



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

▶ **FILE #:** 8-M-08-UR

AGENDA ITEM #: 84

AGENDA DATE: 8/14/2008

▶ **APPLICANT:** SCOTT C. BROOKS

OWNER(S): SCHAAD COMPANIES

TAX ID NUMBER: 91 001.03

JURISDICTION: County Commission District 6

▶ **LOCATION:** North side of Oak Ridge Hwy., south of Beaver Ridge Rd.

▶ **APPX. SIZE OF TRACT:** 1.15 acres

SECTOR PLAN: Northwest County

GROWTH POLICY PLAN: Planned Growth Area

ACCESSIBILITY: Access is via Oak Ridge Hwy., a major arterial street with a 32' pavement width within an 88' right-of-way, and Beaver Ridge Rd., a local street, with a 19' pavement width within a 40' right-of-way.

UTILITIES: Water Source: West Knox Utility District

Sewer Source: West Knox Utility District

WATERSHED: Beaver Creek

▶ **ZONING:** PC (Planned Commercial)

▶ **EXISTING LAND USE:** Vacant

▶ **PROPOSED USE:** Automotive store

HISTORY OF ZONING: Rezoned to PC in 1990 (2-K-90-RZ). Several use on reviews have been approved since that time (7-J-06-UR & 4-F-07-UR).

SURROUNDING LAND USE AND ZONING:
 North: Residences / PR (Planned Residential)
 South: Office building & school / OB (Office, Medical & Related Services) & A (Agricultural)
 East: Retail center / PC (Planned Commercial)
 West: Community Center / A (Agricultural)

NEIGHBORHOOD CONTEXT: This property is located in an area that has a mix of commercial and residential land uses.

STAFF RECOMMENDATION:

▶ **APPROVE the development plan for a 6,000 sq. ft. retail building in the PC (Planned Commercial) zoning district, subject to the following 9 conditions:**

1. Meeting all applicable requirements of the Knox County Zoning Ordinance.
2. Meeting all applicable requirements of the Knox County Department of Engineering and Public Works.
3. Adherence to conditions outlined in the previously approved Traffic Impact Study conducted by Wilbur Smith & Assoc. in July 2006.
4. Any future development proposal will require use on review consideration and an updated traffic impact study.

5. For this phase of development, access will be limited to Oak Ridge Hwy. via the existing driveway.
6. Connection to sanitary sewer and meeting any other relevant requirements of the Knox County Health Department.
7. Installing landscaping as shown on the landscape plan within six months of the issuance of occupancy permits for this project, or posting a bond in an amount acceptable to the Knox County Department of Engineering and Public Works to guarantee such installation.
8. Adherence to the protective covenants recorded for this development (7-J-06-UR).
9. Proposed ground and wall signs will be required to meet all applicable requirements of the Knox County Zoning Ordinance (Art.3.90.09).

With the conditions noted, this plan meets the requirements for approval of a use-on-review in the PC zoning district.

COMMENTS:

The applicant is proposing to develop a 1.15 acre portion of this 14.76 acre site which is zoned PC (Planned Commercial). A portion of this site was approved for a retail center in July of 2006 (7-H-06-UR) and two office buildings were approved in April of 2007 (4-F-07-UR). This request is for an Advanced Auto Parts retail store with a total building area of 6,000 square feet.

Access to this site will be limited to Oak Ridge Hwy. for this third phase of development. A traffic impact study was submitted as part of the previous request and addressed the retail center and 2 office buildings. According to a letter submitted by the engineering firm who conducted the previous traffic impact study, this proposal will not generate more traffic than what was outlined by the original traffic study. If or when additional phases of development are proposed for this site, the applicant will be required to update the original traffic impact study.

Since this is a planned commercial development, the applicant will be required to meet all requirements outlined in the protective covenants which were recorded for the first and second phases of development. In addition to updating the traffic impact study, if or when additional phases of development are proposed, the applicant will need approval of another use on review by MPC and adhere to the protective covenants recorded for this project.

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

1. Public water and sewer utilities are available in the area to serve this site.
2. Oak Ridge Hwy. is a major arterial street and has sufficient capacity to handle the additional traffic which will be generated by this development. The impact of the proposed development on adjacent properties will be minimal, because the property does not face any established residential uses.
3. The proposal will have no impact on schools.
4. The proposed development is compatible with the scale and intensity of the surrounding development and zoning pattern.

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

1. The proposal meets all requirements of the PC zoning district as well as the general criteria for approval of a use-on-review.
2. The proposed retail center is consistent with the following general standards for uses permitted on review: The proposal 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. The use will not draw substantial additional traffic through residential areas.

CONFORMITY OF THE PROPOSAL TO ADOPTED MPC PLANS

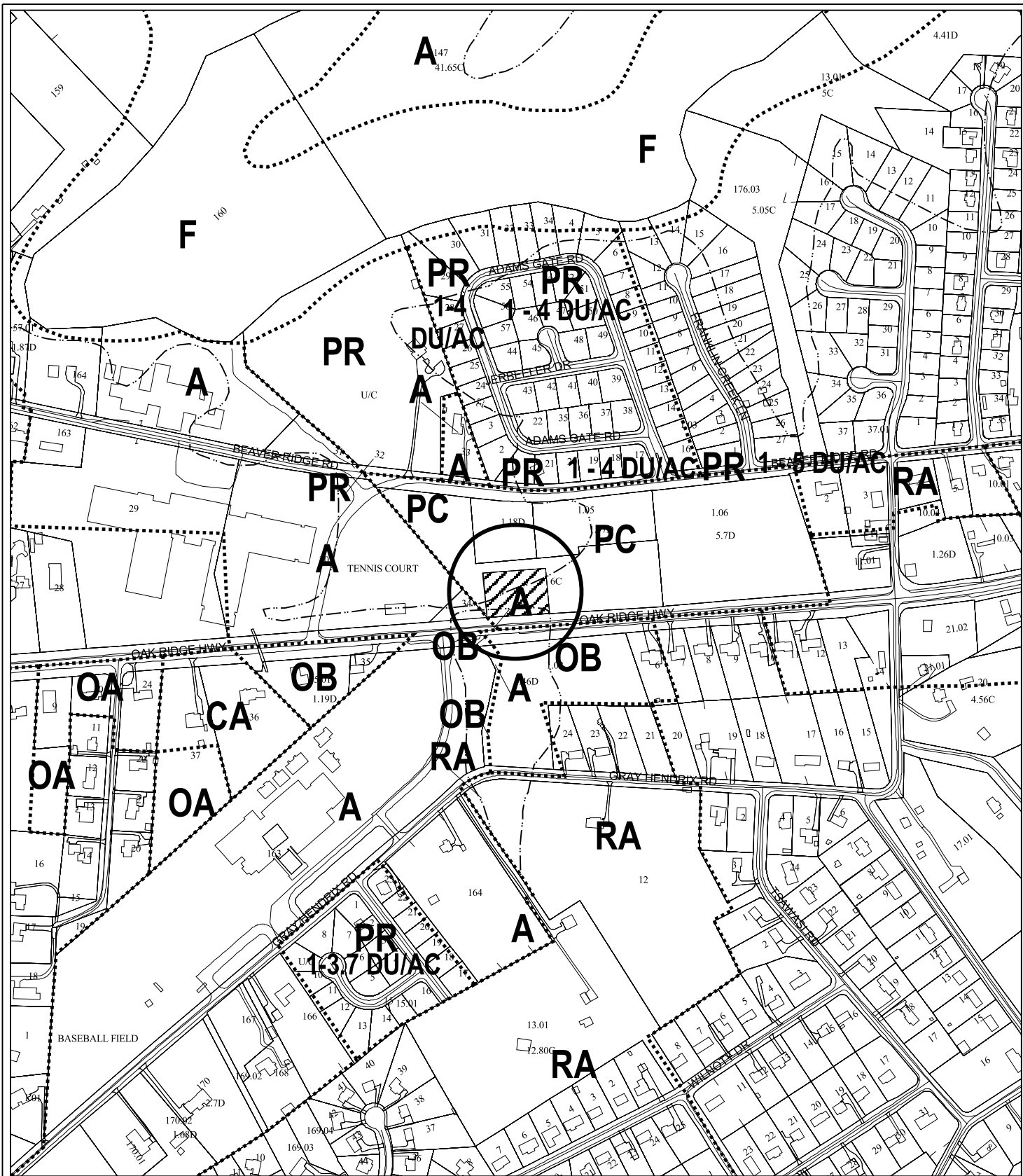
1. The Northwest County Sector Plan proposes commercial and stream protection uses for this site. PC (Planned Commercial) is listed as a permitted zone under the commercial designation.
2. The site is located within the Planned Growth Area on the Knoxville-Knox County-Farragut Growth Policy Plan map.

