

# CASE SUMMARY

APPLICATION TYPE: SUBDIVISION

CONCEPT PLAN



File Number: 5-SB-25-C      Related File Number: 5-F-25-DP  
Application Filed: 3/24/2025      Date of Revision:  
Applicant: URBAN ENGINEERING, INC.

## PROPERTY INFORMATION

General Location: West of Brakebill Rd, at the southeast terminus of Sun Blossom Ln  
Other Parcel Info.:  
Tax ID Number: 72 267 (PART OF)      Jurisdiction: County  
Size of Tract: 22.142 acres  
Accessibility: Access is via Peach Harvest Road, a local street with a proposed 26-ft pavement width within a proposed 50-ft right-of-way.

## GENERAL LAND USE INFORMATION

Existing Land Use: Agriculture/Forestry/Vacant Land  
Surrounding Land Use: North: Multifamily residential (under construction) - PR (Planned Residential) up to 9 du/ac  
South: Single family residential, agriculture/forestry/vacant land - PR (Planned Residential) up to 9 du/ac  
East: Single family residential (under construction), agriculture/forestry/vacant land - PR (Planned Residential) up to 9 du/ac  
West: Agriculture/forestry/vacant land - PR (Planned Residential) up to 9 du/ac  
Proposed Use: Revision to the road layout      Density: 3.01 du/ac  
Planning Sector: East County      Plan Designation: TN (Traditional Neighborhood)  
Growth Policy Plan: Urban Growth Area (Outside City Limits)  
Neighborhood Context:

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

Street: 521 BRAKEBILL RD  
Location:  
Proposed Street Name:  
Department-Utility Report:  
Reason:

## ZONING INFORMATION (where applicable)

Current Zoning: PR (Planned Residential) up to 9 du/ac  
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: Strawberry Hills, Phase 3A

No. of Lots Proposed: 114      No. of Lots Approved: 0

Variances Requested: VARIANCES

1. Reduce the minimum vertical curve K-value on Road 'D' from 25 to 20 at STA 12+00.45.
2. Reduce the minimum vertical curve K-value at a 4-way intersection on Road 'D' from 25 to 15 at STA 8+77.18.
3. Reduce the minimum vertical curve K-value at a 4-way intersection on Road 'C' from 25 to 20 at STA 28+79.55.

### ALTERNATIVE DESIGN STANDARD REQUIRING PLANNING COMMISSION APPROVAL:

1. Reduce the minimum horizontal curve radius on Road 'C' from 250 ft to 125 ft between STA 15+85.95 and 18+20.49.
2. Reduce the minimum horizontal curve radius on Road 'D' from 250 ft to 150 ft between STA 0+72.41 and 1+34.23.
3. Reduce the minimum horizontal curve radius on Road 'D' from 250 ft to 200 ft between STA 3+72.09 and 4+01.54.
4. Reduce the minimum horizontal curve radius on Road 'D' from 250 ft to 200 ft between STA 5+87.25 and 6+03.41.

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

1. Increase the maximum intersection grade from 1 percent to 2 percent on both sides of the intersection of Road 'C' at Road 'A'.
2. Increase the maximum intersection grade from 1 percent to 2 percent on both sides of the intersection of Road 'D' at Road 'A'.

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 minimum vertical curve K-value on Road 'D' from 25 to 20 at STA 12+00.45, based on the following evidence of hardship.

- A) The reduced K-value allows the road to closely match the existing topography.
- B) The proposed road alignment allows for less disturbance in the HP (Hillside Protection) area to the south.
- C) Approval of the variance is not anticipated to be detrimental to public safety, health, or welfare because the request meets the American Association of State Highway and Transportation Officials (AASHTO) design standards. 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 at a 4-way intersection on Road 'D' from 25 to 15 at STA 8+77.18, based on the following evidence of hardship.

- A) The reduced K-value allows for less grading onto the hillside on the opposite side of the intersection.
- B) The vertical curve is at a stop condition at an intersection.
- C) Approval of the variance is not anticipated to be detrimental to public safety, health, or welfare because the request meets the American Association of State Highway and Transportation Officials (AASHTO) design standards. 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 at a 4-way intersection on Road 'C' from 25 to 20 at STA 28+79.55, based on the following evidence of hardship.

- A) The reduced K-value allows the road to closely match the existing topography.
- B) The vertical curve is at a stop condition at an intersection.

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

Approve the alternative design standards based on the justification provided by the applicant and the recommendations of the Knox County Department of Engineering and Public Works.

Approve the Concept Plan subject to 7 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. Implementing the street and intersection improvement recommendations outlined in the Transportation Impact Study (TIS) prepared by Ajax Engineering (August 24, 2020) for the portions of Brakebill Road and Hammer Road adjacent to the subject property (see Exhibit B). The design details shall be worked out with the Knox County Department of Engineering and Public Works during the design plan stage.
4. If during design plan approval or construction of the development, it is discovered that unforeseen off-site improvements within the right-of-way are necessary as caused by the development, the developer will either enter into 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.
5. Moving the sidewalk on Road 'A', north of Road 'C', to the west side to match the other sidewalks on Road 'A', if required by Knox County Engineering and Public Works.
6. Meeting all applicable requirements of the Knox County Department of Engineering and Public Works.
7. 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 is a revision of the roads in Phase 3A of the Strawberry Hills Subdivision to provide a cul-de-sac on the eastern end of Road 'D' and directly connect Road 'C' in Phase 3A to Road 'C' in Phase 2. In addition, the lots on Road 'C', east of Road 'A', have been reduced in width. The property was rezoned from A (Agricultural) to PR (Planned Residential) up to 9 du/ac in 2018 (2-C-18-RZ). The overall development will have 311 residential lots at a density of 3.09 du/ac.

**BACKGROUND**

This subdivision was approved in 2020 with 227 detached and 95 attached house lots (322 dwelling units) and was required to install a turn lane on Brakebill Road, widen a portion of Hammer Road, and install a sidewalk between its access points to Brakebill Road and Hammer Road (9-SB-20-C / 9-D-20-UR). In 2023, Phase 2 was approved to move the attached house lots to the northern boundary of the subdivision, adjacent to Hammer Road (5-SB-23-C / 5-A-23-DP). This increased the number of attached lots from 95 to 96 and did not significantly change the original road layout. In 2024, Phase 3B was approved to allow 8 detached house lots to directly access Brakebill Road via a private right-of-way (4-SB-24-C / 4-B-24-DP). In the original plan, 7 houses in this area accessed an internal road that had to make two stream crossings. When Phase 3B was approved, it disconnected what is now called Road 'D' from Road 'C' in Phase 3A (current application), significantly changing the internal road network and requiring reconsideration by the Planning Commission.

**Action:** Approved with Conditions **Meeting Date:** 5/8/2025

**Details of Action:**

**Summary of Action:** Approve the variance to reduce the minimum vertical curve K-value on Road 'D' from 25 to 20 at STA 12+00.45, based on the following evidence of hardship.

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Approve the alternative design standards based on the justification provided by the applicant and the recommendations of the Knox County Department of Engineering and Public Works.

Approve the Concept Plan subject to 7 conditions.

**Date of Approval:**

5/8/2025

**Date of Denial:**

**Postponements:**

**Date of Withdrawal:**

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

### ***LEGISLATIVE ACTION AND DISPOSITION***

**Legislative Body:**

Knoxville-Knox County Planning Commission

**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:**