



**KNOXVILLE/KNOX COUNTY METROPOLITAN PLANNING COMMISSION  
SUBDIVISION REPORT - CONCEPT**

▶ **FILE #:** 10-SB-06-C **AGENDA ITEM #:** 11  
POSTPONEMENT(S): 10/12/2006 - 11/9/2006 **AGENDA DATE:** 12/14/2006

▶ **SUBDIVISION:** EMORY CENTER (FKA EMORY PLACE)

▶ **APPLICANT/DEVELOPER:** MILLER SURVEYING, INC.

OWNER(S): GARRETT FAMILY PROPERTIES, LLC

TAX IDENTIFICATION: 47 79 & 83.01

JURISDICTION: County Commission District 7

▶ **LOCATION:** Northwest side of Emory Rd., southwest of Bishop Rd.

SECTOR PLAN: North County

GROWTH POLICY PLAN: Planned Growth Area

▶ **APPROXIMATE ACREAGE:** 8.48 acres

▶ **ZONING:** CA (General Business) & I (Industrial)

▶ **EXISTING LAND USE:** Residence, vacant land and industrial facility

▶ **PROPOSED USE:** Commercial subdivision

SURROUNDING LAND USE AND ZONING: North: Residences / PR (Planned Residential) & RA (Low Density Residential)  
South: Mixed businesses / CB (Business and Manufacturing)  
East: Residences / A (Agricultural)  
West: Mixed businesses / CA (General Business) & C-4 (Highway and Arterial Commercial)

▶ **NUMBER OF LOTS:** 5

SURVEYOR/ENGINEER: Miller Land Surveying

ACCESSIBILITY: Access is via E. Emory Rd., a major arterial street with a five lane section within an 80' right-of-way.

▶ **SUBDIVISION VARIANCES REQUIRED:**  
1. Reduction of required corner radius at the southwest side of Thunder Ln. at its intersection with E. Emory Road, from 75' to 40'.  
2. Reduction of required right-of-way for E. Emory Rd., from 56' to 45' to centerline.

**STAFF RECOMMENDATION:**

▶ **APPROVE** variances 1 and 2 because the existing site conditions restrict compliance with the Subdivision Regulations, and the proposed variances will not create a traffic hazard.

**APPROVE** the Concept Plan subject to 8 conditions:

1. Meeting all applicable requirements of the Knox County Health Department.
2. Provision of a street name which is consistent with the Uniform Street Naming and Addressing System within Knox County (Ord. 91-1-102).
3. Placing a note on the final plat that direct access to E. Emory Rd. from Lots 1 and 2 shall be through a shared access drive subject to approval from the Knox County Department of Engineering and Public Works and the Tennessee Department of Transportation.
4. Revising the concept plan to provide a 75' transition radius at the cud-de-sac turnaround for both the edge of pavement and the right-of-way.

5. Meeting all applicable requirements of the Knox County Department of Engineering and Public Works.
6. Obtaining a street connection permit from the Tennessee Department of Transportation.
7. Meeting all applicable requirements of the Knox County Zoning Ordinance.
8. A final plat application based on this concept plan will not be accepted for review by the MPC until certification of design plan approval has been submitted to the MPC staff.

With the conditions noted, this plan meets the requirements for approval of a Concept Plan.

**COMMENTS:**

The applicant is proposing a commercial development on an 8.48 acre site located on the northwest side of E. Emory Rd., just east of the entrance to the property that was the former site of Plastiline. This site was recently rezoned to CA (General Business) by Knox County Commission on June 26, 2006 (5-W-06-RZ).

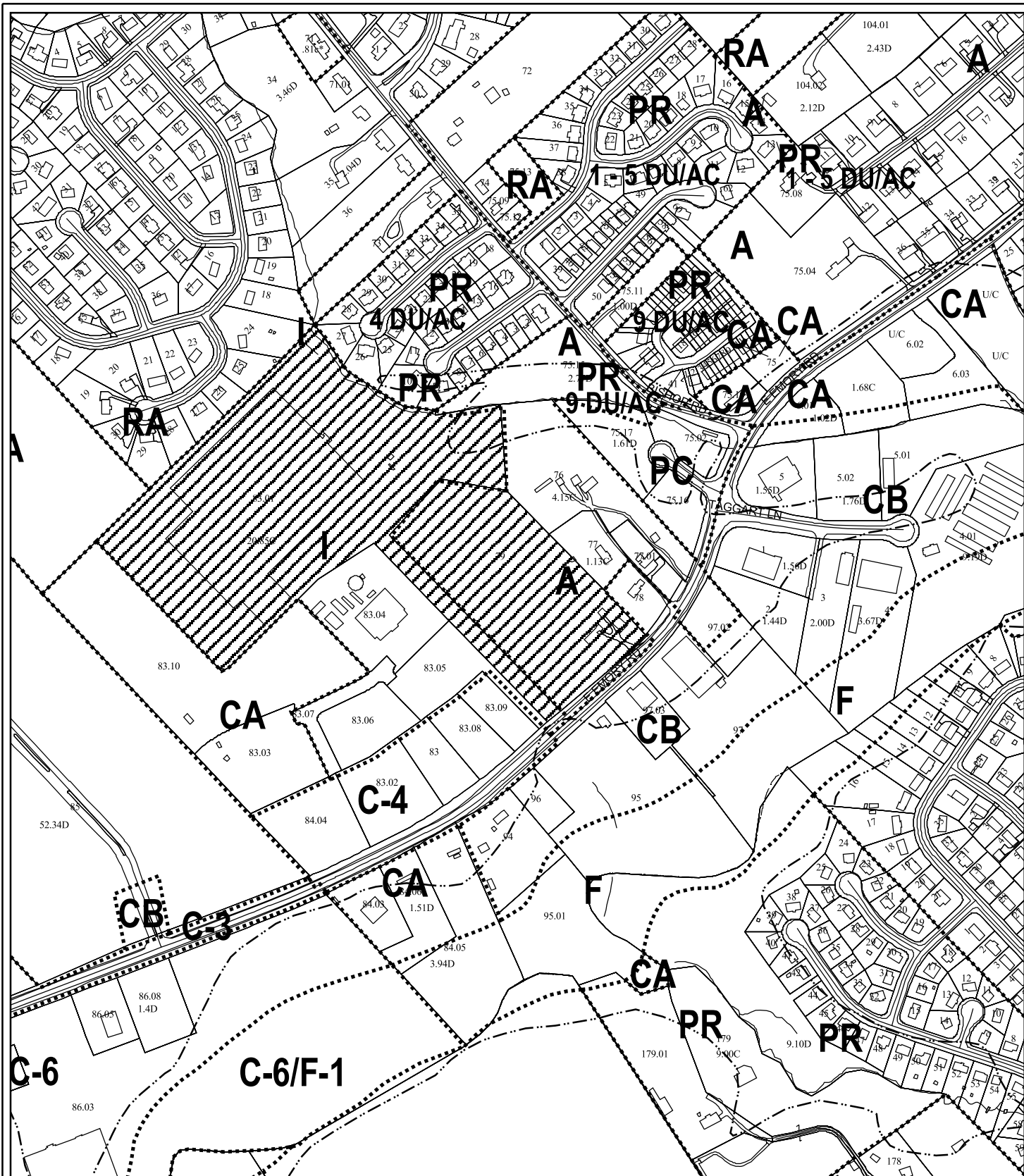
The proposed concept plan shows 5 lots on the 8.48 acre site. Access for the subdivision will include the replacement of the existing driveway on the west side of the property by a new public street meeting industrial street standards. Since the proposed public street includes a portion of the former Plastiline site (approximately 23.9 acres), the final plat for the subdivision will have to include the resubdivision of that tract.

Due to the amount of traffic that would be generated from 5 commercial lots developed under the CA zoning, Staff determined that a traffic impact study would be required for the subdivision. A copy of the executive summary for the study is attached. Recommended improvements include separate left and right turn lanes exiting the development on Thunder Ln. and westbound right turn lanes at the entrances to the development. A street connection permit will be required from the Tennessee Department of Transportation (TDOT) for improvements to E. Emory Rd.

The concept plan submitted by the applicant also includes a shared access drive directly off of E. Emory Rd. for Lots 1 and 2. The final location and design of shared access drive is subject to review and approval by the Knox County Department of Engineering and Public Works and the Tennessee Department of Transportation.


