET (Percent)	DISTURBANCE AREA (Acres)
Total Area of Site	10.54		
Non-Hillside	3.89	N/A	
0-15% Slope	2.09	100%	2.09
15-25% Slope	4.50	50%	2.25
25-40% Slope	0.05	20%	0.01
Greater than 40% Slope	0.00	10%	0.00
Ridgetops			
Hillside Protection (HP) Area	6.64	Recommended disturbance budget within HP Area (acres)	4.35
		Percent of HP Area	65.5%



CONCEPT PLAN

U.E.I. PROJECT NO. 2606010

0 GLEASON DRIVE

SITE ADDRESS: 0 GLEASON DRIVE, KNOXVILLE, TENNESSEE 37923
CLT MAP 132, PARCEL 61



LOCATION MAP - N.T.S.

DEVELOPER:
TURNER HOMES, INC.
11820 KINGSTON PIKE
KNOXVILLE, TN 37934
(865) 804-9802



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

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

ELECTRICAL - AS DIRECTED BY KNOXVILLE UTILITIES BOARD
GAS - AS DIRECTED BY KNOXVILLE UTILITIES BOARD
WATER - AS DIRECTED BY FIRST UTILITY DISTRICT
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

TITLE SHEET

SITE PLAN

ROAD PROFILES

PRELIMINARY GRADING PLAN

SHEET

C-0

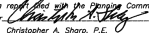
C-1

C-2 & C-3

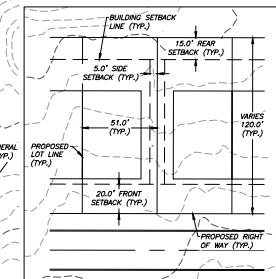
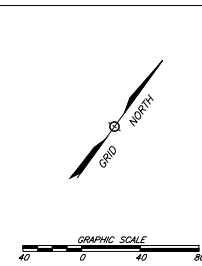
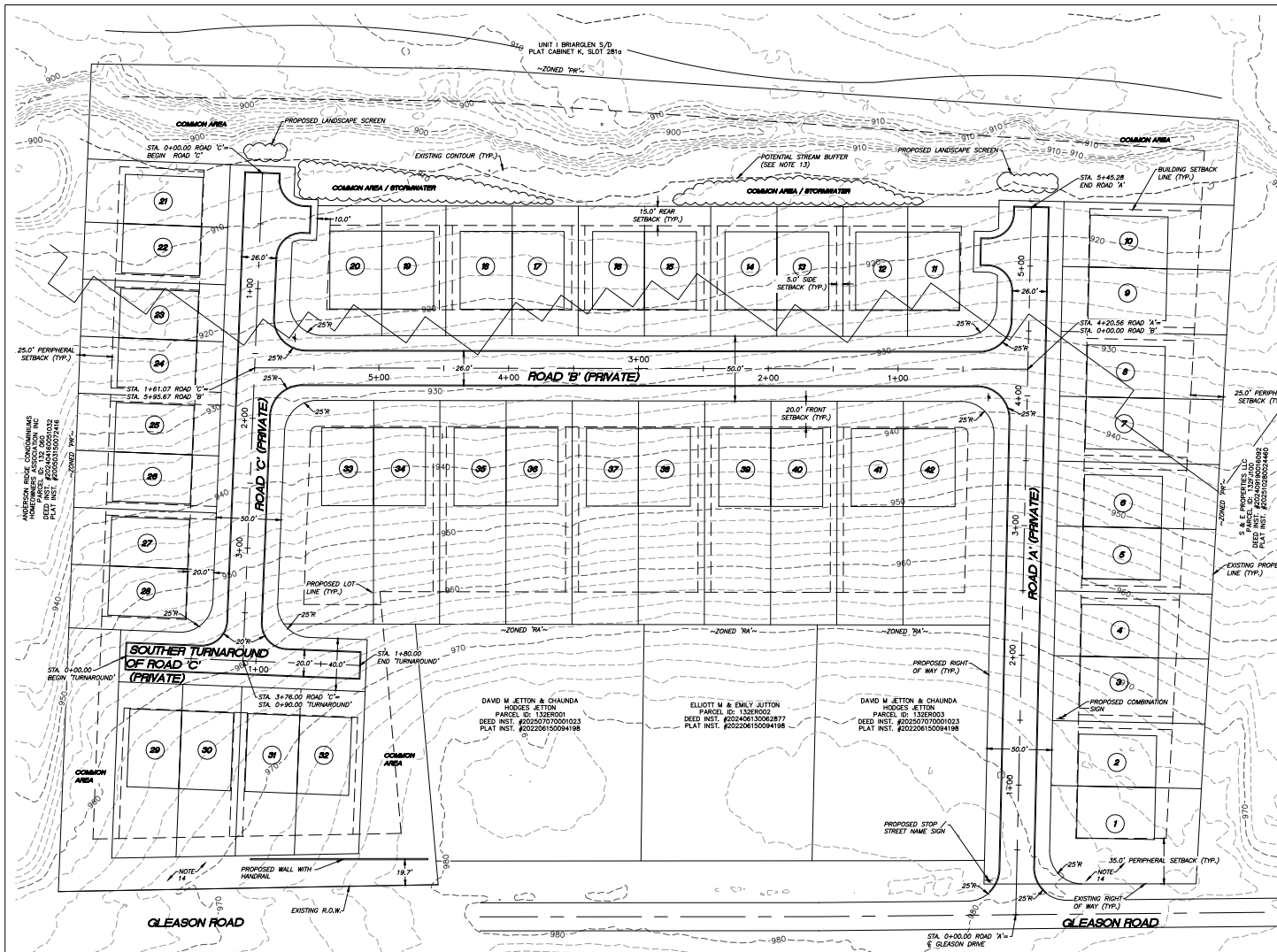
C-4

