

▶ **FILE #:** 2-B-13-UR **AGENDA ITEM #:** 26
 POSTPONEMENT(S): 2/14/2013 **AGENDA DATE:** 3/14/2013
 ▶ **APPLICANT:** THE KROGER COMPANY
 OWNER(S): Kroger Company

TAX ID NUMBER: 57 PART OF 007
 JURISDICTION: City Council District 5
 ▶ **LOCATION:** Southeast side of E. Emory Rd., southwest of I-75, northeast of Central Avenue Pike.
 ▶ **APPX. SIZE OF TRACT:** 14.23 acres
 SECTOR PLAN: North County
 GROWTH POLICY PLAN: Urban Growth Area (Inside City Limits)
 ACCESSIBILITY: Access is via E. Emory Rd., a major arterial street with a 5 lane section, and a 60 foot pavement width within a required right-of-way of 112 feet; and Central Avenue Pike, a minor arterial street with a 21 foot pavement width within a required right-of-way of 88 feet.
 UTILITIES: Water Source: Knoxville Utilities Board
 Sewer Source: Knoxville Utilities Board
 WATERSHED: Beaver Creek

▶ **ZONING:** PC-1 (Retail and Office Park) pending
 ▶ **EXISTING LAND USE:** Vacant land
 ▶ **PROPOSED USE:** Kroger store and fuel center

HISTORY OF ZONING: The Planning Commission recommended approval of a rezoning of the property to PC-1 (Retail and Office Park) on January 10, 2013. Knoxville City Council approved the request on March 5, 2013 on second reading.
 SURROUNDING LAND USE AND ZONING: North: Mixed businesses / CA (General Business)
 South: Beaver Creek and residences / F-1 (Floodway) and A (Agricultural)
 East: Business and vacant land / CA (General Business), PC-1 (Retail and Office Park), A-1 (General Agricultural) and F-1 (Floodway)
 West: Vacant land / PC-1 (Retail and Office Park), A-1 (General Agricultural) and F-1 (Floodway)
 NEIGHBORHOOD CONTEXT: This site is the former location of the Powell airport, a private landing strip. I-75 runs along the east side of the site and E. Emory Rd is along the north side. The interstate interchange is developed with a variety of commercial uses, under various zones.

STAFF RECOMMENDATION:

▶ **APPROVE the request for a retail shopping center containing approximately 122,000 square feet of floor space, and a fuel center as shown on the development plan, subject to 13 conditions**
 1. Meeting all applicable requirements of the Knoxville Zoning Ordinance

2. Connection to sanitary sewer and meeting all other applicable requirements of the Knox County Health Department.
3. Installation of the street improvements recommended in the Traffic Impact Study prepared by CDM Smith and revised January 28, 2013 for the Phase I Development. The recommended improvements shall be installed by the developer prior to a Certificate of Occupancy being issued for the Kroger store or fuel center.
4. Any sidewalks along Emory Rd. that are removed as a result of the street improvements referenced in #3 above, shall be reinstalled to Knox County standards.
5. Installation of sidewalks in compliance with the requirements of the City of Knoxville, at the two entrances off of Emory Rd., providing a connection between the sidewalk along Emory Rd. and the main drive aisle on the south side of the two outparcels.
6. Meeting all applicable requirements and obtaining required permits from the Tennessee Department of Transportation.
7. Obtaining approval from the Knoxville Department of Engineering for any site alterations in the No Fill Zone of the Floodplain for Beaver Creek prior to any fill material being placed within the No Fill Zone on the site.
8. Meeting all applicable requirements of the Knoxville Engineering Department.
9. Meeting all applicable requirements and obtaining all required permits from the Tennessee Department of Environment and Conservation.
10. Installation of landscaping as shown on the landscape plan within six months of the issuance of occupancy permit for this project.
11. Meeting all applicable requirements of the Knoxville City Arborist
12. Proposed signage for the development is subject to the approval of Planning Commission staff and Knoxville's Sign Inspector.
13. Supplying MPC staff with a copy of the protective covenants for the development as called for in the PC-1 (Retail and Distribution Park) zoning district regulations.

With the conditions noted above, the development plan meets all requirements for the approval of a use on review in the PC-1 Zoning District.

COMMENTS:

Kroger is proposing to develop a 101,423 square foot supermarket, 19,800 square feet of small shop space and a fueling center with 18 fueling stations on this 14.23 acre site. The site which is located on the southeast side of E. Emory Rd., just southwest of the I-75/ Emory Rd. interchange, is a portion of an 84 acre tract that was the former location of the Powell airport.

The Planning Commission recommended approval of a One Year Plan amendment to General Commercial and rezoning of the property to PC-1 (Retail and Office Park) on January 10, 2013. The Knoxville City Council approved the rezoning to PC-1 (Retail and Office Park) on March 5, 2013 on second reading.

Access to the site will include two connections to E. Emory Rd., and a connection through the adjoining property out to Central Avenue Pike. A Traffic Impact Study was prepared by CDM Smith and reviewed by State, City, County and Planning Commission Staff. The Traffic Impact Study evaluated the impact of the proposed Kroger development as a Phase I development to be completed by 2015 and the development of the remaining 70 acres of the 84 acre tract as a Phase II development to be completed by 2020. The Study recommends a traffic signal at the main entrance to the Kroger site on E. Emory Rd. at a location that is approximately halfway between the Central Avenue Pike signal and the I-75 southbound on-ramp signal. The driveway entrance that is proposed on the east side of the fuel center will be a right-in/right-out only driveway. With the driveway connection out to Central Avenue Pike, turn lane improvements are also recommended on Central Avenue Pike. Staff is recommending the installation of the street improvements for the Phase I development by the developer prior to a Certificate of Occupancy being issued for the Kroger store or fuel center.

The proposed development is located within the floodplain of Beaver Creek, and as proposed, a considerable amount of fill will be added to the site. Approximately half of the site is located within the No Fill Zone of the floodplain. The applicant will be required to submit a City of Knoxville No Rise Study for the proposed fill in the No Fill Zone. Approval is required from the Knoxville Engineering Department of the No Rise Study and proposed mitigation plan before any fill material can be placed within the No Fill Zone.

The applicant has been made aware that the proposed ground sign locations do not comply with the zoning regulations and are not a part of this approval. With the recommended condition, proposed signage for the development is subject to the approval by Planning Commission staff and Knoxville's Sign Inspector.

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

1. Public water and sewer utilities are in place to serve this development.
2. With the construction of the road improvements shown on the development plan, the traffic impact of this development will be minimized.
3. The proposed shopping center is compatible with the scale and intensity of development and zoning patterns in the area.

CONFORMITY OF THE PROPOSAL TO CRITERIA ESTABLISHED BY THE KNOXVILLE ZONING ORDINANCE

1. With the recommended conditions, the proposal is consistent with all requirements of the PC-1 zoning district, as well as other criteria for approval of a use on review.
2. 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 is compatible with the character of the neighborhood where it is proposed. The use will not draw substantial additional traffic through residential areas.

CONFORMITY OF THE PROPOSAL TO ADOPTED MPC PLANS

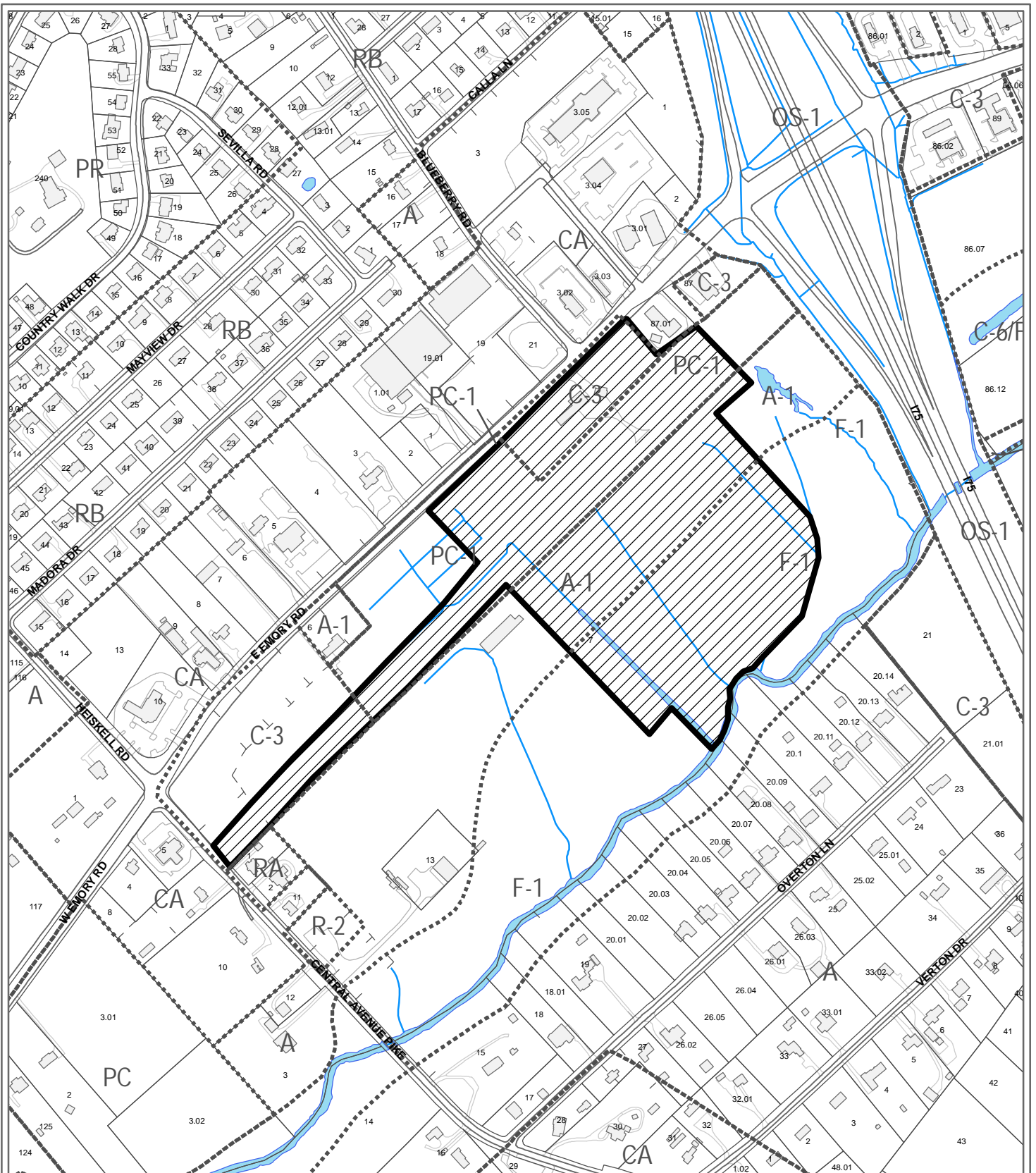
1. With the recommended One Year Plan amendment to conditioned GC, the proposed commercial development would be consistent with the plan. The North County Sector Plan identifies this site as part of a mixed use special district (MU-NC04), which allows consideration of PC-1 development.
2. The site is located within the Urban Growth Area on the Knoxville-Knox County-Farragut Growth Policy Plan map.

ESTIMATED TRAFFIC IMPACT 15045 (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 Knoxville City Council. The date of the Knoxville City Council hearing will depend on when the appeal application is filed. Appellants have 15 days to appeal an MPC decision in the City.



**2-B-13-UR
USE ON REVIEW**

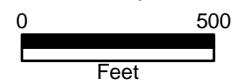


Kroger store and fuel center in PC-1 Pending

Petitioner: The Kroger Company

Map No: 57

Jurisdiction: City



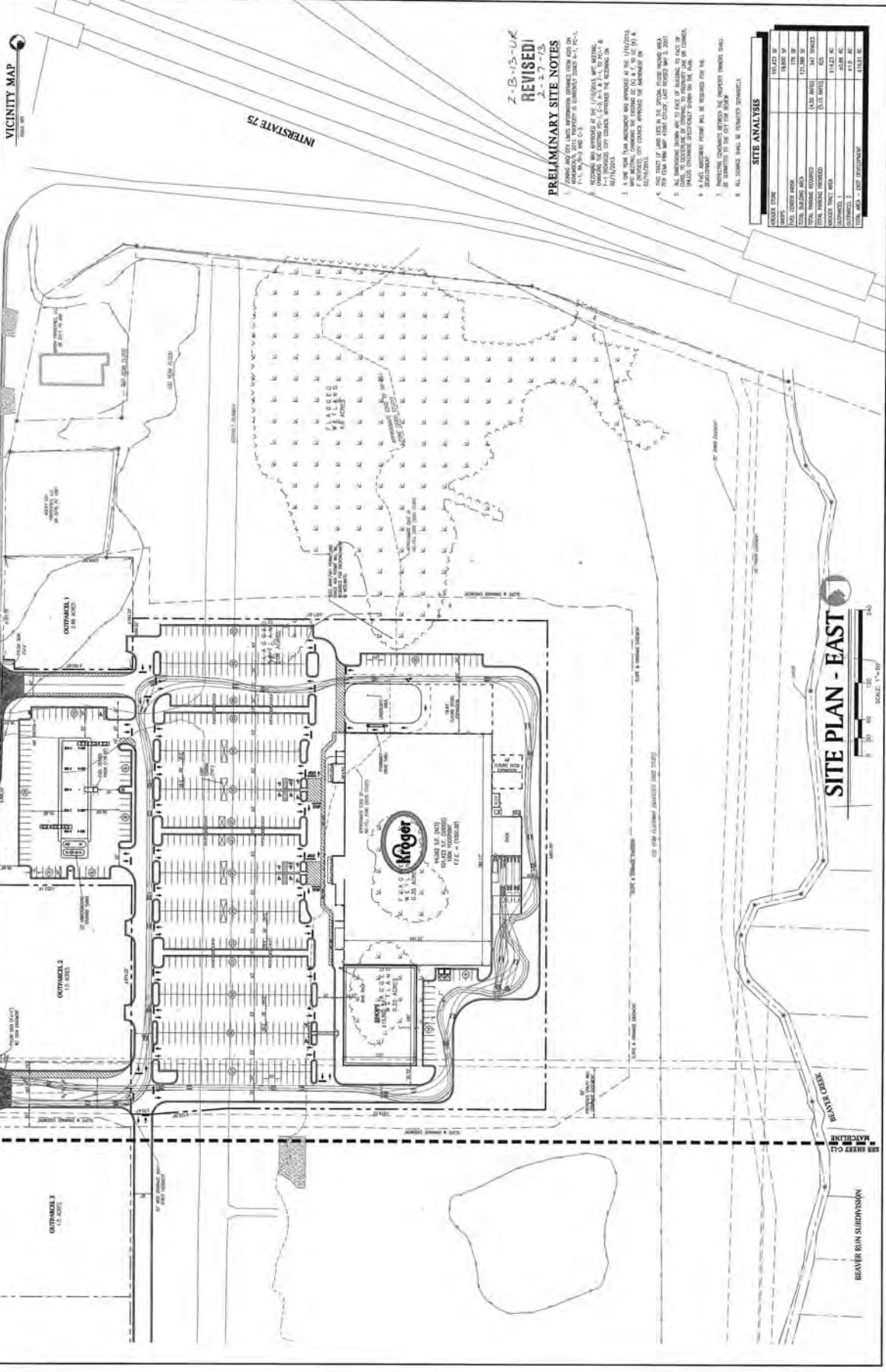
Original Print Date: 1/30/2013
 Revised:
 Metropolitan Planning Commission * City / County Building * Knoxville, TN 37902

REVISIONS

01.26.13	
02.26.13	

2013.05c.dwg 12/21/12

SITE PLAN - EAST



2-13-13-14K
REVISED!
2-27-13

PRELIMINARY SITE NOTES

1. CONSULT ANY AND ALL APPLICABLE REGULATORY AGENCIES AND OBTAIN ALL NECESSARY PERMITS AND APPROVALS PRIOR TO CONSTRUCTION.
2. ALL UTILITIES SHALL BE LOCATED AND DEPTH VERIFIED PRIOR TO CONSTRUCTION.
3. ALL UTILITIES SHALL BE DEPTHS VERIFIED PRIOR TO CONSTRUCTION.
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SITE ANALYSIS

TOTAL ACRES	150.00
TOTAL BUILDING AREA	171,000 SF
TOTAL PARKING SPACES	1,500 SPACES
TOTAL TRAVEL DISTANCE	1,500 FT
TOTAL TRAVEL AREA	1,500 AC
TOTAL TRAVEL DISTANCE	1,500 FT
TOTAL TRAVEL AREA	1,500 AC
TOTAL TRAVEL DISTANCE	1,500 FT
TOTAL TRAVEL AREA	1,500 AC

SITE PLAN - EAST

LAND PLANNING
DESIGNERS + ARCHITECTS
TRANSPORTATION
LABORING ARCHITECTS
55-A HELL STREET
SUITE 200
KNOXVILLE, TENNESSEE 37902
PHONE 778.027348
WWW.PALUSONMITCHELL.COM

PALUSON MITCHELL
INCORPORATED

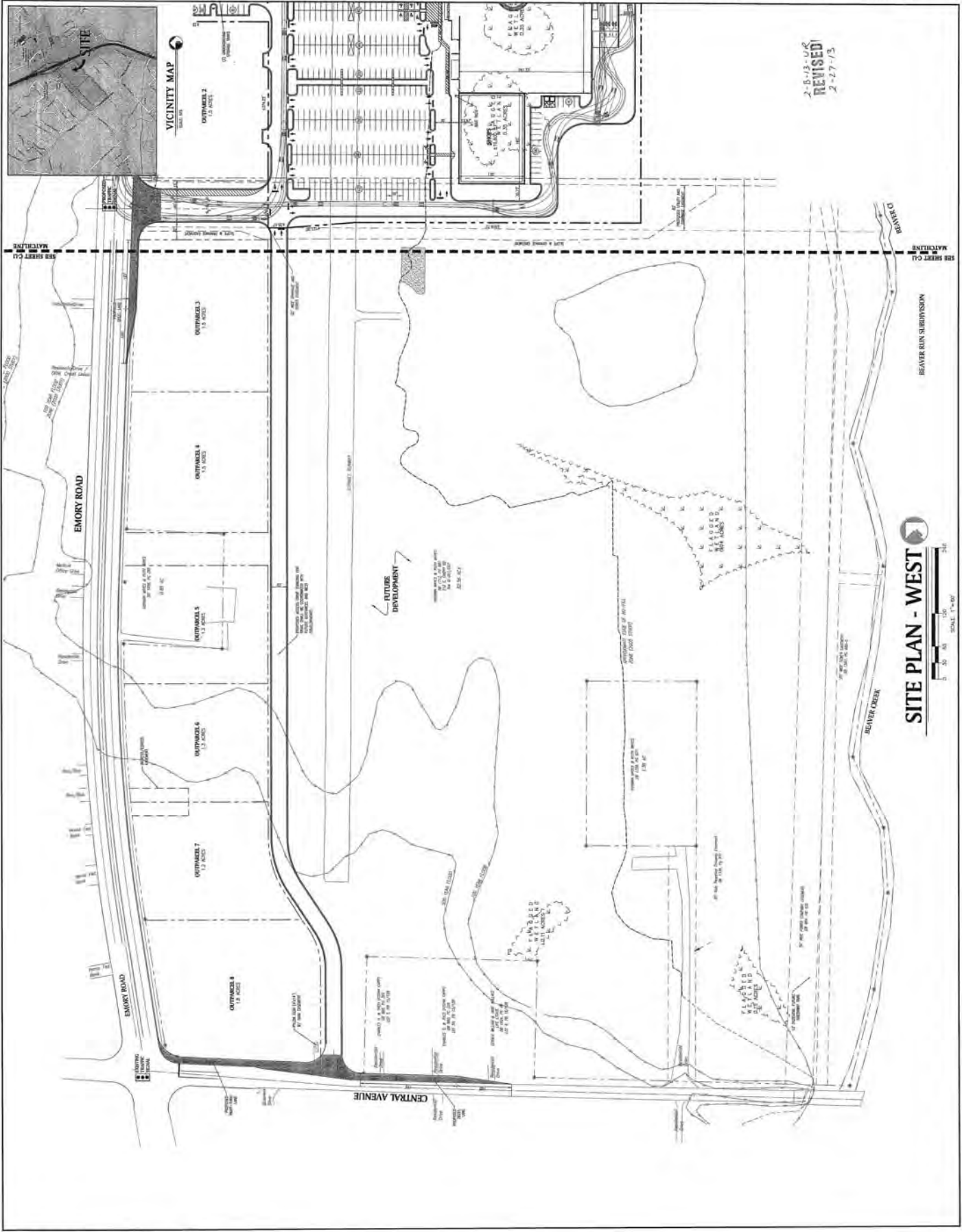


STORE GA-670
CITY MAP 57
PARCELS 90, 927, 027
EMORY RD. & I-75
KNOX COUNTY, TN
2008

THE KROGER CO.
2175 PARKLAKE DRIVE
ATLANTA, GA 30345

REVISIONS
01.30.13
02.27.13

20121955.dwg 12.21.12
SITE PLAN - WEST
SHEET **C-1.2**



SITE PLAN - WEST
SCALE: 1"=40'
0 50 100 200

2-8-13-UG
REVISED
2-27-13

LAND PLANNERS
ENGINEERS • SURVEYORS
TRANSPORTATION
LANDSCAPE ARCHITECTS
55-A HELL STREET
SUITE 200
KNOXVILLE, TENNESSEE 37902
PHONE 798-0278
WWW.PAULSONMITCHELL.COM

PAULSON MITCHELL
INCORPORATED



STORE GA670
LOT MAP 27
PARCEL ID: 0037
E. EMORY RD. # 175
KNOX COUNTY, TN

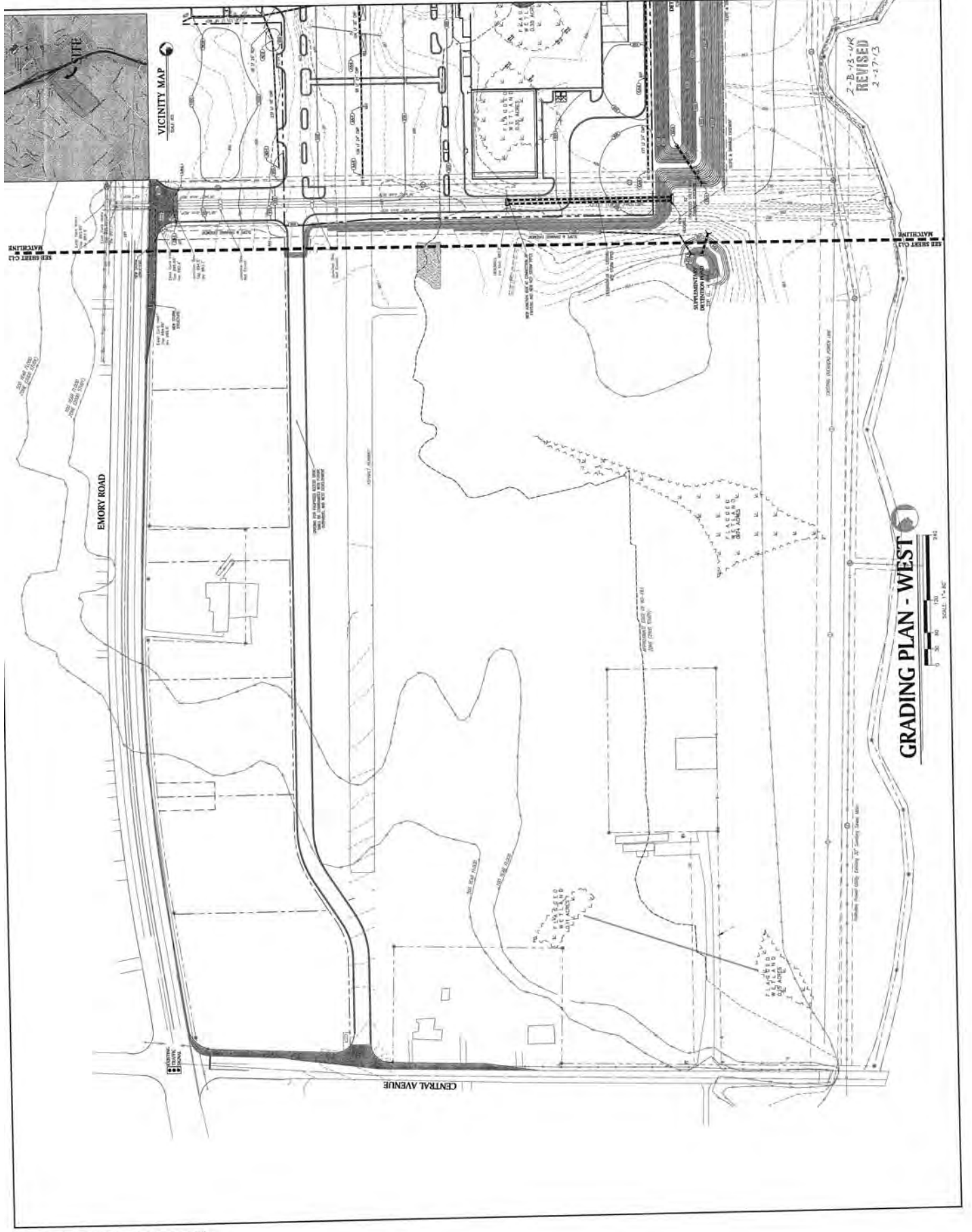
THE KROGER CO.
2175 PARKLARK DRIVE
ATLANTA, GA 30342

