



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

▶ **FILE #:** 10-SH-06-C (REVISED) **AGENDA ITEM #:** 14
 10-W-06-UR **AGENDA DATE:** 11/9/2006

POSTPONEMENT(S): 10/12/2006

▶ **SUBDIVISION:** VISTA DEI MONTE (FKA: HARDIN VALLEY TOWN CENTER)

▶ **APPLICANT/DEVELOPER:** HARDIN VALLEY LAND PARTNERS

OWNER(S): HARDIN VALLEY LAND PARTNERS

TAX IDENTIFICATION: 103 117, 118, 119.06 & 120

JURISDICTION: County Commission District 6

▶ **LOCATION:** Southeast side of Hardin Valley Rd., southwest side of Pellissippi Parkway.

SECTOR PLAN: Northwest County

GROWTH POLICY PLAN: Planned Growth Area

▶ **APPROXIMATE ACREAGE:** 69.8 acres

▶ **ZONING:** PC (Planned Commercial) / TO (Technology Overlay) Pending

▶ **EXISTING LAND USE:** Residence and vacant land

▶ **PROPOSED USE:** Commercial subdivision

SURROUNDING LAND USE AND ZONING: North: Businesses and residences / BP (Business and Technology) / TO (Technology Overlay) & PC (Planned Commercial) / TO (Technology Overlay)
 South: Vacant land / BP (Business and Technology) / TO (Technology Overlay)
 East: Pellissippi Parkway / A (Agricultural) / TO (Technology Overlay)
 West: Vacant land and residences / A (Agricultural) / TO (Technology Overlay)

▶ **NUMBER OF LOTS:** 19

SURVEYOR/ENGINEER: Site, Inc.

ACCESSIBILITY: Access is via Hardin Valley Rd., a three lane minor arterial street with center median within 75' of right-of-way.

▶ **SUBDIVISION VARIANCES REQUIRED:** 1. Reduction of required right-of-way on Hardin Valley Rd., from 44' to 40' to centerline.

STAFF RECOMMENDATION:

▶ **APPROVE** variance 1 because the existing road improvements restrict compliance with the Subdivision Regulations, and the proposed variance will not create a traffic hazard.

APPROVE the Concept Plan subject to 7 conditions:

1. Connection to sanitary sewer and meeting all other applicable requirements of the Knox County Health Department.

2. Provision of street names which are consistent with the Uniform Street Naming and Addressing System in Knox county (Ord. 91-1-102)
3. Revising the typical street cross section to show the asphalt binder course as 2.5".
4. Meeting all applicable requirements of the Knox County Department of Engineering and Public Works.
5. Including the notation on the final plat that all lots shall have access only to the internal street with no direct access to Pellissippi Parkway or Hardin Valley Rd.
6. A final plat application based on this concept plan will not be accepted for review by MPC until certification of design plan approval has been submitted to the MPC staff
7. Meeting all requirements of the approved use-on-review.

► **APPROVE the request for up to 19 commercial lots within the PC zone subject to 7 conditions.**

1. Obtaining the required Certificate of Appropriateness from the Tennessee Technology Corridor Development Authority (TTCDA) prior to commencing any grading on this site.
2. Finalizing and recording of the restrictive covenants as required by the PC zoning regulations and the TTCDA.
3. A separate use-on-review request will be required for each development within the subdivision.
4. The 5' wide sidewalks designated on the typical cross section for the subdivision street and the required sidewalks within each development site will be implemented as a part of each development project. While the sidewalks are not required to be installed with the construction of the street, the right-of-way shall be graded with construction of the street to accommodate the future sidewalks.
5. This application does not include approval of any signage for the subdivision/development.
6. Meeting all applicable requirements of the Knox County Zoning Ordinance.
7. Meeting all requirements of the approved concept plan.

With the conditions noted above, this request meets the requirements for approval of a concept plan and use-on-review in the PC (Planned Commercial) zone.

COMMENTS:

The applicant is proposing to subdivide this 69.8 acre tract into 19 lots for development under the PC (Planned Commercial) / TO (Technology Overlay) zoning designations. The Planning Commission recommended approval of both sector plan amendments and rezoning requests (7-B-06-SP/7-K-06-RZ & 8-C-06-SP/8-M-06-RZ) for this property on August 10, 2006. The recommended zoning change was to PC (Planned Commercial) / TO (Technology Overlay) with conditions. The Knox County Commission approved these requests on September 25, 2006.

Access to the proposed lots will be via a new public street off of Hardin Valley Road that will meet commercial street design standards. The southern terminus of the street will stub-out to the adjacent tract allowing for future connection to Carmichael Rd. A temporary turnaround will be provided until the connection is made to Carmichael Rd. The Northwest County Sector Plan includes a section referencing the Pellissippi Parkway Access Control Plan. This plan calls for the creation of new service roads running parallel to Pellissippi Parkway to eliminate at-grade access points. The proposed road serving this subdivision provides a major part in the implementation of that plan. When the rezoning requests were presented to the Planning Commission a Conceptual Master Plan for development of the property was provided. While this site has over 1500' of frontage along Pellissippi Parkway, the Conceptual Master Plan showed no access to the Parkway. There will be no direct access from the lots to Pellissippi Parkway or Hardin Valley Rd.

A copy of the Executive Summary from the Traffic Impact Study that was prepared for this commercial subdivision is attached. The street improvements recommended by the study are reflected in the revised concept plan.

The preliminary grading plan for the proposed street shows grades from the road at a 2:1 slope in some areas. Traversable access to some of the lots is questionable. Access to individual lots will be addressed through the Use-on-Review application for each development site at which time site grading, location of other access drives and having adequate sight distance will be considered. Shared access drives shall be provided when feasible.

A preliminary site grading (for the public street) and drainage plan has been submitted with the revised concept plan. The site grading plan is scheduled for review by the Tennessee Technology Corridor Development Authority on November 6, 2006.

The applicant has also submitted a draft copy of the Declaration of Protective Covenants, Conditions and

Restrictions which is a requirement for developments within the PC (Planned Commercial) zoning district.

EFFECT OF THE PROPOSAL ON THE SUBJECT PROPERTY, SURROUNDING PROPERTIES AND THE COMMUNITY AS A WHOLE

1. Public water and sewer utilities are available to serve the site.
2. With the recent improvements to Hardin Valley Rd. and the proposed improvements recommended by the traffic study, there will be adequate road capacity to handle the traffic generated by this development.
3. The proposed commercial subdivision is consistent in use with the zoning and development in the area.
4. This request will have no impact on schools.

CONFORMITY OF THE PROPOSAL TO CRITERIA ESTABLISHED BY THE KNOX COUNTY ZONING ORDINANCE

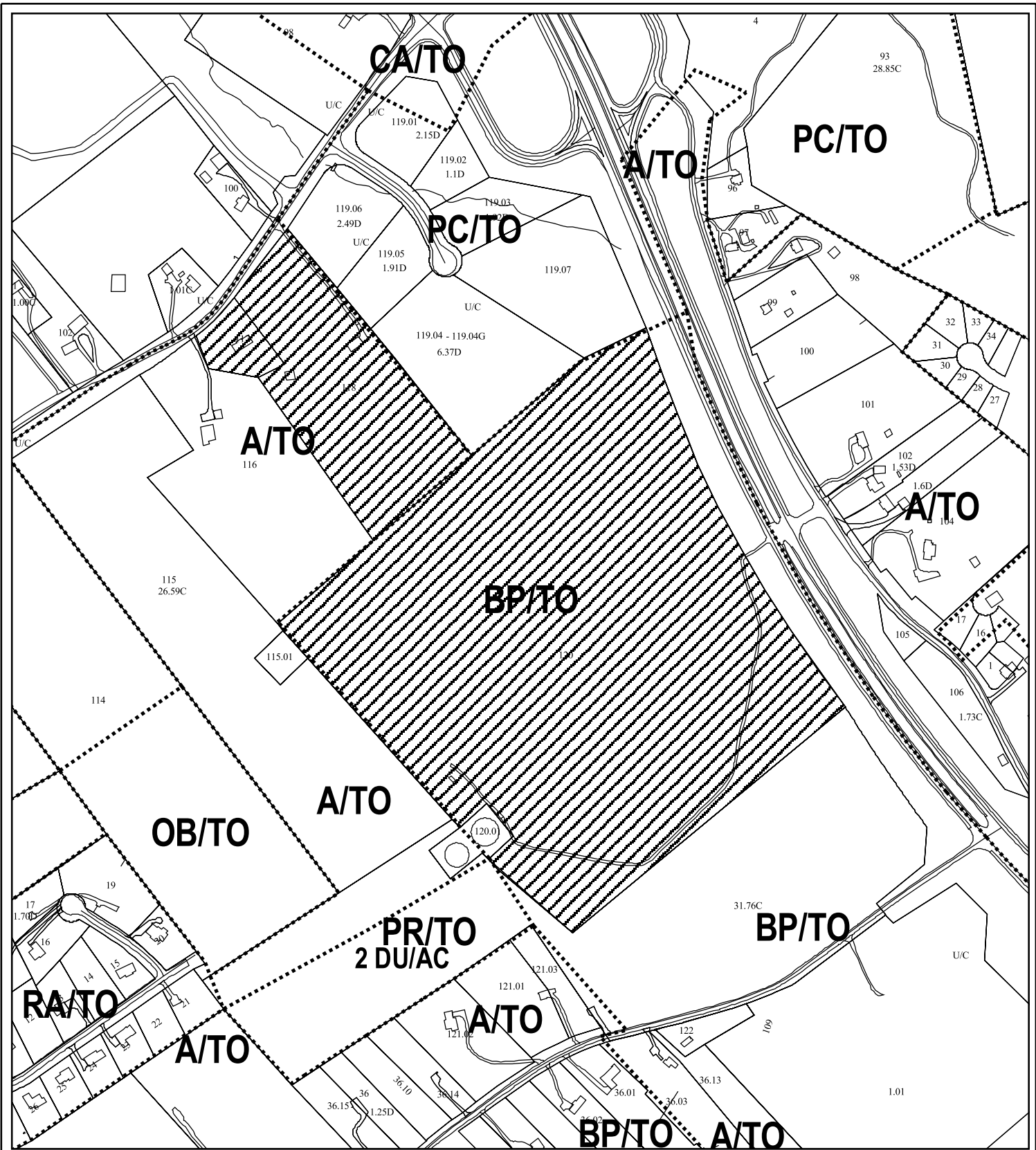
1. With the recommended conditions, the proposed commercial subdivision meets the standards for development within the PC (Planned Commercial) Zone and all other requirements of the Zoning Ordinance.
2. With the recommended conditions, the proposed use is consistent with the general standards for uses permitted on review: The proposed development is consistent with the adopted plans and policies of the General Plan and Sector Plan. The use is in harmony with the general purpose and intent of the Zoning Ordinance. The use should not significantly injure the value of adjacent property. The use will not draw substantial additional traffic through residential areas. Hardin Valley Rd. is classified as a minor arterial street. With that classification, it is expected to move traffic to and through the area. No surrounding land uses will pose a hazard or create an unsuitable environment for the proposed use.

