

# CASE SUMMARY

APPLICATION TYPE: SUBDIVISION  
CONCEPT PLAN



**File Number:** 3-SF-26-C                      **Related File Number:** 3-L-26-DP  
**Application Filed:** 1/27/2026              **Date of Revision:**  
**Applicant:** MESANA INVESTMENTS, LLC

## PROPERTY INFORMATION

**General Location:** South side of Asheville Hwy, west side of Tribute Ln  
**Other Parcel Info.:**  
**Tax ID Number:** 62 164, 165 OTHER: 073 08003, 073 08008                      **Jurisdiction:** County  
**Size of Tract:** 46.54 acres  
**Accessibility:** Access is via Asheville Highway, a median-divided, 4-lane major arterial within a 155 ft right-of-way, and Tribute Lane, a local street with 26 ft of pavement width within a 50 ft right-of-way.

## GENERAL LAND USE INFORMATION

**Existing Land Use:** Agriculture/Forestry/Vacant Land, Rural Residential  
**Surrounding Land Use:** North: Rural residential, agriculture/forestry/vacant land - A (Agricultural)  
South: Rural residential, single family residential, agriculture/forestry/vacant land - A (Agricultural)  
East: Rural residential, single family residential, agriculture/forestry/vacant land, commercial - PR (Planned Residential) up to 4.5 du/ac, A (Agricultural), CB (Business and Manufacturing), OB (Office, Medical and Related Uses)  
West: Rural residential, agriculture/forestry/vacant land - A (Agricultural)  
**Proposed Use:** Attached single family dwellings                      **Density:** 4.98 du/ac  
**Planning Sector:** East County                      **Plan Designation:** CMU (Corridor Mixed-use), SR (Suburban Residential), RC  
**Growth Policy Plan:** Urban Growth Area (Outside City Limits)  
**Neighborhood Context:**

## ADDRESS/RIGHT-OF-WAY INFORMATION (where applicable)

**Street:** 7920 ASHEVILLE HWY  
**Location:**  
**Proposed Street Name:**  
**Department-Utility Report:**  
**Reason:**

## ZONING INFORMATION (where applicable)

**Current Zoning:** PR (Planned Residential) up to 5 DU/AC (pending), OA (Office Park)  
**Former Zoning:**  
**Requested Zoning:**  
**Previous Requests:**  
**Extension of Zone:**  
**History of Zoning:**

**PLAN INFORMATION (where applicable)**

Current Plan Category:

Requested Plan Category:

**SUBDIVISION INFORMATION (where applicable)**

Subdivision Name: 8014 Asheville Highway

No. of Lots Proposed: 232 No. of Lots Approved: 0

Variations Requested: VARIANCES

- 1) Reduce the minimum broken back curve tangent on Road 'B' from 150' to 64.14' between STA 1+07.26 and 1+71.40.
- 2) Reduce the minimum broken back curve tangent on Road 'E' from 150' to 123.48' between STA 7+08.75 and 8+32.23.
- 3) Reduce the minimum vertical curve K-value at the intersection approach of Road 'B' at Asheville Hwy from 25 to 20.

ALTERNATIVE DESIGN STANDARD REQUIRING PLANNING COMMISSION APPROVAL

- 1) Reduce the minimum horizontal curve radius on Road 'B' from 250 ft to 175 ft between STA 0+46.85 and 1+07.26.
- 2) Reduce the minimum horizontal curve radius on Road 'B' from 250 ft to 125 ft between STA 1+71.40 and 3+23.67.
- 3) Reduce the minimum horizontal curve radius on Road 'C' from 250 ft to 125 ft between STA 5+25.57 and 6+79.06.
- 4) Reduce the minimum horizontal curve radius on Road 'C' from 250 ft to 200 ft between STA 16+99.94 and 20+12.65.
- 5) Reduce the minimum horizontal curve radius on Road 'E' from 250 ft to 225 ft between STA 3+98.65 and 5+11.96.
- 6) Reduce the minimum horizontal curve radius on Road 'E' from 250 ft to 200 ft between STA 6+04.60 and 7+08.75.
- 8) Reduce the minimum lot frontage for townhouse lots from 25 ft to the width specified for the individual lots in the cul-de-sacs on the concept plan.