REVISIONS
02-26-13
02-26-13

201302.dwg 12/2/12

GRADING PLAN - WEST

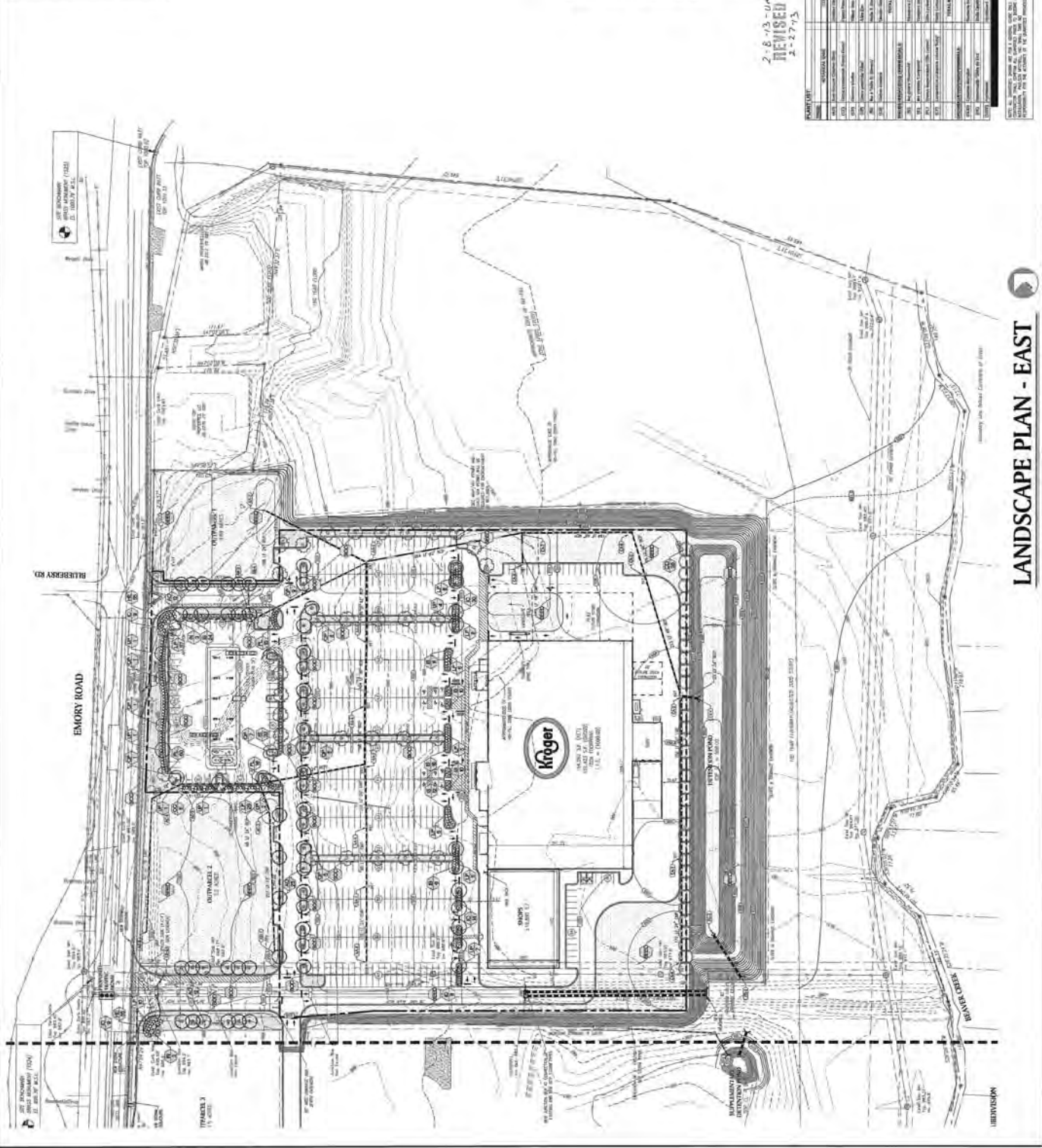
SHEET **C-2.2**



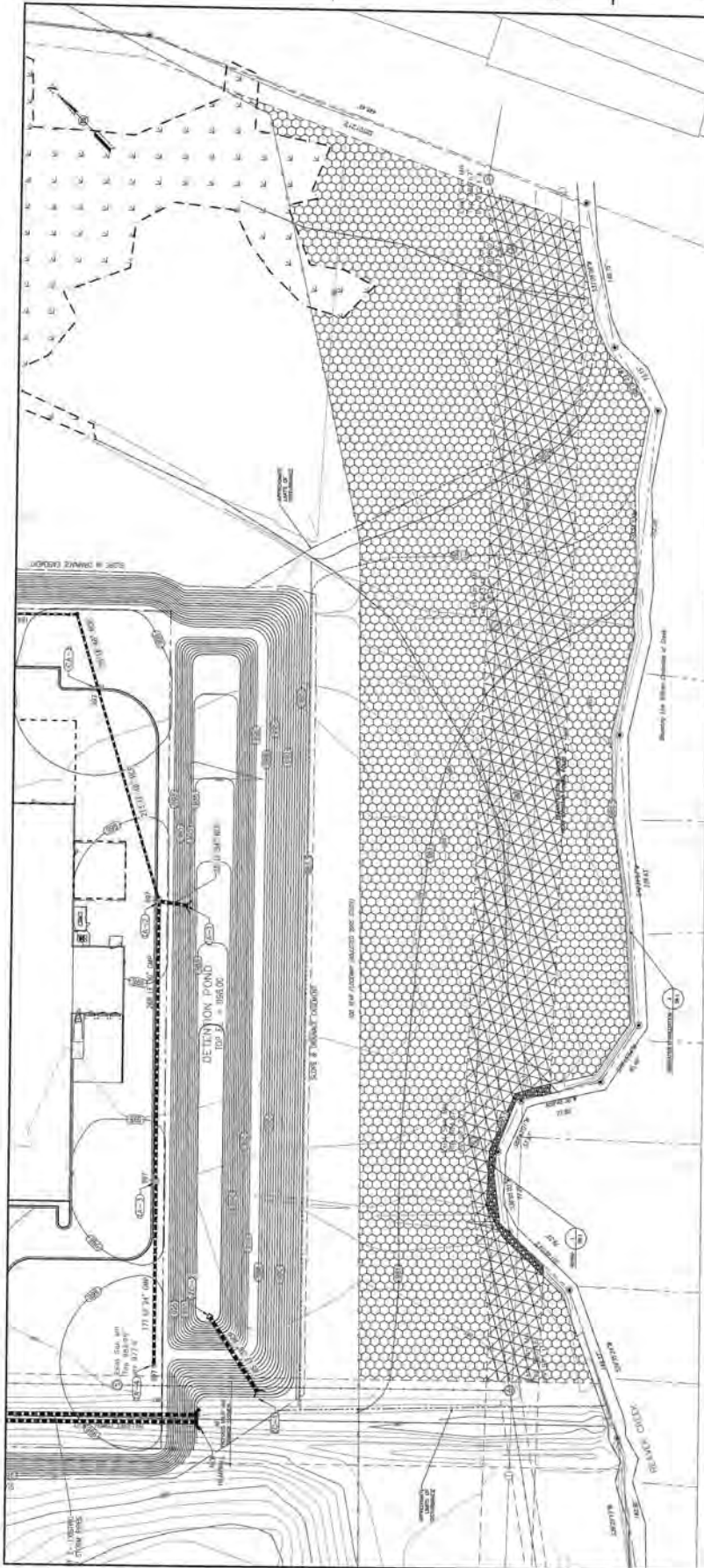
2-28-13-04
REVISED
2-27-13

GRADING PLAN - WEST

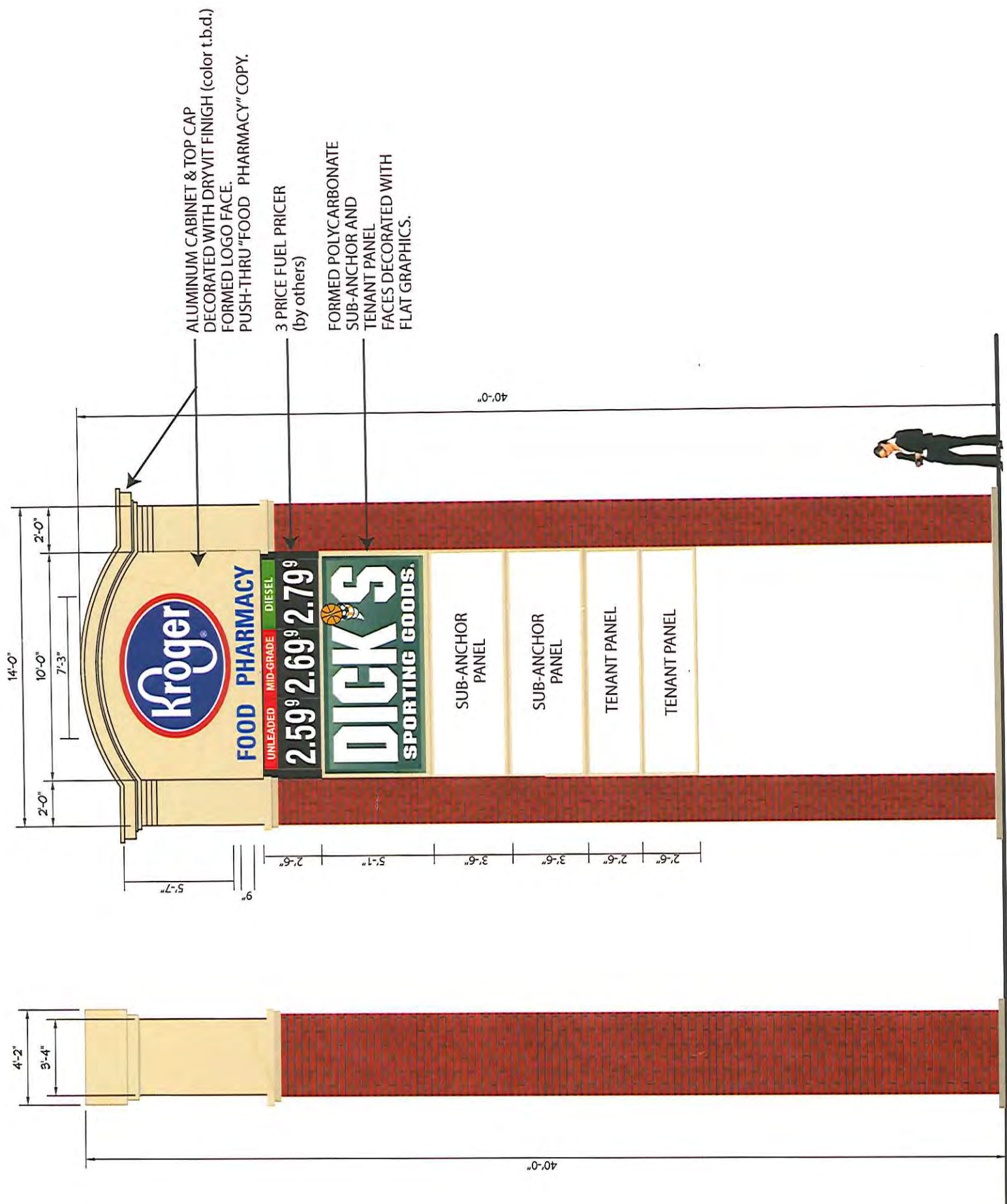




LANDSCAPE PLAN - EAST



- 1. 1/4" = 10' SCALE
- 2. 1/8" = 5' SCALE
- 3. 1/16" = 2.5' SCALE
- 4. 1/32" = 1.25' SCALE
- 5. 1/64" = 0.625' SCALE
- 6. 1/128" = 0.3125' SCALE
- 7. 1/256" = 0.15625' SCALE
- 8. 1/512" = 0.078125' SCALE
- 9. 1/1024" = 0.0390625' SCALE
- 10. 1/2048" = 0.01953125' SCALE
- 11. 1/4096" = 0.009765625' SCALE
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FORMED LOGO FACE.
PUSH-THRU "FOOD PHARMACY" COPY.

3 PRICE FUEL PRICER
(by others)

FORMED POLYCARBONATE
SUB-ANCHOR AND
TENANT PANEL
FACES DECORATED WITH
FLAT GRAPHICS.

2-B-13-UR

DRAWING NO:
70929.01
DATE: 11-5-2012
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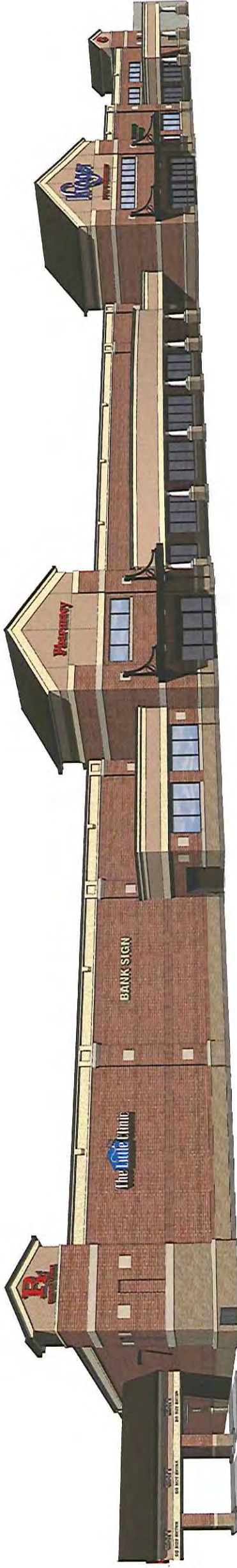


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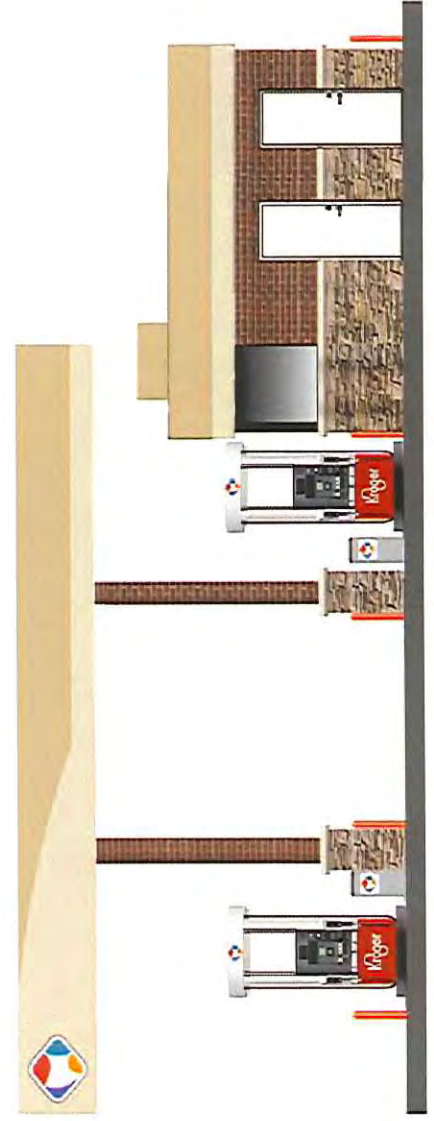
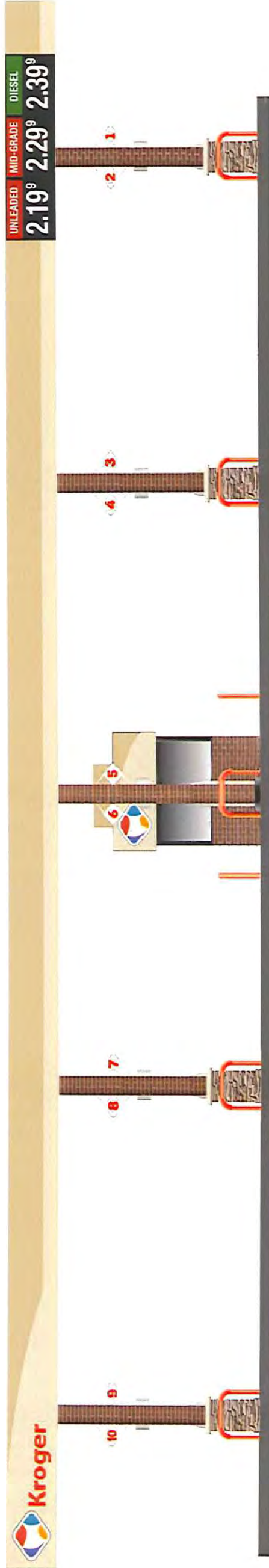
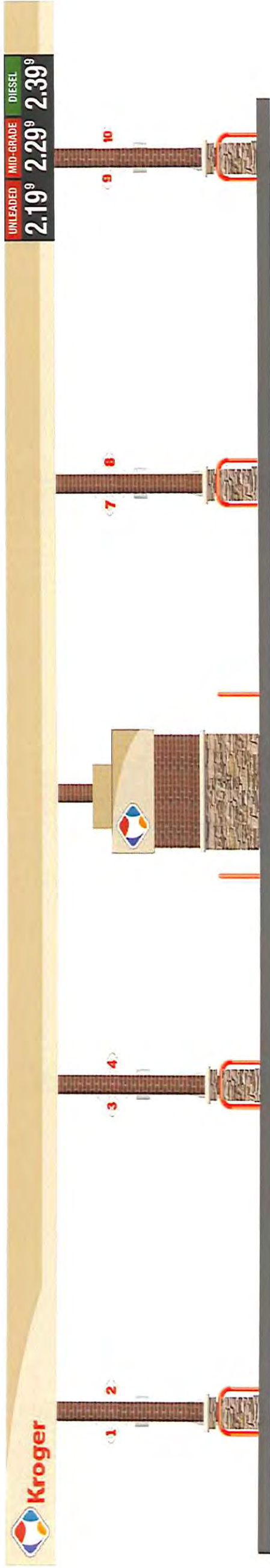


Kroger GA670

Powell, TN
900513.15

December 20, 2012





2-B-13-UR

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**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION**

**REGION 1 TRAFFIC OFFICE
P. O. BOX 58
7238 REGION LANE
KNOXVILLE, TENNESSEE 37901
(865) 594-2456**

**JOHN C. SCHROER
COMMISSIONER**

**BILL HASLAM
GOVERNOR**

February 1, 2013

Kevin Cole, P.E.
CDM Smith
1100 Marion Street
Knoxville, TN 37921

**RE: Concept Approval Letter
Kroger
State Route 131
Knox County**

Dear Mr. Cole:

This letter is to inform you that the property owner/Kroger development will receive a highway entrance permit subject to certain conditions outlined by the Department.