PLANNING FILE# 8-SC-26-C/8-C-26-DP

Rev. 7/31/2026

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: 
Tennessee License No. 108954
Date: 6/18/26

3	7/27/26	SUBMITTAL 3
2	7/23/26	SUBMITTAL 2
ISSUE NO.	DATE	DESCRIPTION



VARIANCE / ALTERNATIVE DESIGN STANDARDS:

1. REDUCE THE K VALUE FROM 25 TO 20 AT THE INTERSECTION OF ROAD A AND GLEASON DRIVE.
2. INCREASE THE CENTERLINE GRADE FROM 1% TO 2% AT ALL INTERSECTIONS.
3. REDUCE THE PAVEMENT WIDTH FROM 26' TO 20' (SOUTHERN ROAD C TURNAROUND).
4. REDUCE THE RIGHT OF WAY WIDTH FROM 50' TO 40' (SOUTHERN ROAD C TURNAROUND).
5. REDUCE THE INTERSECTION SEPARATION FROM 300' TO 295'.
6. INCREASE THE CENTERLINE GRADE FROM 12% TO 15% (ROADS A AND C).

Certification of Concept Plan by Registered Engineer
 I hereby certify that I am a registered engineer, licensed to practice engineering under the laws of the State of Tennessee. I further certify that the plan and accompanying drawings, documents and statements conform, to the best of my knowledge, to all applicable provisions of the Knoxville-Vigor County Subdivision Regulations except as has been limited and described in a report dated 6/18/26.
 Registered Engineer: *Christopher A. Sharp, P.E.*
 Tennessee License No. 108984
 Date: 6/18/26

PLANNING FILE# 8-SC-26-C/8-C-26-DP

SHEET C-1

SITE PLAN

0 GLEASON DRIVE

SITE ADDRESS: 0 GLEASON DRIVE, KNOXVILLE (37923)

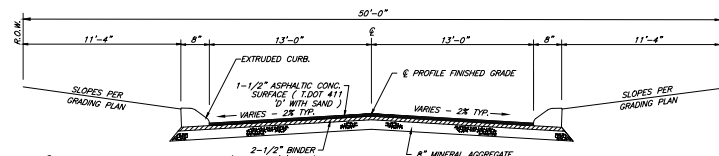
DEVELOPER: TURNER HOMES, INC.
 11830 KINGSTON PIKE
 KNOXVILLE, TN 37934
 (865) 804-9802

