



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

▶ **FILE #:** 6-SF-07-C  
6-I-07-UR

**AGENDA ITEM #:** 20  
**AGENDA DATE:** 6/14/2007

▶ **SUBDIVISION:** JEFFERSON CREEK  
▶ **APPLICANT/DEVELOPER:** MESANA INVESTMENTS, LLC  
**OWNER(S):** Mesana Investments, LLC

**TAX IDENTIFICATION:** 162 57  
**JURISDICTION:** County Commission District 5

▶ **LOCATION:** Northwest side of S. Northshore Dr., northeast of Mont Cove Blvd.

**SECTOR PLAN:** Southwest County  
**GROWTH POLICY PLAN:** Planned Growth Area

▶ **APPROXIMATE ACREAGE:** 119.8 acres

▶ **ZONING:** PR (Planned Residential) Pending

▶ **EXISTING LAND USE:** Vacant land

▶ **PROPOSED USE:** Detached residential subdivision

**SURROUNDING LAND USE AND ZONING:**  
North: Fort Loudoun Lake / F (Floodway)  
South: Residences / PR (Planned Residential)  
East: Residence and vacant land / A (Agricultural)  
West: Fort Loudoun Lake / F (Floodway)

▶ **NUMBER OF LOTS:** 299

**SURVEYOR/ENGINEER:** The Campbell Co.

**ACCESSIBILITY:** Access is via S. Northshore Dr, a two lane, minor arterial street with 21' of pavement within a 50' right-of-way.

**ESTIMATED STUDENT YIELD:** 18 (public and private school children, ages 5-18 years)  
8

- ▶ **SUBDIVISION VARIANCES REQUIRED:**
1. Broken back tangent variance on Road A at Sta 27+70.08 from 150' to 138.27'.
  2. Horizontal curve variance on Road B at Sta 0+63, from 250' to 125'.
  3. Reverse curve tangent variance on Road D at Sta 3+49.32, from 50' to 22.78'.
  4. Vertical curve variance on Road J at Sta 2+37.5, from 300' to 250'.

**STAFF RECOMMENDATION:**

▶ **APPROVE** variances 1 - 4 because the site's topography restricts compliance with the Subdivision Regulations, and the proposed variances will not create a traffic hazard.

**APPROVE the Concept Plan subject to 13 conditions**

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

2. Provision of street names which are consistent with the Uniform Street Naming and Addressing System within Knox County (County Ord. 91-1-102).
3. Placing a note on the final plat that all lots will have access from the internal road system only.
4. At the design plan stage of the development, providing detailed drawings (with use of turning templates) on the design of the roundabouts, and intersections and median cuts along the boulevards. Profile drawings shall also be provided for the travel lanes on each side of the medians in the boulevard streets. Final design of the boulevard street system is subject to approval by the Knox County Department of Engineering and Public Works at the design plan stage of the subdivision.
5. As recommended in the Traffic Impact Study including a southbound right turn lane on S. Northshore Dr. at the subdivision entrance. If only one entrance is provided, a left turn lane on S. Northshore Dr. is required. The detailed plans for improvements to S. Northshore Dr. at the subdivision entrance shall be presented to the Knox County Department of Engineering and Public Works at the design plan stage of the subdivision.
6. Providing a second street connection onto S. Northshore Dr. a distance of at least 400' from the entrance proposed on the concept plan. With a second entrance, right turn lanes on S. Northshore Dr. would be required at both entrances, however, left turn lanes on S. Northshore Dr. would not be required. The detailed plans for the second entrance shall be submitted at the design plan stage of the subdivision subject to the approval of Planning Commission Staff and County Engineering Staff approval.
7. Certification on the final plat by the applicant's surveyor that the required sight distance of 400' along S. Northshore Dr. exists at the subdivision entrance(s).
8. Stormwater detention areas need to be located on more than one lot or identified as common area.
9. Meeting all applicable requirements of the Knox County Department of Engineering and Public Works.
10. Placing a note on the final plat that all structures will have to be located at least 50' from the top of the sinkhole/closed contour areas identified on the plat. The 50' setback area needs to be shown on the concept plan around the sinkhole/closed contour areas located at Lots 23, 86 and 87. Lots 86 and 87 need to be eliminated since there is not a building site above the closed contour area. Construction within the 50' setback may be permitted if a geotechnical study prepared by a registered engineer states that building within the 50' sinkhole buffer is acceptable and the study is approved by the Knox County Department of Engineering and Public Works. Engineered footings may be required for any structures within the 50' sinkhole buffer.
11. Meeting all applicable requirements and obtaining all required permits from the Tenn. Dept. of Environment and Conservation, Tennessee Valley Authority and U.S. Army Corps of Engineers.
12. Prior to or concurrent with recording of the final plat for the subdivision, establishing a property owners association that will be responsible for maintenance of the park and amenities area and other commonly held assets
13. 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.

