



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

▶ **FILE #:** 11-SC-07-C

AGENDA ITEM #: 12

AGENDA DATE: 11/8/2007

▶ **SUBDIVISION:** SHERRILL HILL

▶ **APPLICANT/DEVELOPER:** ANDREWS PROPERTIES, INC.

OWNER(S): Andrews Properties, Inc.

TAX IDENTIFICATION: 132 27

JURISDICTION: City Council District 2

▶ **LOCATION:** South side of Kingston Pike at Market Place Blvd.

SECTOR PLAN: Southwest County

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

WATERSHED: Sinking Creek and Ten Mile Creek

▶ **APPROXIMATE ACREAGE:** 104.9 acres

▶ **ZONING:** PC-1 (k) (Retail & Office Park), PC-1/H-1 (k) (Historic Overlay), O-1 (k) (Office, Medical, and Related Services) & RP-1 (k) (Planned Residential)

▶ **EXISTING LAND USE:** Vacant land

▶ **PROPOSED USE:** Mixed use subdivision

SURROUNDING LAND USE AND ZONING: North: Shopping center / SC-3 (Regional Shopping Center)
South: Residences / RA (Low Density Residential) & PR (Planned Residential)
East: Residences and shopping center / RB (General Residential) & SC (Shopping Center)
West: Residences / RAE (Exclusive Residential) & RB (General Residential)

▶ **NUMBER OF LOTS:** 6

SURVEYOR/ENGINEER: Cannon & Cannon, Inc.

ACCESSIBILITY: Access is via Kingston Pike, a major arterial street with a four and five lane cross section within a required right-of-way of 100'.

▶ **SUBDIVISION VARIANCES REQUIRED:**
1. Maximum street grade variance from STA 13+46.72 through STA 17+90, from 12% to 15%.
2. Vertical curve variance at STA 17+90, from 300' to 180'.

STAFF RECOMMENDATION:

▶ **APPROVE** variances 1 and 2 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 11 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 Knoxville (City Ord. 0-280-90).
3. Installation of the street improvements recommended in the Traffic Impact Study prepared by Cannon & Cannon, Inc. At the design plan stage of the subdivision, the applicant shall work with the Knoxville

- Engineering Division on the design, timing and implementation of the recommended street improvements.
4. Installation of the sidewalks as designated on the concept plan and in compliance with the requirements of the City of Knoxville.
 5. Installation of the landscape plan designated for the boulevard as required by the Sherrill Hill Master Plan. Landscape plantings shall not interfere with sight distance for vehicles traveling on or entering the street.
 6. Meeting all applicable requirements of the Knoxville Department of Engineering.
 7. Obtaining a street connection permit from the Tennessee Department of Transportation (TDOT).
 8. Placing a note on the final plat that all lots will have access only to the internal street system except for Lot 1 that will be allowed the right-in/right-out curb-cut identified on the concept and as approved by TDOT.
 9. Clearly marking in the field the 50' undisturbed buffer area that adjoins the existing residential neighborhoods prior to any clearing or grading beyond the clearing and grading required for the JPE. The dripline for specimen trees that are located within the buffer shall also be protected as outlined in the approved master plan (11-B-07-OB).
 10. Meeting all applicable requirements of the Knoxville Zoning Ordinance.
 11. 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 to subdivide this 104.9 acre tract into 6 lots for mixed use development under the PC-1 (k) (Retail & Office Park), PC-1/H-1 (k) (Historic Overlay), O-1 (k) (Office, Medical, and Related Services) and RP-1 (k) (Planned Residential) zoning designations. The Planning Commission recommended approval of both a sector plan amendment (8-C-07-SP) and rezoning request (8-F-07-RZ) for this property on August 9, 2007. The Knoxville City Council approved the requests with conditions on September 25, 2007. As presented, the six lots are divided to serve the proposed commercial (2 lots), office (2 lots), senior living center (1 lot) and residential (1 lot) development.

Access to the proposed lots will be via a Joint Permanent Easement (JPE) off of Kingston Pike that will meet collector street design standards. This boulevard design street will be in alignment with Market Place Blvd. an existing street that intersects with Kingston Pike on the north side. The only other direct access to Kingston Pike will be a right-in/right-out curb-cut on Lot 1 that is to be located on the west side of the new street. Under the Sherrill Hill Master Plan and commercial development use-on-review application, Staff is recommending that a connection be made to the existing shopping center to the east which will allow access to an existing curb-cut and median crossing on Kingston Pike.

A traffic impact study has been conducted for the entire development and recommended traffic improvements are identified in that report. The Executive Summary from the traffic impact study is attached. The street improvements recommended by the study are reflected in the revised concept plan.

