

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

▶ **FILE #:** 10-SF-15-C **AGENDA ITEM #:** 10
 10-E-15-UR **AGENDA DATE:** 11/12/2015

POSTPONEMENT(S): 10/8/2015

▶ **SUBDIVISION:** DUTCHTOWN SUBDIVISION
 ▶ **APPLICANT/DEVELOPER:** GREEN RIVER HOLDINGS, LLC
 OWNER(S): Green River Holdings, LLC

TAX IDENTIFICATION: 118 100 & 16301 [View map on KGIS](#)

JURISDICTION: County Commission District 3

STREET ADDRESS: 9957 Dutchtown Rd

▶ **LOCATION:** North side of Dutchtown Rd, south side of Bob Gray Rd.

SECTOR PLAN: Northwest County

GROWTH POLICY PLAN: Planned Growth Area

WATERSHED: Turkey Creek

▶ **APPROXIMATE ACREAGE:** 24.62 acres

▶ **ZONING:** PR (Planned Residential)

▶ **EXISTING LAND USE:** Residence and vacant land

▶ **PROPOSED USE:** Detached residential subdivision

SURROUNDING LAND USE AND ZONING: North: Residences / BP (Business and Technology), RB (General Residential) and A (Agricultural)
 South: Church and residence / A-1 (General Agricultural)
 East: Residences / RA (Low Density Residential)
 West: Residences / PR (Planned residential)

▶ **NUMBER OF LOTS:** 101

SURVEYOR/ENGINEER: Fulgum MacIndoe & Assoc.

ACCESSIBILITY: Access is via Dutchtown Rd., a minor arterial street with 38' of pavement width within 70' of right-of-way.

▶ **SUBDIVISION VARIANCES REQUIRED:**

1. Reduction of the intersection spacing along Dutchtown Rd., between Road A and Rennboro Rd., from 400' to 355".
2. Reduction of the horizontal curve radius on Road B at STA 8+48.01, from 250' to 125".
3. Reduction of the intersection radius for the right-of-way for Road C at Road A, from 25' to 9.5'.
4. Reduction of the intersection radius for the edge of pavement for Road C at Road A, from 25' to 19.5'.
5. Reduction of the transition radius for the cul-de-sac for Road C, from 75' to 0'.
6. Reduction of the transition radius for the cul-de-sac for Road B, from 75' to 65'.

STAFF RECOMMENDATION:

- ▶ **APPROVE** variances 1-6 because the site's topography and shape restrict compliance with the Subdivision Regulations and the proposed variances will not create a traffic hazard.

APPROVE the Concept Plan subject to 10 conditions

1. Connection to sanitary sewer and meeting any other relevant requirements of the Knox County Health Department.
2. Provision of street names which are consistent with the Uniform Street Naming and Addressing System within Knox County (Ord 91-1-102).
3. Installation of sidewalks as identified on the concept plan. Sidewalks shall meet all applicable requirements of the Americans with Disabilities Act (ADA) and the Knox County Department of Engineering and Public Works, and shall be installed at the time the street improvements are installed for the subdivision.
4. Revising the concept plan to provide a street connection from Road A to the Coluzzi Dr. stub-out to the east.
5. Prior to obtaining a design plan approval for the subdivision, submitting documentation to the Knox County Department of Engineering and Public Works and Planning Commission Staff that shows adequate building sites meeting required setbacks are available on Lots 4, 26, 56-58, 64, 65 and 84. Those lots that cannot comply with this condition will have to be combined with adjoining lots on any final plats submitted to the Planning Commission for approval.
6. Prior to obtaining a design plan approval for the subdivision, submitting a detailed grading plan to the Knox County Department of Engineering and Public Works and Planning Commission Staff that documents all proposed lots will have adequate building sites and yard areas with driveway grades not exceeding a 15% grade. Increased side yard setbacks may be required along streets with grades of 10% or greater. Those lots that cannot comply with this condition will have to be combined with adjoining lots on any final plats submitted to the Planning Commission for approval.
7. Implementation of the intersection improvements and recommendations outlined in the Traffic Impact Study prepared by Fulghum MacIndoe & Associates, Inc. as revised on September 21, 2015. The design details and timing of the installation of the improvements shall be worked out with the Knox County Department of Engineering and Public Works during the design plan stage for the subdivision.
8. Meeting all applicable requirements of the Knox County Department of Engineering and Public Works.
9. Placing a note on the final plat that all lots will have access only to the internal street system except for the lot (proposed Lot 66) with the existing house fronting on Bob Gray Rd.
10. 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.

