

# CARDINAL PLACE

PLANNED DEVELOPMENT

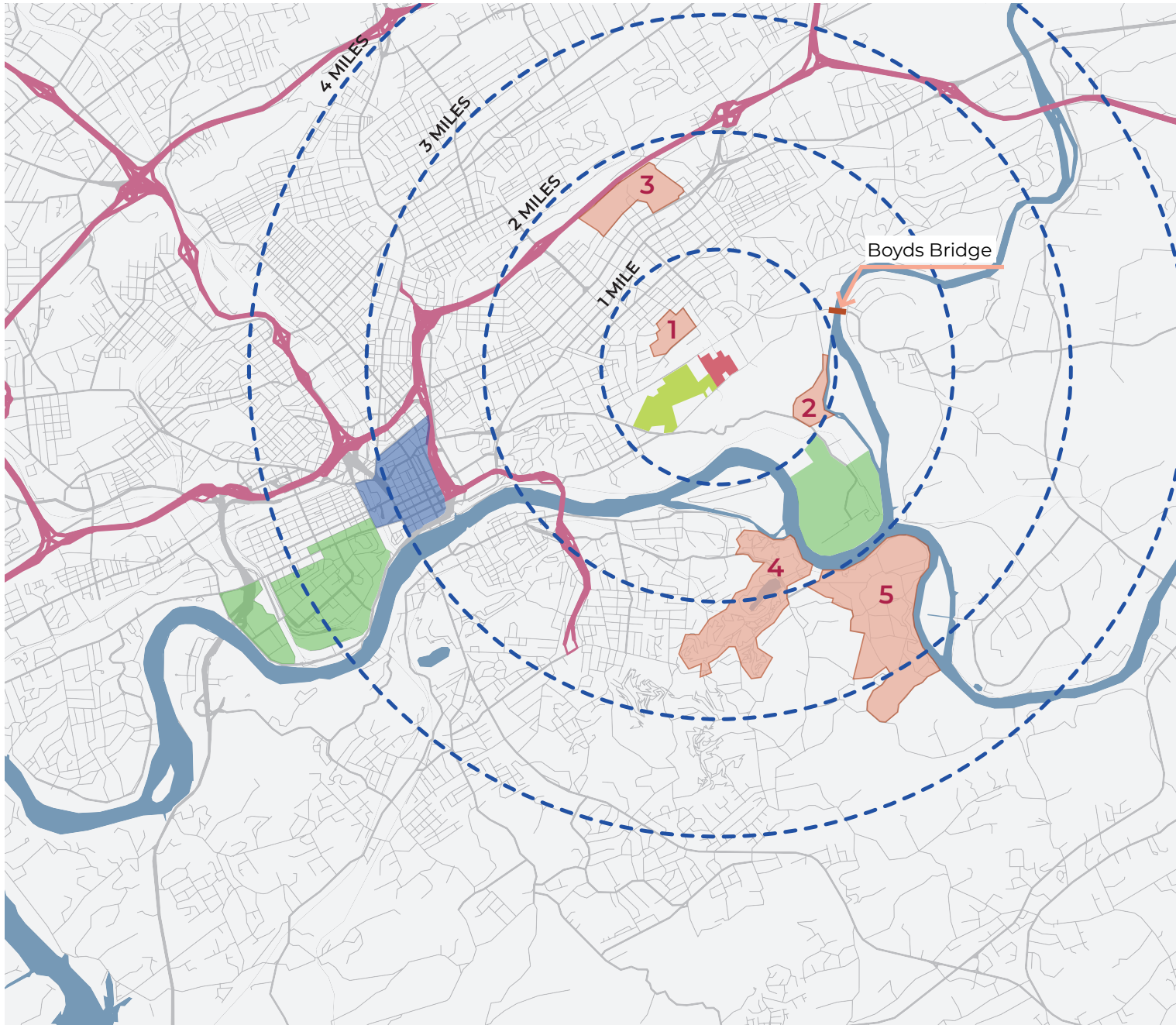


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development



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This application has been prepared to seek approval from Knox County under the Planned Development Process. Furthermore, this application will serve to inform and to explain to Knox County residents, elected officials, and staff why “Delrose Development Plan” should be approved, how the project will move forward if approved and a timeline of project.

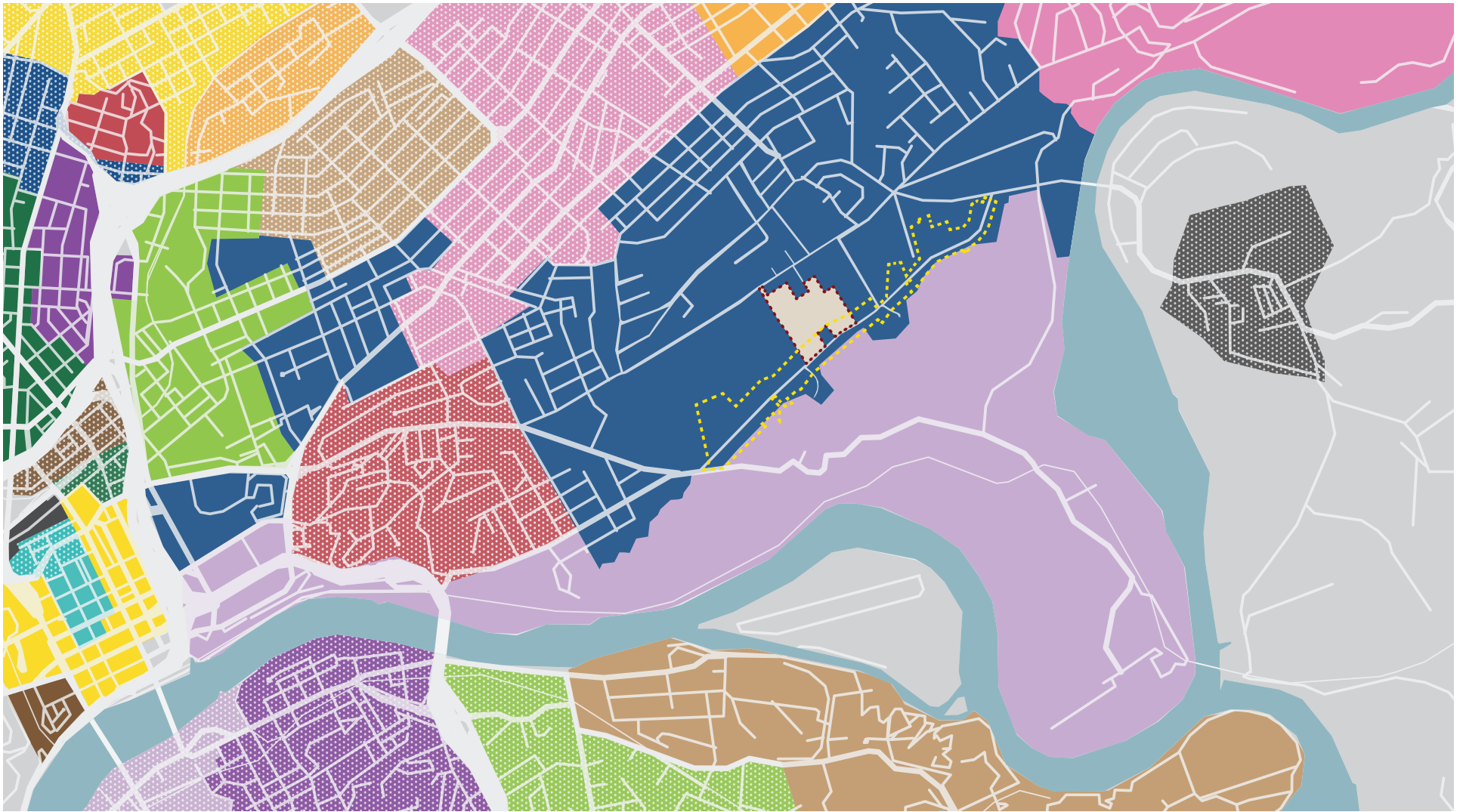


- 2805 Delrose Dr.
- Downtown
- University of Tennessee
- Williams Creek Golf Course
- - - Proximity Radius (1 mile increments)

**Nearby trails and public spaces:**

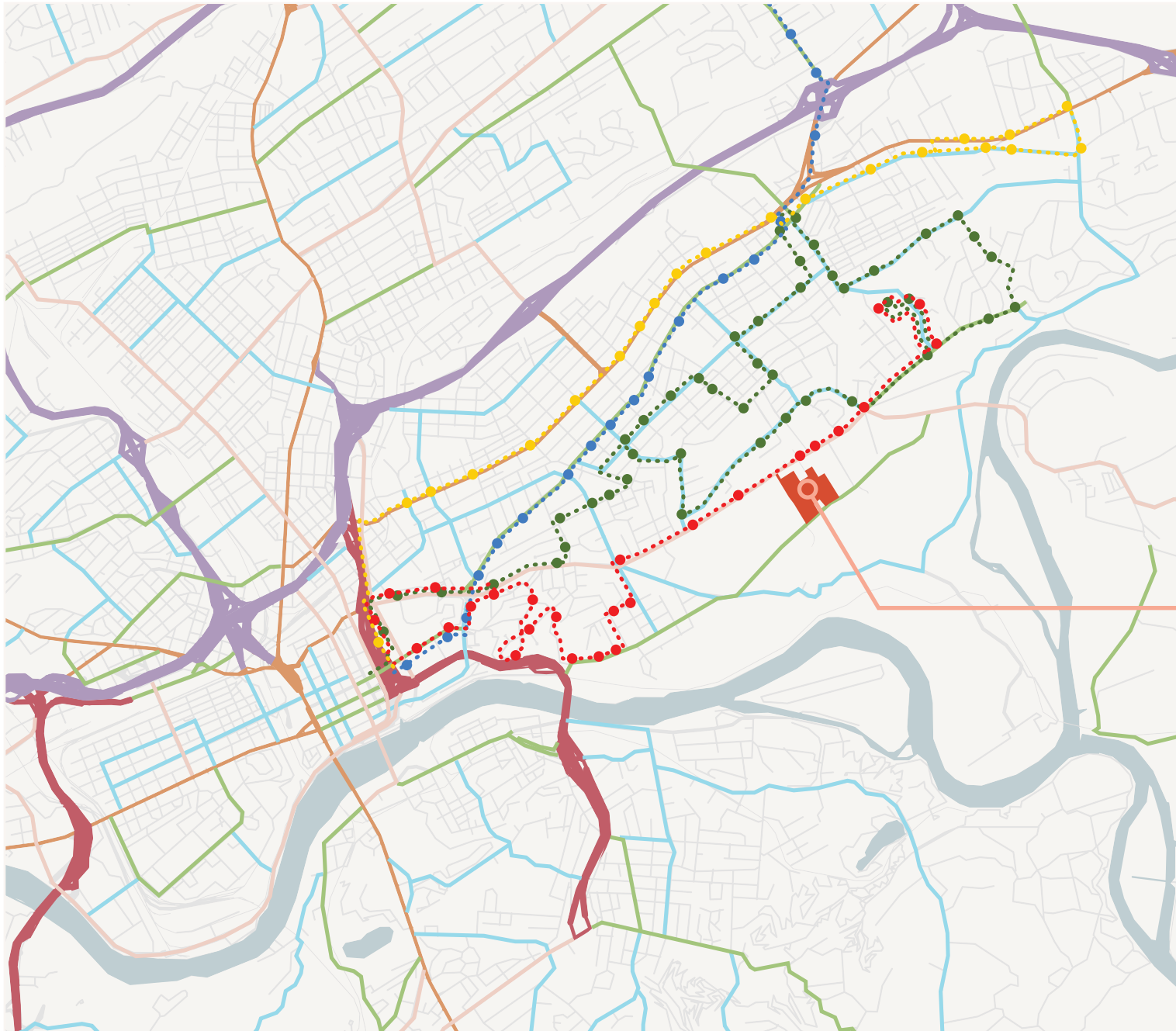
1. **Knoxville Botanical Gardens**
2. **Holston River Park**
3. **Chilhowee Park & Knoxville Zoo**
4. **Ijams Nature Center**
5. **Forks of the River Wildlife Management Area**

Located just minutes from downtown Knoxville and UT the property offers convenient access to numerous recreational and cultural amenities that contribute to a high quality of life for residents, making 2805 Delrose Drive an ideal location for a new residential development.



- |                |                       |               |                     |                   |                                  |
|----------------|-----------------------|---------------|---------------------|-------------------|----------------------------------|
| Brownlow       | Fourth & Gill         | Maplehurst    | North Knoxville     | Parkridge         | Summit Hill                      |
| Burlington     | Holston Hills         | Marble Hill   | Old City            | Ramsey            | 2805 Delrose Dr.                 |
| Downtown       | Island Home           | Market Street | Old North Knoxville | South Haven       | Delrose Drive Neighborhood Watch |
| Downtown North | Jackson Ave Warehouse | Morningside   | Old Sevier          | South of Magnolia |                                  |
| East Knoxville | Magnolia Warehouse    | New Town      | Park City           | South Waterfront  |                                  |

# NEIGHBORHOODS



Road Plan Classification Type

- Minor Collector
- Major Collector
- Minor Arterial
- Major Arterial
- Expressway
- Interstates

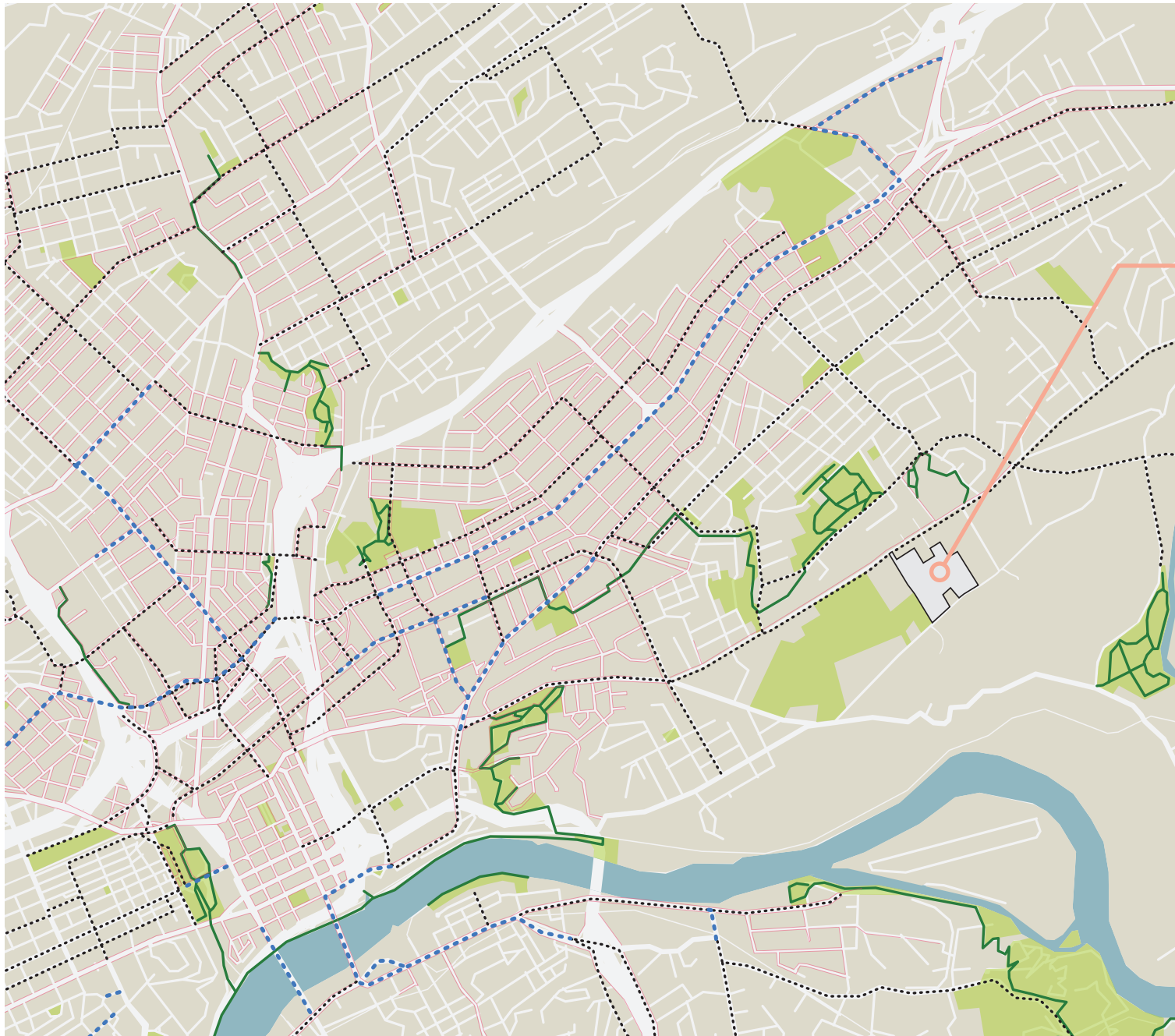
Bus Routes

- Route 31
- Route 32
- Route 33
- Route 34
- Bus Stops

2805 Delrose Dr.

The Knoxville Area Transit (KAT) provides convenient access to public transportation near 2805 Delrose Drive, enhancing connectivity for residents. Key routes such as Route 34: Burlington offer frequent services to and from downtown Knoxville.

