

CASE SUMMARY

APPLICATION TYPE: SUBDIVISION
CONCEPT PLAN



File Number: 4-SC-26-C **Related File Number:** 4-E-26-DP
Application Filed: 2/23/2026 **Date of Revision:**
Applicant: TRELIS PROPERTIES

PROPERTY INFORMATION

General Location: South side of Oak Ridge Hwy, east of Gray Hendrix Rd
Other Parcel Info.:
Tax ID Number: 91 018, 019 **Jurisdiction:** County
Size of Tract: 19.1 acres
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.

GENERAL LAND USE INFORMATION

Existing Land Use: Agriculture/Forestry/Vacant Land, Rural Residential
Surrounding Land Use: 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)
Proposed Use: Attached residential subdivision **Density:**
Planning Sector: Northwest County **Plan Designation:** TN (Traditional Neighborhood), CMU (Corridor Mixed-use),
Growth Policy Plan: Planned Growth Area
Neighborhood Context:

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

Street: 3110 GRAY HENDRIX RD
Location:
Proposed Street Name:
Department-Utility Report:
Reason:

ZONING INFORMATION (where applicable)

Current Zoning: PR(k) (Planned Residential, with conditions), up to 10 du/ac, A (Agricultural)
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: 3110 Gray Hendrix Road

No. of Lots Proposed: 165 No. of Lots Approved: 165

Variances Requested: 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'.

S/D Name Change:

OTHER INFORMATION (where applicable)

Other Bus./Ord. Amend.:

PLANNING COMMISSION ACTION AND DISPOSITION

Planner In Charge: Samiul Haque

- Staff Recomm. (Abbr.):
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.

Staff Recomm. (Full):

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.

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.

Action:

Approved with Conditions

Meeting Date: 4/9/2026

Details of Action:

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.
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 - 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, with the exception of condition #10 and amending condition #9 as follows: "so long as the overall lot count is not reduced, or the potential locations are not necessary for stormwater infrastructure, providing a 50-ft wide right-of-way stub-out from road 'a' to the property to the northwest parcel (091 0200). If required, the stub-out will be provided on the final plat and identified for future connection, and the location of the stub-out shall be reviewed and approved by Knox County Engineering and Public Works during the design plan phase."

Summary of Action:

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.

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plat and identified for future connection, and the location of the stub-out shall be reviewed and approved by Knox County Engineering and Public Works during the design plan phase.”

Date of Approval: 4/9/2026

Date of Denial:

Postponements:

Date of Withdrawal:

Withdrawn prior to publication?: **Action Appealed?:**

LEGISLATIVE ACTION AND DISPOSITION

Legislative Body:

Date of Legislative Action:

Date of Legislative Action, Second Reading:

Ordinance Number:

Other Ordinance Number References:

Disposition of Case:

Disposition of Case, Second Reading:

If "Other":

If "Other":

Amendments:

Amendments:

Date of Legislative Appeal:

Effective Date of Ordinance: