

CASE SUMMARY

APPLICATION TYPE: SUBDIVISION

CONCEPT PLAN



File Number: 9-SB-25-C **Related File Number:** 9-F-25-DP
Application Filed: 7/29/2025 **Date of Revision:**
Applicant: MESANA INVESTMENTS, LLC

PROPERTY INFORMATION

General Location: East side of Maryville Pike, north of Bayonet Ln, northwest of Brown Rd
Other Parcel Info.:
Tax ID Number: 135 02202, 02212, 04602 **Jurisdiction:** County
Size of Tract: 76.5 acres
Accessibility: Access is via Maryville Pike, a state-owned minor arterial with 21-30 ft of pavement width within a right-of-way width that varies from 60-72 ft.

GENERAL LAND USE INFORMATION

Existing Land Use: Agriculture/Forestry/Vacant Land
Surrounding Land Use: North: Public/quasi-public land (church), rural residential, agriculture/forestry/vacant land - RAE (Exclusive Residential), A (Agricultural), RB (General Residential)
South: Single family residential, agriculture/forestry/vacant land, rural residential - PR (Planned Residential) up to 4 du/ac, A (Agricultural)
East: Agriculture/forestry/vacant land, rural residential, single family residential - A (Agricultural), PR (Planned Residential) up to 4 du/ac
West: Single family residential, agriculture/forestry/vacant land, private recreation, multifamily residential - A (Agricultural), RB (General Residential), OB (Office, Medical, and Related Services), PR (Planned Residential) up to 4 du/ac
Proposed Use: Attached and detached residential subdivision. **Density:** 3.4 du/ac
Planning Sector: South County **Plan Designation:** RC (Rural Conservation), SR (Suburban Residential), SP (S)
Growth Policy Plan: Planned Growth Area
Neighborhood Context:

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

Street: 0 GOFF RD
Location:
Proposed Street Name:
Department-Utility Report:
Reason:

ZONING INFORMATION (where applicable)

Current Zoning: PR(k) (Planned Residential) up to 2 du/ac with conditions and PR (Planned Residential) up to 4 du/ac
PR (Planned Residential) up to 4 du/ac and 2 du/ac (k)
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: 0 Maryville Pike Subdivision

No. of Lots Proposed: 259 No. of Lots Approved: 0

Variances Requested: VARIANCES:

1. Reduce the minimum broken back curve tangent from 150 ft to 126.22 ft on Road B at STA 7+63.74
2. Reduce the minimum broken back curve tangent from 150 ft to 81 ft on Road B at STA 14+92.83
3. Reduce the minimum broken back curve tangent from 150 ft to 90.61 ft on Road C between STA 3+02.10 and 3+92.71
4. Reduce the minimum broken back curve tangent from 150 ft to 84.84 ft on Road C between STA 6+74.77 and 7+59.61
5. Reduce the minimum reverse curve tangent from 50 ft to 40.46 ft on Road B, STA 13+85.84
6. Reduce the minimum K value from 25 to 20 on Road A between STA 3+66.12 and 7+12.05
7. Reduce the minimum K value from 25 to 24.61 on Road B at STA 0+55.81
8. Reduce the minimum K value from 25 to 15 on the south side of the intersection of Road B at Road A
9. Reduce the minimum K value from 25 to 20 on Road C between STA 11+78.36 and 12+91.01

ALTERNATIVE DESIGN STANDARD REQUIRING PLANNING COMMISSION APPROVAL:

1. Reduce the minimum lot frontage from 25 ft to 20 ft
2. Increase the maximum road grades from 12 percent to 12.92 percent on Road B between STA 1+03 and 4+76.22
3. Reduce the minimum centerline radius from 250 ft to 175 ft between STA 8+90.21 and 9+90.64 on Road A
4. Reduce the minimum centerline radius from 250 ft to 175 ft between STA 6+20.18 and 7+63.74 on Road B
5. Reduce the minimum centerline radius from 250 ft to 175 ft between STA 13+19.32 and 13+85.84 on Road B
6. Reduce the minimum centerline radius from 250 ft to 175 ft between STA 14+26.30 and 14+92.83 on Road B
7. Reduce the minimum centerline radius from 250 ft to 175 ft between STA 15+73.38 and 15+86.21 on Road B
8. Reduce the minimum centerline radius from 250 ft to 225 ft between STA 17+50.36 and 19+40.36 on Road B
9. Reduce the minimum centerline radius from 250 ft to 175 ft between STA 1+71.36 and 3+02.10 on Road C
10. Reduce the minimum centerline radius from 250 ft to 175 ft between STA 3+92.71 and 6+74.77 on Road C
11. Reduce the minimum centerline radius from 250 ft to 175 ft between STA 7+59.61 and 8+76.92 on Road C

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

1. Increase the maximum intersection grade from 1 percent to 1.5 percent on Road A at Maryville Pike
2. Increase the maximum intersection grade from 1 percent to 2 percent on Road A at Road C
3. Increase the maximum intersection grade from 1 percent to 2 percent on both approaches of Road A at Road B

S/D Name Change:

OTHER INFORMATION (where applicable)

Other Bus./Ord. Amend.:

PLANNING COMMISSION ACTION AND DISPOSITION

Planner In Charge: Whitney Warner

Staff Recomm. (Abbr.): Deny the development plan/concept plan because it is not consistent with the PR (Planned Residential) zoning district for the subject property since it exceeds the density and Hillside disturbance budget allowed in one of the PR zones.

Staff Recomm. (Full):

Comments: The applicant is requesting approval of a residential subdivision featuring 132 townhome lots and 127 single-family lots, for a total of 259 lots. It includes a clubhouse and a pool at the intersection of Road A and Road B.

The subject property is accessed from Maryville Pike south of the new IC King Park access. The Sevier Meadows -Phase 2 (0 Maryville Pike) Subdivision Transportation Impact Study (TIS) concludes that a southbound left turn lane is warranted once the 12th housing unit is constructed. Rather than stripe a dedicated turn lane, the TIS recommends reconfiguring the existing northbound left turn lane at the IC King Park entrance into a two-way left-turn lane that extends to the subdivision entrance (see Exhibit B).

INFRASTRUCTURE

The internal streets will be public and will be 26 ft in width within 50 ft of right-of-way, except for the boulevard entrance road that has 20-ft lanes in each direction and an 8-ft median. All streets can accommodate on-street parking where space is available between driveways. The right-of-way stub out in the Sevier Meadows subdivision on the west side of Knob Creek was intended to provide access to this subject site but is not being utilized. A sidewalk is provided on one side of the entire length of Road A per the Knox County Sidewalk Ordinance.

DENSITY

The subject site consists of two different PR (Planned Residential) zone districts with different densities. Most of the site (70 acres) was approved for up to 4 du/ac in 2002 (11-L-02-RZ), with the remaining 6.5 acres approved for up to 2 du/ac in 2024 (8-C-24-RZ). The 2002 rezoning for PR with up to 2 du/ac was subject to one condition: Land disturbance within the HP (Hillside Protection) area shall not exceed the recommended disturbance budget of the slope analysis based on the area of development identified during the development plan review, unless approved by the Planning Commission.

Unlike other base zone districts, such as RA (Low Density Residential), a PR district that is approved retains its unique zoning boundary even if it is adjacent to another PR district. This is because the density approved with the PR district was determined to be appropriate for that particular area. Staff recommends denial of the concept plan and development plan because the proposed density in the PR up to 2 du/ac portion of the site is 2.46 du/ac, exceeding the maximum allowed. .

SITE CONSTRAINTS

This site is almost entirely comprised of land with significant site constraints. 57.11 acres of the total 76.5 acres (74 percent) fall within the HP (Hillside Protection) area. The northern portion of the site includes the most significant constraints with slopes within the 25-40 percent and over 40 percent ranges. The southern portion of the site is within the FEMA floodway and 100- and 500-year floodplains.

The recommended land disturbance budget is 37 percent (21.37 acres) of the HP area (see attached slope analysis). The proposed land disturbance in the HP area exceeds that recommendation by 65 percent (37.4 acres), which is 76 percent (16 acres) over the recommended disturbance area and is not consistent with the condition of the PR up to 2 du/ac zoning on the 6.5 acre parcel (parcel 135 02212).

The Hillside and Ridgetop Protection Plan (HRPP) recommendations for low and rural residential density developments is attached in Exhibit C. The following are excerpts of applicable recommendations from the HRPP:

A) Use terrain adaptive architecture. Structures should be built into the natural slope of the land to minimize cut and fill; pad grading (for example, preparation for a concrete building slab) should be avoided.

NOTE: The preliminary grading plan shows that pad grading is being utilized for structures built on concrete building slabs.

B) Street pavement and right-of-way width should be minimized under some circumstances.

NOTE: Staff do not support these reductions with the current subdivision plan because it does not implement other recommendations of the HRPP.

C) Front yard setbacks may be reduced to limit overall site disturbance under some circumstances, such as when there is a fairly level space near the road and the back of the lot falls sharply downhill.

NOTE: A front setback reduction below what is currently requested by the applicant requires approval by the Board of Zoning Appeals. Steep slopes are generally considered a hardship for approving variances.

D) Lot orientation should be with the natural grade of the land. This will generally be a lateral orientation with a road running along the contours of a hillside. Additional lot width may be needed to accommodate driveway access.

NOTE: Roads B and C generally follow the contours, except when they intersect with Road A, which deviates from the contours and requires significant cut and fill.

E) Tree preservation should be encouraged, particularly on the rear of lots and near ridgetops to screen homes; at least 85 percent of trees within 100 feet of a ridgetop should be conserved.

F) Homes should be clustered on more level land areas of the site, while areas with slopes 25 percent greater and ridgetops should be left undisturbed or developed at a very low density.

NOTE: Approximately half of the townhomes are located in a flat area outside the HP area but are partially located in the 100- and 500-year floodplains. There are also homes in some of the areas exceeding 40 percent slopes.

G) "Tucked-under garages" constructed within a house minimize clearing and grading. Several designs are possible in placing a garage under a house: when the house is uphill and close to the right-of-way, a "tucked-under garage" can be a good solution; when access can be provided to the side of house, a basement garage is another good solution. Parking pads near the right-of-way also offer a solution, especially on small lots, as long as sight distances are adequate where the pad meets the road.

H) Reforestation is recommended as a reclamation option and may be appropriate when the proposed land disturbance exceeds the recommended budget.

NOTE: There are approximately 4.5 acres of land disturbance in the HP area that is within common areas (based on the preliminary grading plan). If these areas were reforested, the development would remain approximately 11.5 acres over the recommended land disturbance budget.

Action: Approved with Conditions **Meeting Date:** 9/11/2025

Details of Action: Approve the variance to reduce the broken back curve tangent from 150 ft to 126.22 ft Road B sta 7+63.74.
A. Because of the steep topography, the tangent must be shortened to create a 90-degree angle at the intersection.
B. The road alignment generally follows the existing topography.
C. The location of the requested variance is at a stop condition, lending itself to lower vehicular speeds, and the variation is not great enough to cause detriment to public safety, health, or welfare, nor would it be injurious to other properties in the neighborhood. Knox County EPW recommends approval of this variance based on the justifications provided by the applicant.

Approve the variance to reduce the broken back curve tangent from 150 ft to 81 ft Road B sta 14+92.83.
A. The road alignment avoids the no-fill area.
B. This area of the property has steep topography and is near the FEMA floodplain.
C. The road geometry lends itself to lower vehicular speeds and the variation is not great enough to cause detriment to public safety, health, or welfare, nor would it be injurious to other properties in the neighborhood. Knox County EPW recommends approval of this variance based on the justifications provided by the applicant.

Approve the variance to reduce the broken back curve tangent from 150 ft to 90.61 ft Road C sta 3+92.71.
A. The road alignment generally follows the existing topography.
B. The unique condition to be considered includes the proposed road following the existing topography.
C. The roadway geometry lends itself to lower vehicular speeds and the variation is not great enough to cause detriment to public safety, health, or welfare, nor would it be injurious to other properties in the neighborhood. Knox County EPW recommends approval of this variance based on the justifications provided by the applicant.

Approve the variance to reduce the broken back curve tangent from 150 ft to 84.4 ft Road C sta 6+74.77.
A. The road alignment generally follows the existing topography.
B. The unique condition to be considered includes the proposed road following the existing topography.
C. The roadway geometry lends itself to lower vehicular speeds and the variation is not great enough to cause detriment to public safety, health, or welfare, nor would it be injurious to other properties in the neighborhood. Knox County EPW recommends approval of this variance based on the justifications provided by the applicant.

Approve the variance to reduce the reverse curve tangent from 50 ft to 40.46 ft Road B sta 13+85.84.
A. The applicant avoids the 'no fill' line with grading.
B. This area of the property has steep topography and is near the FEMA floodplain.
C. The roadway geometry lends itself to lower vehicular speeds and the variation is not great enough to cause detriment to public safety, health, or welfare, nor would it be injurious to other properties in the neighborhood. Knox County EPW recommends approval of this variance based on the justifications provided by the applicant.

Approve the variance to reduce the K value from 25 to 20 at sta 3+66.12 & 7+12.05 on Road A.
A. The road alignment generally follows the existing topography.
B. The unique condition to be considered includes the proposed road following the existing topography.
C. The granting of the variance will not be detrimental to public safety, health, or welfare because the shortened vertical curve meets American Association of State Highway and Transportation Officials (AASHTO) standards, and there is a sidewalk along this road. Knox County EPW recommends approval of this variance based on the justifications provided by the applicant.

Approve the variance to reduce the K value from 25 to 24.61 at sta 0+55.81 on Road B.
A. The road alignment generally follows the existing topography.
B. The unique condition to be considered includes the proposed road following the existing topography.
C. The variance request is at a dead-end road, lending itself to lower vehicle speeds, and the variation is not great enough to cause detriment to public safety, health, or welfare, nor would it be injurious to other properties in the neighborhood. Knox County EPW recommends approval of this variance based on the justifications provided by the applicant.

Approve the variance to reduce the K value from 25 to 15 at the intersection of Road B and A.
A. The road alignment generally follows the existing topography.
B. The property has steep topography in this location.
C. The granting of the variance will not be detrimental to public safety, health, or welfare because a shortened vertical curve meets American Association of State Highway and Transportation Officials (AASHTO) standards. Additionally, there is a sidewalk at the intersection. Knox County EPW recommends approval of this variance based on the justifications provided by the applicant.

Approve the variance to reduce the minimum K value from 25 to 20 on Road C between STA 11+78.36 and 12+91.01.
A. The road alignment generally follows the existing topography.
B. The property has steep topography in this location.
C. The granting of the variance will not be detrimental to public safety, health, or welfare because a shortened vertical curve meets American Association of State Highway and Transportation Officials (AASHTO) standards. Additionally, there is a sidewalk at the intersection. Knox County EPW recommends approval of this variance based on the justifications provided by the applicant.

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

Approve the Concept Plan subject to 14 conditions.

Summary of Action:

Approve the variance to reduce the broken back curve tangent from 150 ft to 126.22 ft Road B sta 7+63.74.
A. Because of the steep topography, the tangent must be shortened to create a 90-degree angle at the intersection.
B. The road alignment generally follows the existing topography.
C. The location of the requested variance is at a stop condition, lending itself to lower vehicular speeds, and the variation is not great enough to cause detriment to public safety, health, or welfare, nor would it be injurious to other properties in the neighborhood. Knox County EPW recommends approval of this variance based on the justifications provided by the applicant.

Approve the variance to reduce the broken back curve tangent from 150 ft to 81 ft Road B sta 14+92.83.
A. The road alignment avoids the no-fill area.
B. This area of the property has steep topography and is near the FEMA floodplain.
C. The road geometry lends itself to lower vehicular speeds and the variation is not great enough to cause detriment to public safety, health, or welfare, nor would it be injurious to other properties in the neighborhood. Knox County EPW recommends approval of this variance based on the justifications provided by the applicant.

Approve the variance to reduce the broken back curve tangent from 150 ft to 90.61 ft Road C sta 3+92.71.
A. The road alignment generally follows the existing topography.
B. The unique condition to be considered includes the proposed road following the existing topography.

C. The roadway geometry lends itself to lower vehicular speeds and the variation is not great enough to cause detriment to public safety, health, or welfare, nor would it be injurious to other properties in the neighborhood. Knox County EPW recommends approval of this variance based on the justifications provided by the applicant.

Approve the variance to reduce the broken back curve tangent from 150 ft to 84.4 ft Road C sta 6+74.77.

A. The road alignment generally follows the existing topography.

B. The unique condition to be considered includes the proposed road following the existing topography.

C. The roadway geometry lends itself to lower vehicular speeds and the variation is not great enough to cause detriment to public safety, health, or welfare, nor would it be injurious to other properties in the neighborhood. Knox County EPW recommends approval of this variance based on the justifications provided by the applicant.

Approve the variance to reduce the reverse curve tangent from 50 ft to 40.46 ft Road B sta 13+85.84.

A. The applicant avoids the 'no fill' line with grading.

B. This area of the property has steep topography and is near the FEMA floodplain.

C. The roadway geometry lends itself to lower vehicular speeds and the variation is not great enough to cause detriment to public safety, health, or welfare, nor would it be injurious to other properties in the neighborhood. Knox County EPW recommends approval of this variance based on the justifications provided by the applicant.

Approve the variance to reduce the K value from 25 to 20 at sta 3+66.12 & 7+12.05 on Road A.

A. The road alignment generally follows the existing topography.

B. The unique condition to be considered includes the proposed road following the existing topography.

C. The granting of the variance will not be detrimental to public safety, health, or welfare because the shortened vertical curve meets American Association of State Highway and Transportation Officials (AASHTO) standards, and there is a sidewalk along this road. Knox County EPW recommends approval of this variance based on the justifications provided by the applicant.

Approve the variance to reduce the K value from 25 to 24.61 at sta 0+55.81 on Road B.

A. The road alignment generally follows the existing topography.

B. The unique condition to be considered includes the proposed road following the existing topography.

C. The variance request is at a dead-end road, lending itself to lower vehicle speeds, and the variation is not great enough to cause detriment to public safety, health, or welfare, nor would it be injurious to other properties in the neighborhood. Knox County EPW recommends approval of this variance based on the justifications provided by the applicant.

Approve the variance to reduce the K value from 25 to 15 at the intersection of Road B and A.

A. The road alignment generally follows the existing topography.

B. The property has steep topography in this location.

C. The granting of the variance will not be detrimental to public safety, health, or welfare because a shortened vertical curve meets American Association of State Highway and Transportation Officials (AASHTO) standards. Additionally, there is a sidewalk at the intersection. Knox County EPW recommends approval of this variance based on the justifications provided by the applicant.

Approve the variance to reduce the minimum K value from 25 to 20 on Road C between STA 11+78.36 and 12+91.01.

A. The road alignment generally follows the existing topography.

B. The property has steep topography in this location.

C. The granting of the variance will not be detrimental to public safety, health, or welfare because a shortened vertical curve meets American Association of State Highway and Transportation Officials (AASHTO) standards. Additionally, there is a sidewalk at the intersection. Knox County EPW recommends approval of this variance based on the justifications provided by the applicant.

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

Approve the Concept Plan subject to 14 conditions.

Date of Approval:

9/11/2025

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:

Disposition of Case:

If "Other":

Amendments:

Date of Legislative Appeal:

Other Ordinance Number References:

Disposition of Case, Second Reading:

If "Other":

Amendments:

Effective Date of Ordinance: