



**KNOXVILLE/KNOX COUNTY METROPOLITAN PLANNING COMMISSION
PLAN AMENDMENT/REZONING REPORT**

▶ **FILE #:** 1-E-06-RZ **AGENDA ITEM #** 46
1-D-06-SP **AGENDA DATE:** 2/9/2006

POSTPONEMENT(S): 1/12/2006

▶ **APPLICANT:** ARTHUR SEYMOUR
OWNER(S): DAVID BURLESON

TAX ID NUMBER: 133 L B 037, 037.01 (PART ZONED A)
JURISDICTION: Commission District 4

▶ **LOCATION:** Southwest side of Wrights Ferry Rd., southeast side of Northshore Dr.

▶ **TRACT INFORMATION:** 6.87 acres.

SECTOR PLAN: Southwest County

GROWTH POLICY PLAN: Urban Growth Area (Outside City Limits)

ACCESSIBILITY: Access is via Wrights Ferry Rd., a major collector street with 20' of pavement within a 40' right-of-way.

UTILITIES: Water Source: KUB
Sewer Source: KUB

▶ **PRESENT PLAN DESIGNATION/ZONING:** LDR (Low Density Residential) / A (Agricultural)

▶ **PROPOSED PLAN DESIGNATION/ZONING:** C (Commercial) / CA (General Business)

▶ **EXISTING LAND USE:** Vacant residence

▶ **PROPOSED USE:** Upscale storage facility

EXTENSION OF PLAN DESIGNATION/ZONING: Yes

HISTORY OF ZONING REQUESTS: Property was denied CA zoning in 2004. (1-C-04-SP/1-O-04-RZ)

SURROUNDING LAND USE, PLAN DESIGNATION, ZONING
North: Retail business C/ CA and C-1 Commercial
South: Residences AG/RR/ A Agricultural
East: Apartments / MDR/SLPA/ PR Residential
West: Residences / LDR/SLPA / RA and A Agricultural

NEIGHBORHOOD CONTEXT: This undeveloped site is adjacent to the commercial mode located around the Morrell Rd., S. Northshore Dr. intersection. Zoned CA, C-1, C-3 and SC-1, and residential uses including both apartments and single family housing within PR, RA and A zones.

STAFF RECOMMENDATION:

▶ **DENY C (Commercial) designation**

Commercial uses are not appropriate on this property, which extends into established residential area. The

property's steep slopes are not suitable for commercial development, which would require substantial grading of the site. (The applicant has submitted the attached site plan for mini-storage facilities on this site in support of this request.) The sector plan proposes low density residential, rural agricultural and slope protection for this stie.

► **DENY CA (General Business) zoning, consistent with the sector plan recommendation.**

CA zoning allows a wide range of uses which are not appropriate for this site, but are more appropriate at the commercial node located to the northwest, at the intersection of S. Northshore Dr. and Wrights Ferry Rd..

COMMENTS:

NEED AND JUSTIFICATION FOR THE PROPOSAL

1. The Commercial designation and CA zoning will allow non-residential development that is not compatible with the scale and intensity of the surrounding development and zoning pattern.
2. CA zoning allows a wide range of uses, many of which are not appropriate for this site, considering the adjacent residential uses and the site's steep topography. Plans for this property could change, and any CA use could be established on this site.
3. Allowing commercial development to extend further to the south would be an intrusion into the existing residential area surrounding the property and might lead to future requests for further extensions. Approval of these requests would create an undesirable strip commercial pattern.
4. MPC denied a one year plan amendment to GC and rezoning to C-6 on the 11-acre parcel directly across from the subject property on May 9, 1996 (4-J-96-PA/4-BB-96-RZ). The staff report at that time references traffic congestion and delays at the intersection of Wrights Ferry Rd. and S. Northshore Dr. Additional commercial uses south on Wrights Ferry Rd. would exacerbate that problem, which still exists. There is no change in the conditions of this site or the surrounding area to warrant a recommendation other than denial.

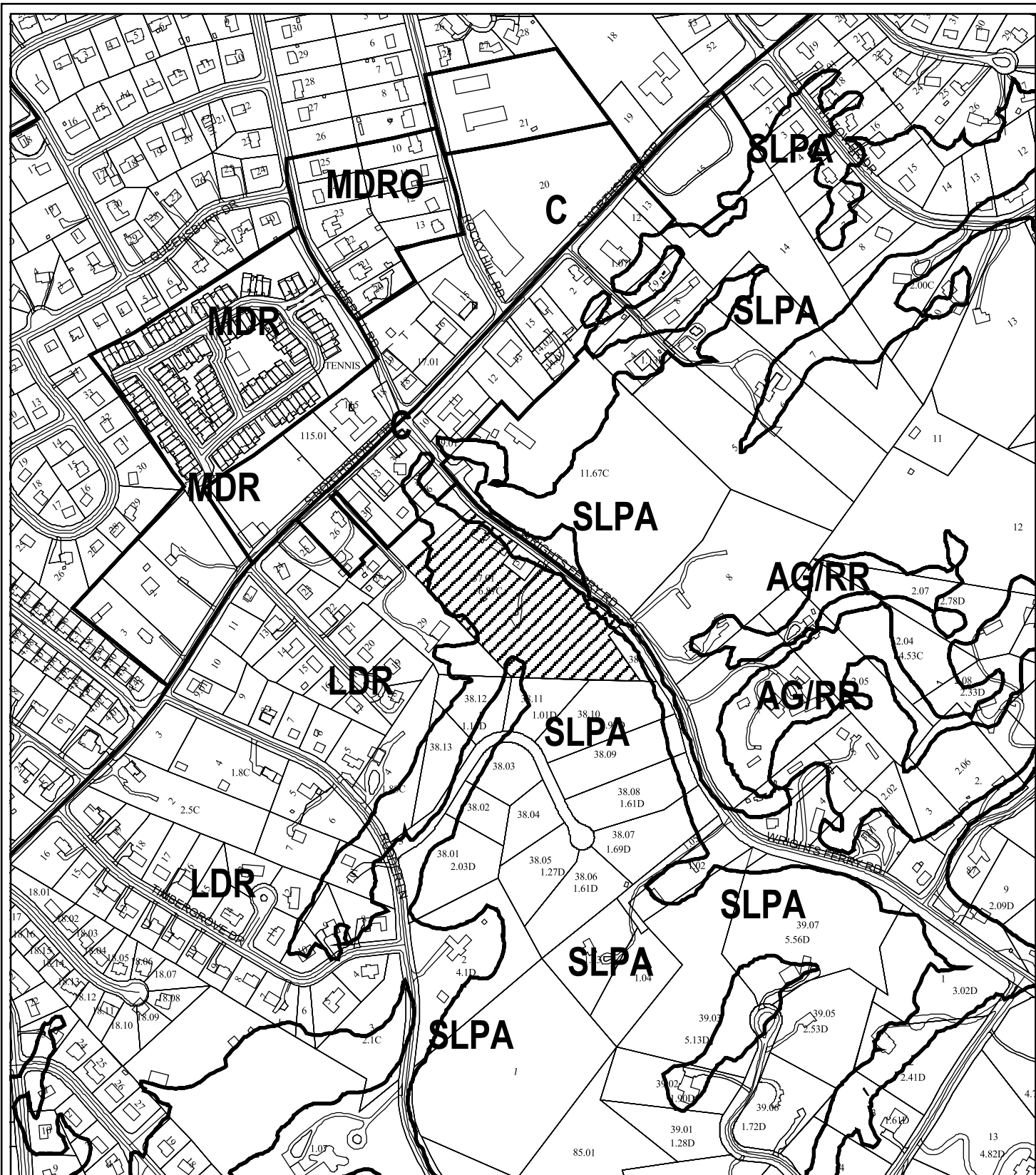
THE EFFECTS OF THE PROPOSAL

1. Public water and sewer utilities are available to serve the site.
2. With added vehicle trips, the proposal would have an impact on traffic on Wrights Ferry Rd. and at the intersection with S. Northshore Dr. to the north. The proposal would have no impact on schools.
3. Commercial uses at this site could have a negative impact on surrounding residential properties.


CONFORMITY OF THE PROPOSAL TO ADOPTED PLANS

1. The Southwest County Sector Plan proposes low density residential and agricultural/rural residential uses for this site. Most of the site is designated by the sector plan as a slope protection area. The proposal is not consistent with the sector plan.
2. The site is located within the Knoxville Urban Growth Area of the Knoxville-Knox County-Farragut Growth Policy Plan.

If approved, this item will be forwarded to Knox County Commission for action on 3/27/2006. If denied, MPC's action is final, unless the action to deny is appealed to Knox County Commission. The date of the appeal hearing will depend on when the appeal application is filed. Appellants have 30 days to appeal an MPC decision in the County.



**1-D-06-SP/1-E-06-RZ
SECTOR PLAN AMENDMENT
SOUTHWEST COUNTY SECTOR PLAN AMENDMENT**

 From: LDR (Low Density Residential)
 To: C (Commercial)

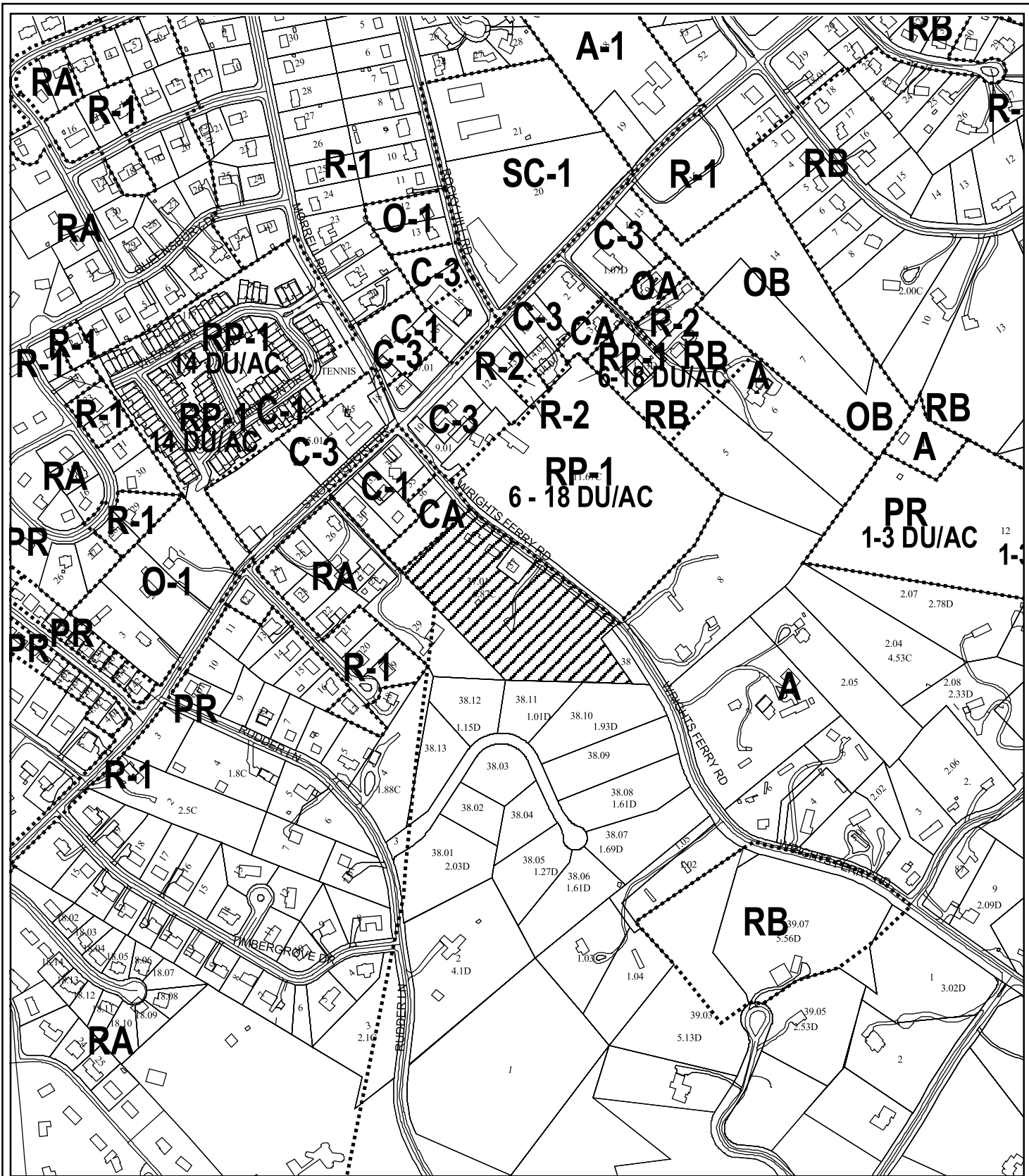
Original Print Date: 01/03/06 Revised: 01/31/06
 Metropolitan Planning Commission * City / County Building * Knoxville, TN 37902

Petitioner: Arthur Seymour

Map No: 133

Jurisdiction: County





**1-E-06-RZ
REZONING**

Petitioner: Arthur Seymour

Map No: 133

Jurisdiction: County



From: A (Agricultural)

To: CA (General Business)

Original Print Date: 12/29/05 Revised: 01/31/06

Metropolitan Planning Commission * City / County Building * Knoxville, TN 37902



**Trip Generation Analysis
Wrights Ferry**

1-D-06-SP
1-E-06-RZ

The self storage function produces low trip generation rates. Phase I is expected to generate only 49 vehicles per day based on a trip generation rate of 2.61/1000 sq ft as specified in Trip Generation, published by the Institute of Transportation Engineers. If the land was ever to be developed to full capacity, the maximum estimated impact would be only 125 vehicles per day.

	Phase I	Maximum Capacity
Square feet	37,550	95,450
Weekday Trips - Enter/Exit	98	249
Estimated Vehicles per Day	49	125

Mini-Warehouse (151)

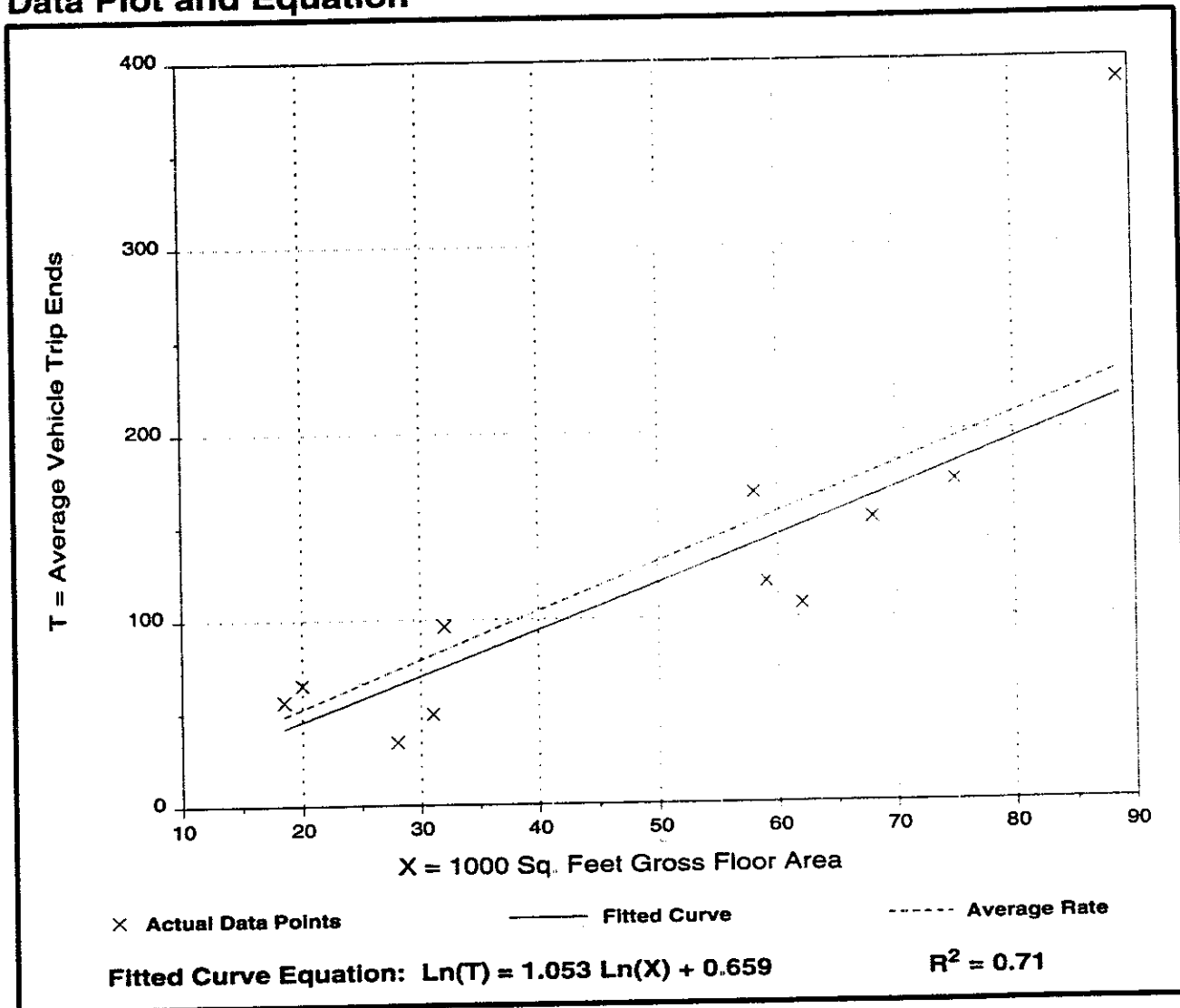
**Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area
On a: Weekday**

Number of Studies: 11
 Average 1000 Sq. Feet GFA: 49
 Directional Distribution: 50% entering, 50% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
2.61	1.21 - 4.36	1.85

Data Plot and Equation

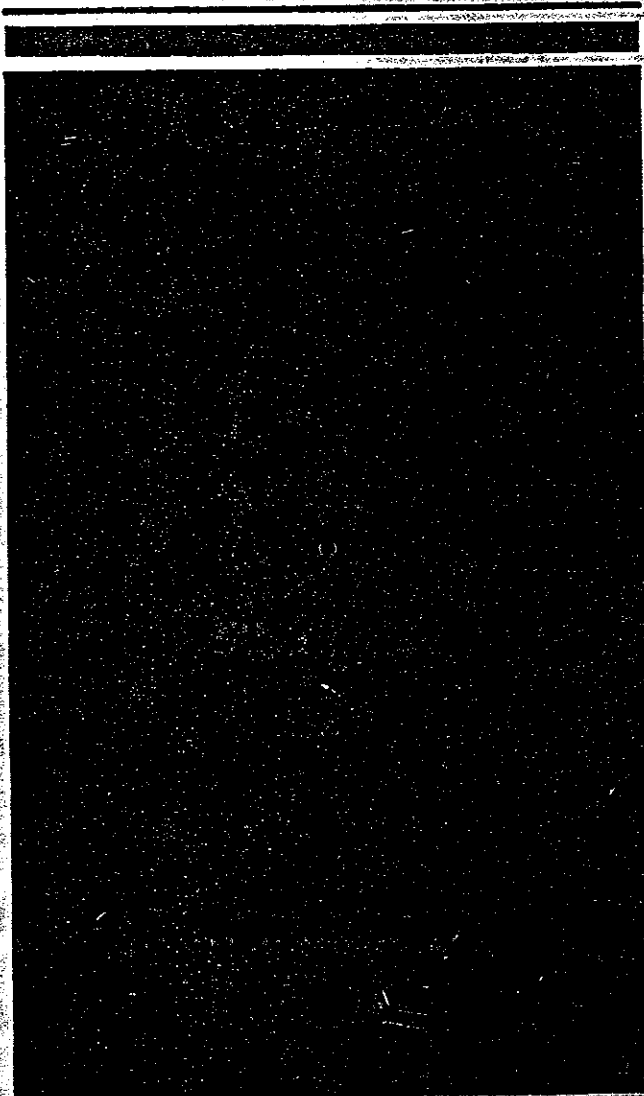


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TRIP GENERATION



INSTITUTE OF
TRANSPORTATION ENGINEERS

III. DEFINITION OF TERMS

Average Trip Rate

A weighted average of the number of vehicle trips or trip ends per unit of independent variable (e.g., trip ends per occupied dwelling unit or employee) using a site's driveway(s). The weighted average rate is calculated by summing all trips or trip ends and all independent variable units where paired data are available, and then dividing the sum of the trip ends by the sum of the independent variable units. The weighted average rate is used rather than the average of the individual rates because of the variance within each data set or generating unit. Data sets with a large variance would over-influence the average rate if they were unweighted.

Average Trip Rate for Peak Hour of the Adjacent Street Traffic

The highest one-hour weighted average vehicle trip generation rate between 7 and 9 A.M. or between 4 and 6 P.M. when the adjacent street traffic is at its peak. This rate represents trips using a site's driveways.

Average Trip Rate for Peak Hour of the Generator

A weighted average vehicle trip generation rate during the hour of highest volume of traffic entering and exiting the site in the morning (A.M.) or the afternoon (P.M.) It may or may not coincide in time or volume with the trip rate for the peak hour of the adjacent street traffic; the trip rate for the peak hour of the generator will be equal to or greater than the trip rate for the peak hour between 7 and 9 A.M. or between 4 and 6 P.M. This rate represents trips using a site's driveways.

Average Weekday Vehicle Trip Ends (AWDVTE)

The average 24-hour total of all vehicle trips counted to and from a study site from Monday through Friday.

Average Weekday Trip Rate

The weighted average vehicle trip generation rate during a 24-hour period for a weekday (Monday through Friday). This represents trips using a site's driveways.

Average Saturday Trip Rate

The weighted average vehicle trip generation rate during a 24-hour period for a Saturday. This rate represents trips using a site's driveways.

Average Trip Rate for Saturday Peak Hour of Generator

The weighted average vehicle trip generation rate during the hour of highest volume of traffic entering and exiting a site on a Saturday. It may occur in the A.M. or P.M. This rate represents trips using a site's driveways.

Average Sunday Trip Rate

The weighted average vehicle trip generation rate during a 24-hour period for a Sunday. This rate represents trips using a site's driveways.

Average Trip Rate for Sunday Peak Hour of Generator

The weighted average vehicle trip generation rate during the hour of highest volume of traffic entering and exiting a site on a Sunday. It may occur in the A.M. or P.M. This rate represents trips using a site's driveways.

Diverted Linked Trips

Trips that are produced from the traffic volume on roadways within the vicinity of the generator and require a diversion from that roadway to another roadway with access to the site. These roadways could include streets or freeways adjacent to the generator but without access to the generator.

Gross Floor Area (GFA)¹

The gross floor area of a building is the sum (in square feet) of the area at each floor level, including cellars, basements, mezzanines, penthouses, corridors, lobbies, stores, and offices, that are included within the principal outside faces of exterior walls, not including architectural setbacks or projections. Included are all stories or areas that have floor surfaces with clear standing head room (6 feet, 6 inches, minimum) regardless of their use. Where a ground level area, or part thereof, within the principal outside faces of the exterior walls is left unenclosed, the gross floor area of the unenclosed portion is said to be considered as a part of the overall square footage of the building. All unroofed areas and unenclosed roofed-over spaces, except as defined above, are to be excluded from the area calculations.

For purposes of the trip generation calculation, the gross floor area of any parking garages within the building shall not be included within the gross floor area of the entire building. A majority of the land uses in this report express trip generation in terms of gross floor area. The unit of measurement for office buildings is currently gross floor area; however, it is desirable to also obtain data related to gross rentable area and net rentable area.

Gross Leasable Area (GLA)²

Gross leasable area is the total floor area designed for tenant occupancy and exclusive use, including any basements, mezzanines, or upper floors, expressed in square feet and measured from the centerline of joint partitions and from outside wall faces. For purposes of the trip generation calculation, the floor area of any parking garages within the building shall not be included within the GLA of the entire building. Gross leasable area is the area for which tenants pay rent; it is the area that produces income. GLA lends itself readily to measurement and comparison; thus, it has been adopted by the

¹ Institute of Real Estate Management of the National Association of Realtors. *Income/Expense Analysis. Office Buildings. Downtown and Suburban*, 1985, p. 236.

² Urban Land Institute *Dollars and Cents of Shopping Centers*, 1984.

shopping center industry as its standard for statistical comparison. Accordingly, GLA is used in this report for shopping centers and other retailers of goods and apparel. For strip centers, discount stores, and freestanding retail facilities, it is usually assumed that GLA equals GFA.

Gross Rentable Area (GRA)³

Gross rentable area shall be computed in square feet by measuring the inside finish of permanent outer building walls, or from the glass line where at least 50% of the outer building wall is glass. Gross rentable area shall include all area within outside walls less stairs, elevator shafts, flues, pipe shafts, vertical ducts, and balconies.

Net rentable area shall be computed in square feet by measuring inside the finish of permanent outer building walls or from glass line where at least 50% of the outer building wall is glass. Net rentable area shall include all area within outside walls excluding stairs, elevator shafts, flues, pipe shafts, vertical ducts, balconies, air conditioning rooms, janitorial closets, electrical closets, washrooms, public corridors, and such other rooms not actually available to the tenant for his furnishings and personnel and their enclosing walls. No deductions shall be made for columns and projections necessary to the building.

Independent Variable

A physical, measurable, or predictable unit describing the study site or generator (e.g. gross floor area, employees, seats, dwelling units).

Multi-Use Development / Capture Rate

A multi-use development is a single real estate project that consists of two or more land uses. Because the nature of the land uses, the trip-making characteristics are interrelated. For example, it can be assumed that some of the trips attracted to a shopping center are generated by "on-site" residences constructed as part of a single project. Likewise, some of the shoppers are attracted from an "on-site" office complex

³ Institute of Real Estate Management of the National Association of Realtors. *Income/Expense Analysis. Office Buildings. Downtown and Suburban*, 1985, p. 236.

constructed as part of the single project. Thus, while individual land uses generate or attract trips according to the statistics calculated in this report, trips at the perimeter (or imaginary cordon line surrounding the development) are not simply a total of the trips from the individual land uses. A reduction is suggested to account for the internal trips or those "captured" within the single, overall development. This reduction in trips, expressed as a percentage, is referred to as a capture rate. Chapter VIII of this report provides additional information.

Pass-By Trips

Trip generation rates and equations are based on volume counts taken at the driveways to the site being studied. In the case of a new development, particularly retail establishments, certain restaurants, banks, service stations, and convenience markets, trips are attracted from the passing traffic on adjacent streets—that is, traffic already "passing by" the site. Thus, when forecasted trips based on the trip generation

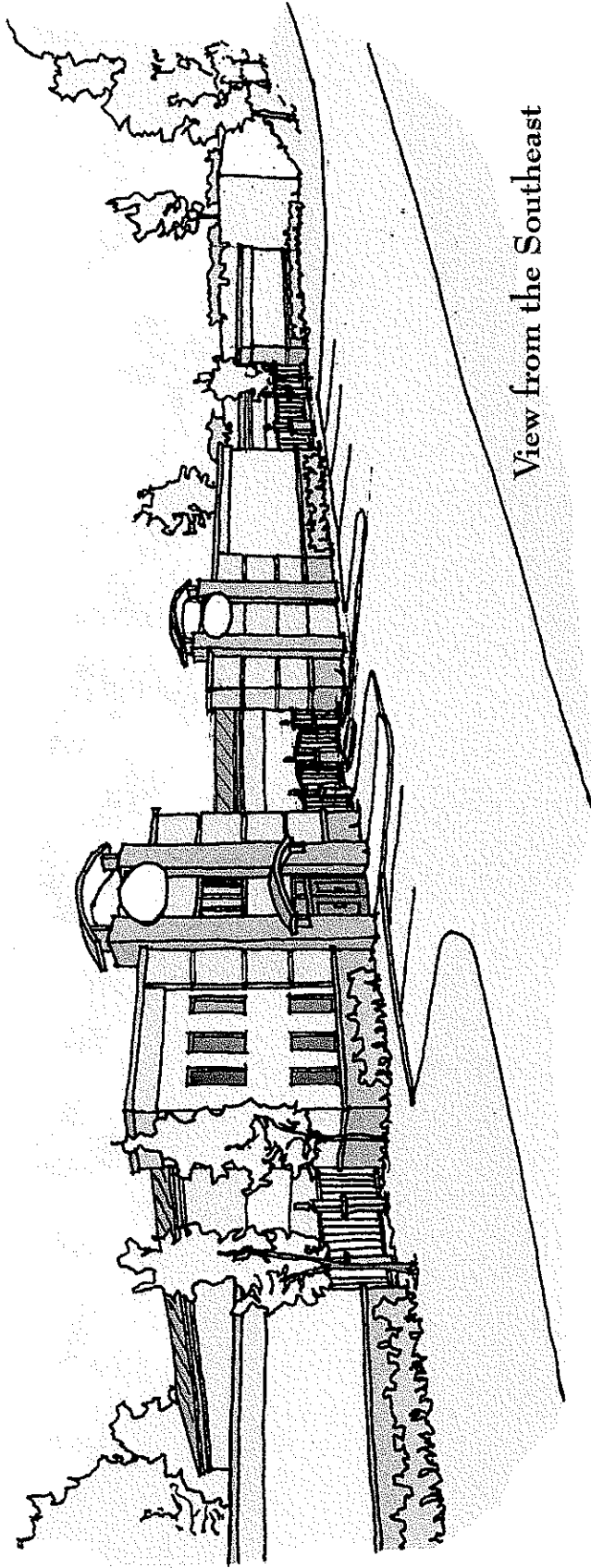
rates or equations are distributed to the adjacent streets, some reduction is made to account for those trips already there that will be attracted to the proposed development. That is, impacts at the entrances and exits to the proposed sites should be based on trip generation rates or equations; impacts on adjacent streets can be based on a reduced forecast to account for pass-by trips. Chapter VII of this report provides further information.

Trip

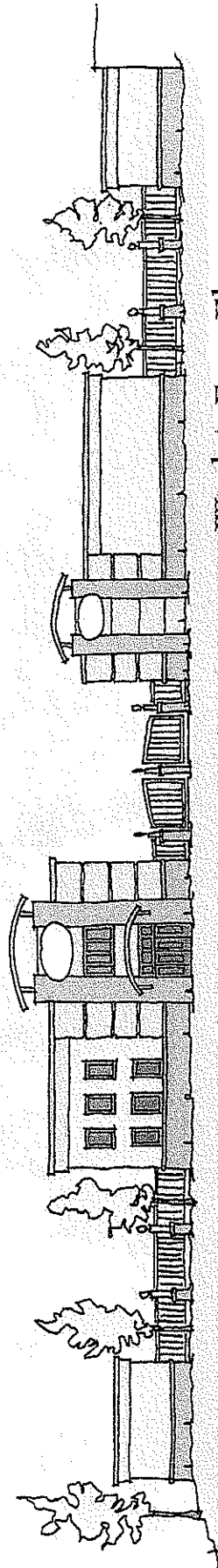
A single or one-direction vehicle movement with either the origin or the destination (exiting or entering) inside a study site.

Trip Ends

One trip end is equal to one trip, as defined above. For trip generation purposes, total trip ends for a land use over a given period of time are the total of all trips entering plus all trips exiting a site during that designated time.



View from the Southeast



Wright's Ferry Elevation



Schematic Design
for
Wright's Ferry Storage Development
Knoxville, Tennessee

The Foxhollow - Goodson Group

Nashville * Knoxville

1320 Papermill Pointe Way
Knoxville, Tennessee 37909
Phone: (865) 558-5855
Fax: (865) 558-0955

WILL ROBINSON & ASSOCIATES
 1248 N. Shorewood Ln
 Clarksville, TN 37044
 (615) 426-7918



A New Storage Facility For
Todd Harms
 Whynhis Ferry Road
 Knoxville Tennessee

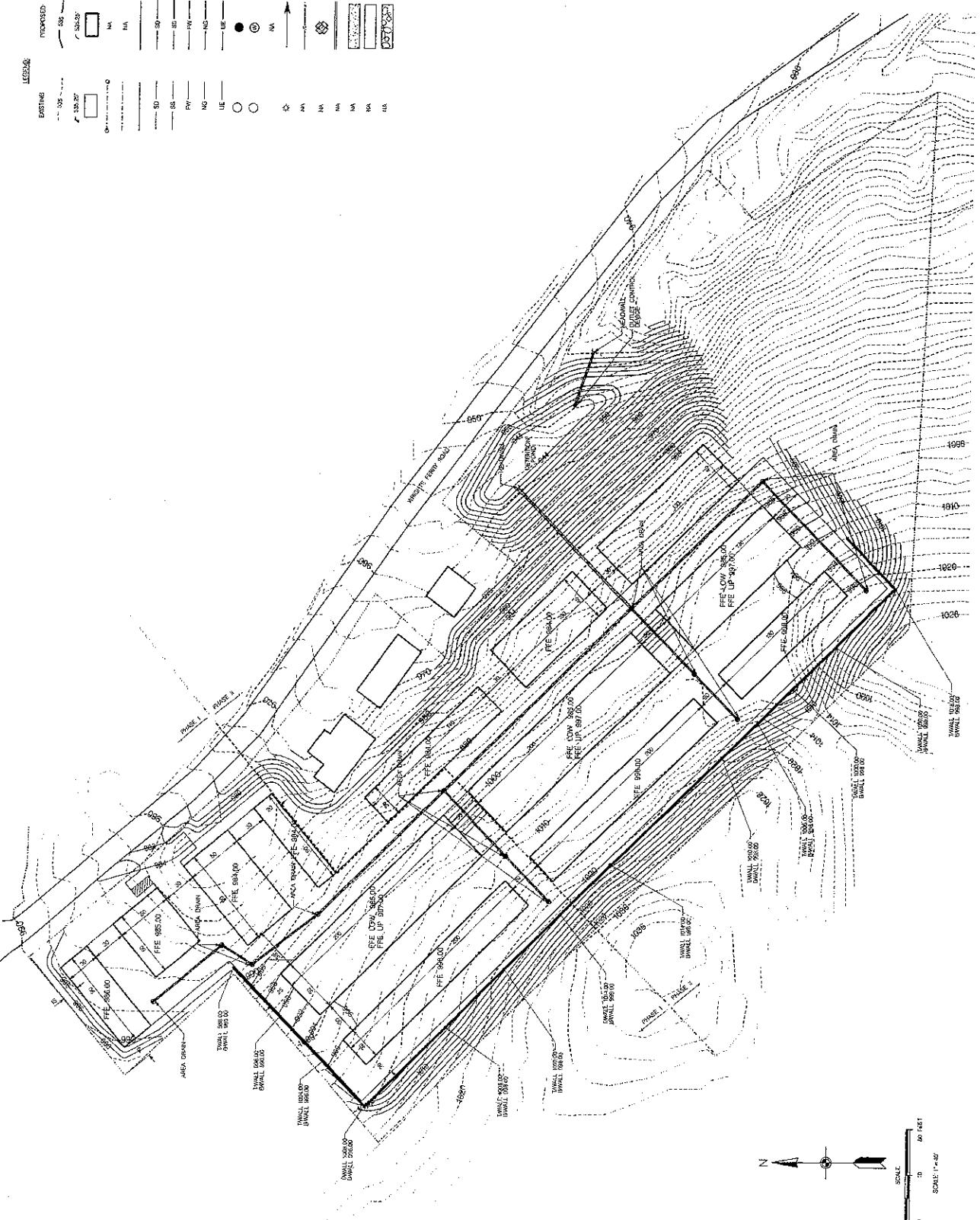
REVISIONS:

DRAWN: WWR
 CHECKED: WWR
 DATE: 01-02-03
 FILE NAME:
 PROJECT NO.:

C1.1
 DRAWING

LEGEND

EXISTING	PROPOSED	GROUND CONTOUR ELEVATION
SPOT ELEVATION	SPOT ELEVATION	GROUND CONTOUR ELEVATION
PROPERTY LINE	PROPERTY LINE	SPOT ELEVATION
TASERANT	TASERANT	STRUCTURE
EDGE OF PAVEMENT	EDGE OF PAVEMENT	PROPERTY LINE
STEAM DRAIN	STEAM DRAIN	TASERANT
SAWDRY DRAIN	SAWDRY DRAIN	EDGE OF PAVEMENT
POTABLE WATER	POTABLE WATER	STEAM DRAIN
NATURAL GAS	NATURAL GAS	SAWDRY DRAIN
UNDERGROUND ELECTRICAL	UNDERGROUND ELECTRICAL	POTABLE WATER
MANHOLE	MANHOLE	NATURAL GAS
WATER METER	WATER METER	UNDERGROUND ELECTRICAL
FIRE MOUNT	FIRE MOUNT	MANHOLE
SURFACE FLOW	SURFACE FLOW	WATER METER
SILT PICKING	SILT PICKING	FIRE MOUNT
STRALED DRIVEABLE	STRALED DRIVEABLE	SURFACE FLOW
CURB	CURB	SILT PICKING
CONCRETE PAVEMENT	CONCRETE PAVEMENT	STRALED DRIVEABLE
ASPHALT PAVEMENT	ASPHALT PAVEMENT	CURB
TOP 100'	TOP 100'	CONCRETE PAVEMENT
		ASPHALT PAVEMENT
		TOP 100'



WILL ROBINSON & ASSOCIATES

1248 N. Shorewood Ln
Carmyville, TN 37714
(865) 426-7918



A New Storage Facility For:
Todd Harms
Wrights Ferry Road
Knoxville, Tennessee

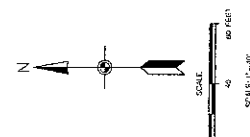
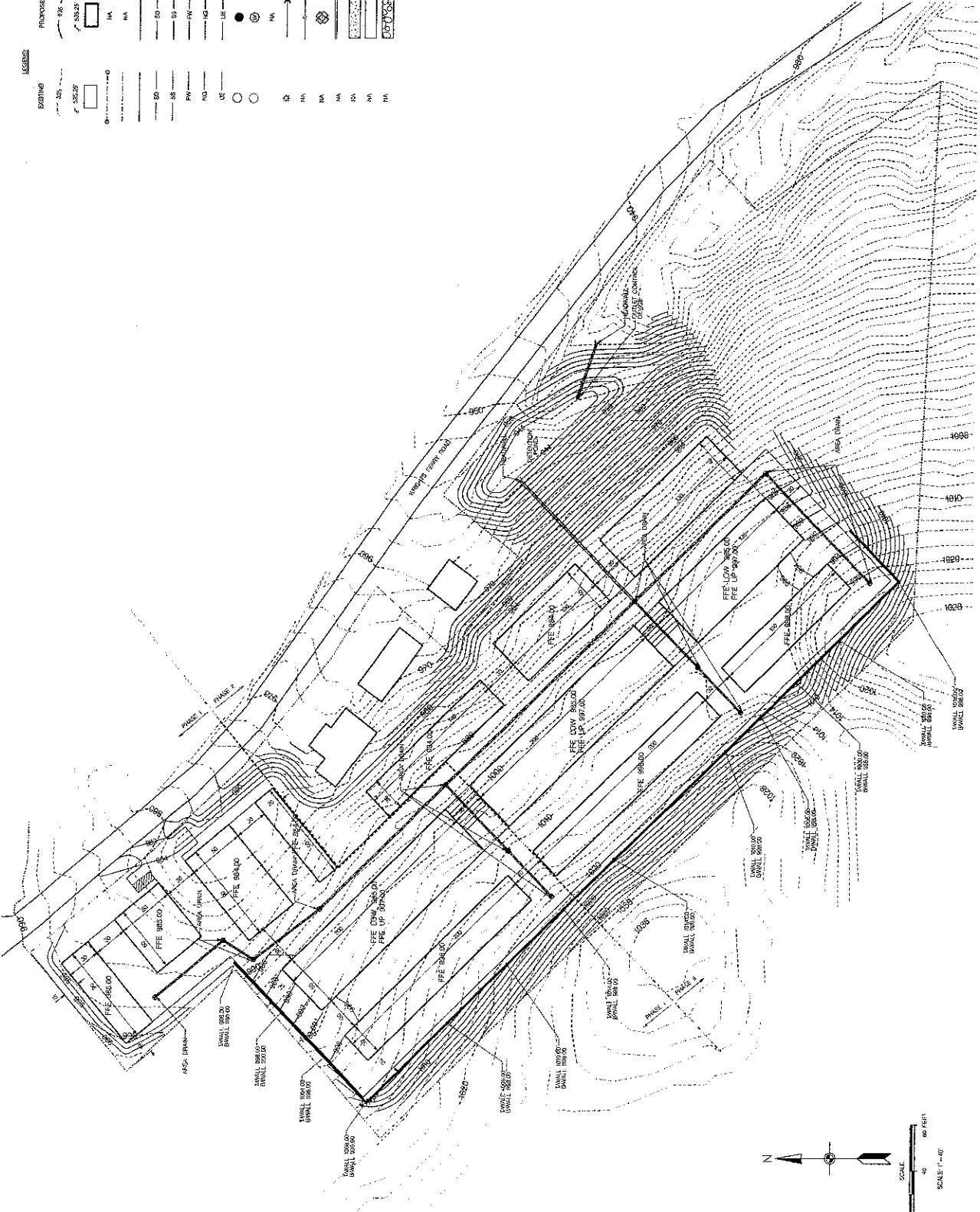
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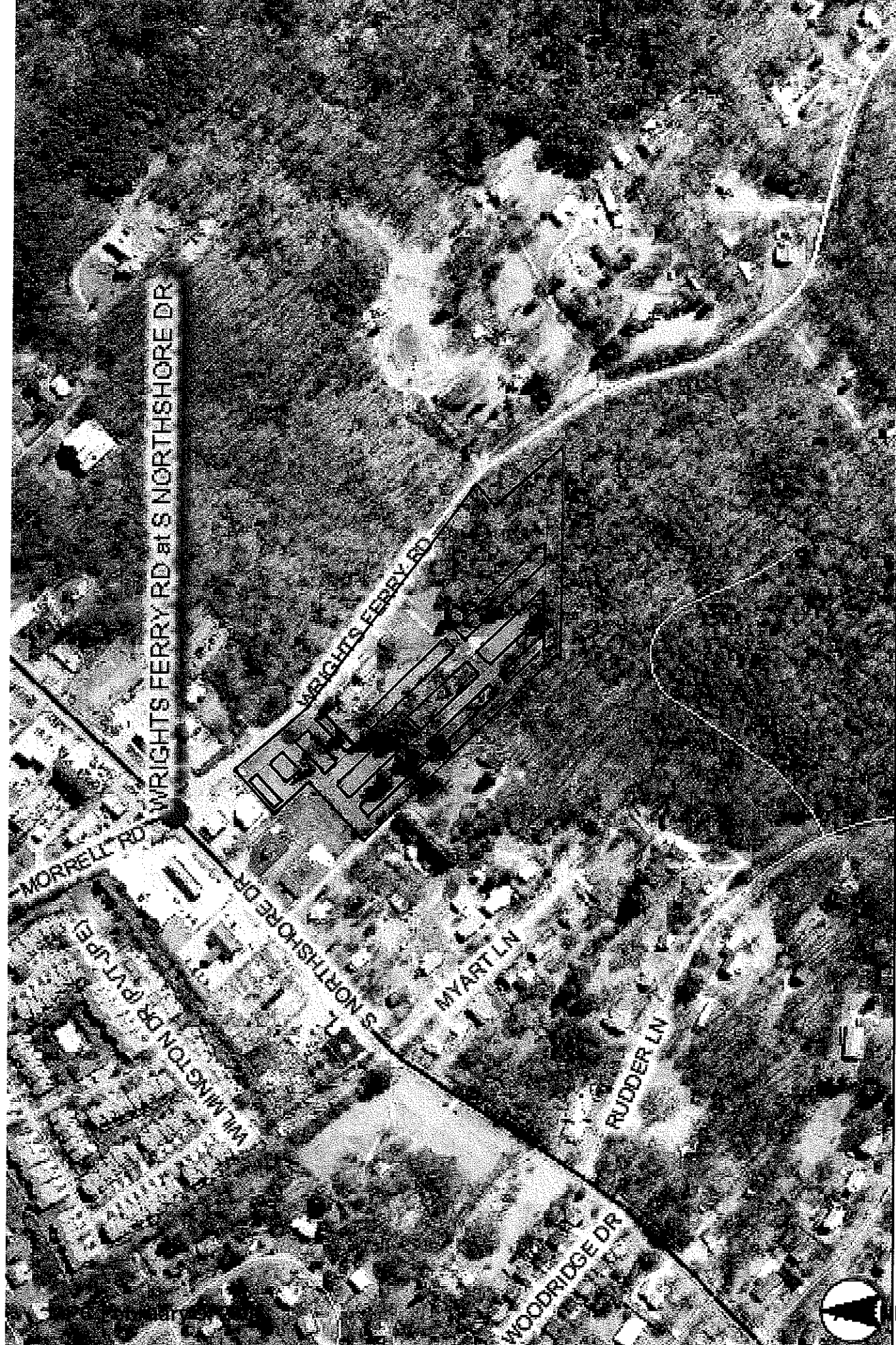
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DRAWING

LEGEND	
EXISTING	PROPOSED
GROUND CONTOUR ELEVATION	GROUND CONTOUR ELEVATION
SPOT ELEVATION	SPOT ELEVATION
STRUCTURE	STRUCTURE
PROPERTY LINE	PROPERTY LINE
LANDSCAPE	LANDSCAPE
EDGE OF PAVEMENT	EDGE OF PAVEMENT
SHOULDER DIMEN	SHOULDER DIMEN
SANITARY DRAIN	SANITARY DRAIN
POTABLE WATER	POTABLE WATER
NATURAL GAS	NATURAL GAS
UNDERGROUND ELECTRICAL	UNDERGROUND ELECTRICAL
MANHOLE	MANHOLE
WATER METER	WATER METER
FIRE HYDRANT	FIRE HYDRANT
SURFACE FLOW	SURFACE FLOW
SALT PILING	SALT PILING
STAND MAINS	STAND MAINS
CURB	CURB
CONCRETE PAVEMENT	CONCRETE PAVEMENT
ASPHALT PAVEMENT	ASPHALT PAVEMENT
RR R/W	RR R/W





WRIGHTS FERRY RD at S NORTHSHORE DR

WRIGHTS FERRY RD

MORRELL RD

S NORTHSHORE DR

MYART LN

RUDDER LN

WOODRIDGE DR

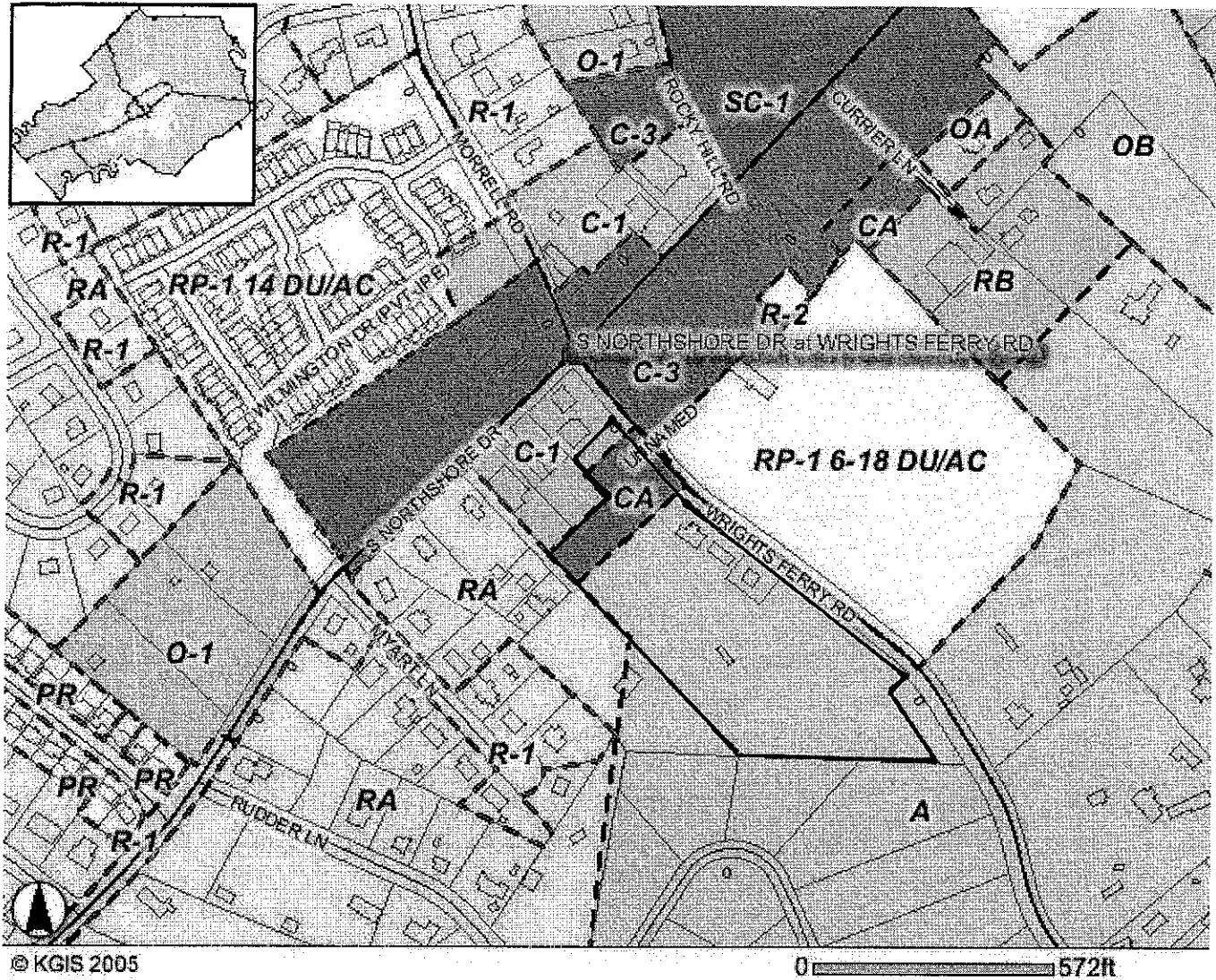
WILMINGTON DR (part)

0 651ft

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ITEM 46

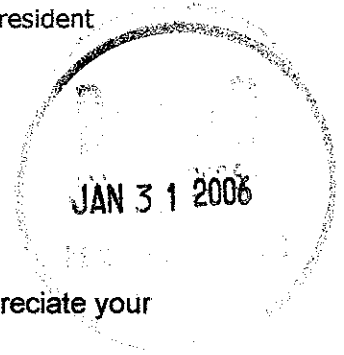




WRIGHTS FERRY LANDING
HOMEOWNER ASSOCIATION

Ms. Jeannie Ward - President
2330 Dawns Pass
Knoxville, TN 37919
Tele: 865.694.0722

1-E-06-RZ
1-D-06-SP



January 27, 2006

Dear Knoxville-Knox Country Metropolitan Planning Commission:

Thank you for taking a moment from your busy day. First and foremost, we appreciate your community leadership.

We have recently learned more details concerning a rezoning request of a 3-7 acre parcel of land fronting Wrights Ferry Road that we had petitioned in 2004. The land is located about 200 yards south of the Northshore and Wrights Ferry intersection and we understand it is owned by the same individual responsible for the Rocky Hill (e.g. Butler/Bailey, Sullivan's) commercial development on Northshore. We understand the intent of the rezoning request is to transfer the land from agriculture to commercial property to potentially house a storage facility.

Given the issue was successfully petitioned and withdrawn by the property owner in 2004, we are reiterating our concerns with the rezoning request.

Wright's Ferry Road is already too narrow for local traffic. Additional traffic pressure on the narrow road seems unwise due to safety for citizens.

- The extra load of large moving trucks also presents a safety hazard for this area.
- The intersection of Wrights Ferry Road and Northshore is bumper to bumper many times during the day – heavily congested and at times, hazard. It is difficult to enter Northshore from existing businesses as it exists today. Additional traffic will exacerbate the situation.
- The development will be an encroachment of commercial buildings into our residential areas. Preserving the rural / residential atmosphere on the south side of Northshore Road is a priority for those citizens living in the area.
- I am sure there are many other reasons to deny the rezoning request and we, as property owners in the affected community, urge you to consider all factors and deny the request to rezone. We are collaborating with Cherokee Springs and other local communities to re-group on the work done in 2004 to ensure our voice is heard. We appreciate your support of our community. Please do not hesitate to contact Jeanne Ward directly if you have question at any time.

We understand the request may be on your agenda during your **February** meeting and we encourage you and the rest of the Commission to oppose the rezoning request in the best interest of our community.

Sincere regards,

Jeanne Ward
President, Wrights Ferry Landing Home Owners Association

Katherine Hamlin
Secretary, Wrights Ferry Landing Home Owners Association

A handwritten signature in black ink, appearing to be "Jeanne Ward". The signature is written in a cursive style and is positioned to the right of the typed name.

Cc: Wrights Ferry Landing Community
Lyons Bend and Cherokee Springs Communities
County Commission