CONFORMITY OF THE PROPOSAL TO ADOPTED MPC PLANS


1. The amended Northwest County Sector Plan proposes mixed uses for this property, The proposed commercial subdivision is consistent with the sector plan.
2. The Northwest County Sector Plan also includes a Pellissippi Parkway Access Control Plan. This plan calls for the creation of new service roads running parallel to Pellissippi Parkway to eliminate at-grade access points. The proposed road serving this subdivision provides a major part in the implementation of that plan.
3. The Northwest County Sector Plan recommends incorporating sidewalks, bicycle lanes and other pedestrian facilities as a part of the transportation system. The Knoxville Regional Bicycle Plan also recommends that arterial and collector roadways provide on-street bicycle facilities. Based on the Plan recommendations, the typical cross section for the subdivision street has been revised to include 5' wide sidewalks and bicycle lanes on each side of the road.
4. The site is located within the Planned Growth Area on the Knoxville-Knox County-Farragut Growth Policy Plan.

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

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



10-SH-06-C/10-W-06-UR
 CONCEPT PLAN/USE ON REVIEW

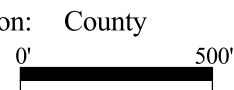
 Planned Commercial Subdivision in PC (Planned Commercial) / TO (Technology Overlay) Pending

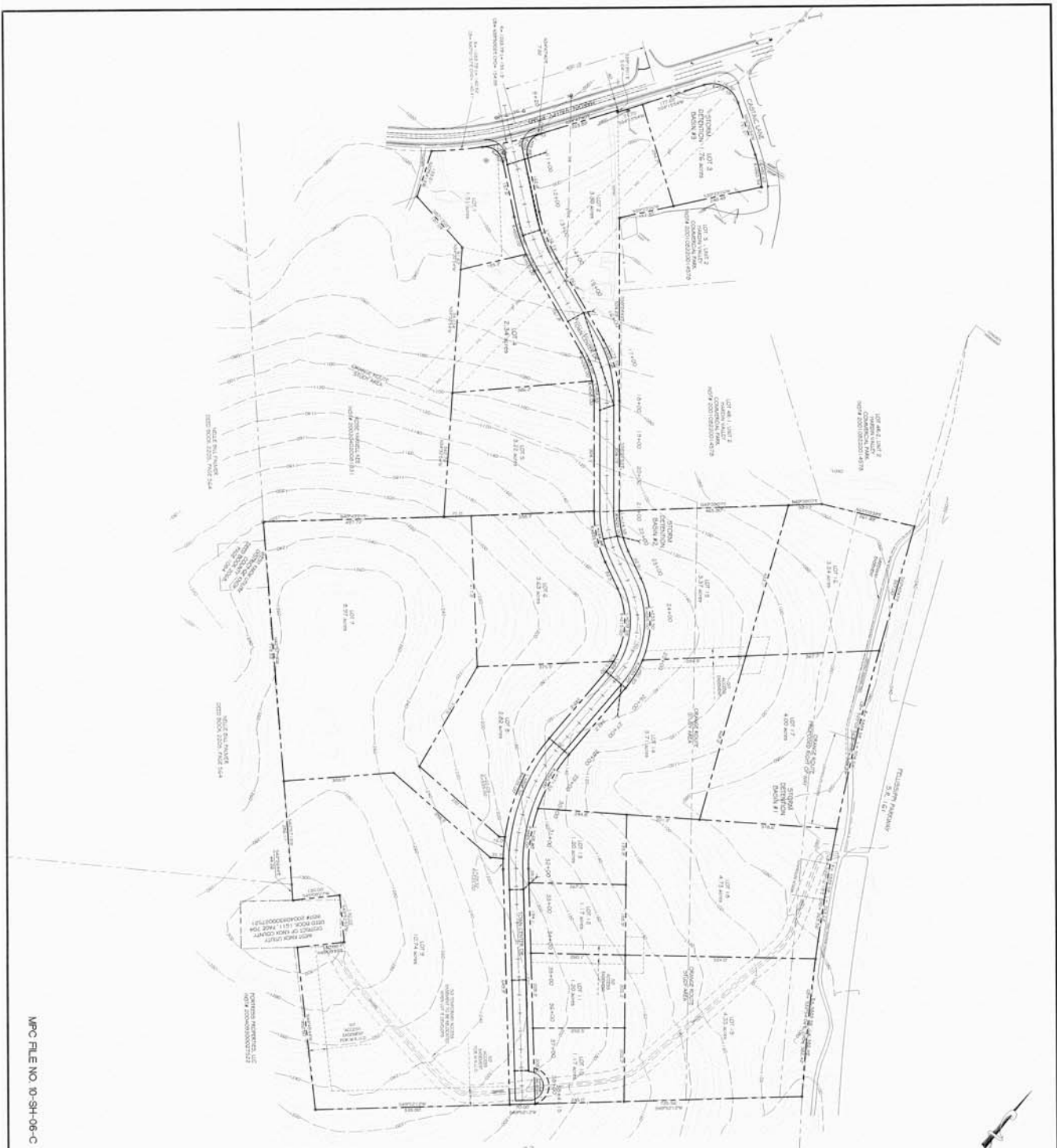
Original Print Date: 10/05/06 Revised:
 Metropolitan Planning Commission * City / County Building * Knoxville, TN 37902

Petitioner: Hardin Valley Town Center/
 Hardin Valley Land Partners

Map No: 103

Jurisdiction: County





MPC FILE NO. 10-SH-06-C



ALL LOTS SHALL BE REDEVELOPED
 INCLUDING EXISTING UTILITIES
 AND SERVICES

10-SH-06-C
 U.O.R.
 REVISIONS
 DATE 11/16/06

REVISED

CONCEPT
 PLAN

NOTES:
 1. THE DEVELOPER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES.
 2. THE DEVELOPER SHALL MAINTAIN ACCESS TO ALL ADJACENT PROPERTIES AT ALL TIMES.
 3. THE DEVELOPER SHALL MAINTAIN ALL EXISTING UTILITIES AND SERVICES.
 4. THE DEVELOPER SHALL MAINTAIN ALL EXISTING TREES AND LANDSCAPE.
 5. THE DEVELOPER SHALL MAINTAIN ALL EXISTING ROADS AND DRIVEWAYS.
 6. THE DEVELOPER SHALL MAINTAIN ALL EXISTING FENCES AND BARRIERS.
 7. THE DEVELOPER SHALL MAINTAIN ALL EXISTING SIGNAGE AND MARKINGS.
 8. THE DEVELOPER SHALL MAINTAIN ALL EXISTING LIGHTING AND ELECTRICAL SYSTEMS.
 9. THE DEVELOPER SHALL MAINTAIN ALL EXISTING WATER AND SEWER SYSTEMS.
 10. THE DEVELOPER SHALL MAINTAIN ALL EXISTING GAS AND OIL SYSTEMS.
 11. THE DEVELOPER SHALL MAINTAIN ALL EXISTING TELEPHONE AND CABLE SYSTEMS.
 12. THE DEVELOPER SHALL MAINTAIN ALL EXISTING FIBER OPTIC SYSTEMS.
 13. THE DEVELOPER SHALL MAINTAIN ALL EXISTING POWER AND TELECOM SYSTEMS.
 14. THE DEVELOPER SHALL MAINTAIN ALL EXISTING SECURITY SYSTEMS.
 15. THE DEVELOPER SHALL MAINTAIN ALL EXISTING ACCESSIBILITY FEATURES.
 16. THE DEVELOPER SHALL MAINTAIN ALL EXISTING HISTORIC AND CULTURAL RESOURCES.
 17. THE DEVELOPER SHALL MAINTAIN ALL EXISTING ENVIRONMENTAL FEATURES.
 18. THE DEVELOPER SHALL MAINTAIN ALL EXISTING ARCHITECTURAL AND HISTORIC FEATURES.
 19. THE DEVELOPER SHALL MAINTAIN ALL EXISTING LANDSCAPE AND PLANTING.
 20. THE DEVELOPER SHALL MAINTAIN ALL EXISTING SOILS AND EROSION CONTROL MEASURES.

