



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

▶ **FILE #:** 3-SB-11-C

AGENDA ITEM # 15

AGENDA DATE: 3/10/2011

▶ **SUBDIVISION:** NORTHSHORE TOWN CENTER

▶ **APPLICANT/DEVELOPER:** NORTHSHORE MARKET INVESTORS, LLC

OWNER(S): Miles Cullem

TAX IDENTIFICATION: 154 PT. OF 09801

JURISDICTION: City Council District 2

▶ **LOCATION:** North side of S. Northshore Dr., west side of I-140 (Pellissippi Pkwy)

SECTOR PLAN: Southwest County

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

WATERSHED: Tennessee River

▶ **APPROXIMATE ACREAGE:** 64.38 acres

▶ **ZONING:** PC-1 (Retail and Office Park) & TC-1 (Town Center)

▶ **EXISTING LAND USE:**

▶ **PROPOSED USE:** Commercial shopping center

SURROUNDING LAND USE AND ZONING: The surrounding area to the north and west of the site is being developed into a mix of uses under the TC-1 zoning district. This includes a future school. To the north and west are residential subdivisions, zoned RA and PR in the County. To the south is vacant land, floodway and an indoor storage facility, zoned A and OB. To the east is I-140 right-of-way, which includes the interchange with S. Northshore Dr.

▶ **NUMBER OF LOTS:** 8

SURVEYOR/ENGINEER: Site Inc.

ACCESSIBILITY: Access to the site is via S. Northshore Dr., a major arterial street with 2 lanes expanding to 4 lanes within 200-335' of right-of-way.

- ▶ **SUBDIVISION VARIANCES REQUIRED:**
1. Reduction of property line and pavement radius at the intersection of Town Center Bv at S. Northshore Dr. from 75' to 0'
 2. Reduction of the pavement radius at the intersection of Town Center Bv and the Slip ramp from 75' to 67'
 3. Reduction of the property line radius at the intersection of Town Center Bv and the Slip ramp from 75' to 62.5'
 4. Reduction of the pavement radius at the intersection of Town Center Bv and Road A from 75' to 25'
 5. Reduction of the property line radius at the intersection of Town Center Bv and Road A 75' to 25'
 6. Reduction of the pavement radius at the intersection of Road A and Thunderhead Rd from 75' to 30'
 7. Reduction of the property line radius at the intersection of Road A and Thunderhead Rd from 75' to 18.5'
 8. Reduction of the property line radius at the intersection of I-140 and the slip ramp from 75' to 0'
 9. To determine that adequate turn-around space at the northern

terminus of Town Center Bv. is provided in the proposed parking lot rather than requiring the construction of a cul-de-sac

STAFF RECOMMENDATION:

- **APPROVE** variances 1, 6, 8 & 9 because the proposed improvements are adequate to support the development and in keeping with the town center development concept
DENY variances 2-5 & 7 (see comments)

APPROVE the concept plan subject to 17 conditions

1. Meeting all other applicable requirements of the City Engineering Dept. unless specified otherwise by this report
2. Completion of all phase one road improvements as noted elsewhere in this report prior to obtaining an occupancy permit for either major tenant
3. The slip ramp profiles as prepared by Wilbur Smith and Associates being made part of this approval
4. Final approval of the design of the round-about at the end of the slip ramp by the City of Knoxville Engineering Dept. and TDOT
5. Eliminate or redesign the mid block pedestrian crossing on Road A to meet ADA requirements
6. Provide a pedestrian crossing on Road A on the western side of the round-about if permitted by TDOT
7. Redesign the pedestrian crossing on Town Center Bv at the signalized intersection to meet ADA requirements
8. Providing 300' of sight distance in both directions from Road A to the north and south. A sight distance easement across the northern corner of the intersection may be required
9. Establish the right-of-way boundary at 12' behind the back of the curb on both sides of the street on Town Center Bv. And Road A. By establishing the right-of-way as noted, variance requests 2-6 are no longer needed
10. Town Center Bv. And Road A are to be constructed using the City of Knoxville's construction cross section for an arterial street
11. Show on the final plat the limits of the access control area as it relates to each leg of the round-about and I-140
12. Establish a 50' buffer around all closed contour areas. If any building construction is proposed within the 50' buffer area around the designated sinkholes/depressions (including the depressions), a geotechnical report must be prepared by a registered engineer to determine soil stability and that report must be submitted to the Knoxville Engineering Dept. for consideration. Any construction in these areas is subject to approval by the City following review of the report. Engineered footings must be designed for these areas. If any lots do not have a building site outside of the 50' buffer, approval by the City Engineer will be required prior to final plat approval. The sinkholes/depressions and 50' buffer shall be designated on the final plat even if they are approved to be filled.
13. The cost of all road and traffic improvements being the responsibility of the applicant
14. Connection to sanitary sewer and meeting any other relevant requirements of the Knox County Health Department.
15. Provision of street names which are consistent with the Uniform Street Naming and Addressing System within Knoxville (Ord. 0-280-90).
16. Meeting all applicable requirements and obtaining all required permits from the Tennessee Department of Transportation, Tennessee Department of Environment and Conservation, Tennessee Valley Authority and the U.S. Army Corps of Engineers
17. 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.

