



KNOXVILLE/KNOX COUNTY METROPOLITAN PLANNING COMMISSION
SUBDIVISION REPORT - CONCEPT

FILE #: 2-SB-14-C AGENDA ITEM #: 8

POSTPONEMENT(S): 2/13/2013-4/10/2014 AGENDA DATE: 5/8/2014

SUBDIVISION: CENTURY PARK AT PELLISSIPPI

APPLICANT/DEVELOPER: COMMERCIAL & INVESTMENT PROPERTIES

OWNER(S): Commercial & Investment Properties

TAX IDENTIFICATION: 118 17713

JURISDICTION: City Council District 2

STREET ADDRESS:

LOCATION: Southeast side of Dutchtown Rd., northeast side of Sherrill Blvd.

SECTOR PLAN: Northwest County

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

WATERSHED: Turkey Creek

APPROXIMATE ACREAGE: 39.35 acres

ZONING: C-6 (General Commercial Park) / TO-1 (Technology Overlay) & BP-1 (Business and technology Park) / TO-1

EXISTING LAND USE: Business park

PROPOSED USE: Business Park Subdivision

SURROUNDING LAND USE AND ZONING: North: Pellissippi Parkway and Dutchtown Rd. interchange and vacant land / A (Agricultural) / TO (Technology Overlay) & BP (Business and Technology) / TO (Technology Overlay) South: Mixed businesses / C-6 (General Commercial Park) / TO-1 (Technology Overlay) East: Business Park and residences / C-6 (General Commercial Park) / TO-1 (Technology Overlay) and A (Agricultural) West: Church and Pellissippi Parkway / A (Agricultural) / TO (Technology Overlay) & BP-1 (Business and technology Park) / TO-1 (Technology Overlay)

NUMBER OF LOTS: 8

SURVEYOR/ENGINEER: Cannon & Cannon, Inc.

ACCESSIBILITY: Access is via Dutchtown Rd., a minor arterial street with a five lane section within a required right-of-way of 88'.

SUBDIVISION VARIANCES REQUIRED: None

STAFF RECOMMENDATION:

APPROVE the Concept Plan subject to 9 conditions:

- 1. Connection to sanitary sewer and meeting any other relevant requirements of the Knox County Health Department.
2. All lots shall have access only to the internal street system except Lot 1 which will be allowed restricted access to Dutchtown Rd.
3. Sidewalks with a minimum width of 5', and meeting the City of Knoxville and the Americans with Disabilities Act (ADA) requirements, shall be installed following the proposed sidewalk layout identified on the revised

"Pedestrian Connectivity Exhibit" for the Concept Plan (dated April 23, 2014). The sidewalks identified as Phase 1 on the revised plan shall be installed by the developer as part of the next C-6 development for which a building permit is issued. The Phase 1 sidewalks and the sidewalks along the Joint Permanent Easement (JPE) frontage and internal to the site for that specific development shall be completed with final approval by the City of Knoxville Department of Engineering prior to a certificate of occupancy being issued for any building on the development lot. The remaining sidewalks identified on the revised plan shall be approved and installed as part of the C-6 development approval for each lot within the subdivision. Under future phases, each sidewalk segment along the JPE serving the Subdivision and the sidewalks internal to a specific C-6 development, shall be completed and approved by the City of Knoxville Department of Engineering prior to a certificate of occupancy being issued for any building on the C-6 development lot.

4. Installing a traffic signal at the intersection of Century Park Blvd. and Dutchtown Rd. at such time that it is warranted by actual traffic volumes. A traffic signal warrant analysis may be required by Planning Commission staff for any future C-6 development review application within the Century Park development. The cost of the traffic signal and the traffic signal warrant analysis shall be born by the developer. The design and installation of the traffic signal is subject to approval by the Knox County Department of Engineering and Public Works and the Knoxville Department of Engineering.

5. Meeting all applicable requirements of the Knoxville Department of Engineering.

6. If any building construction is proposed within the 50 buffer area around any designated sinkhole, a geotechnical report must be prepared by a registered engineer to determine soil stability and that report must be submitted to the Knoxville Department of Engineering 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.

7. Meeting all applicable requirements and obtaining all required permits from the Tennessee Department of Environment and Conservation for any alteration and construction within any sinkholes.

8. Meeting all applicable requirements of the Knoxville Zoning Ordinance.

9. 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 39.35 acre tract into 8 lots for a business park development under the C-6 (General Commercial Park) and TO-1 (Technology Overlay) zoning districts. As proposed, the majority of the lots will be served by the existing private streets/Joint Permanent Easements (JPE) that provide access out to Dutchtown Rd., a minor arterial street.

The original concept plan (5-SL-04-C) for Century Park Subdivision was approved on May 13, 2004. The original approval was for 19 lots on 81.54 acres. To date, 8 development lots have been created within the subdivision. The original concept plan approval for the balance of the subdivision has expired.

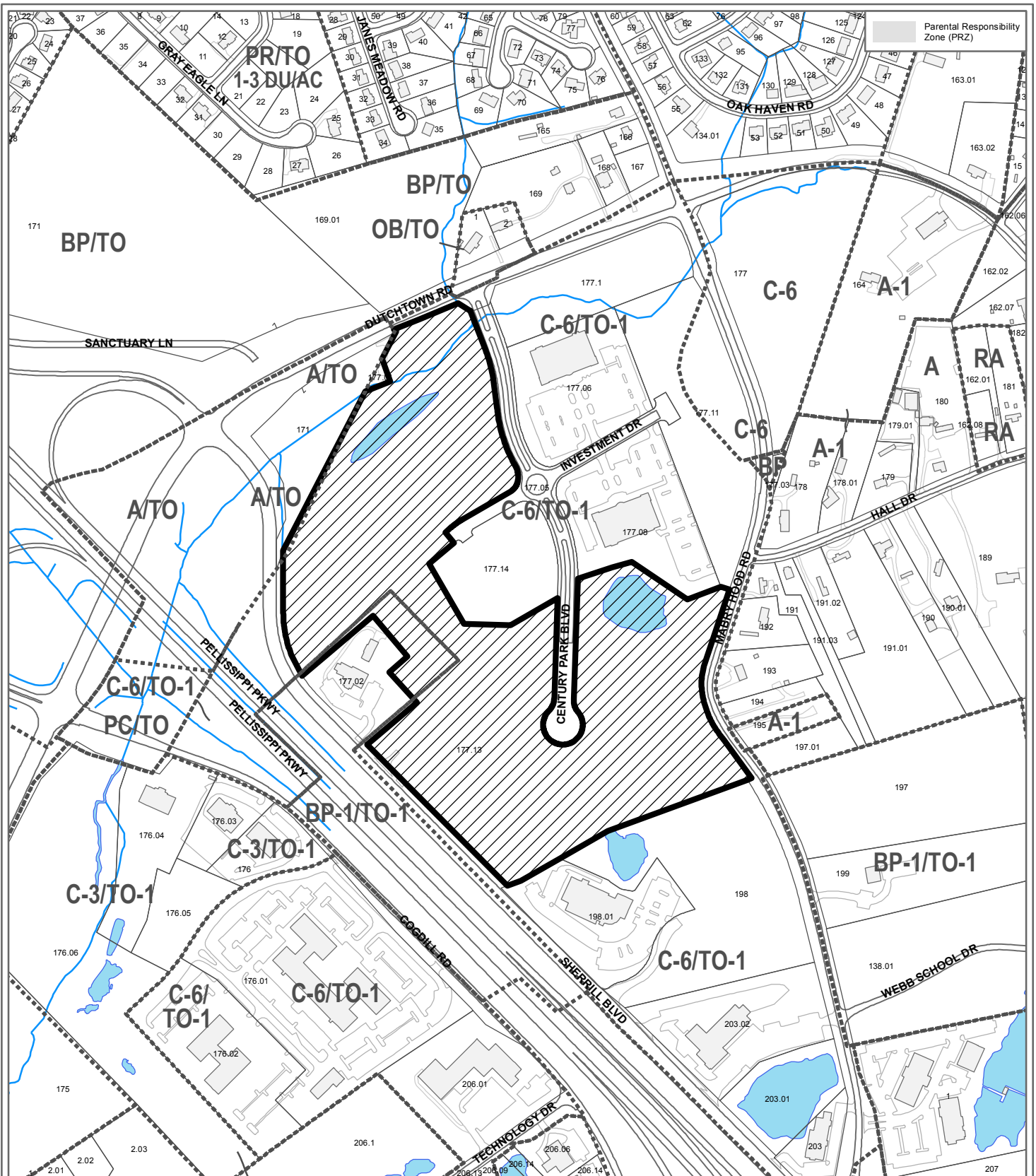
The Traffic Impact Study (TIS) that was prepared for the original concept plan has been updated for this new concept plan. A copy of the Executive Summary from the revised TIS is attached to this report. The study identified future off-site street improvements that would be needed in part due to this proposed development. The recommended improvements included turn lane and ramp improvements at the Dutchtown Rd. at Cogdill Rd./Pellissippi Southbound Ramps and the Sherrill Blvd./Pellissippi Northbound Ramps. Since these intersections will be improved through a future Tennessee Department of Transportation / Knox County road improvement project staff is not recommending any condition for those improvements to be a part of this approval. Based on the recommendation from the study, staff has included a condition for the installation of the traffic signal at the intersection of Dutchtown Rd. and Century Park Blvd.