Additionally, the property benefits from its proximity to major interstates and expressways, such as Interstate 40, which provides quick access to other parts of Knoxville and beyond.



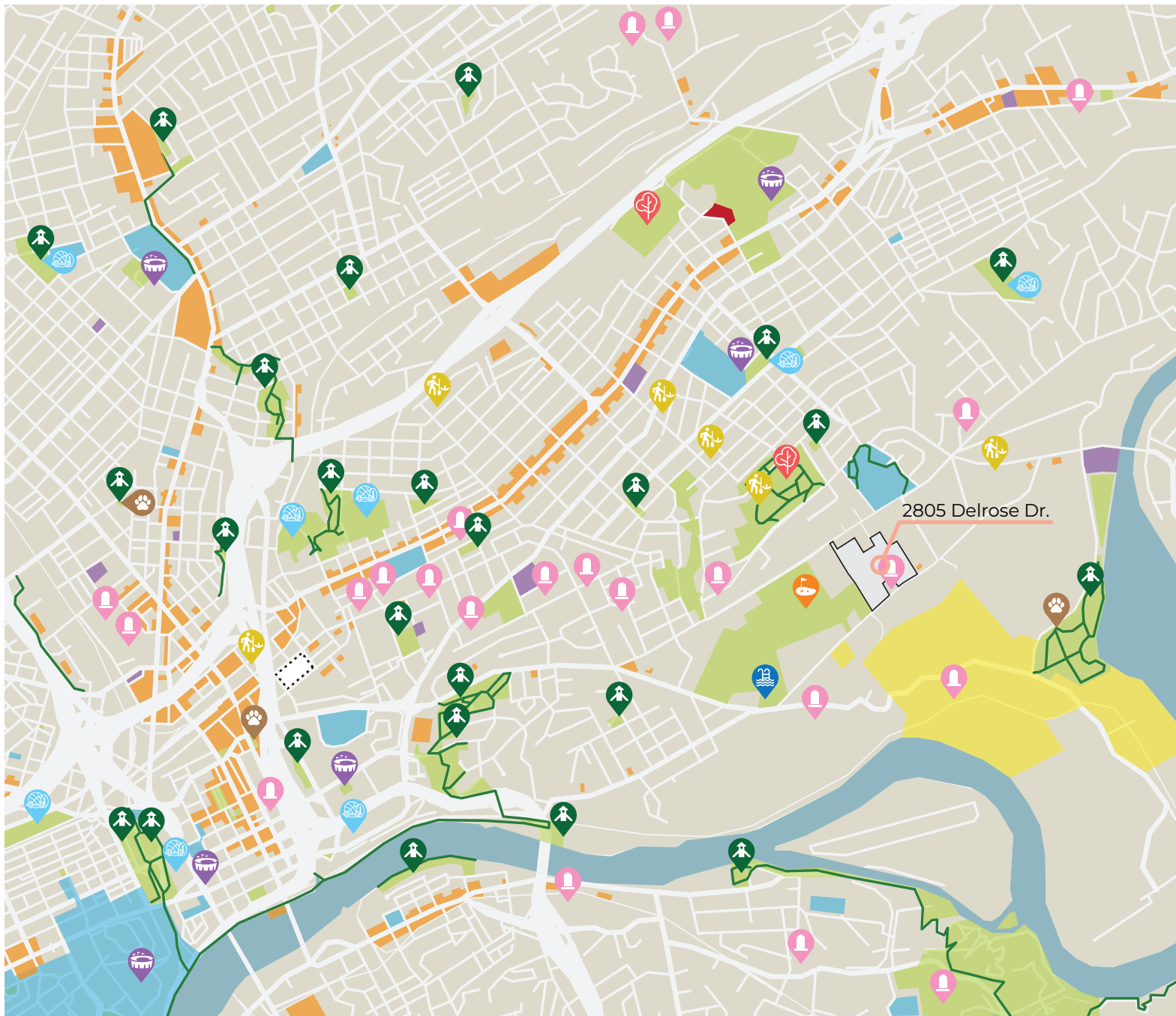
- Pedestrian
- - - - - Comfortable Biking
- - - - - Bike Lane
- Greenway
- Outdoor Recreation Facilities
- 2805 Delrose Dr.

The area around 2805 Delrose Drive features a network of greenways, bike lanes, and pedestrian-friendly paths, making it ideal for outdoor activities and sustainable transportation.

Nearby greenways, such as the James White Greenway and Will Skelton Greenway, connect residents to downtown and recreational spots like Ijams Nature Center.

Dedicated bike lanes and safe pedestrian pathways promote biking and walking, enhancing the area's accessibility and encouraging a healthy, active lifestyle.

The proposed interconnected sidewalks and walking paths will further improve walkability and community connectivity.



- Outdoor Recreation Facilities
- Public Playground
- Dog Park
- Community Garden\*
- Public Pool
- Golf Course
- Zoo/Botanical
- Stadium/Auditorium
- Sports
- Historic Cemeteries
- Educational Facilities/Schools
- Commercial/Retail Facilities
- Hospital/Health Facilities
- Mine/Quarry
- Muse (Kids Museum)
- Greenway
- Smokies Stadium (Coming Soon)

\*Source: <https://knoxgardenalliance.org/>

This comprehensive map showcases the diverse and valuable resources available in close proximity to 2805 Delrose Drive, making it an attractive location for residential development.

# POINTS OF INTEREST



AERIAL VIEW



# OVERVIEW + PROPOSED USE

2805 Delrose Drive in East Knoxville is a 30.43-acre site set for residential development. This land, located 3 miles from downtown Knoxville, features diverse vegetation and rock outcroppings. It was rezoned in 2024 from RN-1 to RN-4 to accommodate changing conditions and surrounding developments. However, due to the maximum lot size limitations under the current zoning, a Planned Development (PD) is the most suitable approach to achieve the intended vision for the site.

The Planned Development we are requesting would create a number of community benefits and adjust zoning exceptions to a small number of items that are specific to this plan. Proposed development includes 550 apartments distributed in four-story buildings at the center and 77 townhouses on the perimeter. It will provide 832 vehicle parking spaces, bike parking, bike repair stations, and EV charging stations.

Planned amenities include a community garden, natural park, dog park, pool house, greenways, and playgrounds. The development plans to preserve the historic Williams-Masterson Cemetery and existing trees while maintaining the Hillside Protection Overlay. Infrastructure improvements will focus on water quality mitigation, green spaces, and elevated walking paths. Additionally, a variety of housing options will promote a diverse and sustainable residential community.

In the following pages, this packet will explain the benefits of this plan and why the new use is appropriate for this site.

PROJECT SCHEDULE	
February 2025	Preliminary Plan to be Heard at Knoxville Knox-County Planning Commission.
Summer 2025	Submit Final Plan and construction drawings for approval
Fall 2025	Finalize construction drawings
Spring 2026	Break ground on new work

# REQUESTED CHANGES TO ZONING + DIMENSIONAL STANDARDS

<b>Standard/Zoning Ordinance</b>	<b>2805 Delrose Dr</b>
<b>USES</b>	
Dwelling, Multi-Family	<b>P</b>
Dwelling, Townhouse	<b>P</b>

<b>RN-4 DIMENSIONAL STANDARDS (current zone)</b> <b>(Exception adapted from other zones as applicable)</b>		<b>Adapted From</b>
Minimum Lot Area	<del>TH 3,000 SF/DU; MF 2,000 SF/DU; TH:</del> <b>2,000 SF/DU</b>	RN-5
Maximum Lot Area	<del>40,000 SF;</del> <b>N/A</b>	RN-5, RN-6 & RN-7
Maximum Building Height	<del>TH: 35'; MF: 45', unless adjacent to a single-family dwelling, then 35';</del>	RN-4
<b>SETBACKS</b>		
Minimum Interior Side Setback	<del>TH 5'; no less than 15' combined MF 12' or 15% of lot width whichever is greater;</del> <b>MF: 12', plus 1' additional setback for each 2 feet of building height over 35'</b>	RN-5

## REQUESTED ZONING EXCEPTIONS:

Regarding section 4.2.B and Table 4-1, we would request the exemption from the requirement for Special Use on review since the development plan exceeds "9 or more units total on lot."

Regarding Table 4-2: Residential Districts Dimensional Standards, we would request the following exceptions:

1. The minimum lot area permitted in RN-4 is 3,000 SF/DU for Townhouses and 2,000 SF/DU for Multi-family. **We would request that this requirement be partially based on RN-5: 2,000 SF/DU for Townhouses. The MF requirement can remain from RN-4 (2000 SF/DU).**

2. The maximum lot area permitted is 40,000 SF. **We would request for this requirement to be Not Applicable (N/A)**
3. The maximum building height is 45' for multi-family unless adjacent to a single-family dwelling, then 35'. **We would request the removal of this restriction. It is important to note that we plan to establish a transition buffer between the development and the surrounding neighborhood. This buffer will include townhouses at the perimeter of the property that conform to the specified height requirements, as well as the preservation of as many trees as possible to minimize any negative visual impact on the neighborhood.**
4. The minimum interior side setback for Multi-family 12' or 15% of lot width whichever is greater. **Due to the large dimensions of the lot, we request that this requirement be based on RN-5, which stipulates 12', plus 1' additional setback for each 2 feet of building height over 35'**

Regarding Table 12-2, we would request a **partial allowance to not require Class A Buffer when a parking lot of a multi-family dwelling abuts a residential district**, applying these on the baptist church lot on the left and the residence adjacent to the access to Riverside Road on the right.

## NUMBER OF UNITS PROPOSED

**~593 Apartments**  
**77 Townhouses**

## NUMBER OF PARKING SPACES PROPOSED

**812 total parking spaces provided**

- 2.25 spaces/townhouse = 174
- 1.2-2.2 spaces per apartment (1.4 average based on majority 1BR units) = 830
- Minimum required number of spaces based on preliminary plan = 1004
- 30% Reduction for being located within 1/4 of a mile of a transit route = 302

**Minimum required spaces = 702**

**112 parking provided over the required minimum**

# BENEFITS OF DELROSE PLANNED DEVELOPMENT

The following list outlines how the proposed development adheres to the key characteristics required for a Planned Development. Each element has been designed to meet or exceed the standards necessary to justify exceptions to the zoning district's dimensional, design, and use regulations.

These features ensure that the project aligns with the broader goals of sustainable growth, community enhancement, and responsible land use, while preserving the unique qualities of the site

## COMMUNITY BENEFITS

### a. Recreational Facilities:

- Creation of a community playground, community garden, and accessible pool available to the community.
- Development of interconnected sidewalks and walking and bike path connecting Delrose Drive, Brooks Avenue, Riverside Road and future greenway.

### b. Sustainable Building Practices:

- By not subdividing and limiting lot sizes, the structures can have the flexibility to allow for greenspace and better preservation of natural grade

### c. Preservation of Natural Features:

- By not subdividing and limiting lot or building sizes, the structures built can have more units under one roof, preventing the use of hundreds of tons of building material that would be needed for the same number of units if limited by the RN-4 maximum lot size.

- Furthermore, utilizing the parking in a grid pattern instead of a series of small parking lots will prevent many tons of paving and impervious area

### d. Heritage Conservation:

- Commitment to the clean-up and preservation of the Historic Williams-Masterson Cemetery.

### e. Community Parks and Recreation:

- Proposal of a park and dog park for the community.
- Creation of greenspaces and extended connection to future East Knoxville greenways

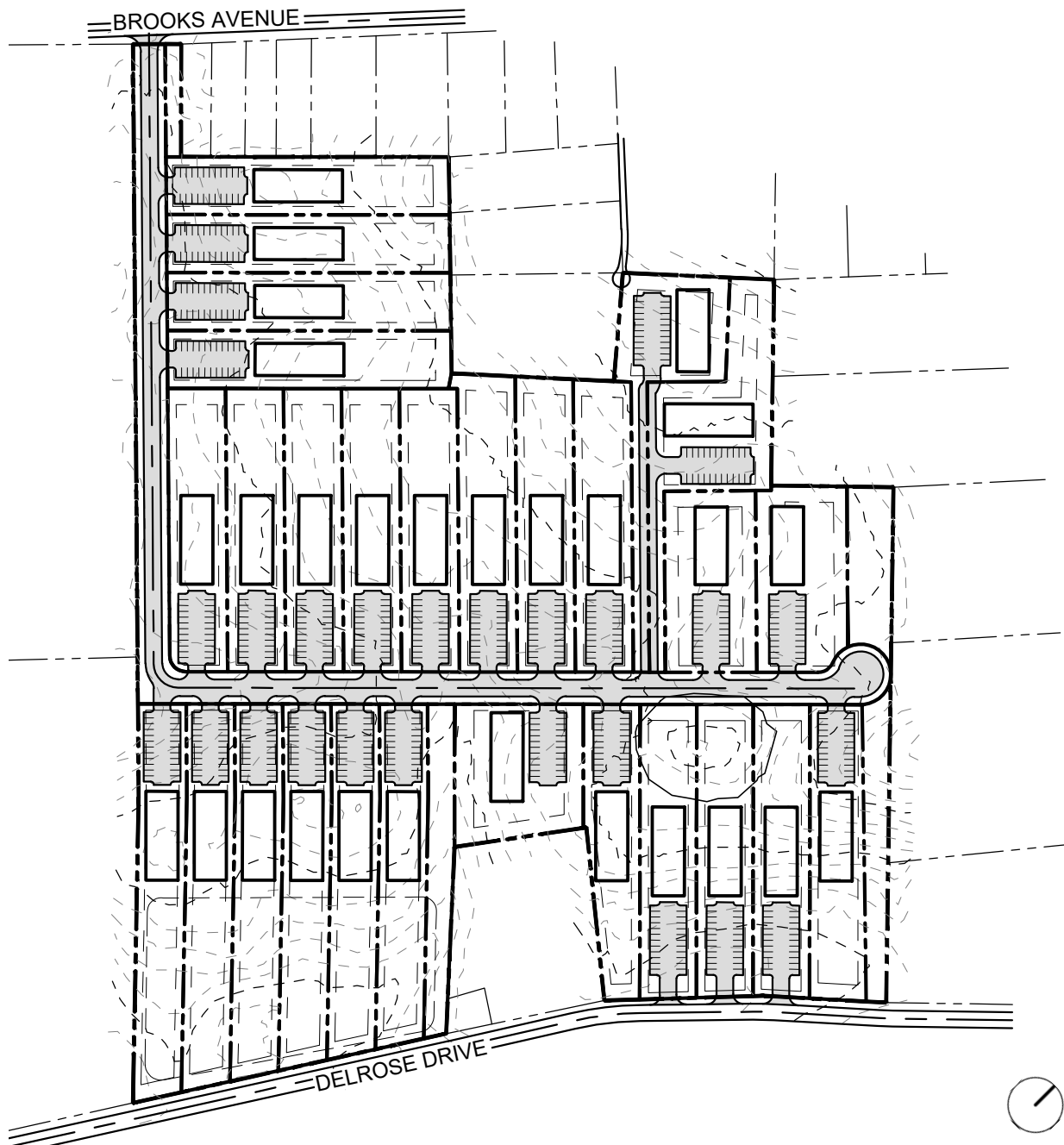
### f. Transportation and Accessibility:

- Provision of bike parking and storage for residents and community members.
- Parking for community use of public spaces.
- Installation of a bike repair station and electric vehicle charging stations throughout the development.
- Multiple connection points to arterial and collector streets.
- Improvement of existing sidewalks and infrastructure.
- \*Complete widening of Riverside Road to 18' and building of a sidewalk from Riverside Road entrance to Brooks Ave.

### g. Inclusive Design:

- Commitment to a more inclusive community by providing more than the legally required number of accessible units.
- Use of Middle Housing Types to create a transition buffer between the development and the surrounding neighborhood.
- Townhouse units will be Owner-occupied residences.

\*Subject to recommendation by CoK Engineering



If the development were to proceed under the existing limitations, the result would be a compromised plan. Key impacts include:

- Reduced green space and buffers between the development and neighboring properties, affecting overall privacy.
- Decreased pedestrian engagement and accessibility, leading to a less walkable connected environment.
- Limited or no common amenities, reducing the overall quality of life for residents and community.
- Waste of construction materials due to smaller, fragmented footprint buildings, increasing inefficiencies.
- The existing topography would require extensive grading, which would increase stormwater runoff into adjacent facilities, potentially causing environmental concerns.
- Fewer opportunities to preserve existing trees, rock outcroppings, and other distinctive landscape features.
- A more car-focused layout, with increased hardscape due to additional drive aisles, resulting in greater stormwater runoff.
- A lack of alignment with neighborhood character, creating a development that feels disjointed and suburban in nature.

This approach, as evident, would not be optimal, as it would compromise the overall vision of the project, ultimately detracting from the sense of community.



## COMMUNITY BENEFITS

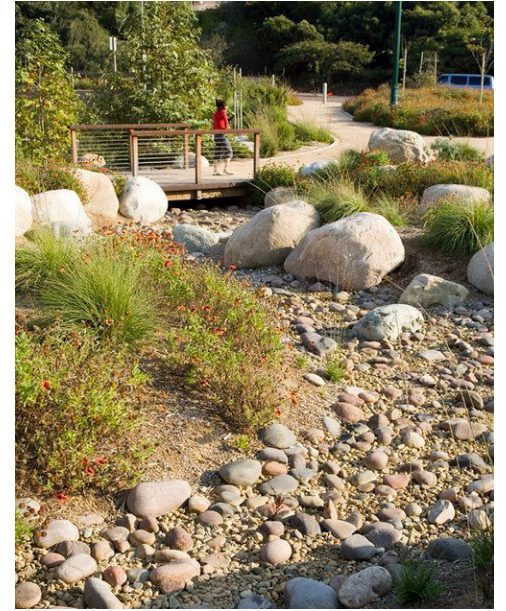
- b. By not limiting lot sizes, structures can have the flexibility to allow for greenspace and better preservation of natural grade
- f. Provision of vehicle parking, electric charging stations, bike parking and repair stations and storage for residents and community.
- c. Preservation of 35' natural buffer between adjacent properties and new development and increased buffer/outdoor space accessible to adjacent neighbors
- f. Complete widening of Riverside Road to 18' and building of a sidewalk from that entrance to Brooks Ave.
- a. Interconnected walkpaths to Delrose Drive, Brooks Avenue and Riverside Road and potential future connectivity to existing golf course.
- e. Park and dog park for the community
- e. Creation of greenspaces and extended connection to future East Knoxville greenways
- c. Grid pattern parking to prevent many tons of pavement and impervious area
- a. Community gardens, playground, pickleball courts, pool and clubhouse.
- g. Middle Housing Types to create transition buffer between development and surrounding neighborhood.
- d. Clean-up and preservation of the Historic Williams-Masterson Cemetery.
- f. Multiple connection points to arterial and collector streets.

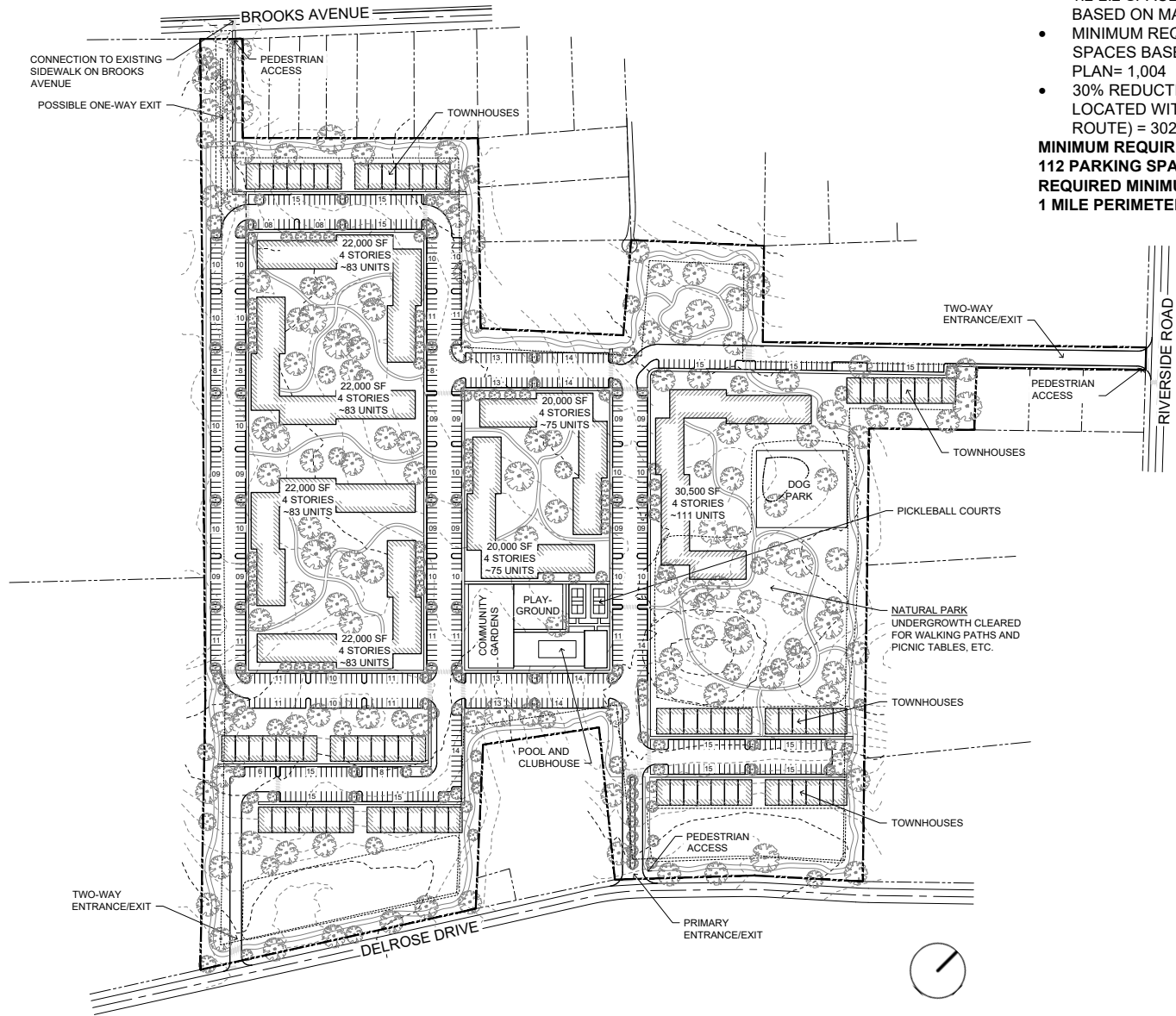
## SITE MAP + COMMUNITY BENEFITS

# ARCHITECTURE CONCEPT IMAGES



# AMENITIES CONCEPT IMAGES



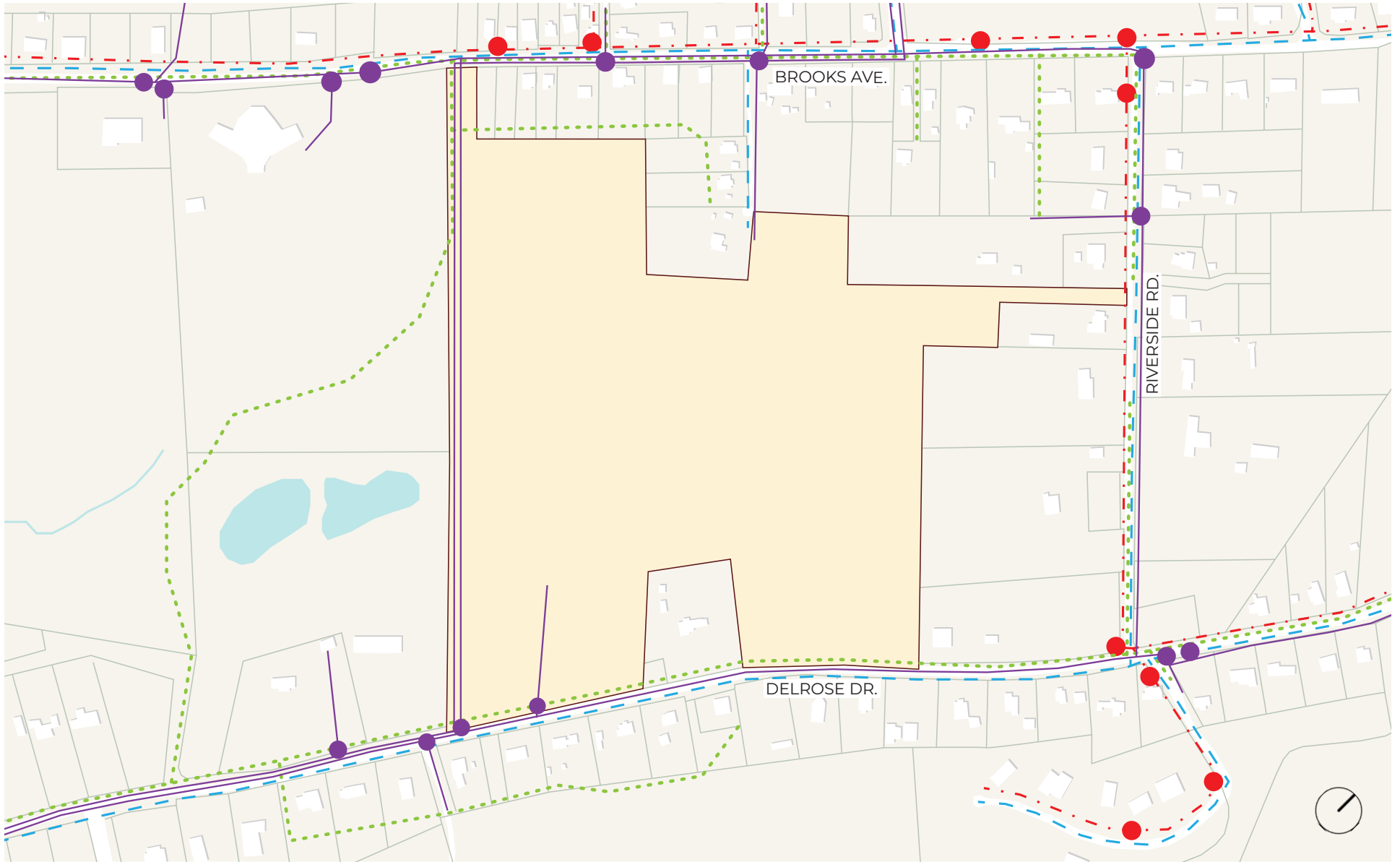


**77 TOWNHOUSES**  
**TOTAL PARKING SPACES PROVIDED = 812**

- 2.25 SPACES/TOWNHOUSE = 174
- 1.2-2.2 SPACES PER APARTMENT (1.4 AVERAGE BASED ON MAJORITY 1BR UNITS) = 830
- MINIMUM REQUIRED NUMBER OF SPACES BASED ON PRELIMINARY PLAN= 1,004
- 30% REDUCTION FOR BEING LOCATED WITHIN 1/4 OF A MILE OF A TRANSIT ROUTE) = 302

**MINIMUM REQUIRED SPACES = 702**  
**112 PARKING SPACES PROVIDED OVER THE REQUIRED MINIMUM**  
**1 MILE PERIMETER WALKING PATH**





● — ● ELECTRIC UTILITIES

● ● ● ● SEWER UTILITIES

● - - ● GAS UTILITIES

— — — — WATER UTILITIES

# APPENDIX B: UTILITY MAP