ESTIMATED TRAFFIC IMPACT: 244 (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 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. Appellants have 30 days to appeal an MPC decision in the County.



8-M-08-UR
USE ON REVIEW

 Automotive store in PC (Planned Commercial)

Original Print Date: 07/21/08 Revised: 07/31/08
Metropolitan Planning Commission * City / County Building * Knoxville, TN 37902

Petitioner: Scott C. Brooks

Map No: 91

Jurisdiction: County





July 18, 2008

Mr. Tim Dunaway
 SCHAAD PROPERTIES
 150 Major Reynolds Place
 Knoxville, TN 37919

8-M-08-UR

RE: FRANKLIN CREEK, KNOX COUNTY, TN.

Dear Mr. Dunaway:

Wilbur Smith Associates has completed its review of the proposed use for an out-lot site located in the Franklin Creek development located on the north side of Oak Ridge Highway (S.R. 62) in the Karns Community of northwest Knox County. A traffic impact study was prepared by WSA in July of 2006 for the Franklin Creek development. At the time of preparing the traffic study, the subject out-lot was a proposed 4,050 square-foot bank. Current plans for this out-lot is for a 6,000 square-foot auto parts retailer. This review compared the trip generation of the two uses and determined whether the current proposed use is within conformance of the previously prepared traffic study.

Trips were generated for both the previously studied bank and the currently proposed auto parts sales using the publication, *Trip Generation, 7th Edition*. This reference is published by the Institute of Transportation Engineers (ITE) and represents national data collected for many different land uses including Industrial, residential and commercial uses. *Trip Generation* is an essential tool in calculating the traffic, which may be generated by a proposed development.

Studies conducted for pass-by traffic for banks have suggested an average rate of 47-percent. Pass-by trips are trips intercepted from the adjacent street traffic flow and are not new trips to the adjacent street. A study of pass-by rates for an auto parts sales use found a rate of 43-percent. For this auto parts sales use, a pass-by rate of 20-percent is assumed. The following table presents the trip generation of the two uses.

Land Use	LUC	Density	TRIP GENERATION						
			Daily	AM PEAK			PM PEAK		
				Enter	Exit	Total	Enter	Exit	Total
Drive-In Bank	912	4,050	995	26	22	50	93	93	186
Pass-by Trips 47%			488	13	10	24	44	44	87
Primary Trips			507	13	12	26	49	49	99
Auto Parts Sales	843	6,000	335	8	5	13	16	17	33
Pass-by Trips 20%			67	2	1	3	3	3	7
Primary Trips			268	6	4	10	14	14	26
Change in Primary Trips			268	8	8	18	30	31	72

Note: Trips generated using *Trip Generation, 7th Edition*, published by ITE.

1100 Marion Street, Suite 200, Knoxville, Tennessee 37921
 865.963.4300 / 865.963.4301 www.WilburSmith.com

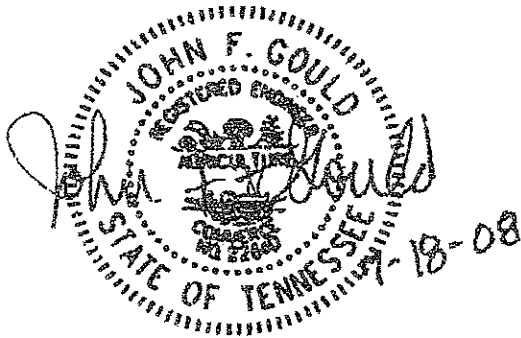
Mr. Tim Dunaway
July 18, 2008
Page 2

From the trip generation of the two uses, the currently proposed use reflects a reduction in the trip generation and the resulting primary trips after an adjustment is applied for pass-by trips. Therefore, the proposed new use is within the trips generated for the site in the July 2006 study. Auto parts sales is a much lower generator than a bank and its use will not have any greater impact than that of a bank.

If WSA can be any further assistance, please call.

Sincerely,

WILBUR SMITH ASSOCIATES, INC.



John F. Gould, P.E.
Senior Transportation Engineer

8-M-08-WR 8/1/08



8-M-08-UR 8/1/08