COMMENTS:

The applicants have submitted this concept subdivision plan for this 64.38 acre site. The plan is to divide the property into 8 lots. Lots 1-6 are zoned PC-1 (Retail and Office Park) District. Lots 7 and 8 are zone TC-1 (Town Center) District. In addition to this concept plan the applicant has submitted sites plans (3-C-11-UR) for review and approval through the use on review process for lots 3 and 6.

The site has been the subject of MPC review in the past. An overall conceptual plan was approved in 2005 for this site at the time it was being considered for TC-1 (Town Center) zoning. At that time the project was proposed to be a large scale mixed use development consisting of retail, office and mixed residential uses. To date, with the exception of some residential development, the project has not moved forward. The site has now had a change in ownership. The new owners have gotten part of the site rezoned to PC-1 (Retail and Office Park) District. It is their intention to continue the mixed use concept for the property, but with

larger retail anchors than could be permitted under the previous zoning.

Due to the size of the project, a traffic impact study has been prepared and submitted along with the concept plan. The traffic study calls for a number of improvements that will be needed(see attached list) as this project moves forward. Staff will require that all improvements noted as being part of the road safety audit and the phase one improvements be in place before either of the proposed anchor tenants are granted occupancy permits. This project will include the construction of a slip ramp from I-140 into the site. Improvements to the existing interchange of I-140 at S. Northshore Dr., and improvements to S. Northshore Dr. are called for in the study. Construction of new city streets will occur within the development. Tax Increment Financing (TIF) is being sought by the applicant to help with the financing of some of these road and traffic improvements. In addition to the TIF, funding of all road and traffic improvements will be the responsibility of the developers.

The designs for the roads within the project do not meet the City's "typical" road cross section. As a condition of approval, the City Engineering staff has requested that right-of- way limits for each proposed public street in the development be established 12 feet beyond the back of the curb on both sides of the new streets. With the right-of-way width established as requested, variances 2-5 and 7 are no longer needed.

The proposed round-about at the end of the slip ramp has design issues that will have to be dealt with after the approval of this concept plan. The basic design does not conform with any of the State of Tennessee' accepted typical designs. The staff will condition the approval of the concept plan to require the applicant to obtaining design approval of the round-about from the Tenn. Dept. of Transportation and the City of Knoxville.

At the time this property was rezoned to PC-1, there were conditions place on the site which stated that development of the property should be in keeping with town center concept. Pedestrian movement throughout a development is an important element of town center type development. The proposed mid-block pedestrian crossing shown on Road A will have to be redesigned to comply with ADA standards or will have to be eliminated because of excessive cross slope. ADA standards do not permit the cross slope to exceed 2% grade. The current plan shows a grade at that location greater than permitted. Staff will recommend that a pedestrian crossing be built on the western side of the proposed round-about if permitted by TDOT. Additionally, the profile of Town Center Bv. will need to be adjusted to accommodate an ADA compliant pedestrian crossing on that street at the proposed traffic signal. Finally, staff will require that a crosswalk be installed on Road A at the Thunderhead Rd. intersection.

Sight distance, looking to the north, at the intersection of Road A at Thunderhead Rd. may be a concern. Future development as shown on the conceptual plan may block visibility at that intersection. Staff will require that an easement be put in place that will insure the maintenance of 300 ft. of sight distance at that intersection.

ESTIMATED TRAFFIC IMPACT 11102 (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 Knox County Chancery Court. The date of the Knox County Chancery Court appeal hearing will depend on when the appeal application is filed.