DIST. NO. W6 KNOX CO., TN.
 CLT MAP 132 PARCEL 61
 SCALE: 1"=40' JUNE 1, 2026

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

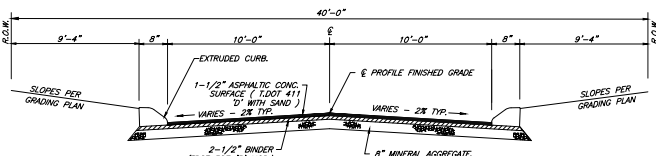
DWG. CLM CHG. CAS DWG. NO. 2606010

REVISION	DATE	DESCRIPTION	BY
4	7/31/26	CORRECTED INTERSECTION SEPARATION	CAS
3	7/29/26	SUBMITTAL 4	CAS
2	7/27/26	SUBMITTAL 3	CAS
1	7/25/26	SUBMITTAL 2	CAS

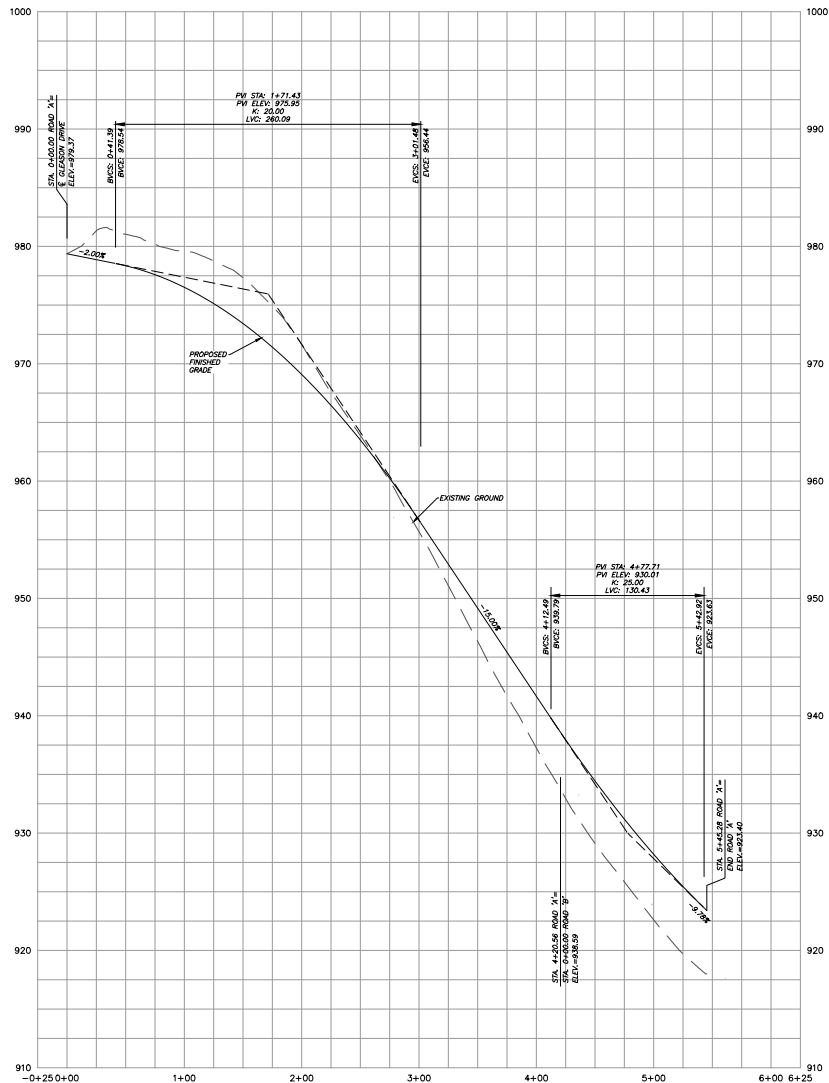


TYPICAL SECTION - LOCAL STREETS A, B, & C (PRIVATE)
 N.T.S.

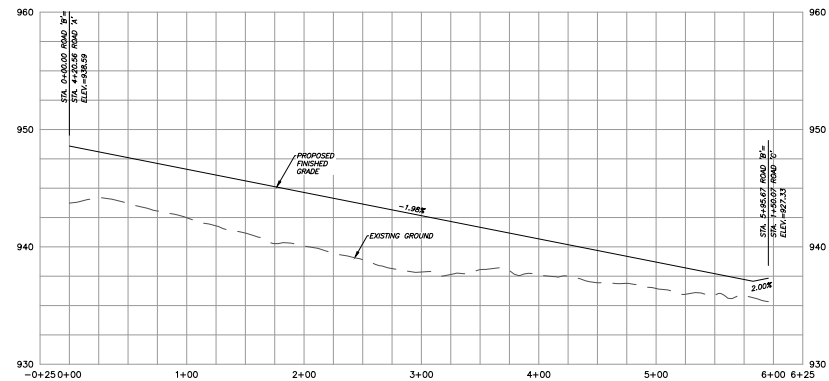
REFERENCE:
 DEED INST. #2011816000633



TYPICAL SECTION - SOUTHERN TURNAROUND OF ROAD 'C' (PRIVATE)
 N.T.S.