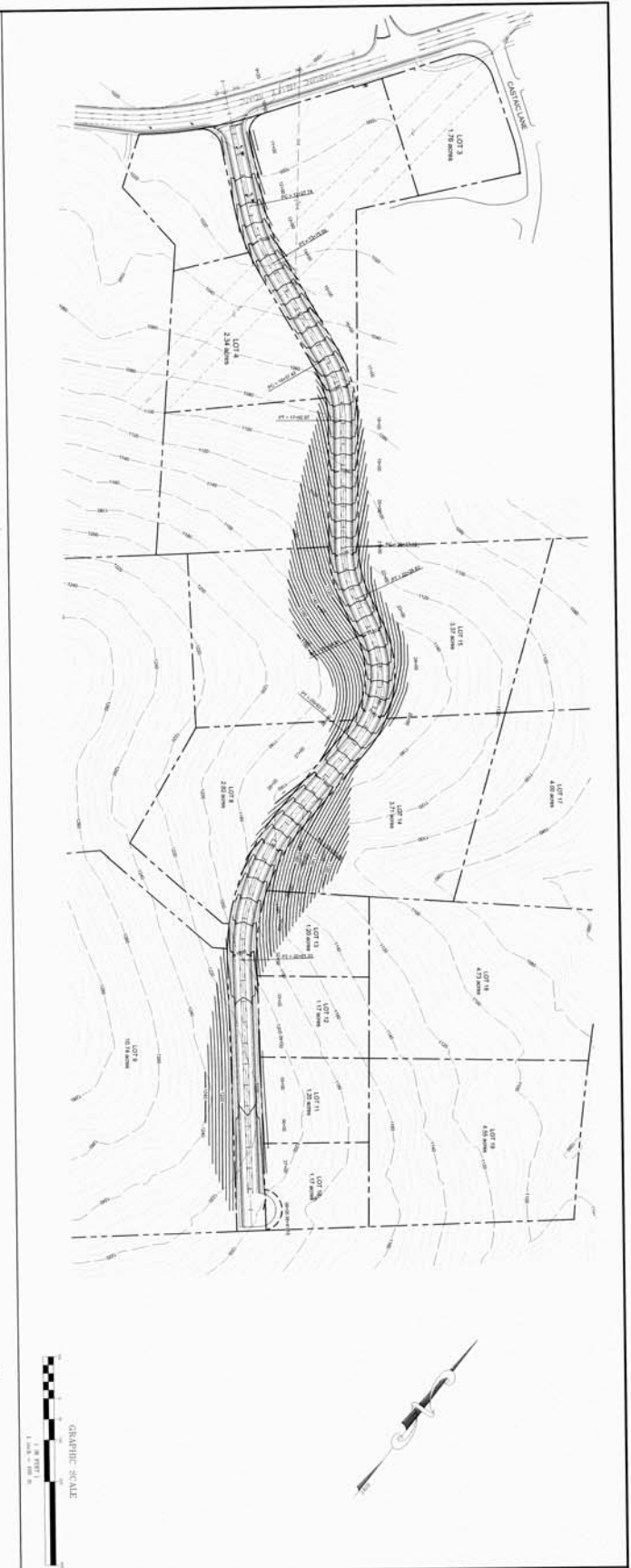
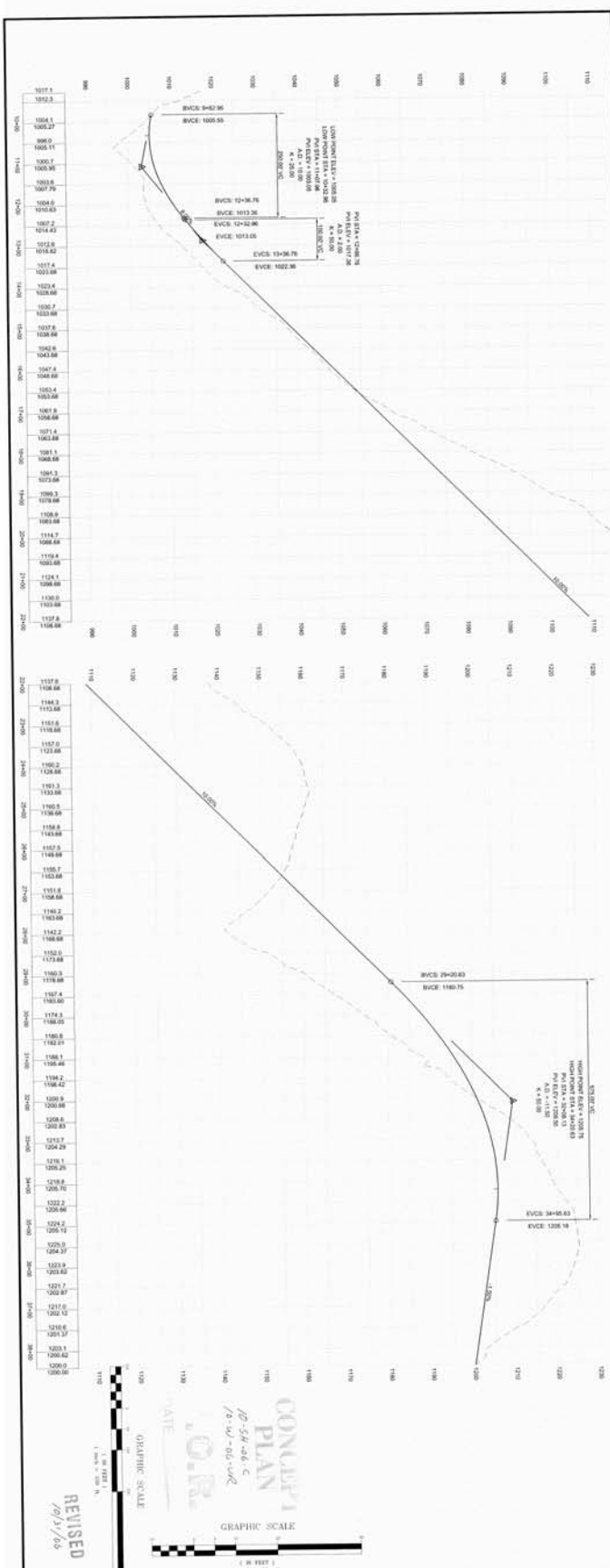


DRAWN BY	DATE	3/20/06
CHECKED BY	FILE	10-SH-06-C
REVISIONS		
NO.	DATE	DESCRIPTION
1	11/16/06	ISSUED FOR PERMITS
2	11/16/06	REVISED TO SHOW
3	11/16/06	REVISED TO SHOW

Concept Plan
Hardin Valley Town Center
 Hardin Valley Road at Pellissippi Parkway
 6th Civil District - Knox County, Tennessee
 Owner: Hardin Valley Land Partners



SITE
 ENGINEERS & ARCHITECTS
 2011 Curtis Lane, Suite 101 Knoxville, TN 37911
 Phone: (615) 693-3610 Fax: (615) 693-5869



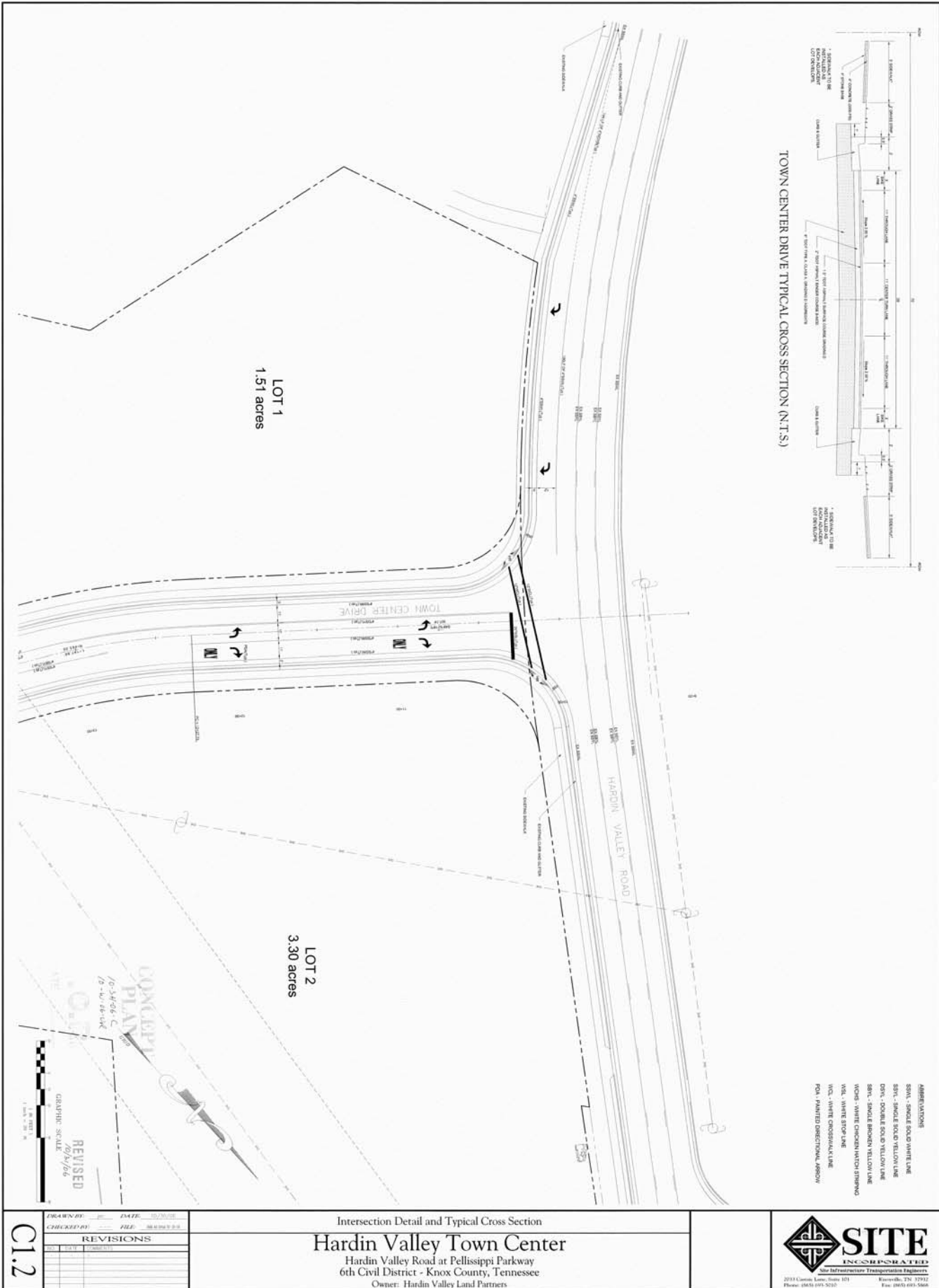
REVISIONS

NO.	DATE	DESCRIPTION
1	09/25/06	REVISED

Concept Plan
Hardin Valley Town Center
 Hardin Valley Road at Pellissippi Parkway
 6th Civil District - Knox County, Tennessee
 Owner: Hardin Valley Land Partners



SITE
 INCORPORATED
 Site Infrastructure Transportation Engineers
 2013 Canton Pike, Suite 101 Knoxville, TN 37912
 Phone: (615) 693-3282 Fax: (615) 693-3288



Intersection Detail and Typical Cross Section
Hardin Valley Town Center
 Hardin Valley Road at Pellissippi Parkway
 6th Civil District - Knox County, Tennessee
 Owner: Hardin Valley Land Partners

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 INCORPORATED
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 2033 Canton Lane, Suite 101 Knoxville, TN 37932
 Phone: (615) 593-5030 Fax: (615) 593-5066

C1.2

10-SH-06-C
10-W-06-VR

TRAFFIC IMPACT STUDY

for

Hardin Valley Town Center

Hardin Valley Road West of Pellissippi Parkway (SR 162)

Knox County, Tennessee



Prepared For:

Hardin Valley Land Partners

Prepared By:



2033 Castaic Lane, Suite 101

Knoxville, Tennessee 37932

October 27, 2006

Executive Summary

Hardin Valley Land Partners, LLC proposes to develop a mixed use center in the southwest quadrant of Pellissippi Parkway (SR 162) and Hardin Valley Road in northwest Knox County, Tennessee. These land uses are assumed to be retail shops, restaurants, bank, offices, a church, and single family residential. The retail portion of the development can provide up to 140,000 square feet of space. The office portion of the property could provide up to 100,000 square feet. An 80,000 square feet church can be accommodated as well as up to 16 single family residential units. Construction is proposed to begin this year and this study assumes build-out for the development in 2009. The total number of trips for the proposed development was estimated to be 11,822 daily weekday trips with 756 AM trips, 1,195 MD trips, and 1,149 PM trips per hour during the peak hours.