► **APPROVE the development plan for up to 299 detached dwellings on individual lots subject to 4 conditions.**

1. Obtaining approval from the Knox County Commission for the rezoning of the property to PR at a density of up to 2.5 du/ac.
2. Reducing the number of lots on the concept plan to a maximum of 299 lots.
3. Identifying the proposed walking trail that will be located in the median of the boulevard streets (Roads A, B & C) that will provide pedestrian connections to the park and amenities area. In order to provide pedestrian connections to the walking trail system, sidewalks (meeting American Disabilities Act standards) should be provided along the cul-de-sac streets. At a minimum, these sidewalks shall be located on one side of Roads B, D, E, F, I, J, K & P.
4. Meeting all applicable requirements of the Knox County Zoning Ordinance.

With the conditions noted, this plan meets the requirements for approval of a Concept Plan and a Use-on-Review.

**COMMENTS:**

The applicant has submitted a concept plan for the subdivision of this 119.8 acre tract (land area above the 813 contour - area that can be used for density calculations) into 299 lots at a density of 2.496 du/ac. The Planning Commission recommended approval of a request (5-I-07-RZ) to rezone the property to PR (Planned Residential) at a density of up to 2.5 du/ac on May 10, 2007. The Knox County Commission will consider the request on June 25, 2007. While the concept plan shows 301 lots, the applicant is aware that two lots will have to be eliminated to fall within the maximum density recommended by the Planning Commission.

The proposed access to the subdivision is a single access street off of S. Northshore Dr. The applicant is proposing a boulevard design street system along three major streets (A, B & C) with a landscaped median of

approximately 40' in width. Since the proposed street layout varies from the standard street design for public streets, staff had requested that the applicant provide detailed drawings (with use of turning templates) on the design of the roundabouts, and intersections and median cuts along the boulevards. Profile drawings were also requested for the travel lanes on each side of the medians in the boulevard streets. Since the applicant did not provide these details with the revised concept plan, staff has recommended a condition that the detailed drawings be submitted during the design plan stage of the subdivision. Final design of the boulevard street system is subject to approval by the Knox County Department of Engineering and Public Works at the design plan stage of the subdivision.

Since the proposed subdivision will have 299 lots, a traffic impact study was required. With the single proposed entrance, the Traffic Impact Study (see attachment) recommended a southbound right turn lane on S. Northshore Dr. at the subdivision entrance. The need for a northbound left-turn at the entrance was determined to be marginal and the need would be based on actual operating speeds on S. Northshore Dr. The Knox County Department of Engineering and Public Works Staff conducted a speed study in this area of S. Northshore Dr. and found the operating speed of the road to be approximately 49 mph. Based on this operating speed a left-turn lane at the subdivision entrance would be required.

It has been the practice of staff and the Planning Commission to require when possible a second entrance for any developments with 150 plus lots. With 299 lots a second entrance should be provided for this subdivision. With approximately 1500 feet of frontage along S. Northshore Dr. a second entrance can be provided. As requested by staff, an addendum to the Traffic Impact Study was provided analyzing a second entrance (see attachment). The study concluded that a suitable location exists for a second entrance. The study did not take a strong stance on the need for a second entrance. If a second entrance is provided, right-turn lanes would be required at both entrances, however, a left turn lane would no longer be required. While the boulevard street design allows options on traffic flow and emergency access if travel lanes are blocked, it does not address access if an accident occurred at the intersection of the entrance street and S. Northshore Dr. A second entrance would provide for alternative access in that situation.

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

1. The proposed subdivision will have minimal impact on local services since utilities are available to serve this site.
2. The proposed detached residential subdivision at a density of 2.496 du/ac, is consistent with the recommended rezoning and density (up to 2.5 du/ac). Other subdivision development in the area has occurred under the PR zoning with maximum density ranges from 2 du/ac to 3.0 du/ac.
3. Any school age children living in this development are presently zoned to attend Farragut Primary, Intermediate, Middle and High Schools.