ALTERNATIVE DESIGN STANDARD REQUIRING KNOX COUNTY ENGINEERING AND PUBLIC WORKS APPROVAL (PLANNING COMMISSION APPROVAL NOT REQUIRED)

- 1) Increase the maximum intersection grade of Road 'A' from 1 percent to 2 percent at Road 'C'.
- 2) Increase the maximum intersection grade of Road 'B' from 1 percent to 2 percent at Road 'A'.
- 3) Increase the maximum intersection grade of Road 'C' from 1 percent to 2 percent at Road 'B'.
- 4) Increase the maximum intersection grade of Road 'D' from 1 percent to 2 percent at Road 'B'.
- 5) Increase the maximum intersection grade of Road 'D' from 1 percent to 2 percent at Road 'C'.
- 6) Increase the maximum intersection grade of Road 'E' from 1 percent to 2 percent at Earliglow Way (Lane).
- 7) Increase the maximum intersection grade of Road 'E' from 1 percent to 2 percent at Road 'C'.
- 8) Increase the maximum intersection grade of Road 'F' from 1 percent to 2 percent at Road 'C'.
- 9) Reduce the minimum public right-of-way width of Road 'F' from 50 ft to 40 ft.

S/D Name Change:

**OTHER INFORMATION (where applicable)**

Other Bus./Ord. Amend.:

**PLANNING COMMISSION ACTION AND DISPOSITION**

Planner In Charge: Mike Reynolds

Staff Recomm. (Abbr.): Approve the variance to reduce the tangent distance between broken back curves on Road 'B' from 150' to 64.14' between STA 1+07.26 and 1+71.40, based on the following evidence of hardships.  
A) The property's shape requires a reverse curve to align with the existing median opening and to allow for a grade transition into the property.  
B) The location of the tangent is near a stop condition.  
C) Approval of the variance is not anticipated to be detrimental to public safety, health, or welfare or have detrimental impacts on neighboring properties. The Knox County Department of Engineering and Public Works recommends approval of this variance based on the justification provided by the applicant.

Approve the variance to reduce the tangent distance between broken back curves on Road 'E' from

150' to 123.48' between STA 7+08.75 and 8+32.23, based on the following evidence of hardships.

A) The property's shape requires a reverse curve to maintain a 90-degree intersection with Road 'C' on the south side of the Road 'E' intersection.

B) The location of the tangent is at the intersection of Road 'E' and Road 'C', where traffic on Road 'E' must stop.

C) Approval of the variance is not anticipated to be detrimental to public safety, health, or welfare because of the stop condition on Road 'E'. The Knox County Department of Engineering and Public Works recommends approval of this variance based on the justification provided by the applicant.

Approve the variance to reduce the minimum vertical curve K-value on Road 'B' from 25 to 20 at STA 1+15, based on the following evidence of hardships.

A) The property is relatively steep where Road 'B' intersects with Asheville Highway, with an elevation change of 16 ft from Asheville Highway to the intersection with Road 'C'.

B) The steepest portion of this property coincides with the location of the request, and the topography is unique to the property.

C) Approval of the variance is not anticipated to be detrimental to public safety, health, or welfare because the requested k value meets AASHTO (American Association of State Highway and Transportation Officials). The Knox County Department of Engineering and Public Works recommends approval of this variance, based on the applicant's justification.

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 17 conditions.

**Staff Recomm. (Full):**

1. Connection to sanitary sewer and meeting other relevant utility provider requirements.
2. Provision of street names consistent with the Uniform Street Naming and Addressing System within Knox County (County Ord. 91-1-102).
3. The maximum number of lots shall be consistent with condition #3 of the associated development plan (3-L-26-DP).
4. Implement the recommendations of the 8014 Asheville Highway Subdivision Transportation Impact Study (TIS) (AJAX Engineering, 10/28/2024) as required by Knox County Engineering and Public Works and the Tennessee Department of Transportation (TDOT) during the design plan phase (see Exhibit B). If the TIS is further revised, it must be submitted to Planning staff for review and approval by all applicable agencies.
5. Installing the eastbound right turn lane on Asheville Highway at the Road 'A' intersection unless it is required by TDOT to be installed at the Road 'B' intersection.
6. Provide a westbound left turn lane in the Asheville Highway median at Road 'B' per the requirements of TDOT during the design plan phase.
7. Provide a sidewalk on one side of Road 'B' between the intersections of Asheville Highway and Road 'A', and on one side of Road 'A' between the intersections of Asheville Highway and Road 'B', per the requirements of Knox County Engineering and Public Works during the design plan phase.
8. Providing a public right-of-way stub-out to the property to the west (parcel 062 06301) and notification of future connection per section 3.04.C.2 of the Subdivision Regulations. The curb radii and pavement shall be installed as shown in the concept plan.
9. Providing the off-street guest parking located on Road 'A', as shown. The same number of parking spaces may be split into more than one off-street parking lot to provide greater distribution in the subdivision, with review and approval by Planning and Knox County Engineering and Public Works staff.
10. The existing house located on parcel 073 08003 (8003 Strawberry Plains Pike), south of Road 'D' on the "common area" lot, must be demolished, as proposed on the concept plan, before certification of phase 1 of this subdivision. If the property owner wants to maintain the house, a new development plan application must be approved by the Planning Commission for the proposed use.
11. Entering into a Memorandum of Understanding (MOU) with Knox County Engineering and Public Works for completing off-site improvements per Chapter 54, Article V of the Knox County Code (Ord. O-23-4-102). The cost of these improvements is the responsibility of the property owner.
12. If during the design plan approval or construction of the development, it is discovered that unforeseen offsite improvements within the right-of-way are necessary, as caused by the development, the developer will either enter into an 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.
13. Providing a sight distance easement on the inside of any horizontal curve with a radius less than 250 ft, per the requirements of Knox County Engineering and Public Works during the design plan phase. Any driveway that cannot be located outside the sight distance easement must have a 20-ft depth outside the sight distance easement.
14. Providing access to all common areas from internal roads (including Earliglow Lane), either via fee simple road frontage or an access easement.
15. Meeting all applicable requirements of the Knox County Department of Engineering and Public Works.