In order to maintain or provide an acceptable level-of-service for each of the intersections studied, some recommendations are presented.

Hardin Valley Road at Access Roadway

This intersection is located approximately 650' feet west of Castaic Lane. The traffic volumes at this intersection are expected to meet traffic signal warrants at 50% build-out of the site. Depending on the level of development along the Hardin Valley Road corridor, the intersection could operate between LOS C and E. The intersection should be signalized. The right turn lane into the development should be at least 250'. The left turn lane currently exists as a continuous two-way-left-turn lane. The intersection should be signalized prior to being one half completed.

The LOS improves with the addition of a through lane in each direction along Hardin Valley Road. It is not recommended that the through lanes be added at this time. Consideration should be given to adding the through lanes when the Knoxville Parkway

Project is underway. However, this change in LOS depends greatly on the other proposed development in the surrounding area.

It is recommended that a traffic signal be installed at this intersection when it becomes warranted. At the time of the installation, the continuous two-way-left-turn-lane should be re-stripped to delineate left turn storage into this development as well as the left-turns into Pellissippi State. Due to its proximity, less than one half of a mile, it is recommended that the signal be interconnected to the signals at the ramps at Pellissippi Parkway. In addition to the signal, an eastbound right-turn lane along Hardin Valley Road should be available.

Access to the new roadway near the signalized intersection should be at least 200' from the stop bar of the traffic signal. The spacing of access points along the roadway to each of the lots should be consistent with a local road. The roadway should be built as a three-lane section. In addition to the three lanes, a sidewalk should be provided for pedestrian movements.

Access to the Pellissippi Parkway is not recommended and should be discouraged. All lots should have access to the new roadway.

Hardin Valley Road at Solway Road and southbound Pellissippi Parkway ramps

This intersection is currently signalized and operates at LOS B during both the MD and PM peak hours. With five percent per year growth over the next three years and other area development (2009 – no build), the intersection is expected to operate at a LOS C during both peak hours. By adding full-build out traffic volumes (2009 – full build out) the LOS is expected to be C during the AM and MD peak hours and E during the PM peak hour. The queue for the westbound left-turn lane exceeds the length of the turn lane in the morning and afternoon. The left-turn lane is 200' with 100' taper. The existing queue length from Synchro is 227' in the morning. In the future, the queue lengths are

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expected to be 275' and 215' during the morning and afternoon peak hours, respectively. With the current configuration of the Pellissippi Parkway Bridge over Hardin Valley Road, it is not feasible to add storage to the westbound left-turn lane. No improvements are recommended at this time. The Tennessee Department of Transportation (TDOT) is planning to revise the entire interchange in the coming years. During the design phase, the additional traffic from all of the surrounding area should be taken into account.

Hardin Valley Road at northbound Pellissippi Parkway Ramps

This intersection is currently signalized and operates at LOS C during the MD and PM peak hours. With five percent per year growth over the next three years and traffic volumes for other area development (2009 – no build), the intersection is expected to continue to operate at a LOS C during both peak hours. By adding full-build out traffic volumes (2009 – full build out) the LOS is expected to be C and D during the MD and PM peak hours, respectively. At this time the TDOT is considering adding a second northbound left-turn lane at the intersection by using maintenance funds. The increase in traffic volumes from existing for the northbound left-turns is approximately 10.6 percent. The existing volume is approximately 500 and the volumes for this development is approximately 60 ($60/560 = 10.6\%$). It should be noted that the traffic from the new Hardin Valley High School could be double the traffic of this development in the morning. However, with all of the additional development in the area, the impact of this development will be less than an eight percent increase.

Knoxville Parkway

The environmental assessment that is currently being undertaken by the Tennessee Department of Transportation for the Parkway should consider the level of development along the Hardin Valley Road Corridor. Changes to the proposal need to be considered in terms of local connectivity at the Hardin Valley Road and Pellissippi Parkway interchange regarding realigning Solway Road for connectivity to Carmichael Road. The improvements at the Hardin Valley Road and Pellissippi Parkway (SR 162) interchange

should be made in advance of the Parkway Construction IDOI, the Knoxville IPO, and Knox County should be working together to study the ramps and corridor at this time and not wait for the Parkway construction. All of the development including the new Knox County School, commercial development east and west of the Pellissippi Parkway, new development within the Pellissippi Corporate Center, new development at the Hardin Business Park, and new businesses entering the West Bridge Industrial Park are increasing the traffic at the existing ramps.

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MPC November 9, 2006



Agenda Item # 14