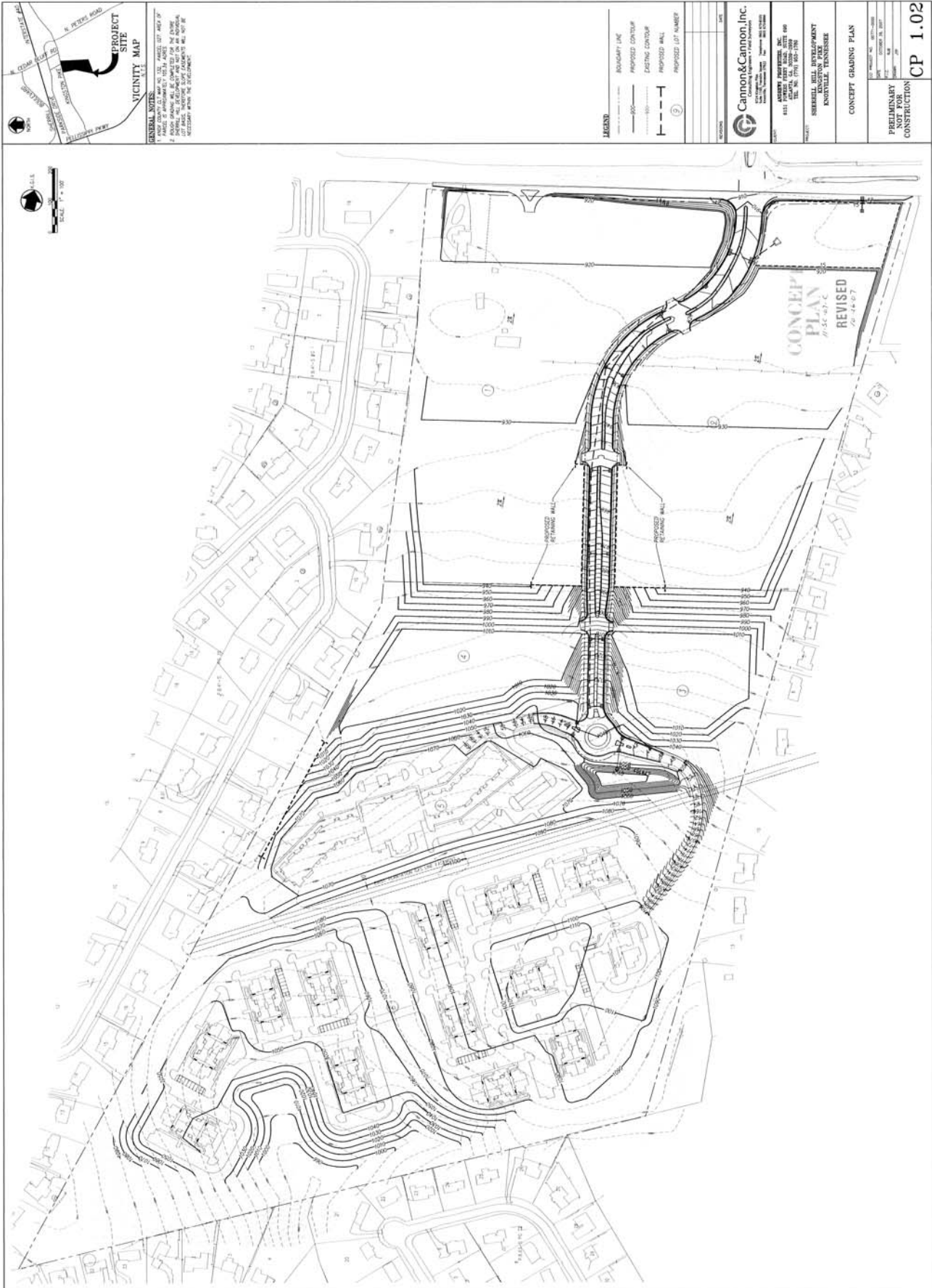
To get a better understanding of the grading that is needed to develop the site, Staff had requested that the applicant provide a preliminary site grading plan. This grading plan identifies the transitions needed between development sites and the grading that is proposed adjacent to the required 50' undisturbed buffer (condition of zoning approvals).

ESTIMATED TRAFFIC IMPACT 19528 (average daily vehicle trips)

Average Daily Vehicle Trips are computed using national average trip rates reported in the latest edition of "Trip Generation," published by the Institute of Transportation Engineers. Average Daily Vehicle Trips represent the total number of trips that a particular land use can be expected to generate during a 24-hour day (Monday through Friday), with a "trip" counted each time a vehicle enters or exits a proposed development.

ESTIMATED STUDENT YIELD: Not applicable.

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

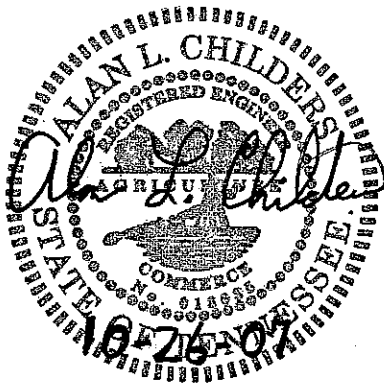


11-SC-07-C

Traffic Impact Study

Sherrill Hill Development
Knoxville, Tennessee

CCI Project File No. 00771-0000.1



August 6, 2007
(Revised October 1, 2007)
(Revised October 26, 2007)

Prepared for:

Andrews Properties, Inc.
6151 Powers Ferry Road, Suite 690
Atlanta, Georgia 30339-2959



Cannon & Cannon, Inc.

Consulting Engineers • Field Surveyors
9724 Kingston Pike • Suite 1100
Knoxville, Tennessee 37922

EXECUTIVE SUMMARY

This report provides a summary of a traffic impact study that was performed for a proposed mixed-use development to be located on approximately 105 acres in west Knoxville. The project site is located on the south side of Kingston Pike at the intersection with Market Place Boulevard. The development plan for this project proposes a mixed-use project containing approximately 474,000 square feet of commercial and office uses, as well as 477 residential units. Primary access to the site is proposed via a new site roadway to be located opposite the Market Place Boulevard intersection on Kingston Pike. The development plan also indicates a secondary right-in/right-out driveway access point to be located on Kingston Pike to the west of the proposed primary site roadway.

The purpose of this study was the evaluation of the traffic operational and safety impacts of the proposed development upon roadways in the vicinity of the project site. Based on the trip generation estimates from the proposed site, a Level 3 traffic impact study is required. The scope of the study included a review of the following intersections:

1. Kingston Pike at N. Seven Oaks Drive / Windsor Square
2. Kingston Pike at Essex Drive / Home Depot
3. Kingston Pike at Market Place Boulevard / Proposed Site Road (Sherrill Hill)
4. Kingston Pike at Cedar Bluff Road
5. Kingston Pike at Peters Road
6. N. Peters Road at Market Place Boulevard
7. Cedar Bluff Road at N. Peters Road
8. Cedar Bluff Road at Interstate 40 Eastbound Off-Ramp
9. Cedar Bluff Road at Interstate 40 Westbound Off-Ramp

Intersection capacity evaluations were conducted at these locations for existing and future conditions in order to determine the anticipated impacts, and to establish recommended measures to mitigate these impacts. Of particular interest was the roadway geometric needs for the project main entrance intersection, Kingston Pike at Market Place Boulevard (No. 3).

The primary conclusion of this study is that the traffic generated from the proposed development will have its most significant impact on traffic operations at the intersection of Kingston Pike and Market Place Boulevard / Proposed Site Roadway. Capacity analyses of this intersection found that it is anticipated to incur peak hour levels-of-service of "F" once the proposed development is constructed and generating traffic, unless significant improvements are constructed. These recommended geometric and traffic control improvements will successfully mitigate the traffic impact of the proposed development,

resulting in levels-of-service in the “D” range. The following listing is a summary of the improvements that resulted from this study for the intersection of Kingston Pike and Market Place Boulevard / Proposed Site Roadway:

1. Provide an additional eastbound through traffic lane (for a total of three eastbound through lanes) on Kingston Pike, as well as an eastbound right-turn lane with a minimum of 275 feet of storage. The additional through lane should be developed across a significant portion of the proposed project site.
2. Provide a westbound left-turn lane, with a minimum of 320 feet of storage on Kingston Pike.
3. Provide an additional southbound left-turn lane, with approximately 150 feet of storage, on Market Place Boulevard approaching Kingston Pike. In addition, modify the existing southbound right-turn lane on Market Place Boulevard to become a shared through/right-turn lane.
4. For the proposed northbound site roadway at Kingston Pike, provide two exclusive left-turn lanes with a minimum of 200 feet of storage, one exclusive through lane, and one exclusive right-turn lane with a minimum of 310 feet of storage. In addition, provide a secondary site driveway onto Kingston Pike configured as a right-in/right-out driveway as shown in FIGURE 8.
5. Modify the current traffic signal at the intersection of Kingston Pike and Market Place Boulevard to accommodate the additional / modified lanes and phasing.

It is recommended that the proposed improvements be constructed and operating at such time that a significant portion of the development is constructed and generating traffic.