16. Meeting all applicable requirements of the Knox County Zoning Ordinance.
17. Before certification of the final plat for the subdivision, establish 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.

**Comments:**

This proposal for a 232 attached residential subdivision that modifies the previously approved subdivision that included 167 attached and 49 detached residential lots (216 total) on 43.27 acres (11-SG-24-C/11-J-24-DP). The current proposal increases the total dwelling units by 16 because the 3.27-acre portion of the property zoned CA (General Business) is pending rezoning to PR (Planned Residential) up to 5 du/ac (2-E-26-RZ). The CA-zoned area was included in the previous subdivision because roads went through it, but there were no residential units. Overall, the proposed subdivision layout is similar to the previous approval, with some internal road realignments, and Roads 'C' and 'E' are shortened.

**CONNECTIVITY**

The subject properties have frontage on Asheville Highway and Strawberry Plains Pike; however, the proposed subdivision only has access to Asheville Highway at three locations. Road 'A' and Road 'B' will make new connections at existing median cuts, and the third access is via Earliglow Way (Lane), which connects to Tribute Lane. Earliglow Way is a private right-of-way that was constructed to provide access to the OA-zoned property. However, it was permitted and inspected to be accepted as a public right-of-way when the remainder of the property was developed. Tribute Lane was approved and built for the subdivision currently under construction to the east.

The previously approved concept plan lacked a road stub-out or a pedestrian connection to the remainder of the property to the south, which has frontage on Strawberry Plains Pike. If the Planning Commission determines that a road connection (stub-out) to the south is warranted, the design of the internal roads to accommodate, or potentially discourage, cut-through traffic should be a consideration.

A public right-of-way stub-out (Road 'F') is proposed between lots 8 and 9, extending to the boundary shared with parcel 073 08003 (8003 Strawberry Plains Pike)

**TRANSPORTATION IMPACT STUDY (TIS)**

The TIS studied the impact of the development on the two new access points to Asheville Highway and the existing Tribute Lane intersection. When the proposed development increases traffic at an existing median opening, TDOT requires the installation of a left-turn lane. This subdivision must install a westbound left-turn lane in the Asheville Highway median at the Road 'A' and Road 'B' intersections. The TIS also recommends an eastbound right-turn lane on Asheville Highway at Road 'A.' The concept plan proposes the right-turn lane at the Road 'B' access point. Staff recommends that the right turn lane be installed at the Road 'A' intersection because the turn lane will extend across the frontages of the two properties to the west, complicating access to those properties. The right turn lane can be located at the Road 'B' intersection if it is required by TDOT . Traffic signals are not warranted based on the traffic projects. The TIS recommends a new traffic count at full buildout of the subdivision to determine if the signal warrants are met.

**Action:** Approved with Conditions **Meeting Date:** 3/5/2026

**Details of Action:**

**Summary of Action:**

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- B) The location of the tangent is at the intersection of Road 'E' and Road 'C', where traffic on Road 'E' must stop.
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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 17 conditions.

**Date of Approval:** 3/5/2026                      **Date of Denial:**                      **Postponements:**  
**Date of Withdrawal:**                      **Withdrawn prior to publication?:**  **Action Appealed?:**

**LEGISLATIVE ACTION AND DISPOSITION**

<b>Legislative Body:</b>	
<b>Date of Legislative Action:</b>	<b>Date of Legislative Action, Second Reading:</b>
<b>Ordinance Number:</b>	<b>Other Ordinance Number References:</b>
<b>Disposition of Case:</b>	<b>Disposition of Case, Second Reading:</b>
<b>If "Other":</b>	<b>If "Other":</b>
<b>Amendments:</b>	<b>Amendments:</b>
<b>Date of Legislative Appeal:</b>	<b>Effective Date of Ordinance:</b>