Based on the preliminary design and the January 2013 Revised Traffic Impact Study, submitted by CDM Smith, the development has requested that TDOT Region 1 Traffic Office grant the following improvements on State ROW:

- Right in/Right out highway access on SR-131, Emory Road, with deceleration lane across from Blueberry Road.
- Full highway access on SR-131, Emory Road, with deceleration lane.
- Installation of a traffic signal at the intersection of SR-131, Emory Road and Kroger Main Entrance.(We will need a letter of request from the Knox County, since they will be maintaining and operating the signal after installation.)

The Regional Traffic Office has reviewed both the layout and TIS, and is in agreement with the above recommendations. Additional notes should be added to the plans regarding internal access to all outparcels and identify joint access points for these parcels as part of the development. Further, no additional entry points will be granted for the outparcels to access the State Routes and this should be reflected on the deed for the development.

In order to obtain a highway entrance permit for a commercial development on a Tennessee state regulated roadway, a bond must be submitted with copies of the site plan, certificate of insurance,

Page 2
Mr. Kevin Cole
February 1, 2013

and signed permit forms to insure proper procedure during construction of the entrance. Once a site plan is submitted, and revisions, if any, are completed, execution of the entrance permit is approved only for conditions outlined in the site plan. During construction, the entrance as well as development details i.e. turn lanes, crossovers, and drainage, must be built according to the approved site plan. When construction is completed, an inspection is made by a TDOT Maintenance Inspector to insure that construction followed the site plan and met TDOT specifications. The bond is then released and refunded to the permittee only after the inspection is approved and signed by the TDOT Inspector.

Thank you for your assistance in this matter, if you have any questions, please contact myself or Mr. Andy Padgett.

Sincerely,

Nathan Vatter, P.E.
Regional Traffic Engineer

NV/ap

Cindy Pionke, P.E., Knox County Engineering
Steve King, P.E., City of Knoxville
Mike Conger, P.E., Knoxville TPO

2-B-13-UR

**KROGER SHOPPING CENTER--STORE #GA670
E. EMORY ROAD AT CENTRAL AVENUE PIKE
Knoxville, Tennessee**

TRAFFIC IMPACT STUDY



**JANUARY 2013
REVISED**

CONCLUSIONS AND RECOMMENDATIONS

The proposed Kroger development will be located on Emory Road between I-75 and Central Avenue Pike. The I-75 interchange ramps, Emory Road, Central Avenue Pike, and Heiskell Road will provide reasonable regional access. The proposed immediate site access will allow motorists options so as not to overload any one driveway. In general, some mitigation will be required to the existing street system, but it is not excessive given the size of this development. This section discusses the conclusions and recommendations reached as a result of the traffic analysis conducted.

TDOT Interchange Modification Study

As part of this study, a cursory review of the I-75 at E. Emory Road interchange was requested prior to an official TDOT interchange modification project that is planned to commence in the spring of 2013. The recommended improvements identified in this study are to be considered background impacts that address current deficiencies in the overall interchange operation. Observations of excessive traffic queues on northbound I-75 are frequent in the PM peak hour. A safety hazard is created by such an event when slow moving or stopped vehicles are in the outside lane while the adjacent lanes are traveling at prevailing speeds. There is a significant amount of traffic utilizing the I-75 and Emory Road interchange commuting to and from their homes in Powell, TN, and Halls, TN.

Alternatives were evaluated to improve traffic operations at the I-75 interchange. The initial operational strategies considered were to provide double left- and right-turns on the off-ramps where there are two receiving lanes. Then, CDM Smith considered constructing additional lanes to the extent possible to allow thru and turn- lanes on Emory Road. In the evaluation, the dual left- and right-turns did not provide enough capacity to offset the impacts of the additional demand that could be served in the signal cycle.

One of the critical points is the dual westbound left-turn on Emory Road onto southbound I-75 is operating with split phasing. This traffic signal operation limits the non-conflicting eastbound Emory Road thru traffic. The westbound Emory Road dual left-turn lanes need two exclusive lanes but the width of 45 feet is constrained by the bridge piers and abutment not allowing for separation of the westbound thru and left-turn lanes with 11-foot lane widths.

The second critical point identified was the eastbound Emory Road right-turn onto southbound I-75, which is accommodated today as a shared thru and right-turn. To be effective, an exclusive

eastbound right-turn lane would have to be very long because of long eastbound thru lane queues on E. Emory Road. Moreover, right on red would interfere with the more critical westbound left-turns.

TDOT plans to modify the interchange by narrowing the lanes from 11-foot to 10-foot and adding queue detection. To effectively utilize a queue management system, CDM Smith recommends that the I-75 northbound off-ramp be modified to facilitate a multi-lane exit. This can be accomplished with widening and restriping similar to the configuration on northbound I-75 at Merchants Drive. Separate left- and right-turn lane queue detectors will be required to provide a management system during the peak hours when the queue extends back onto the interstate. An additional left-turn lane is recommended to be constructed adjacent to the existing left-turn lane with the existing shoulder replaced in kind. Westbound Emory Road beneath the I-75 overpass is 45 feet in width between concrete barriers that protect the bridge piers. The existing lane configuration is 3 lanes at 11-foot each and with 6-foot shoulders. Emory Road has a posted 40 MPH speed limit. Therefore, it is recommended that the travel lanes be reduced to 10-foot each to provide an additional westbound lane plus have a 2-foot inside and a 3-foot outside shoulder. The four-lane westbound Emory Road approach to the southbound I-75 ramp intersection would allow the removal of split phase operation. The resulting traffic operation analysis is shown in the LOS tables as the mitigated condition. The v/c ratios are expected to be at or above capacity indicating an unstable condition. In the future, further considerations will be necessary to improve the overall operation of the I-75 and Emory Road interchange. However, these proposed improvements will serve as a benefit over today's conditions. The queue monitor management system will be required to assure queues don't extend back onto the interstate. It is the opinion of CDM Smith that the narrowed lanes are less dangerous than having a lengthy queue onto the interstate with slow moving vehicles while adjacent lanes are operating at prevailing speeds. Without proposing a redesign of the current diamond interchange, these specific features were identified as a mitigation measure to improve the overall traffic operation and safety of these facilities.

Access Evaluation

This section of the report discusses the proposed locations and potential impacts of driveway alignments. The fuel center access is to align with the public street Blueberry Road so that the fuel center is restricted to right-in and right-out. An earlier concept plan provided full access without a signal at the intersection of Blueberry Road and the fuel center. However, the plan was not approved because vehicles would be allowed to cross Emory Road to enter or exit the

proposed development site. In CDM Smith's opinion, this maneuver could be unrestricted and safely made during light traffic conditions. With heavy traffic, motorists will perceive the reduced safety and not make this maneuver. While CDM Smith accepts the restricted driveway to the fuel center, it should not preclude consideration of full access and signalized operation in the future.

The main access was located at the midway between Central Avenue Pike and I-75. There are four private driveways located on the north side of E. Emory Road in the vicinity of the main access driveway. Two driveways to the west, which serve 207 E. Emory Road and 21 E. Emory Road are currently vacant lots. Therefore, impacts are expected to be negligible at this time. There are two existing private driveways to the east of the proposed access that are separated by approximately 80 feet at their intersections to Emory Road, which serve commercial properties of 225 E. Emory Road, 227 E. Emory Road, and 229 E. Emory Road. The offset spacing is approximately 225 feet from the proposed Kroger's access. Alignment of the newly proposed access to both of these private driveways would potentially cause operational problems by allowing both accesses to intersect the signal. With the fuel center restricted to right-ins and -outs, the left-turns at the main access will essentially double in volume and queue length. It is possible that the westbound left-turn queue could block the private driveways from time to time in the peak periods. The strip center does have additional access to Blueberry Road to divert in the peak period times when queues may be excessive. A signal at Blueberry Road is not warranted now, but may be in the future. As the LOS on Blueberry Road worsens and queues lengthen at the main access driveway, a review of traffic operations during Phase II construction should be conducted to determine whether a signal is warranted at Blueberry Road. If signal is installed at Blueberry Road, allowing full access to the fuel center, traffic operations at the main access will improve because of shorter queues. A traffic signal at the Fuel Center driveway/Blueberry Road would also improve access to the development and facilitate traffic movements from Blueberry Road onto Emory Road. This is not a recommendation at this time but a consideration for the future.

LOS Summary

Table 8 provides a LOS summary for existing conditions, 2015 and 2020 background conditions without the proposed Kroger development, 2015 conditions with the Kroger development Phase I site plan, and 2020 conditions with the Kroger development Phases I and II plan. In 2015 with background traffic only, the I-75 interchange ramp intersections at Emory Road (SR 131) should operate approximately the same as in 2012 provided cycles, splits and offsets are optimized as

traffic patterns change over the time period. The reason: the Peak Hour Factors (PHF) were adjusted from relatively low values to 0.92, thereby assuming that traffic will smooth out over the peak hours and not experience large 15-minute spikes. When traffic volumes increase and more congestion occurs, the PHF usually normalizes to values above 0.90 with 0.92 (default).

Under 2015 conditions with Phase I development scenario, study intersections and proposed access drives will be able to maintain acceptable levels of service with identified improvements resulting in acceptable delays and reserve capacity. At the intersection of Emory Road (SR 131) and the main access, a traffic signal is warranted (see later section), and if one is installed it should operate at LOS B or better in both peak hours. Excessive queue lengths will occur at the I-75 interchange ramps due to the current configuration and traffic demands. Identified interchange improvements would improve conditions by addressing some deficiencies.

Under 2020 conditions with Phases I & II development scenarios, most study intersections and proposed access drives will be able to maintain acceptable levels of service with identified improvements. At the I-75 interchange with Emory Road, a detailed study will need to be conducted to properly address the overcapacity conditions. Excessive queue lengths and delays will occur at the I-75 interchange ramps due to the current configuration and traffic demands during the peak periods.

Sight Distance

The sight distance was not measured in the field. Final grades and locations of the driveways are not available for measurement. However, there are no present obstacles on E. Emory Road (SR 131) or Central Avenue Pike to limit or prevent providing a safe sight distance at the proposed access drives. Knox County sight distance criteria for a 40 MPH roadway is 400 feet looking left or right from site driveways.

**TABLE 8
SUMMARY OF
CAPACITY AND LEVEL OF SERVICE**

INTERSECTION	TRAFFIC CONTROL	PEAK PERIOD	2012 TRAFFIC		2015 BACKGROUND		2015 PHASE I		2020 BACKGROUND		2020 BUILDOUT			
			V/C	DELAY	LOS	V/C	DELAY	LOS	V/C	DELAY	LOS	V/C	DELAY	
I-75 Northbound Ramps at Emory Road (SR131)	SIGNAL	AM PM	0.69 0.80	19.5 43.0	B D	0.74 0.84	16.4 16.3	B B	0.79 0.84	18.1 22.3	B C	0.89 1.11	34.9 51.2	C D
Lane Width Modification and Phase Optimization	SIGNAL Mitigation	AM PM	0.70 0.75	14.7 16.6	B B	0.77 0.77	14.7 16.6	B B	0.77 0.77	16.2 19.0	B B	0.89 0.96	23.4 31.9	C C
I-75 Southbound Ramps at Emory Road (SR131)	SIGNAL WB	AM PM	0.86 0.77	58.0 45.8	E D	0.90 0.86	39.6 31.0	D C	0.95 0.93	52.9 51.5	D D	1.18 1.25	150.8 186.0	F F
Lane Width Modification and Phase Optimization	SIGNAL Mitigation	AM PM	0.90 0.75	32.4 15.5	C B	0.90 0.75	32.4 15.5	C B	0.93 0.80	32.6 18.1	C B	1.00 1.00	65.4 54.8	F E
Blueberry Road at Emory Road (SR131)	STOP NB-R/SB	AM PM	- / 0.25 - / 0.19	- / 17.8 - / 15.6	- / C - / C	- / 0.25 - / 0.17	- / 17.7 - / 14.6	- / B - / B	0.19 / 0.34 0.34 / 0.35	14.3 / 22.0 16 / 22.9	B / C C / C	0.25 / 0.42 0.48 / 0.91	17.9 / 23.7 25.9 / 103.2	C / C D / F
Add EB Right-Turn Lane	STOP	AM							0.10 / 0.27 0.18 / 0.34	9.6 / 16.8 9.9 / 22.1	A / C A / C	0.73 / 0.43 0.23 / 0.72	70.6 / 24.0 11.9 / 57.1	B / C B / F
Main Site Access at Emory Road (SR131)	STOP	AM							0.77 / 0.15 3.36 / 0.34	68.1 / 14.9 >999.9 / 17.9	F / B F / C	2.06 / 0.41 >5.0 / 0.81	617.1 / 21.4 ### / 48.9	F / C F / E
Signalize Intersection Add Auxiliary Lanes	SIGNAL Mitigation	AM PM	0.45 0.66	17.9 13.4	B B							0.64 0.89	15.3 29.5	B C
Parcel 415 Access at Emory Road (SR131)	STOP	AM							0.66 0.80	24.3 32.2	C C	0.19 / 0.14 0.31 / 0.33	13.4 / 25.1 14.8 / 36.5	B / C B / E
Parcel 67 Access at Emory Road (SR131)	STOP	AM							0.67 0.72	25.8 23.1	C C	0.09 / 0.12 0.15 / 0.27	11.9 / 21.2 13.1 / 28.8	B / C B / D
Central Ave. PhHeickell Rd at Emory Road (SR131)	SIGNAL	AM PM	0.60 0.67	32.4 37.0	C D	0.59 0.72	22.7 22.0	C C	0.66 0.80	24.3 32.2	C C	0.82 1.03	29.4 52.9	C D
Add Auxiliary Lane	SIGNAL Mitigation	AM PM							0.63 0.72	25.8 23.1	C C	0.73 0.79	29.7 33.1	C C
Site Access at Central Avenue Pike	STOP	AM							0.08 / 0.01 0.30 / 0.01	13.5 / 0.01 23.5 / 0.01	B / A C / A	0.31 / 0.17 1.19 / 0.63	22.1 / 10.9 200.9 / 25.7	C / B F / D
Add Auxiliary Lanes	STOP WBLNWB	AM PM										0.42 / 0.55	21.5 / 20.3	C / C
Central Ave. Pike at W. Boeaver Creek Rd	SIGNAL SB	AM PM	0.62 0.56	19.3 15.4	B B	0.50 0.39	16.0 16.4	B B	0.55 0.49	16.7 18.9	B B	0.63 0.66	21.4 20.2	C C
Add Auxiliary Lane	SIGNAL Mitigation	AM PM	0.45 0.46	15.0 17.2	B B	0.45 0.46	15.0 17.2	B B	0.45 0.46	15.0 17.2	B B	0.53 0.52	16.7 20.4	B C

Note: Average vehicle delay estimated in seconds. STOP Control analyses presented by total minor approaches.

Traffic Signal Warrant Evaluation- Emory Road (SR 131) at Main Access

The main access drive is proposed to be located approximately 1,785 feet west of I-75 centerline and 1,585 feet east of Central Avenue Pike/Heiskell Road, thus nearly equidistance between the two signalized intersections. Blueberry Road is a public street located approximately 675 feet east of the proposed main driveway. With the proposed Kroger Phase I development, the main intersection at Emory Road will realize substantial volumes in traffic. The posted speed limit on Emory Road in the development vicinity is 40 MPH, so the 85th percentile speeds are probably over 40 MPH. Eighty-fifth percentile speeds were not measured on Emory Road. The MUTCD traffic signal warrants were evaluated using the 40 MPH or less speed limit and the greater than 40 MPH speed limit categories. At 40 MPH or less, the Interruption Warrant (1B) is expected to be met for eight (8) of the required eight hours. The four hour warrant (2) would be met for seven (7) of the four hours. There was an additional hour that met 99 percent of Warrant 2. At over 40 MPH, the Interruption Warrant (1B) is expected to be met for nine (9) of the required eight hours. The four hour warrant met for nine (9) hours. Consequently, Warrant 1B will be met when the Kroger store is open in 2015. Table 9 displays the results of the warrant analyses of 2012 traffic (Figure 4) plus the trip generation of the Kroger's and Fuel Center. In an effort to be conservative in evaluating the traffic signal warrants, growth of existing traffic to 2015 (at 2.0 percent per year) was not included and the Kroger development was assumed to have only the 94,062 SF store and 18 pump fuel center. No outparcel traffic was included. Additionally, only the northbound left-turn traffic volumes were included in the analysis. The detailed worksheets containing a spreadsheet of values by the hour relating the existing 2012 traffic volumes to Kroger's plus Fuel Center, Phase I development and full buildout are included in the Appendix. Primary and pass-by trips are depicted in the respective figures for Phase I and full buildout conditions.

**TABLE 9
SIGNAL WARRANT ANALYSES OF EMORY ROAD AND MAIN SITE ACCESS**

Signal Warrant	2012 Plus Krogers & Fuel Center			
	E. Emory Road & Main Site Access			
	40 MPH		>40 MPH	
	Hours Satisfied		Hours Satisfied	
	100%	>90%	100%	>90%
A Minimum Volume	6	0	7	0
1 B Interruption	8	0	9	0
C Combination	7	N/A	7	N/A
2 Four-Hour Volume	7	1	9	0
3 B Peak-Hour Volume	6	0	8	0

Recommendations for Lane Geometrics and Traffic Control

For organizational purposes the recommendations are presented for background, Phase I and Phase II site plan scenarios separately.

Background Conditions (See Figure 19)

The following recommendations pertain to the background improvements that will be required regardless of the proposed Phase I or II developments:

I-75 Northbound Off-ramp at Emory Road (SR 131):

- Construct a multi-lane northbound off ramp.
- Implement Queue Management program by installing separate left-turn and right-turn lane queue detectors on the ramp and modify signal controllers to permit traffic flow accordingly.
- Construct left-turn lane on I-75 northbound off-ramp to provide an exclusive dual movement.
- Implement optimized signal timing parameters with these improvements.

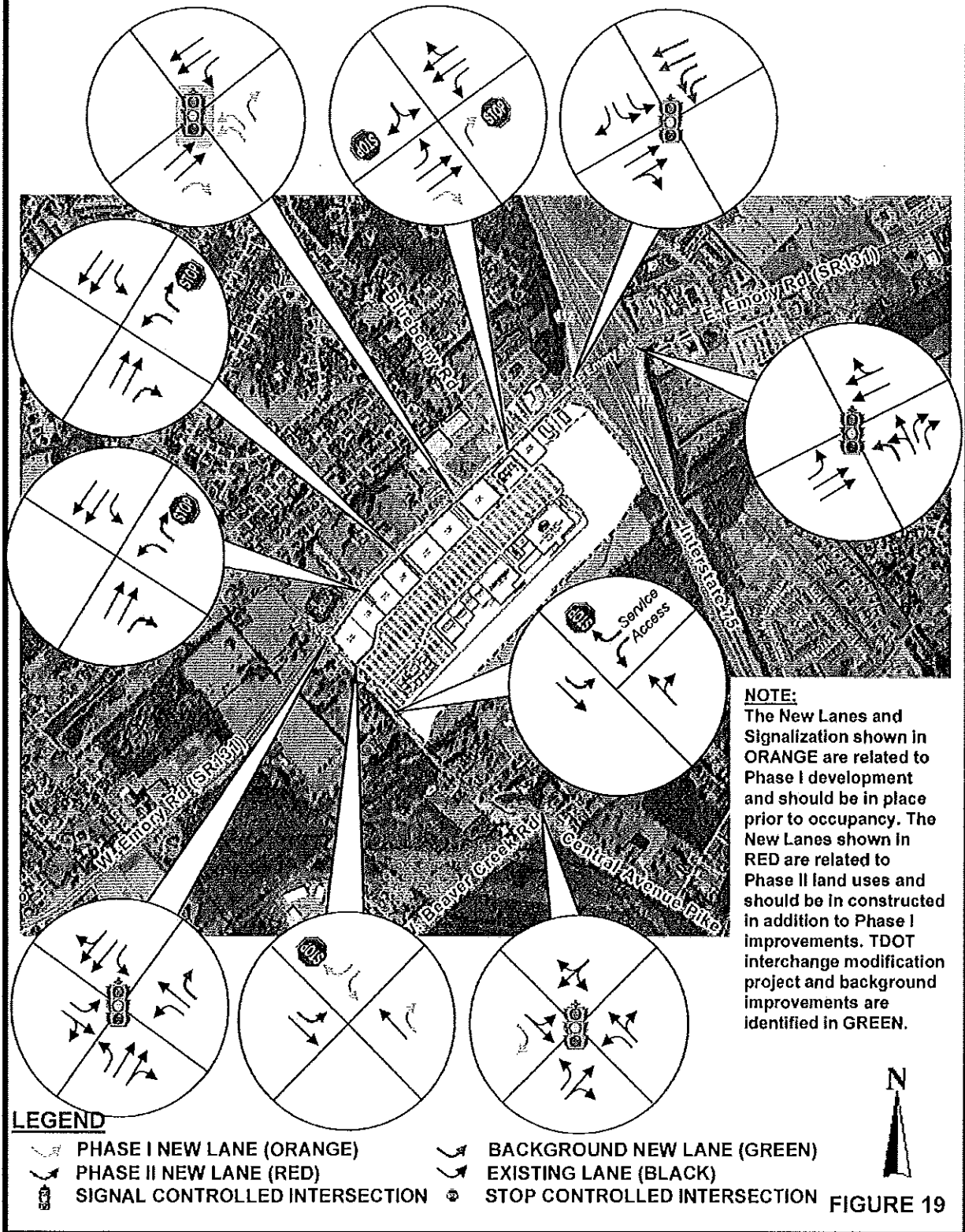
I-75 Southbound Off-ramp at Emory Road (SR 131):

- Overlay pavement and restripe westbound Emory Road to provide 2-foot inside shoulder, four 10-foot lanes, and a 3-foot outside shoulder.
- Install pavement markings on westbound Emory Road at I-75 southbound ramps to indicate exclusive dual left-turn lanes and exclusive dual thru lanes.
- Modify signal controller to remove Split Phase operation and provide for new lane configuration.
- Implement optimized signal timing parameters with these improvements.

Central Avenue Pike/Heiskell Road at Emory Road (SR 131):

- Construct exclusive northbound right-turn lane for approximately 275 feet.

RECOMMENDATIONS PHASES I & II



KROGER STORE – GA 670 EMORY ROAD
Traffic Impact Study
Knoxville, Tennessee

Phase I Development (See Figure 19)

The following recommendations pertain to the Phase I site plan:

Fuel Center Access opposite Blueberry Road at Emory Road (SR 131):

- Construct approximately 100-foot Emory Road eastbound exclusive right-turn lane.
- Construct Parcel 1 driveway connection to permit one (1) entering lane and one (1) northbound right-turn only exiting lane.
- Align with Blueberry Road to allow for future signalization with a 3-lane approach northbound and southbound by preserving space on the west side for expansion.

Main Site Access at Emory Road (SR 131):

- Install a traffic signal at the intersection of Emory Road and Main Site Access.
- Construct approximately 125-foot Emory Road eastbound exclusive right-turn lane.
- Restripe two-way left-turn lane to provide approximately 325-foot Emory Road westbound left-turn lane.
- Construct main site driveway connection to permit one (1) entering lane, two (2) northbound left-turn lanes, one (1) northbound exclusive right-turn lane, and preserve a 12-foot paved shoulder for future lane expansion to accommodate development along the north side of Emory Road.

Site Access at Central Avenue Pike:

- Construct exclusive northbound right-turn lane for a minimum of 175 feet.
- Construct one (1) exclusive westbound left-turn lane and one (1) exclusive westbound right-turn lane.

W. Beaver Creek Road at Central Avenue Pike:

- Construct exclusive southbound right-turn lane for a minimum of 200 feet.

Phase II Development (See Figure 19)

The following recommendations pertain to the Phase II site plan at full buildout with Phase I improvements in place:

Out Parcels 4 and 5 Access at Emory Road (SR 131):

- Construct approximately 100-foot Emory Road eastbound exclusive right-turn lane.
- Construct Parcels 4 and 5 driveway connection to permit one (1) entering lane, one (1) northbound left-turn exiting lane, and northbound exclusive right-turn exiting lane.

Out Parcels 6 and 7 Access at Emory Road (SR 131):

- Construct approximately 100-foot Emory Road eastbound exclusive right-turn lane.
- Construct Parcels 6 and 7 driveway connection to permit one (1) entering lane, one (1) northbound left-turn exiting lane, and northbound exclusive right-turn exiting lane.

Site Access at Central Avenue Pike:

- Construct exclusive southbound left-turn lane for a minimum of 150 feet.

Service Access at Central Avenue Pike:

- Construct two-way left-turn lane on Central Avenue Pike between development access points.
- Provide sufficient turning radii for large vehicle accessing and departing development.

SUMMARY

The Powell Airport site, which is not currently in operation, is the location of a proposed shopping development. This development will be constructed as Phase I and Phase II. Phase I consists of a 94,062 SF Kroger store with 18 pump fuel center, a 17,000 SF retail shop, and two outparcels, which were assumed as high turnover sit-down restaurants. Phase I is to be constructed and fully operational by 2015. Phase II will add additional retail (166,000 SF), six out parcels, and multiplex theater. Phase II buildout is projected to be approximately 2020.

A significant amount of commercial growth has occurred on Emory Road east of the I-75 interchange. The existing interchange configuration has operational limitations and does not meet the needs of existing or projected future traffic. TDOT plans to make some modifications to improve traffic flow related to turn lanes, lane widths, and signal phasing. There will be significant benefit for the near term. However, a more detail interchange access request study should be conducted to address overall deficiency and a design developed to mitigate poor traffic operations from the significant turning maneuvers and through traffic patterns.

Traffic generated by the Kroger store and fuel center of Phase I, without considering background growth or outparcel trips, will be of sufficient magnitude to warrant a new traffic signal at the intersection of Emory Road and the main site access. Turn lanes will be needed at many of the study intersections and site access drives to improve operations and safety.

With the recommendations that are included in this report, most of surrounding street system will be capable of absorbing additional traffic generated by the proposed Phase I and II developments without creating excessive delays that are typically considered unacceptable. The exception is the I-75 and Emory Road interchange. Delays associated with that interchange are indicative of regional traffic capacity issues. As such, additional studies will be necessary, including an Interchange Access Request.



Betty Jo Mahan <bettyjo.mahan@knoxmpc.org>

Fwd: Kroger Development at Powell Airport

1 message

Sarah Powell <sarah.powell@knoxmpc.org>
To: "Mahan, Betty Jo" <bettyjo.mahan@knoxmpc.org>

Tue, Feb 12, 2013 at 5:24 PM

----- Forwarded message -----

From: Teresa Montgomery <tmmontgomery163@comcast.net>
Date: Tue, Feb 12, 2013 at 5:22 PM
Subject: Kroger Development at Powell Airport
To: contact@knoxmpc.org

Attached are several emails that were sent to the MPC concerning the Kroger Development which will be discussed on February 14. I can not be present at the meeting but want to make sure my concerns are presented.

Debbie Sauls and Sherron Smith will be representing our community at the February 14 meeting.

We had a community meeting on January 31 which we met with Larry Smith and Mark Campen. The second attachment has a list of the residents that attended and were concerned about the development.

Also attached are pictures during January that shows two separate flooding, week of January 15 and also January 31.

If you have any questions, please do not hesitate to call or email.

Teresa Montgomery

163 Overton Lane

Powell, TN 37849

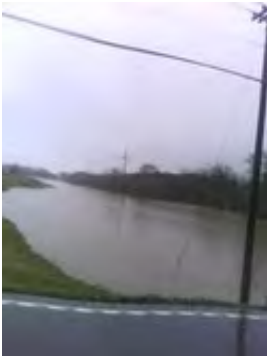
865-740-1008

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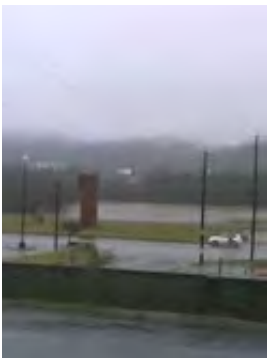
8 attachments



75 S ramp.jpg
14K



Central Ave.jpg
11K



Emory Road.jpg
10K



Photo0158 Jan 31.jpg
58K



Photo0159 Jan 31.jpg
71K



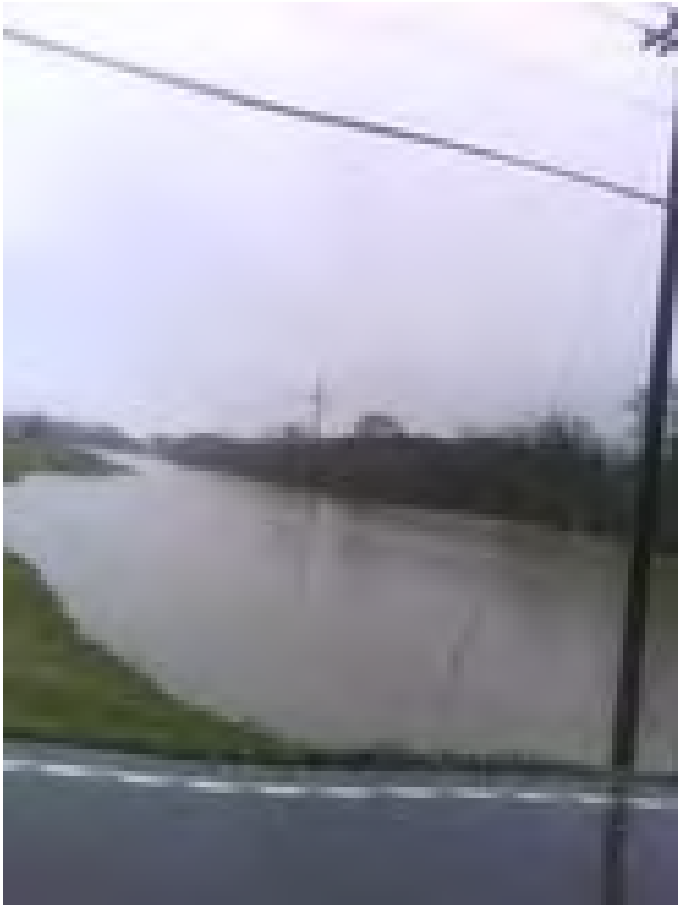
Rocky Top .jpg
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Overton Lane, Powell, TN 37849
Meeting concerning Powell Airport

Mark Campen, City Council and Larry Smith, Commissioner

Name <u>Teresa Montgomery</u>	Address <u>163 Overton Ln</u>
<u>Tommy Montgomery</u>	Email and Phone <u>tmontgomery163@comcast.net</u> <u>240-1008</u>
Name <u>RUSSELL WHITE</u>	Address <u>113 OVERTON LN</u>
<u>MARGARET WHITE</u>	Email and Phone <u>RUSSELLMARGO@YAHOO.COM</u> <u>938-1808</u>
Name <u>C. A. Harits</u>	Address <u>110 OVERTON LN.</u>
	Email and Phone <u>385-6363 (CSSHARTS@JUNO.COM)</u>
Name <u>Carol M. Mung</u>	Address <u>7619 Herkell Rd</u>
	Email and Phone <u>865-947-6716</u>
Name <u>Mike Adams</u>	Address <u>12 W Emory</u>
	Email and Phone <u>865-938-1834</u>
Name <u>Mary Adams</u>	Address <u>7525 Central Ave</u>
	Email and Phone <u>865-947-6294</u>
Name <u>Bob Cummings</u>	Address <u>154 OVERTON LANE</u>
	Email and Phone <u>bcummings154@comcast.net</u> <u>865-859-0888</u>
Name <u>Deborah Jenkins</u>	Address <u>151 Overton Ln.</u>
	Email and Phone <u>dkj151@comcast.net</u> <u>865-938-3474</u>
Name <u>SHERRON SMITH</u>	Address <u>159 OVERTON LANE</u>
	Email and Phone <u>pooky55@aol.com</u>
Name <u>Debra Sauls</u>	Address <u>159 Overton LN</u>
	Email and Phone <u>Pooky55@aol.com</u>
Name <u>Ann L. LaCava</u>	Address <u>158 Overton home</u>
	Email and Phone <u>alacava@frontier.net</u> <u>9384180; 7263902</u>
Name <u>Rusty + Angie Nicely</u>	Address <u>127 Overton Lane</u>
	Email and Phone <u>anicely@absconsulting.com</u> <u>865-607-9677</u>
Name <u>Betty & Les</u>	Address <u>7516 Central Ave</u>
	Email and Phone <u>947-7130</u>
Name <u>D. C. Barber</u>	Address <u>7578 Central Ave Pike</u>
	Email and Phone <u>385-9802</u>
Name <u>Spis Russell</u>	Address <u>111 Overton Ln</u>
	Email and Phone <u>947-1076</u>

Overton Lane, Powell, TN 37849
Meeting concerning Powell Airport

Mark Campen, City Council and Larry Smith, Commissioner

Name GARY NELSON Address 167 OVERTON LANE
Email and Phone GLTLNELSON@COMCAST.NET

Name _____ Address _____
Email and Phone _____

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tmmontgomery163@comcast.net

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Concerning Krogers at Powell Old Airport

From : Teresa Montgomery <tmmontgomery163@comcast.net>

Tue, Jan 15, 2013 12:34 PM

Subject : Concerning Krogers at Powell Old Airport**To :** mike busseau <mike.busseau@knoxmpc.org>, bettyjo mahan <bettyjo.mahan@knoxmpc.org>, buz johnson <buz.johnson@knoxmpc.org>, mark donaldson <mark.donaldson@knoxmpc.org>, dan kelly <dan.kelly@knoxmpc.org>

I own land behind the old Powell Airport and recommend that someone from the Planning Commission come and look at the area later today after all of this rain. I believe Mr. Mays is telling everyone that that area does not flood but if you come during all of this rain and see how much the area floods. Also you need to come over to Overton Lane and also see that we do not flood. We have owned this property for 13 years and have never had flooding on our side but it looks like a lake on the airport side.

I believe you need to also walk the Overton Lane side to see that we do not flood after all the rain. We are very concerned that after Krogers builds up the old Airport land that the flooding will be pushed over to our side. Krogers will have to build that side up to keep from flooding which will come over on us.

We even caught Mr. Mays one evening trying to make some adjustments to his land so that the flooding would be on us.

I understand you had a meeting last week and I was unable to attend because I work. If this is out of your hands please send on to the next division that will be reviewing. Some of my neighbors said that it would be Knoxville City next to review. If could tell me where I need to go next to get someone to look at this land today while there is flooding.

We will be taking pictures to confirm that there is no flooding on our property. Hopefully I will never need the pictures or an attorney.

Teresa Montgomery, CPA
865-740-1008
163 Overton Lane
Powell TN

XFINITY Connect

2nd. with pictures

tmnmontgomery163@comcast.net

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Fwd: Powell Airport Development**From :** Teresa Montgomery <tmnmontgomery163@comcast.net>**Subject :** Fwd: Powell Airport Development**To :** mike brusseau <mike.brusseau@knoxmpc.org>

Tue, Jan 15, 2013 08:06 PM

5 attachments

Just thought I would send you the pictures that we are sending to the City Council. This is just today.

From: "Teresa Montgomery" <tmnmontgomery163@comcast.net>**To:** cmitchell@cityofknoxville.org**Sent:** Tuesday, January 15, 2013 3:00:36 PM**Subject:** Fwd: Powell Airport Development

Ms. Mitchell,

This is an email that I sent to Mr. Stair. Can you make sure all the other Knoxville City Council members receive the pictures? Thank you.

From: "Teresa Montgomery" <tmnmontgomery163@comcast.net>**To:** "Marshall Stair" <marshallstair@cityofknoxville.org>**Sent:** Tuesday, January 15, 2013 2:36:26 PM**Subject:** Re: Powell Airport Development

Mr. Stair,

Attached are the pictures that will show you the problem of flooding at Powell Lake (Sorry Airport). This is a flooding zone and will always be a flooding zone unless the City makes our subdivision a flooding zone and lets anyone development this area. As I mention earlier we do not flood on our side of Beaver Creek. My neighbor can not get to the creek because she is on a walker but my husband will get some pictures later which I will send. She did get one picture from our side which is Picture 1.

This is just today if it keeps raining than it will worse.

Thank you for listening.

Picture 1 This is from our side at Beaver Creek looking over to the airport

Picture 2 Central Ave at Beaver Creek Bridge

Picture 3 On 75 S ramp off Emory Road

Picture 4 Emory Road

Picture 5 Rocky Top Gas Station

From: "Marshall Stair" <marshallstair@cityofknoxville.org>**To:** tmnmontgomery163@comcast.net**Sent:** Tuesday, January 15, 2013 10:15:09 AM**Subject:** Powell Airport Development

Thank you for the email.

Would you be able to take pictures of the flooding for those of us who cannot make it out there today?

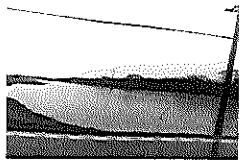
Thank you.

Marshall Stair

771-9215



Our property.jpg
25 KB



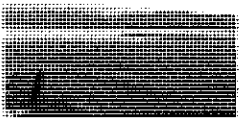
Central Ave.jpg
11 KB



75 S ramp.jpg
13 KB



Emory Road.jpg
10 KB



Rocky Top .jpg
10 KB

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tmmontgomery163@comcast.net

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Powell Airport

From : Teresa Montgomery <tmmontgomery163@comcast.net>

Fri, Feb 01, 2013 01:27 PM

Subject : Powell Airport

3 attachments

To : buz johnson <buz.johnson@knoxmpc.org>**Cc :** Gary Nelson <gltinelson@comcast.net>, Sharon Smith <pooky55@aol.com>

Mr. Johnson,

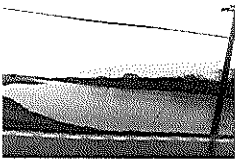
I am Teresa Montgomery and I live at 163 Overton Lane, Powell TN which is on the other side of Beaver Creek from the Powell Airport.

We meet with Mark Campen and Larry Smith concerning the council meeting for Tuesday February 5 concerning the Airport being rezoned for development.

Can you give me any information on why the Planning Commission decided to approve the rezoning for the Powell Airport when it has flooded for the last month? I have included pictures showing the flood of Jan 15 and Jan 30.

Any information that you can pass on to me would be appreciated.

Thank you for your time.



Central Ave.jpg
11 KB



Emory Road.jpg
10 KB

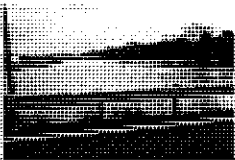


Photo0159 Jan 31.jpg
71 KB

XFINITY Connect

*Email Before
City Council*

tmmontgomery163@comcast.net

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Re: Response to your email

From : Teresa Montgomery <tmmontgomery163@comcast.net>

Mon, Feb 04, 2013 02:41 PM

Subject : Re: Response to your email

2 attachments

To : Michael Brusseau <mike.brusseau@knoxmpc.org>

Cc : Buz Johnson <buz.johnson@knoxmpc.org>, Mark Donaldson <mark.donaldson@knoxmpc.org>, Gary Nelson <gltnelson@comcast.net>, Sharon Smith <pooky55@aol.com>

Mr. Brusseau,

I appreciate you answering all our questions. But the attachments were what we received on Friday from MPC. These plans are from Paulson Mitchell Inc. for Kroger. There has been alot of reviewing by our residents of Overton and Central Avenue and yes Kroger will be in the flood zone and the wetlands.

We see these floods monthly and know where the water stands. In January we had plenty of time to see where the water floods and compare to the plans attached.

I understand you and the MPC committee do not see this daily. That is what we as residents are trying to help all the committees understand.

From: "Michael Brusseau" <mike.brusseau@knoxmpc.org>

To: tmmontgomery163@comcast.net

Cc: "Buz Johnson" <buz.johnson@knoxmpc.org>, "Mark Donaldson" <mark.donaldson@knoxmpc.org>

Sent: Monday, February 4, 2013 8:57:47 AM

Subject: Response to your email

Teresa,

Below is a response written by the MPC Executive Director to Mark Campen, the City Council representative for the district including the Powell airport site. As we have discussed, City Engineering reviewed the current FEMA floodplain maps, and informed MPC staff that the proposed Kroger site is located outside of the Floodway designated area, and therefore suitable for removal of the F-1 zoning designation. Future permitting and development will be subject to the City's stormwater permitting process, as administered by City Engineering. The updated flood study that this recommendation was based on was actually effective on Jan 11, 2010, according to the map provided by City Engineering, that was included in the MPC agenda package.

Mike Brusseau

Hi Mark,

A 2005 flood study established a new boundary for the floodway of Beaver Creek (and the F-1 zone district). That 2005 floodway boundary does not include any of the Kroger property under consideration for a change of zoning. The MPC recommends that the old F-1 zone district boundary be adjusted to correspond with the recent flood study, which for now will create a boundary that corresponds with the Kroger property of a portion of it. As the rest of the old airport site requests a change in zoning the 2005 flood study boundary will be used.


The balance of the Kroger property outside the old F-1 zone district is currently zoned A-1 (where the old runway is located), C-3 and PC-1. The MPC recommends that all of the land on the Kroger site be zoned PC-1, which is consistent with the future land use plan of the North County sector plan. The proposed building site for Kroger is located outside the revised F-1 zone district, as shown in the 2005 flood study, but still within the 100 year floodplain. Most all of the property, including the part of the property currently zoned C-3 and PC-1 is located within the floodplain.


Property owners are allowed to develop within the floodplain provided they meet criteria established by the city storm water permitting process. Approval by City engineering will be a condition of approval for any development plans that are approved by MPC. Engineering approval of permits is required before any actual development occurs. Permit approval

within the floodplain requires a demonstration that the proposed storm water detention system has the capacity to assure that there will be no rise in rain event flood levels. I think I am saying that right. Anyway, all of the permitting process is still to come - after the zoning has been changed and after a site plan has been approved. If you need any further information, please let me know. Regards,
Mark

--

Michael A. Brusseau, AICP, Senior Planner
Knoxville-Knox County Metropolitan Planning Commission
City-County Building, Suite 403
400 Main St.
Knoxville, TN 37902
Phone: (865) 215-2500
Fax: (865) 215-2068
www.knoxmpc.org

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1 MB

 **20130202063524762.pdf**
812 KB



Betty Jo Mahan <bettyjo.mahan@knoxmpc.org>

Concerning Krogers at Powell Old Airport

1 message

Teresa Montgomery <tmmontgomery163@comcast.net>

Tue, Jan 15, 2013 at 7:34 AM

To: mike busseau <mike.busseau@knoxmpc.org>, bettyjo mahan <bettyjo.mahan@knoxmpc.org>, buz johnson <buz.johnson@knoxmpc.org>, mark donaldson <mark.donaldson@knoxmpc.org>, dan kelly <dan.kelly@knoxmpc.org>

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Teresa Montgomery, CPA
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163 Overton Lane
Powell TN