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

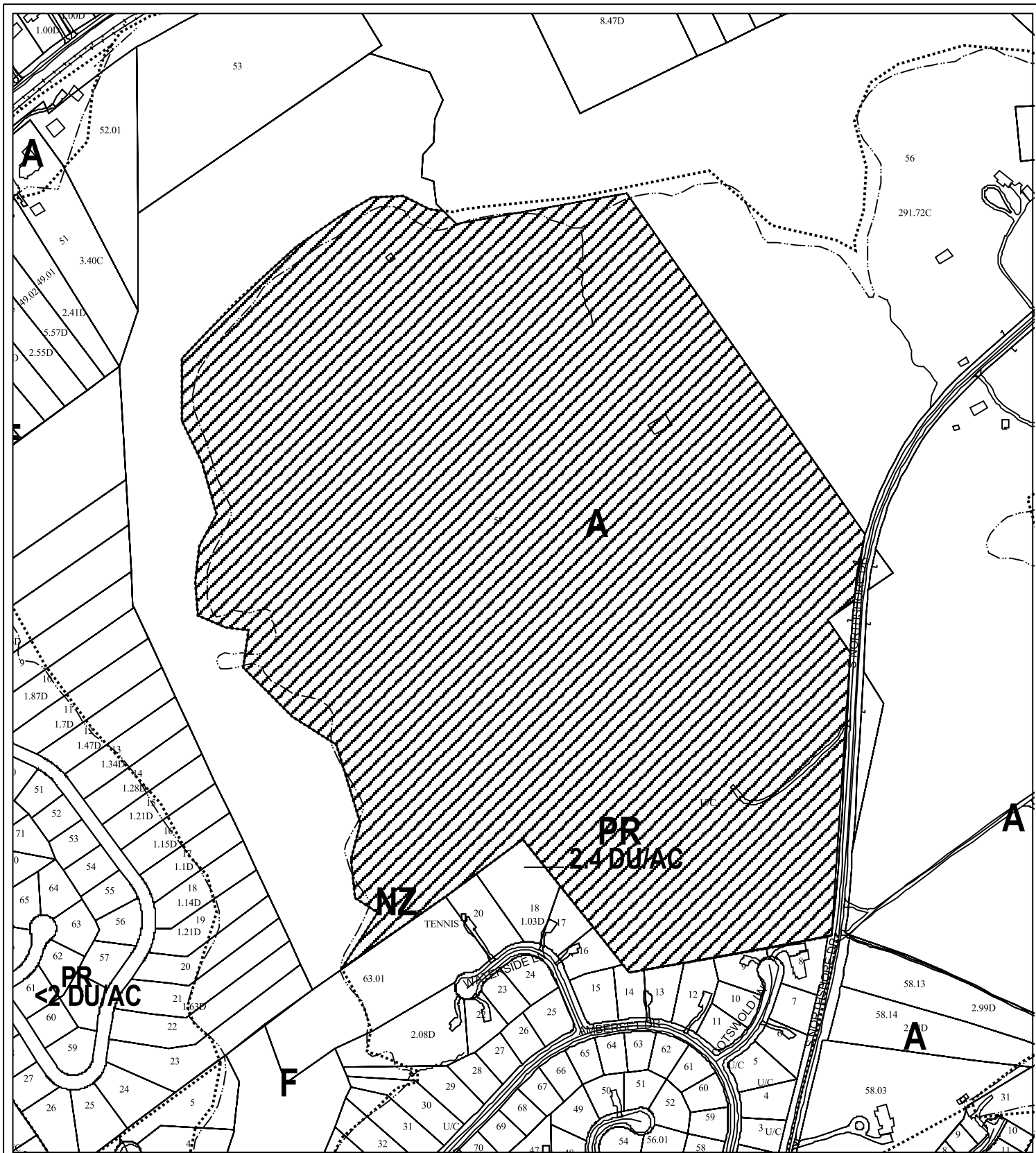
1. The proposed detached residential subdivision meets the standards for development within the PR (Planned Residential) Zone and all other requirements of the Zoning Ordinance.
2. The proposed subdivision is consistent with the general standards for uses permitted on review: The proposed development 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 is compatible with the character of the neighborhood where it is proposed. The use will not significantly injure the value of adjacent property. With direct access to a minor arterial street, the proposed subdivision will not draw additional traffic through residential neighborhoods.

#### CONFORMITY OF THE PROPOSAL TO ADOPTED PLANS


1. The Southwest County Sector Plan designates this property for low density residential use. The recommended PR zoning for the site would allow a density up to 2.5 du/ac. At a proposed density of 2.496 du/ac, the proposed subdivision is consistent with the Sector Plan and recommended zoning designation.
2. The site is located within the Planned Growth Area on the Knoxville-Knox County-Farragut Growth Policy Plan map.

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.