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



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

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: 6/18/26

REVISION	DATE	DESCRIPTION	BY
2	7/27/26	SUBMITTAL 3	CAS
1	7/23/26	SUBMITTAL 2	CAS
1	7/23/26	DESCRIPTION	CAS

SHEET C-2

ROAD PROFILES 'A' & 'B'
0 GLEASON DRIVE

SITE ADDRESS: 0 GLEASON DRIVE, KNOXVILLE (37923)

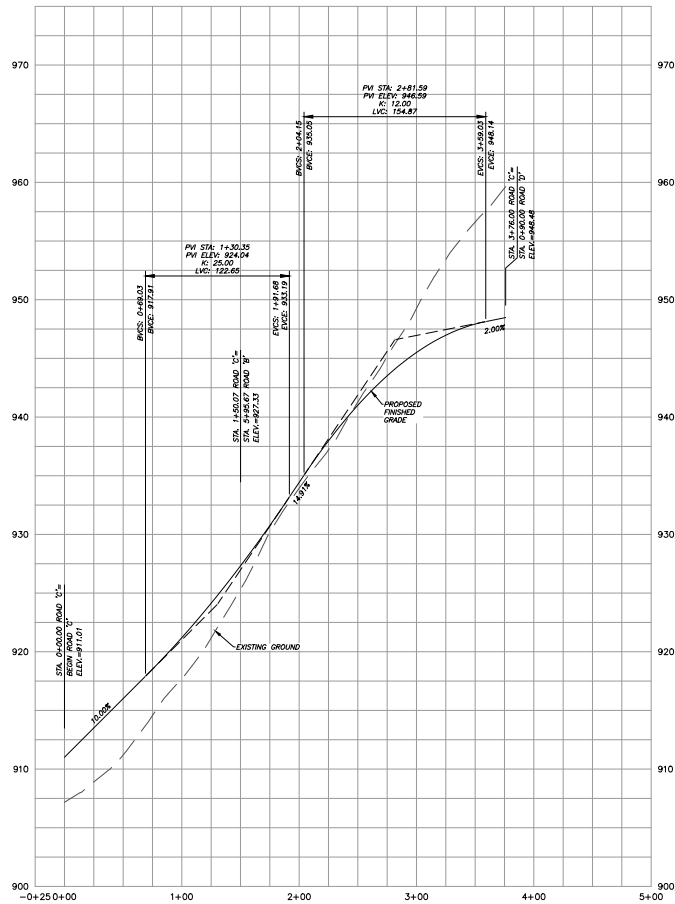
DEVELOPER: TURNER HOMES, INC.
11820 KINGSTON PIKE
KNOXVILLE, TN 37934
(865) 804-9802

DIST. NO. W6 KNOX CO., TN.
CLT MAP 132 PARCEL 61
SCALE: 1"=40' JUNE 1, 2026

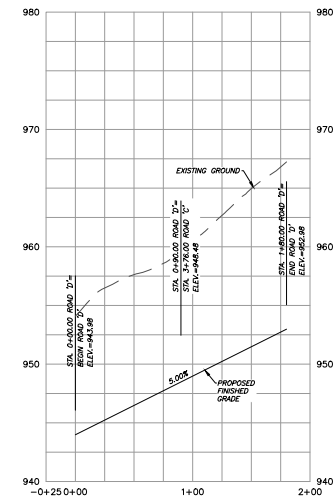
URBAN ENGINEERING, INC.
10330 HARDIN VALLEY ROAD, SUITE 201
KNOXVILLE, TENNESSEE 37932
(865) 966-1924

DWG. NO. 2606010





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



PROFILE-SOUTHERN TURNAROUND OF ROAD 'C'
1"=50' (HORIZONTAL)
1"=5' (VERTICAL)