While the original concept plan (which has expired) did not identify sidewalks within the development, a prior Tennessee Technology Corridor Development Authority (TTEDA) application included a letter (copy attached - Item # 5) from the applicant's project manager stating that the "Master Plan for the entire development will depict and provide pedestrian connections around the entire site". At the time the applicant made the commitment to provide pedestrian connections around the entire site (April 2, 2008), the Master Plan did not include the design for pedestrian connections. Staff has now received a proposed sidewalk master plan for the Century Park at Pellissippi Subdivision identified as a "Pedestrian Connectivity Exhibit" (dated April 23, 2014) which is part of the revised Concept Plan. Staff is recommending approval of the proposed sidewalk network subject to condition #3 under Staff's recommended conditions.

ESTIMATED TRAFFIC IMPACT: Not required.

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.



**2-SB-14-C
CONCEPT PLAN**



Approval of Concept Plan

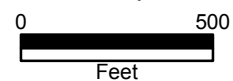
Original Print Date: 1/27/2014
 Metropolitan Planning Commission * City / County Building * Knoxville, TN 37902

Revised:

Subdivision: Century Park at Pellissippi

Map No: 118

Jurisdiction: City



GENERAL NOTES:

1. THIS CONCEPT PLAN IS FOR PARCELS 17110, 17111, 17112, 17113, 17114, 17115, 17116, 17117, 17118, 17119, 17120, 17121, 17122, 17123, 17124, 17125, 17126, 17127, 17128, 17129, 17130, 17131, 17132, 17133, 17134, 17135, 17136, 17137, 17138, 17139, 17140, 17141, 17142, 17143, 17144, 17145, 17146, 17147, 17148, 17149, 17150, 17151, 17152, 17153, 17154, 17155, 17156, 17157, 17158, 17159, 17160, 17161, 17162, 17163, 17164, 17165, 17166, 17167, 17168, 17169, 17170, 17171, 17172, 17173, 17174, 17175, 17176, 17177, 17178, 17179, 17180, 17181, 17182, 17183, 17184, 17185, 17186, 17187, 17188, 17189, 17190, 17191, 17192, 17193, 17194, 17195, 17196, 17197, 17198, 17199, 17200.
2. THE PROPOSED DEVELOPMENT SHALL BE IN ACCORDANCE WITH THE ZONING ORDINANCES OF THE CITY OF INDIANAPOLIS.
3. THE PROPOSED DEVELOPMENT SHALL BE IN ACCORDANCE WITH THE SUBDIVISION ACT OF THE STATE OF INDIANA.
4. THE PROPOSED DEVELOPMENT SHALL BE IN ACCORDANCE WITH THE CONCRETE CONSTRUCTION ACT OF THE STATE OF INDIANA.
5. THE PROPOSED DEVELOPMENT SHALL BE IN ACCORDANCE WITH THE LANDSCAPING ACT OF THE STATE OF INDIANA.
6. THE PROPOSED DEVELOPMENT SHALL BE IN ACCORDANCE WITH THE UTILITY SERVICES ACT OF THE STATE OF INDIANA.
7. THE PROPOSED DEVELOPMENT SHALL BE IN ACCORDANCE WITH THE JERARD ACT OF THE STATE OF INDIANA.
8. THE PROPOSED DEVELOPMENT SHALL BE IN ACCORDANCE WITH THE BOUNDARY LINE ACT OF THE STATE OF INDIANA.
9. THE PROPOSED DEVELOPMENT SHALL BE IN ACCORDANCE WITH THE EXISTING CONTOUR ACT OF THE STATE OF INDIANA.
10. THE PROPOSED DEVELOPMENT SHALL BE IN ACCORDANCE WITH THE PROPOSED LOT NUMBER ACT OF THE STATE OF INDIANA.
11. THE PROPOSED DEVELOPMENT SHALL BE IN ACCORDANCE WITH THE REVISIONS PER AEC COMMENTS ACT OF THE STATE OF INDIANA.
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LANDSCAPING:

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BOUNDARY LINE
EXISTING CONTOUR
PROPOSED LOT NUMBER

REVISIONS

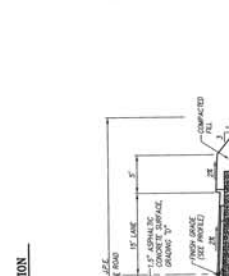
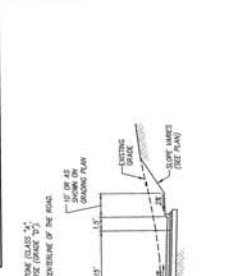
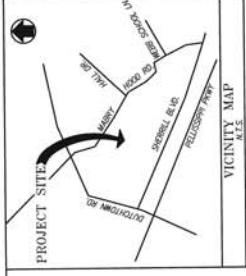
NO.	REVISION	DATE
1	REVISIONS PER AEC COMMENTS	02/07/24
2	REVISIONS PER AEC COMMENTS	07/29/24
3	REVISIONS PER AEC COMMENTS	07/29/24
4	REVISIONS PER AEC COMMENTS	07/29/24
5	REVISIONS PER AEC COMMENTS	07/29/24
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18	REVISIONS PER AEC COMMENTS	07/29/24
19	REVISIONS PER AEC COMMENTS	07/29/24
20	REVISIONS PER AEC COMMENTS	07/29/24

CONCEPT PLAN

PRELIMINARY NOT FOR CONSTRUCTION

CP 1.00

Cannon & Cannon, Inc.
 Consulting Engineers & Architects
 10000 N. Meridian Road
 Indianapolis, IN 46260
 TEL: 317.561.5400
 FAX: 317.561.5401
 WWW: WWW.CANNONANDCANNON.COM



STATEMENT OF CONCEPT PLAN:

This plan is a preliminary concept plan for the proposed development. It is intended to provide a general overview of the project and to illustrate the proposed layout of the site. The plan is not intended to be used for construction purposes. The plan is subject to change without notice. The plan is prepared in accordance with the standards and practices of the profession of civil engineering and architecture. The plan is prepared by Cannon & Cannon, Inc. and is the property of Cannon & Cannon, Inc. The plan is prepared for the use of the client and is not to be used for any other purpose without the written consent of Cannon & Cannon, Inc.

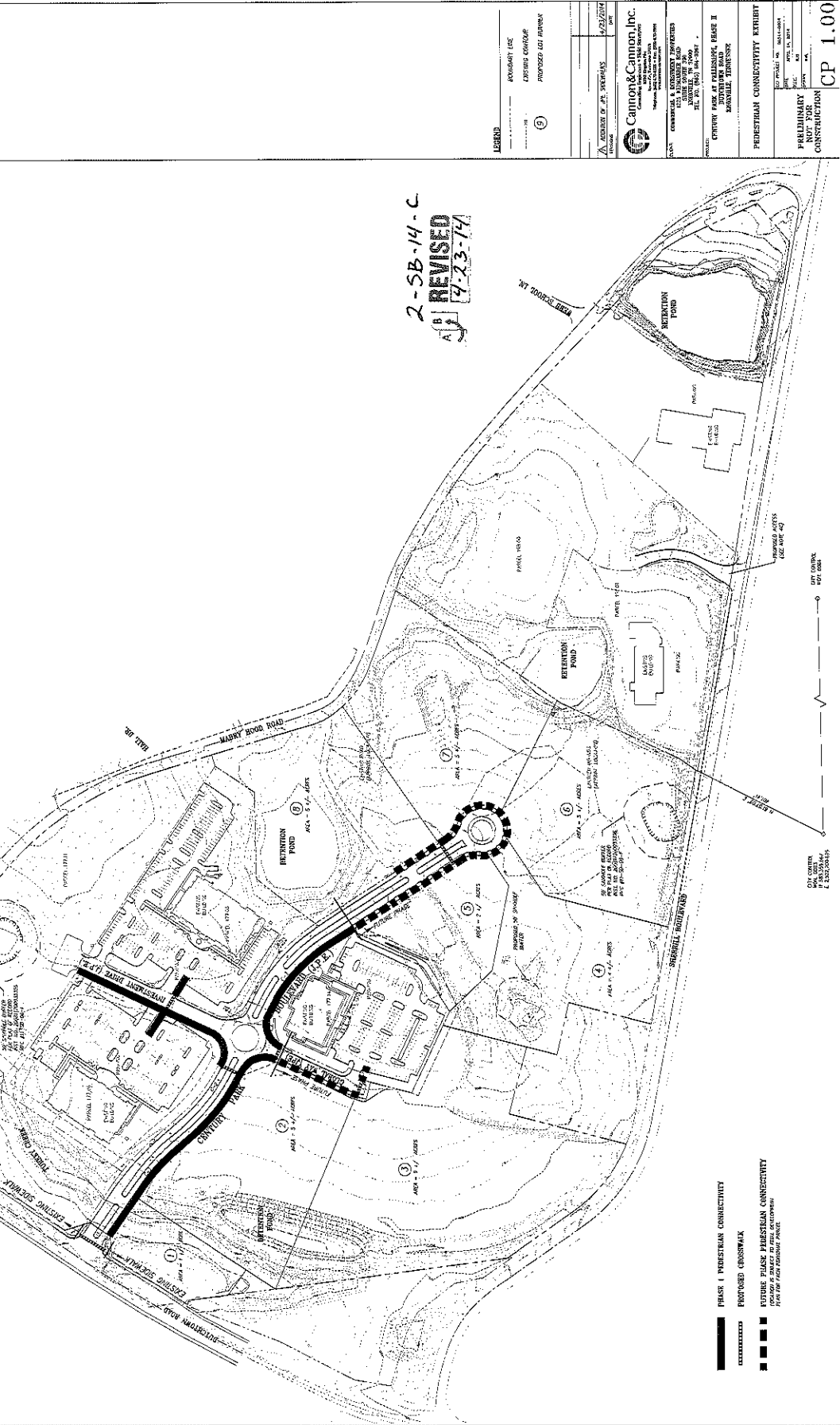
Jeff Lambert
 Engineer
 License Certificate No. 46622AL

GENERAL NOTES:
 1. ALL WORK SHALL BE ACCORDING TO THE LATEST EDITIONS OF THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS OF THE STATE OF TENNESSEE.
 2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS FROM THE APPROPRIATE AGENCIES.

PROJECT SITE

VICINITY MAP #15

0 50 100 FEET



2-SB-14-C

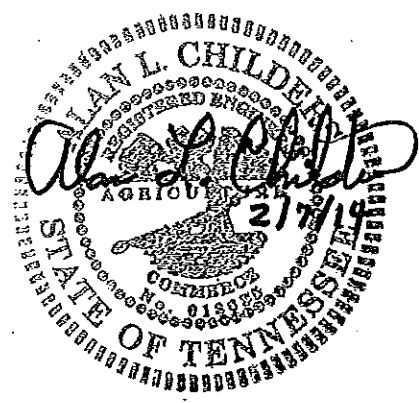
**Traffic Impact Study
Century Park
Dutchtown Road, Knoxville, TN**

PREPARED FOR:

Commercial and Investment Properties
1225 Weisgarber Road
Knoxville, TN 37909

PREPARED BY:

Cannon & Cannon, Inc.
8550 Kingston Pike
Knoxville, TN 37919
Tel: 865.670.8555



CCI Project No. 00344-0023

January 31, 2014
(Revised February 7, 2014)



Cannon & Cannon, Inc.
Consulting Engineers • Field Surveyors

EXECUTIVE SUMMARY

This report provides a summary of a traffic impact study update that was performed for the Century Park development located off Dutchtown Road in west Knoxville, Tennessee. The original traffic study was conducted in March, 2004. The project site is located on the south side of Dutchtown Road approximately 0.25 miles east of Pellissippi Parkway (S.R. 162).

The purpose of this study was the evaluation of the traffic operational and safety impacts of the proposed development upon the roadways in the vicinity of the project site. Of particular interest were the intersections of Dutchtown Road at Cogdill Road/Pellissippi Parkway Southbound Ramps, Dutchtown Road at Sherrill Boulevard/Pellissippi Parkway Northbound Ramps, and Dutchtown Road at Century Park Boulevard. Appropriate intersection evaluations were conducted at these locations for existing and future conditions, both with and without traffic volumes generated from the proposed expansion, in order to determine the anticipated impact, and to establish recommended measures to mitigate these impacts. The study included updated traffic counts, intersection capacity analyses, corner sight distance reviews and other evaluations as appropriate.

The primary conclusion of this study is that the traffic generated from the proposed development will have significant impacts on intersection capacity and levels-of-service at the study intersections. This is especially true during the A.M. peak traffic period at the intersection of Dutchtown Road at Sherrill Boulevard/Pellissippi Northbound Ramps and during the P.M. peak traffic period at all three study intersections. The analyses show that the two existing signalized intersections on Dutchtown Road at the Pellissippi Ramps begin to deteriorate under background conditions and will be exacerbated upon full build-out of the development. The poor levels-of-service at the intersection of Dutchtown Road at Century Park Boulevard is primarily due to traffic generated by the proposed development. Improvement analyses show that adding an additional turn lane at one approach each for the Pellissippi Ramp intersections will help to alleviate some of the delay, and installing a traffic signal at Century Park Boulevard will significantly reduce side street delay. This intersection should be reevaluated for justification and need of a traffic signal once the square footage of new proposed buildings exceeds 40,000. A delay study may be useful at the intersection in order to determine the impact of gaps in traffic along Dutchtown Road due to the traffic signals to the west.



The following is a list of measures that should be considered in an effort to address these issues and concerns at the study intersections:

Dutchtown Road at Cogdill Road/Pellissippi Southbound Ramps:

- Construct a second eastbound left-turn lane. This would require a second departure lane to be constructed on the ramp from Dutchtown Road to southbound Pellissippi Parkway, with a merging taper back down to one lane before Pellissippi Parkway.

Dutchtown Road at Sherrill Boulevard/Pellissippi Northbound Ramps:

- Construct a second southbound left-turn lane. This would not require any work on the departure, as Dutchtown Road already has two receiving lanes.

Dutchtown Road at Century Park Boulevard:

- Install a three-phase actuated traffic signal once traffic volumes and intersection delays indicate a need for one. The signal should have communication infrastructure to allow coordination to the existing signals to the west on Dutchtown Road. The installation of the traffic signal is expected to be warranted upon occupancy of the second proposed building constructed having access to Dutchtown Road via Century Park Boulevard.



EVALUATIONS

INTERSECTION CAPACITY ANALYSES

As discussed in the preceding sections of this report, capacity analyses employing the methods of the Highway Capacity Manual (HCM) were conducted for the study intersections. These analyses were performed for existing, background, and anticipated 2022 combined traffic conditions. Existing geometry and traffic control were used in these analyses of the study intersections. In addition, all of the study intersections were analyzed with various intersection improvements. These improvements included adding a second eastbound left-turn lane at the intersection of Dutchtown Road and Cogdill Road/Pellissippi Southbound Ramps, adding a second southbound left-turn lane at the intersection of Dutchtown Road and Sherrill Boulevard/Pellissippi Northbound Ramps, and installing a traffic signal at the intersection of Dutchtown Road and Century Park Boulevard. The signal timing was also optimized when analyzing the intersections for these improvements. TABLE 3 may be referenced for tabular summaries of these analyses, while more detailed summaries are presented on the computer printouts contained in the Appendix.

The analyses indicated that the development will have a significant impact on the study intersections. While the intersection of Dutchtown Road at Cogdill Road/Pellissippi Southbound Ramps will remain at LOS "C" during the A.M. peak from existing traffic to full build-out of the development, the P.M. peak LOS will worsen from "D" with existing traffic, to "E" with 2022 background traffic, to "F" at full build-out of the development. The analyses also show that with the improvement of adding a second eastbound left-turn lane, the LOS for full build-out will improve from "F" to "E" with a decrease in average vehicular delay of over 40 seconds.

At the intersection of Dutchtown Road at Sherrill Boulevard/Pellissippi Northbound Ramps, the LOS will worsen from "C" with existing traffic, to "D" with 2022 background traffic, to "E" at full build-out for the A.M. peak traffic period and from a "D" with existing and background traffic to an "E" after full build-out during the P.M. peak. The addition of a second southbound left-turn lane will improve the LOS at full build-out from "E" to "D" for both peak periods.

The intersection of Dutchtown Road at Century Park Boulevard is expected to have a delay of over ten minutes per vehicle for the northbound left-turn movement during the P.M. peak traffic period at full build-out. The analyses indicate that with the installation of a traffic signal, the overall intersection LOS would be a "C" during the P.M. peak without any additional lanes.



TABLE 3
CAPACITY ANALYSIS SUMMARY

Intersection	Time Period	2014 Existing (LOS/Delay)	Year 2022 Background (LOS/Delay)	Year 2022 Combined (LOS/Delay)
Dutchtown Rd at Cogdill Rd/Pellissippi SB Ramps Existing Geometry and Control (SIGNALIZED) ¹	A.M. P.M.	C 24.4 D 47.0	C 29.0 E 77.3	C 32.9 F 104.4
Dutchtown Rd at Cogdill Rd/Pellissippi SB Ramps with Improvements (SIGNALIZED) ¹	A.M. P.M.	- -	- -	C 30.9 E 62.4
Dutchtown Rd at Sherrill Blvd/Pellissippi NB Ramps Existing Geometry and Control (SIGNALIZED) ¹	A.M. P.M.	C 34.7 D 35.4	D 54.1 D 46.2	E 73.0 E 73.7
Dutchtown Rd at Sherrill Blvd/Pellissippi NB Ramps with Improvements (SIGNALIZED) ¹	A.M. P.M.	- -	- -	D 51.2 D 54.4
Dutchtown Rd at Century Park Blvd Existing Geometry and Control (SIDE STREET STOP) ²	A.M. P.M.	C 24.1 D 25.9	D 35.0 F 93.8	F 244.9 F 844.4
Dutchtown Rd at Century Park Blvd with Improvements (SIGNALIZED) ¹	A.M. P.M.	- -	- -	A 7.3 C 29.9

¹Level-of-Service and Average Vehicular Delay (seconds) for full intersection using HCM methodology.

²Level-of-Service and Average Vehicular Delay (seconds) for the northbound left-turn movement utilizing HCM methodology.

See APPENDIX for detailed computer print-out summaries and discussion of Capacity and Level-of-Service concepts.

TRAFFIC SIGNAL WARRANT ASSESSMENT

A traffic signal warrant analysis was performed for the intersection of Dutchtown Road at Century Park Boulevard for existing, background, and combined conditions using criteria from the Manual on Uniform Traffic Control Devices (MUTCD). The eight hours of data collected from the turning movement traffic count conducted for this study were used to analyze the intersection for traffic signal warrants for existing and 2022 background traffic. Afterwards, it became apparent that MUTCD Warrant #3 (Peak Hour Volumes) was the only warrant that would likely be met, so traffic generated from the proposed development outside of the A.M. and P.M. peak hours was not included in the warrant analysis. Because the minor street (Century Park Boulevard) traffic currently has separate right-turn and left-turn lanes, and because the majority of vehicles leaving the development during the P.M. peak are expected to be left-turns, all right-turning vehicles were omitted from the analysis.

The results from the signal warrant analysis indicate that the intersection is not warranted for a traffic signal for existing volumes and is not expected to be warranted using the 2022 background traffic volumes shown in Figure 4. However, the intersection is expected to meet MUTCD Warrant #3 (Peak Hour Volumes) during the P.M. peak using the 2022 combined traffic volumes by 265% of the required minor street volume.

The next step in the analysis was to determine at what point in build-out of the development is the traffic signal expected to become warranted. A signal warrant analysis was performed assuming one building of 40,000 square feet had been built. Trips were generated for this building by taking a ratio of the building floor area to the 300,000 total square feet of the six buildings accessing Century Park Boulevard, and then applying that ratio to the total volumes generated from full build-out of the development. Additionally, it was assumed that the first building would be built and fully occupied by year 2016, so traffic was grown by 2.0% annually for a two-year period. The analysis indicates that a signal is not warranted at this time, as the expected P.M. peak traffic meets 92% of that required for MUTCD Warrant #3. This same exercise was performed for a second building of 60,000 square feet and an assumed full occupancy in year 2018. At this point, the analysis met Warrant #3 by 133% of the minor street traffic. Therefore, a signal warrant is expected to be met at this intersection after build-out of two of the seven buildings accessing Century Park Boulevard. Spreadsheets showing the signal warrant analysis are located in the Appendix.

Finally, capacity analysis for existing geometry and traffic control was performed during the P.M. peak traffic period using the traffic volumes at which point a signal is warrant. This analysis indicates that after build-out of the first two office buildings with four years of background traffic growth, the northbound left-turn movement is expected to operate at LOS "F" with an average vehicular delay of over three minutes. Therefore, not only is the signal



warranted at this point, but capacity analysis suggests that the intersection would benefit from the installation of a traffic signal.



2-SB-14-C



Cannon & Cannon, Inc.

Consulting Engineers • Field Surveyors

April 2, 2008

Mr. Ewing Johnson
TTCDA
400 Main Street, Suite 403
Knoxville, Tennessee 37902

**RE: Response to review comments for Building V,
Century Park COA request (file #08.008.0)**

Dear Mr. Johnson:

Please find attached our revised drawings on Century Park, Building V for your review and approval. The drawings are revised to address each of the items listed in your letter dated March 12, 2008. Please find below our responses to your comments:

- OK
- 1) It appears that you will need a variance and a waiver from the requirements for parking stall size. This has been a fairly routine approval, since spaces smaller than 200 sq. ft. are more the norm now, rather than the exception. Although you show the dimensions on the site plan, please include the requested sizes for the spaces under Plan Notes.

Response. A request of variance for parking space dimensions is located in Note #12, Sheet C1.01, site layout, paving and striping plan.

- OK
- 2) Please prepare an exterior site lighting showing light intensity and type of lighting to be provided.

Response: Please see the Site Lighting Plan depicting the type of lighting designed for the parking lot and the lighting levels associated with the design.

- 3) Will any signage be required at this time? If so, please provide the necessary elevations, sizes, colors, and locations

Response: Please see the Architectural Sheet (4.1) for the proposed building signage on the site. The building signage is to be located in the large landscaped island directly in front of the building. The materials and finishes on the signage are to match the building's materials and finishes.

- OK
- 4) As with previous submissions of building plans for Century Park, I would encourage going with the smaller number of required parking spaces, rather than the larger. Related to the number of spaces shown is the fact that, based on the project setbacks that were approved on appeal in 2005, you will need to remove the 22 space row of parking along Mabry Hood Rd., as well as three spaces from the thirteen space row near the intersection of Hall Dr. In both cases, the result of the appeal approval by County Commission was that the 25 ft. C-6 front setback would be the setback maintained in these areas. The C-6 zone does not allow parking within the required 25 ft. front setback. I am not inclined to recommend approval of the lesser setbacks as shown. You would have to demonstrate a severe hardship to warrant their approval. Since the plan shows more than the minimum required by the zoning ordinance, several spaces could be removed.

Response: Parking spaces that encroach within the 25' front yard setback have been eliminated. Plans have been revised accordingly.

- 5) Will any pedestrian connections be provided with other buildings in the park?

OK

Response: There are no pedestrian connections to be provided or designed for at this time for this particular site. However, the Master Plan for the entire development will depict and provide pedestrian connections around the entire site. This area of the design for the Master Plan has not been detailed or designed as of this time.

- 6) I will be sending a set of plans to City Engineering for their review. Are you aware of any issues related to the fact that you are paving over a sinkhole? As I get comments for City Engineering, I will pass them along.

OK

Response: TDEC permitting for sinkhole remediation has been submitted and approved. Attached is the TDEC approval letter.

- 7) Please explain how any ground or roof top mechanical units will be screened from public view.

OK

Response: Please see the Architectural Sheet (4.1) for the Site Line Building Sections Drawings. The drawings depict two of the typical site sections showing the overall site and building sections, and the location and size of the mechanical units on the roof. With the height of the building, and the height of the parapets around the perimeter of the building, these design elements conceal the mechanical units from view of the public.

- 8) Please confirm whether or not the exterior colors will be the same as those of the other buildings in the park.

OK

Response: The exterior colors and materials on the building are designed to compliment and match those elements of the rest of the development.

Thank you for your review of this submittal. If you have any questions please do not hesitate to contact me at (865) 670-8555.

Thank you,



Jeff Beckett, P.E.
Project Manager

cc: CCI Job # 00344-0017