**6-SF-07-C/6-I-07-UR  
CONCEPT PLAN/USE ON REVIEW**

 Detached Residential Subdivision in PR (Planned Residential) Pending

Original Print Date: 05/31/07      Revised:  
Metropolitan Planning Commission \* City / County Building \* Knoxville, TN 37902

Petitioner: Jefferson Creek  
Mesana Investments, LLC

Map No: 162

Jurisdiction: County



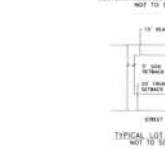
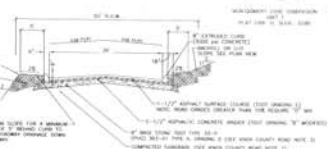
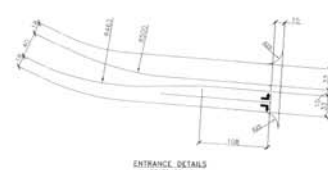


**GENERAL NOTES**

1. REFER TO ALL OTHER SHEETS OF THIS PLAN.
2. THE OWNER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS FROM THE APPROPRIATE AGENCIES AND FOR OBTAINING THE NECESSARY CONSENTS FROM THE ADJACENT PROPERTY OWNERS.
3. THE DESIGNER SHALL BE RESPONSIBLE FOR OBTAINING THE NECESSARY CONSENTS FROM THE ADJACENT PROPERTY OWNERS.
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10. THE DESIGNER SHALL BE RESPONSIBLE FOR OBTAINING THE NECESSARY CONSENTS FROM THE ADJACENT PROPERTY OWNERS.

**VARiances GRANTED ON JUNE 14, 2007**  
VERTICAL CURVE VARIANCE FROM 10'S TO 11'S ON ROAD K Sta. 0+19.01+21.

45.146 ACRES



**GENERAL NOTES**

1. THE OWNER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS FROM THE APPROPRIATE AGENCIES AND FOR OBTAINING THE NECESSARY CONSENTS FROM THE ADJACENT PROPERTY OWNERS.
2. THE DESIGNER SHALL BE RESPONSIBLE FOR OBTAINING THE NECESSARY CONSENTS FROM THE ADJACENT PROPERTY OWNERS.
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**CONCEPT PLAN**  
U.O.R.  
DATE \_\_\_\_\_  
REVISED 6-1-07

**STOP**

**CONCEPT PLAN SHEET ONE**  
**JEFFERSON PARK**  
Knox County, Tennessee

Prepared For:  
Mesano Investments, LLC  
PO Box 11315  
Knoxville, Tennessee 37939  
(865) 693-3356

Planning Agency:  
Knoxville-Knox County MPC  
400 Main Street, Suite 405  
Knoxville, Tennessee 37902  
(865) 215-2500

Surveyor:  
Jim Sullivan  
1607 Beavill Drive  
Knoxville, Tennessee 37922  
(865) 690-4709

**From:** "Martha Armstrong" <m.armstrong@tds.net>  
**To:** <mark.donaldson@knoxmpc.org>  
**Date:** 6/6/2007 4:56:00 PM  
**Subject:** Letter from Montgomery Cove Home Owners Association

Dear Mr. Donaldson:

Attached is a letter from the Montgomery Cove Home Owners Association relative to the development of the former Prater farm off Northshore Drive, now designated at Jefferson Creek, which property abuts Montgomery Cove. It is our understanding that this property will be discussed again at the upcoming Metropolitan Planning Commission meeting on June 14, 2007. We respectfully request that a copy of this letter be included in the informational packets sent to the commissioners in preparation for this meeting.

Thank you.

Martha C. Armstrong

Martha C. Armstrong

12433 Amberset Drive

Knoxville, TN 37922

1-301-814-5558 cell

1-865-671-0359 home

1-240-255-0055 fax

m.armstrong@tds.net

**CC:** "Richard Consoli" <rconsoli@innovativecontrols.com>, "Anne Cherney" <cherney5@charter.net>, "Neil Schmitt" <neil.schmitt.gbx9@statefarm.com>, "Schmitt, Elizabeth J." <Beth.Schmitt@alcoa.com>, "Beth Hamil(h) (E-mail)" <bethhamil@tds.net>

**From:** Betty Jo Mahan  
**Subject:** Fwd: RE: Montgomery Cove Homeowners Association Letter

June 6, 2007

Mr. Mark Donaldson, Executive Director  
Mr. Ken Pruitt, Assistant Manager  
Mr. Tom Brechko, Subdivision & Development Plan Review  
Knoxville - Knox County Metropolitan Planning Commission  
Suite 403, City/County Building  
400 Main Street  
Knoxville, TN 37902

Dear Sirs:

(Please note that these comments are in reference to the West Knox County development of the Jefferson Creek Subdivision on the former Prater Farm property off Northshore Drive.)

The Montgomery Cove Homeowners Association (MCHOA) is in dialogue with the developer of the property, Scott Davis of Messana Investments to reach an acceptable agreement for both parties in advance of the June 14 MPC meeting. However, in light of the fact those discussions with Mr. Davis, although scheduled, have not taken place and have not been concluded and in order to meet the deadline for submission of materials for inclusion in the commissioners packets, we respectfully submit the following comments/considerations in advance of the June 14 MPC meeting. We want to reiterate our desire to reach a positive understanding with Mr. Davis.

- The most recent concept plat for Jefferson Creek viewed by MCHOA shows a greater than 2.5 homes per developable acre density. This density does not appear to coincide with the recent MPC ruling. Specifically, Montgomery Cove residents remain concerned about the density of Block F of Jefferson Creek, which is on average at a higher density than the 2.5 homes per acre average of the subdivision. With respect to Block F, we would ask MPC to consider whether this block's zoning reflects the spirit of the zoning approval from the May 10, 2007 MPC meeting. By way of an example, we would ask MPC to consider the development approach to The Livery subdivision plan, which was adjusted to take into consideration the density of the adjoining subdivision (The Woods at Montgomery Cove) as its concept plans were developed.

- MCHOA would request that the Jefferson Creek developers ensure that water runoff from the new neighborhood be addressed in a way that it does not adversely affect already serious flooding/safety issues for property of Montgomery Cove Homeowners.

- MCHOA would request that MPC designate the already-existing 35-foot setback as a "no-clear green space" to preserve a small section of the



mature forest separating our subdivisions, to prevent flooding and to preserve some small area of natural habitat and mature trees. This would embrace the sustainable development suggestions in the Knoxville - Knox County Tree Conservation and Tree Planting Plan which was formerly adopted by the MPC at the May 10, 2007 meeting. We also believe that this would enhance the value of the Jefferson Creek lots at the same time that it preserves the value of the Montgomery Cove homes which adjoin the subdivision.

- It is our understanding that should the developer agree to the above, MPC would still need to designate the areas a "no-clear green space" to protect the forested buffer from future clearing from builders. We would respectfully request at this time that the MPC make this designation. Our request was outlined in writing and verbally at the previous MPC meeting and it was recommended by MPC that we reiterate this concern at the June 14 meeting which MCHOA plans to do.

- MCHOA remains interested in the plans for the Jefferson Creek common/amenities area and reserve the right to comment on the potential impact to our neighborhood's common area at future hearings on this property and its development.

Finally, we would ask MPC to address the impact of this new and large subdivision on traffic and safety to the area. There has been a great deal of discussion and concern, not only in Montgomery Cove, but also in many of the neighborhoods in our area on these topics. Concern centers on the rapid and seemingly unconstrained growth in the area. The impact of the increased vehicular traffic concomitant with the increased construction has already resulted in numerous serious accidents on Northshore Drive -- one serious accident as recently as two weeks ago -- at or near the entrance to our neighborhood. Our concern is that this rapid growth is occurring at a time when the county has reduced funds for both traffic and school population management in this area. We believe the MPC has a responsibility to manage the growth of Knoxville and Knox County in a sustainable, manageable and safe way that protects and preserves our natural resources and the residents who live in our communities.

Sincerely,

Anne Cherney  
President, MCHOA

Richard Consoli  
Board Member, MCHOA

Cc: Mr. Scott W. Davis, Messana Investments



6-SF-07-C  
6-F-07-UR

May 30, 2007

Mr. Michael D. Conger, P.E.  
Senior Transportation Engineer  
Knoxville Regional TPO  
400 Main Street, Suite 403  
Knoxville, TN 37902

**RE: PRATER PROPERTY TRAFFIC IMPACT STUDY- ADDENDUM 1**

Dear Mr Conger:

We are writing in response to your e-mail of May 24, 2007, requesting documentation regarding the assessment of the need and possible options for additional access to the subject subdivision. As you note, the proposed development will consist of 300 single-family lots. The threshold for multiple accesses is 150 lots.

The key issues regarding the need for multiple access points are traffic operations (capacity and level of service) and maintaining accessibility for emergency vehicles should an access route be blocked by fallen trees or power lines, disabled automobiles, or the like. In order to evaluate the impact of multiple accesses on intersection capacity, we distributed the buildout volumes at the Prater Property driveway (Figure 6 of report) assuming that one half of the site traffic would use each driveway. The enclosed figure presents the resulting volumes at the two hypothetical driveways. We then conducted turn lane warrant analyses and capacity analyses. The turn lane requirements (see enclosed worksheet) are the same as with a single driveway: a southbound right-turn lane on Northshore Drive would be required at each site driveway. The change in level of service (LOS) on Northshore Drive would be imperceptible, but the driveway LOS would improve from LOS F (75.5 to 96.0 seconds per vehicle) to LOS D to E (31.0 to 44.4 seconds per vehicle) with two entrances. These delay values would be further improved with separate left- and right-turn lanes for driveway traffic. The capacity analysis worksheets are enclosed.

The other consideration for multiple access points is provision of access in the event of blocked roads. The proposed site plan upon which our study was based includes a boulevard-type entrance and internal circulation road. The entrance road branches into multiple circulation routes approximately 200 feet from Northshore Drive. The boulevard-type design minimizes the probability that access to the development will be completely blocked. A stalled vehicle, downed tree or other obstruction may block one side of the road, but it is unlikely that both halves of the boulevard would be blocked at any given time. Therefore, access will be available to emergency service providers or others even if one half of the boulevard is blocked (although drivers may have to travel up to 200 feet in the opposite direction of the intended traffic flow). Within the site, the internal roadways provide redundancy of access to most lots. Thus, the need for multiple access routes for passage around blocked routes is satisfied by the boulevard entrance road.

Mr. Michael D. Conger, P.E.

May 30, 2007

Page 2

If a second access is constructed, the most desirable location would be 300 feet to 500 feet south of the current access. This would satisfy the minimum separation between intersections along a collector (300 feet per Knox County's Minimum Subdivision Regulations, section 62-87) and would maintain acceptable sight distance at both driveways. The current access point should not be shifted to the north given sight distance constraints there.

In summary, we conclude that there is a suitable location for a second access point on Northshore Drive to serve the Prater Property subdivision. The second access is desirable to minimize delays for site traffic; however, those delays will continue to be unacceptable (LOS E) in some cases. The single boulevard-type entrance design currently proposed satisfies the need for redundant access in the event of a blocked road.

Please do not hesitate to call if you have any questions or need further information regarding this matter.

Sincerely,

WILBUR SMITH ASSOCIATES



John W. Sexton, P.E.

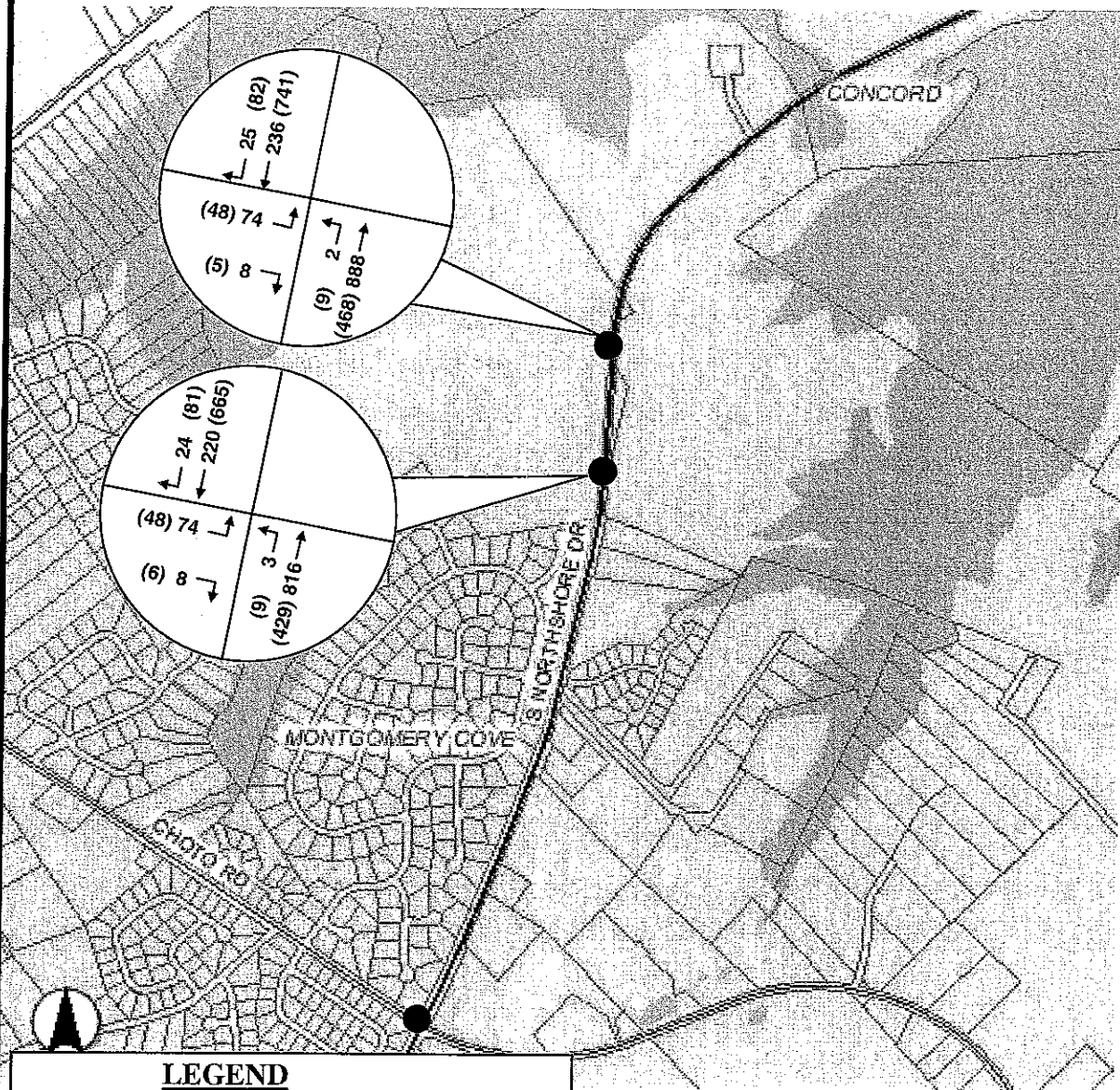
Senior Transportation Engineer

JWS/jws

Enclosures (a/s)

C: Scott Davis

**YEAR 2012 PEAK HOUR TRAFFIC  
WITH DEVELOPMENT, 2 DRIVEWAYS**  
Proposed Prater Property Subdivision  
Knox County, Tennessee



**LEGEND**

→ 10(10) Turning Movement Volume AM(PM)



May 8, 2007

Mr. Scott W. Davis  
Eagle Bend Realty  
P.O. Box 11315  
Knoxville, Tennessee 37939

**RE: PRATER PROPERTY TRAFFIC IMPACT STUDY**

Dear Mr. Davis:

Wilbur Smith Associates (WSA) is pleased to submit this letter report pertaining to the anticipated traffic impacts of a proposed residential subdivision to be located on Northshore Drive in southwest Knox County, Tennessee. Figure 1 presents the general site location. Figure 2 presents the proposed conceptual site plan. The scope of this study was defined by the Knox County Department of Engineering and Public Works to address intersection capacity and the need for auxiliary lanes at the proposed access point and at the intersection of Northshore Drive and Choto Road. They also require that the study investigate the need for signalization of Northshore Drive at Choto Road.

**Data Collection and General Site Description**

The proposed development will consist of approximately 300 single family lots. The proposed access is a single boulevard-type driveway on Northshore Drive. Build out and full occupancy is expected to occur within five years, or by 2012.

WSA conducted a field investigation in the environs of the proposed development to note any existing or potential geometric deficiencies. Northshore Drive is a two-lane collector roadway with 10-foot travel lanes and paved shoulders one foot wide. The posted speed limit is 40 MPH. The available intersection sight distance at the proposed site driveway location is approximately 450 feet to the north (left) and approximately 1,200 feet to the south.

Choto Road intersects Northshore Drive from the east and west and serves substantial residential development. It also provides connection to Farragut via Harvey Road, McFee Road and Virtue Road.

At the site driveway, a southbound right-turn lane will be warranted upon build out. The need for a northbound left-turn lane is marginal and depends upon Northshore Drive operating speeds at the driveway. The critical volume of traffic turning left into the site is 18 vehicles during the PM peak hour. The warrant threshold at 36 to 45 MPH (the posted speed is 40 MPH) is 20 vehicles. The warrant threshold at 46 to 55 MPH is 15. Thus, if operating speeds are generally at the posted speed limit, the turn lane will not be warranted. If speeds exceed 45 MPH the northbound left-turn volume will slightly exceed the warrant threshold.

### Conclusions and Recommendations

Based on the analyses and evaluations reported herein, WSA reached the following conclusions and makes the recommendations set forth below:

- *Sight distance*
  - Discussion: The minimum required sight distance based on the posted speed limit of 40 MPH on Northshore Drive is 400 feet. Thus, the available sight distance at the proposed driveway location (450 feet or greater in both directions) is adequate, even if actual operating speeds exceed the posted limit slightly.
  - Recommendation: Site grading and landscaping should be accomplished to maintain the available sight distance.
  
- *Auxiliary lanes*
  - Discussion: A southbound left-turn lane on Northshore Drive at Choto Road is currently warranted. A southbound right-turn lane on Northshore Drive at Choto Road may be warranted under background growth conditions if operating speeds on Northshore Drive exceed 45 MPH. It is emphasized that the existing or potential need for each of these turn lanes at Choto Road is not site-driven. At the site driveway, a southbound right-turn lane on Northshore Drive will be warranted upon site build out. The need for a northbound left-turn lane at the driveway is marginal and depends upon higher operating speeds on Northshore Drive.
  - Recommendation: It is recommended that the southbound left-turn lane on Northshore Drive at Choto Road be constructed. A speed study should be conducted to document operating speeds at the intersection to help guide the decision regarding the need for a southbound right-turn lane. Neither of these auxiliary lanes is site-driven.



At the site driveway, it is recommended that a southbound right-turn lane be constructed. A speed study should be conducted to document operating speeds at the proposed driveway location to help guide the decision regarding the need for a northbound left-turn lane.



- *Proposed driveway exit lanes*

- Discussion: It is not clear from the site plan if the proposed driveway includes separate lanes for left and right turns, although it is our understanding that these are expected to be built. Given the projected LOS F conditions for the driveway, it would be prudent to provide the separate lanes to minimize delay to right-turn drivers.
- Recommendation: It is recommended that the site driveway include separate left- and right-turn lanes.

- *Signalization of Northshore Drive at Choto Road*

- Discussion: The current and background growth volumes fail to meet the warrant volume thresholds for the signal based on the posted speed of 40 MPH, but the signal is justified if operating speeds exceed 40 MPH. Further, given the poor existing level of service for eastbound Choto Road traffic, it is evident that the need for signalization is approaching.
- Recommendation: It is recommended that a speed study be conducted to document operating speeds at the intersection to help guide the decision regarding signalization. It is further recommended that traffic growth be monitored and that installation of the signal be included in jurisdictional programming of improvements. It is emphasized that the need for the signal is not associated with the proposed development.

Please find enclosed the supporting figures and appendix items cited herein. Do not hesitate to call if you have any questions or wish to discuss this report.

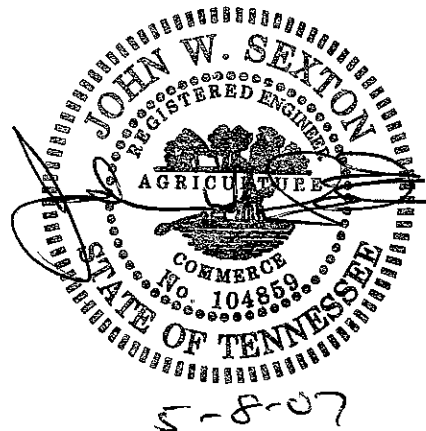
Sincerely,

WILBUR SMITH ASSOCIATES

A handwritten signature in black ink, appearing to read "John W. Sexton".

John W. Sexton, PE

Senior Transportation Engineer



**From:** "Sims, Jeffery W (SI4)" <SI4@bechteljacobs.org>  
**To:** <contact@knoxmpc.org>  
**Date:** 6/5/2007 7:53:13 AM  
**Subject:** Opposition to the proposed Subdivisions in the Northshore and Choto Road area in Knox County

MPC,

- > Please consider my vote against the proposed number of lots in the proposed
- > subdivisions at the intersection of Harvey and Choto road in west Knox
- > County just north of Northshore Drive AND the new subdivision on the
- > Pratter farm at the rodeo. The area is currently being "Way" over
- > built/developed not to mention the traffic is horrible out there. The
- > bridge along Northshore is under construction and Evans Road is closed!!!
- > ...not to mention the bridge is closed at Virtue Road and the road to
- > Anchor Park!! The schools are overpopulated in Farragut and I don't see a
- > long term solution in the works. Please side with the current residents in
- > this area and reduce the number of homes per acre. The developers ask for
- > twice or three times what they really want to get what they want. Please
- > keep the number of homes at 2 or less per acre.
- >
- > Thank you
- > Jeff Sims
- > (Choto Bend resident)
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- >

**CC:** "Sierra Sims" <5alive@charter.net>