SHEET C-3

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/King 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: 6/18/26

ROAD PROFILES 'C' & ROAD 'C' TURNAROUND
O GLEASON DRIVE
SITE ADDRESS: 0 GLEASON DRIVE, KNOXVILLE (37923)
DEVELOPER: TURNER HOMES, INC.
11820 KINGSTON PIKE
KNOXVILLE, TN 37934
(865) 804-9802
DIST. NO. W6 KNOX CO., TN.
CLT MAP 132 PARCEL 61
SCALE: 1"=40' JUNE 1, 2026

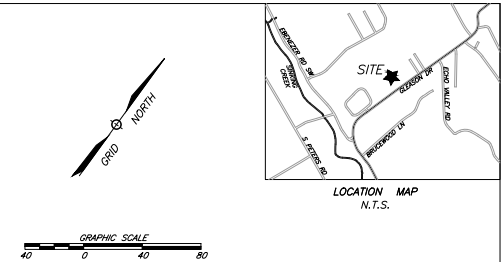
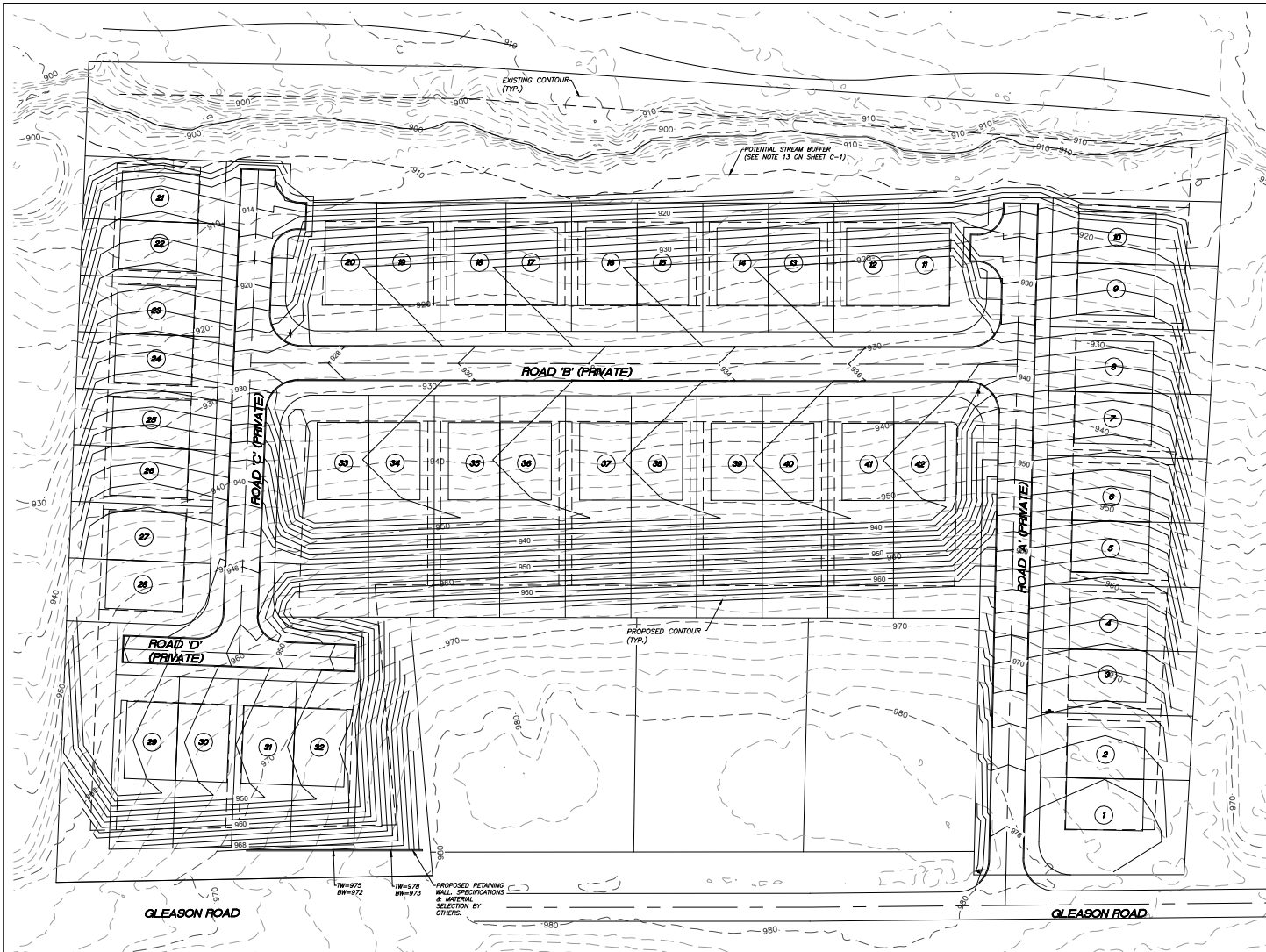
URBAN ENGINEERING, INC.
10330 HARDIN VALLEY ROAD, SUITE 201
KNOXVILLE, TENNESSEE 37932
(865) 966-1924