Stormwater detention for the subdivision is proposed at the southeast corner of the former Plastiline parcel.

MPC's approval or denial of this request is final, unless the action is appealed to Knox County Chancery Court. The date of the Knox County Chancery Court appeal hearing will depend on when the appeal application is filed.

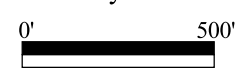


10-SB-06-C  
CONCEPT PLAN

Subdivision: Emory Center  
Map No: 47  
Jurisdiction: County

 Approval of a Concept Plan

Original Print Date: 10/02/06    Revised: 10/05/06  
Metropolitan Planning Commission \* City / County Building \* Knoxville, TN 37902







10-SB-06-C

# TRAFFIC ACCESS STUDY EMORY CENTER

Prepared For:

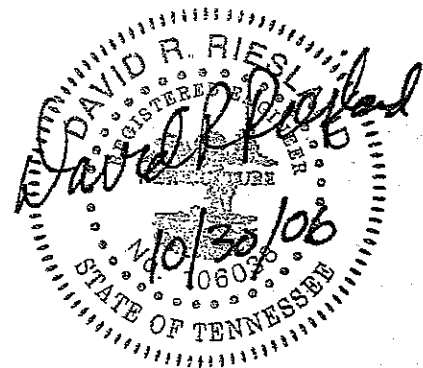
Archer Furrow & Associates  
PO Box 52368  
Knoxville, Tennessee 37950

Prepared By:

**BWSC** | BARGE  
WAGGONER  
SUMNER &  
CANNON, INC.

October 2006

File No. 32837-01/3000



## EXECUTIVE SUMMARY

This study evaluates the impact of a proposed mixed-use development on the north side of East Emory Road west of Bishop Road and Taggart Lane. This development, featuring two access points to East Emory Road, consists of a 5,000 square foot bank, an 8,000 square foot restaurant, and 20,000 square feet of specialty retail. The bank and restaurant make up the first phase with completion in 2007. Meanwhile, the specialty retail, to be developed on the back three lots, makes up the second phase with 2010 completion. In addition to capacity of the proposed intersections and the need for left-turn and/or right-turn storage into the proposed development, the study includes analyses of sight distance for the proposed site access intersections. It also addresses the location of the proposed site access intersections with respect to existing driveways on the south side of East Emory Road.

Knox County requires 400 feet of sight distance in both directions along a 40-mph posted roadway. Sight distance, exceeding these required minimums, is available at both proposed site access intersections on East Emory Road. Anticipated traffic volumes, when added to the background traffic, result in generally acceptable operating conditions. Regardless, using Knox County methodology for right-turn deceleration lanes, the proposed traffic volumes will create a need for westbound right-turn lanes into the site at both Thunder Lane as well as the new site access intersection. The existing five-lane cross-section on East Emory Road negates the need to construct any left-turn storage into the site.

To avoid conflicts between the new site access intersection and existing driveways on the south side of East Emory Road, the new driveway should be located opposite the existing day-care driveway. The Thunder Lane approach to East Emory Road will be constructed with separate lanes for left- and right-turn traffic onto East Emory Road. These lanes should provide 100 feet of storage in both the left- and right-turn lanes. The other site access approach to East Emory Road will function adequately with a single lane for left- and right-turn traffic. It is reasonable to expect that approximately two to three percent of entering and/or exiting site traffic volumes could shift to either Delozier Way or Barnett Way should one of these two approaches to East Emory Road warrant signalization at some point in the future. No other off-site improvements are recommended to mitigate traffic impacts attributable to the proposed development.

**INTRODUCTION**

In the area north of downtown Knoxville, East Emory Road provides access between Interstate Highway 75 and US Highway 441. East Emory Road is generally an east-west roadway. At the west end of its run between Interstate Highway 75 and US Highway 441, East Emory Road is a five-lane roadway while it is a two-lane roadway closer to US Highway 441. In the vicinity of the proposed development, East Emory Road is a five-lane roadway. In the vicinity of the proposed site, East Emory Road serves a mixture of residential, commercial, industrial, and service land uses.

The existing intersections of East Emory Road with Bishop Road and Taggart Lane are unsignalized with STOP control on the Bishop Road and Taggart Lane approaches.