REVISION	DATE	DESCRIPTION	BY
2	7/27/26	SUBMITTAL 3	CAS
1	7/23/26	SUBMITTAL 2	CAS
1	7/23/26	SUBMITTAL 1	CAS
1	7/23/26	SUBMITTAL 0	CAS

DWG. NO. 2606010

PLANNING FILE# 8-SC-26-C/8-C-26-DP





Certification of Concept Plan by Registered Engineer
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 Registered Engineer, *Christopher A. Sharp, P.E.*
 Tennessee License No. 108984
 Date: 6/16/26

SHEET C-4

PRELIMINARY GRADING PLAN
0 GLEASON DRIVE

SITE ADDRESS: 0 GLEASON DRIVE, KNOXVILLE (37923)

DEVELOPER: **TURNER HOMES, INC.**
 11820 KINGSTON PIKE
 KNOXVILLE, TN 37934
 (865) 804-9802

DIST. NO. W6 KNOX CO., TN.
 CLT MAP 132 PARCEL 61
 SCALE: 1"=40' JUNE 17, 2026

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



DWG. NO. 2606010

PLANNING FILE# 8-SC-26-C/8-C-26-DP

REFERENCE:
 DEED INSTR. #201108160008633

REVISION	DATE	DESCRIPTION	BY
2	7/27/26	SUBMITTAL 3	CAS
1	7/23/26	SUBMITTAL 2	CAS

Intended design of duplex (proposed height 27 ft)



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: 2026.06.19 09:43:02
+04'00'

Christopher Sharp

6/19/26

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 K value from 25 to 20 at the intersection of Road A and Gleason Drive.

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

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

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

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

The vertical curve in question 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:

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 intersection separation from 300' to 237'. 295'.

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:

There is inadequate frontage to create the required separation.

- 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 proposed configuration will not create a left turn conflict.

- 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:

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.

Chris Sharp

Digitally signed by Chris Sharp
Date: 2026.06.19 09:36:20
-04'00'

Christopher Sharp

6/19/26

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 intersection grade from 1% to 2% at all intersections.

Approval required by: Planning Commission ☐ Engineering ☒

Engineering supports the alternative design standard requested

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

Engineering Comments:

APPROVED

By Steve Elliott at 3:24 pm, Aug 06, 2026

2. ALTERNATIVE DESIGN STANDARD REQUESTED:

Reduce the right of way width from 50' to 40' (Southern Road C Turnaround).

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 3:24 pm, Aug 06, 2026

3. ALTERNATIVE DESIGN STANDARD REQUESTED:

Reduce the pavement width from 26' to 20' (Southern Road C Turnaround).

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 3:24 pm, Aug 06, 2026

4. ALTERNATIVE DESIGN STANDARD REQUESTED:

Increase the maximum centerline grade from 12% to 15% (Roads A and C).

Approval required by: Planning Commission ☒ Engineering ☐

Engineering supports the alternative design standard requested

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

Engineering Comments:

APPROVED

By Steve Elliott at 3:26 pm, Aug 06, 2026

5. ALTERNATIVE DESIGN STANDARD REQUESTED:

Reduce the pavement width from 26' to 20' (private road D).

Approval required by: Planning Commission ☒ Engineering ☐

Engineering supports the alternative design standard requested

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

Engineering Comments:

APPROVED

By Steve Elliott at 3:26 pm, Aug 06, 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.

8/1/26

Date to be Posted

8/14/26

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

SHAWN M RODRIGUES

Applicant Name

6/18/26

Date