- ▶ **APPROVE the Development Plan for up to 101 detached dwelling units on individual lots, and the requested reduction of the peripheral setback from 35' to 25', subject to 1 condition.**

1. Meeting all applicable requirements of the Knox County Zoning Ordinance.

With the conditions noted, this plan meets the requirements for approval in the PR zone and the other criteria for approval of a Use on Review.

COMMENTS:

The applicant is proposing to subdivide a 24.62 acre tract into 101 detached residential lots at a density of 4.1 du/ac. The property is located on the north side of Dutchtown Rd. and the southeast side of Bob Gray Rd. The proposed subdivision will be served by public streets with access out to Dutchtown Rd. The proposed subdivision will include sidewalks on one side of all streets and will connect to the existing sidewalks located along Dutchtown Rd.

The Planning Commission recommended approval of a rezoning to PR (Planned Residential) at a density of up to 5 du/ac. on September 10, 2015 with a condition that access must be provided to both Dutchtown Rd. and Bob Gray Rd.. The Knox County Commission approved the rezoning to PR (Planned Residential) at a density of up to 5 du/ac. without the condition on October 26, 2015.

Staff has recommended a condition that a street connection be provided from Road A to the Coluzzi Dr. stub-out that adjoins this property to east. This short street connection will allow for two access connections out to Dutchtown Rd.

The preliminary site grading plan identified a potential problem with having adequate building sites on approximately 17 lots within the subdivision. Staff has recommended a condition that the applicant provide a

detailed grading plan prior to design plan approval that documents that adequate building sites are available on all proposed lots.

A Traffic Impact Study was prepared by Fulghum MacIndoe & Associates, Inc. for this development with the last revision date being September 21, 2015. The study recommends turn lane improvements on Dutchtown Rd. at the proposed subdivision entrance.

The applicant has requested a reduction of the peripheral setback from 35' to 25' along all exterior boundaries of this subdivision. The Planning Commission can approve a peripheral setback reduction down to 15' when the subdivision adjoins specific residential zoning districts. The standard rear yard setback for the low density and general residential zoning districts is 25'. The peripheral setback cannot be reduced adjoining the mobile home park at the north end of the subdivision since it is zoned BP (Business and Technology).

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

1. The proposed detached residential subdivision will have minimal impact on local services since utilities are available to serve this site.
2. The proposed low density residential development is compatible with the scale and intensity of development that has occurred in this area.
3. The proposed detached residential subdivision at a density of 4.1 du/ac, is consistent in use and density with the approved rezoning for the property.

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

1. With the recommended conditions, the proposed subdivision is consistent with all relevant requirements of the PR zoning, as well as other criteria for approval of a use on review.
2. The development is consistent with the following general standards for uses permitted on review: The proposal is consistent with the adopted plans and policies of the General Plan and Sector Plan. The use is in harmony with the general purpose and intent of the Zoning Ordinance. The use will not significantly injure the value of adjacent property. The use will not draw additional traffic through residential areas since the development has access to a minor arterial street.

CONFORMITY OF THE PROPOSAL TO ADOPTED MPC PLANS

1. The Northwest County Sector Plan proposes low density residential uses for this site. The proposed development at a density of 4.1 du/ac is consistent with the sector plan.
2. This site is located within the Planned Growth Area on the Knoxville-Knox County-Farragut Growth Policy Plan map.

ESTIMATED TRAFFIC IMPACT: 1046 (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.

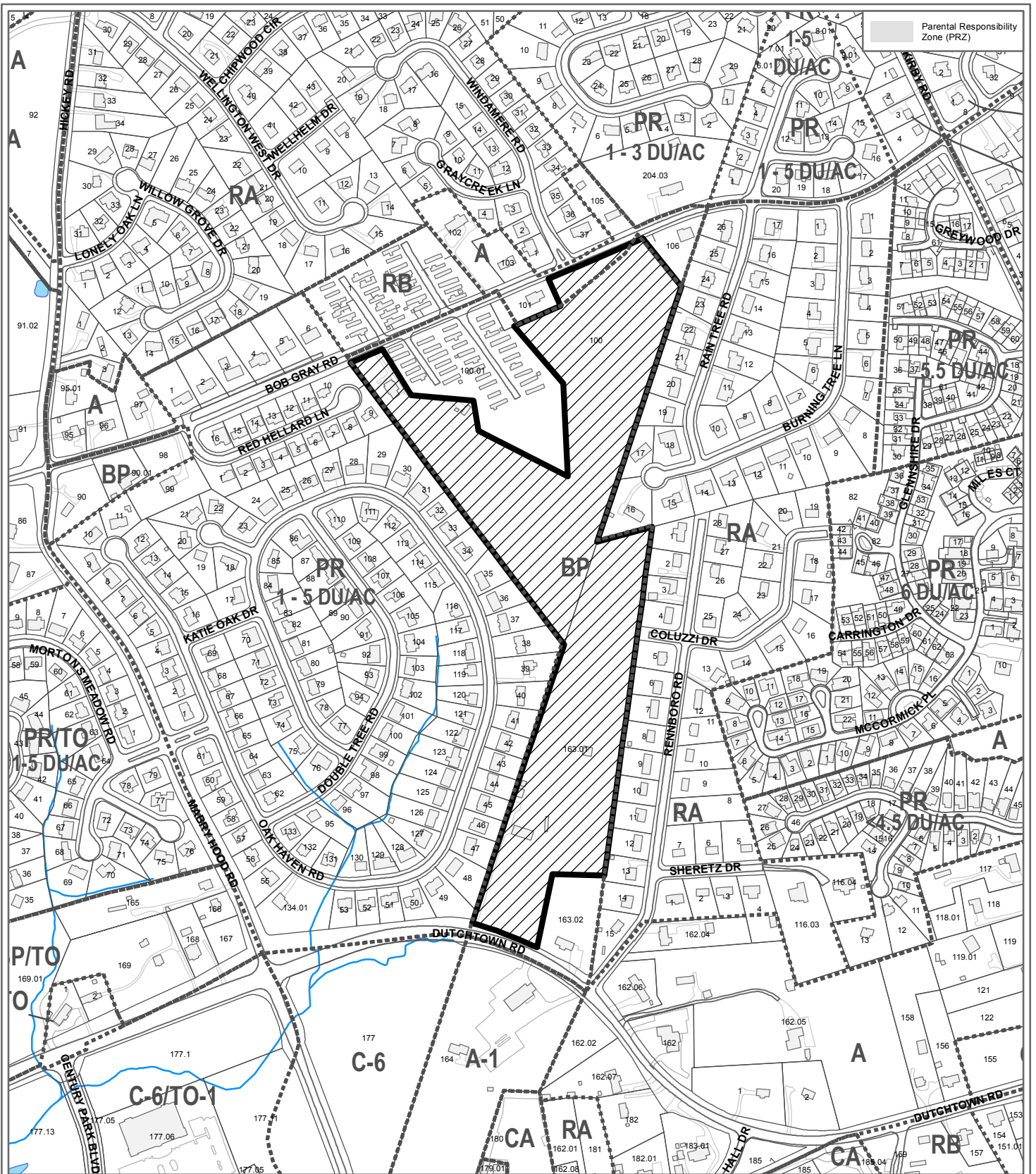
ESTIMATED STUDENT YIELD: 54 (public and private school children, ages 5-18 years)

Schools affected by this proposal: Cedar Bluff Elementary, Cedar Bluff Middle, and Hardin Valley Academy.

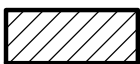
- School-age population (ages 5–18) is estimated by MPC using data from a variety of sources.
- While most children will attend public schools, the estimate includes population that may be home-schooled, attend private schools at various stages of enrollment, or drop out of the public system.
- Students are assigned to schools based on current attendance zones as determined by Knox County Schools. Zone boundaries are subject to change.
- Estimates presume full build-out of the proposed development. Build-out is subject to market forces, and timing varies widely from proposal to proposal.
- Student yields from new development do not reflect a net addition of children in schools. Additions occur incrementally over the build-out period. New students may replace current population that ages through the system or moves from the attendance zone.
- School capacities are subject to change by Knox County Schools through building additions, curriculum or scheduling changes, or amendments to attendance zone boundaries.

MPC's approval or denial of this concept plan request is final, unless the action is appealed to Knox County Chancery Court. The date of the Knox County Chancery Court hearing will depend on when the appeal application is filed.

MPC's approval or denial of this use on review request is final, unless the action is appealed to the Knox County Board of Zoning Appeals. The date of the Knox County Board of Zoning Appeals hearing will depend on when the appeal application is filed.



**10-SF-15-C / 10-E-15-UR
CONCEPT PLAN/USE ON REVIEW**

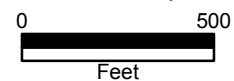


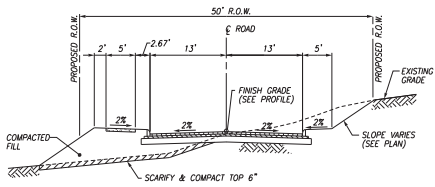
Detached residential subdivision in PR (Planned Residential)

Original Print Date: 9/21/2015 Revised:
Metropolitan Planning Commission * City / County Building * Knoxville, TN 37902

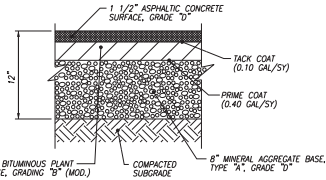
Petitioner: Green River Holdings, LLC
Dutchtown Subdivision

Map No: 118
Jurisdiction: County

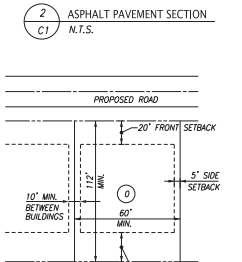




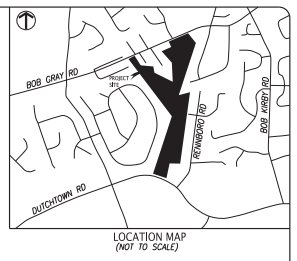
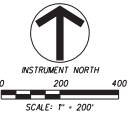
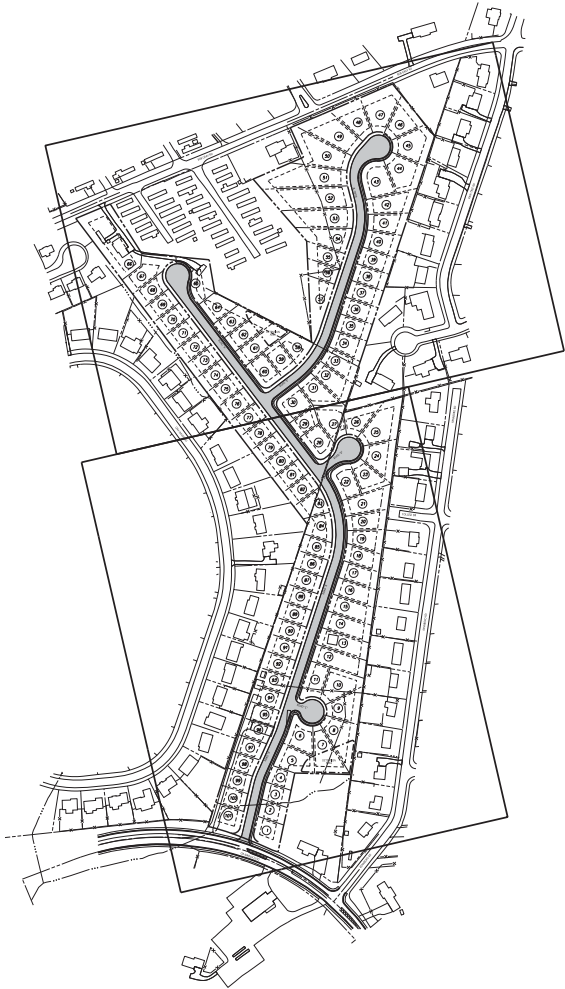
1
C1
TYPICAL 26' ROAD SECTION
N.T.S.



2
C1
ASPHALT PAVEMENT SECTION
N.T.S.

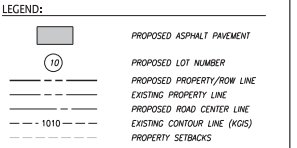


3
C1
TYPICAL INTERIOR LOT
N.T.S.



- GENERAL NOTES:**
- THE TOPOGRAPHIC & BOUNDARY DATA WAS TAKEN FROM KGS. EXISTING CONTOURS ARE AT 2'-FT INTERVALS. VERTICAL DATUM IS BASED ON NAVD88.
 - PROPERTY CONCERNED REFLECTS PARCELS 11816301 & 118100 AS SHOWN IN HIXON COUNTY CLT MAP 118. ZONING FOR THE PROPERTY IS BP, BUSINESS AND TECHNOLOGY PARK ZONE. TOTAL AREA = 24.62±, TOTAL LOTS = 101.
 - OWNER: GREEN RIVER HOLDINGS, LLC
405 MONTBROOK LANE
KNOXVILLE, TN 37919
 - BUILDING SETBACKS INTERNAL TO SUBDIVISION ARE 20'-FT. IN FRONT, 5'-FT. ON SIDE, 15'-FT. REAR, 25'-FT. AT THE PERIPHERY AND 35'-FT PERIPHERY ADJACENT TO BP ZONING.
 - ALL LOTS TO ACCESS INTERNAL STREETS EXCEPT LOT 66 WILL ACCESS BOB GRAY ROAD.
 - PROPOSED IMPROVEMENTS INCLUDE 26" WIDE PUBLIC ROAD, EXPOSED CURB, STORM SEWER, SANITARY SEWER, WATER, GAS, ELECTRIC, TELEPHONE, AND CABLE TV.
 - ROOF DRAIN AND FRONT YARD FOR ALL PROPOSED LOTS WILL BE CONNECTED TO PROPOSED STORM DRAINAGE SYSTEM.
 - ALL EXISTING STRUCTURES TO BE REMOVE EXCEPT STRUCTURES ON LOT 66.

- VARIANCE AND ZONING REQUEST:**
- REDUCE HORIZONTAL RADIUS 250' TO 125' STA. 8+48.01 ROAD "B" (C-6).
 - BUILDING SIDE SETBACKS ON LOTS GREATER THAN 10% FROM 10' TO 5'.
 - REDUCE ROAD "C" TRANSITION CURVES FOR CUL-DE-SAC FROM 75' TO 0'.
 - REDUCE ROAD "C" INTERSECTING RADIUS FROM 25' TO 19.5'.
 - REDUCE ROW ROAD "C" INTERSECTING RADIUS FROM 25' TO 9.5'.
 - REDUCE ROAD "B" TRANSITION CURVES FOR CUL-DE-SAC FROM 75' TO 65'.
 - REDUCE INTERSECTION SPACING ALONG DUTCHTOWN RD BETWEEN ROAD "A" AND REINBORO RD FROM 400' TO 355'±



I HEREBY CERTIFY THAT I AM AN ENGINEER, LICENSED TO DO ENGINEERING UNDER THE LAWS OF THE STATE OF TENNESSEE. I FURTHER CERTIFY THAT THE PLAN AND ACCOMPANYING DRAWINGS, DOCUMENTS, AND STATEMENTS CONFORM TO ALL APPLICABLE PROVISIONS OF THE KNOXVILLE-HIXON COUNTY SUBDIVISION REGULATIONS EXCEPT AS HAS BEEN REMITTED AND DESCRIBED IN ACCORDANCE WITH THE METROPOLITAN PLANNING COMMISSION.

[Signature]
ENGINEER
TENNESSEE CERTIFICATE NO. 168916

10-SF-15-C / 10-E-15-UR
Revised: 10/28/2015



PRELIMINARY
NOT FOR
CONSTRUCTION

DUTCHTOWN SUBDIVISION
9957 DUTCHTOWN ROAD
KNOXVILLE, TENNESSEE 37923

GREEN RIVER HOLDINGS, LLC
405 MONTBROOK LANE
KNOXVILLE, TN 37919
CONTACT: ERIC MOSELEY
TELEPHONE NO.: 865.539.1112

CONCEPT OVERALL PLAN

PROJ. NO.	ISSUED BY	DATE	REVISION/ISSUE
330.010	AMC	10/28/15	REVISED REF. COUNTY COMMENTS
	AMC	09/29/15	REVISED REF. COUNTY COMMENTS
	AMC	08/29/15	ISSUED FOR REVIEW

Project	Sheet
330.010	C1
Date	08/24/15
Scale	1"=200'

UTILITY OWNERS:

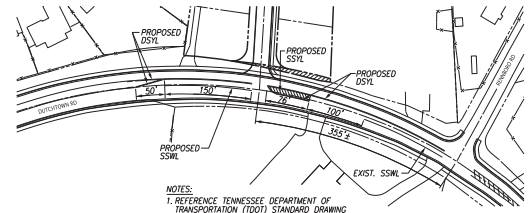
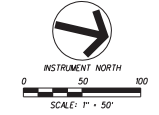
WATER & SEWER WEST KNOX UTILITY DISTRICT (WKUD) 2308 LOWELL ROAD, P.O. BOX 51370 KNOXVILLE, TN 37931 CONTACT: MR. MARTIN GILLENWATERS OFFICE PHONE: 865.690.2521, EXT. 1833	ELECTRIC LENOIR CITY UTILITY BOARD (LCUB) P.O. BOX 449 LENOIR CITY, TN 37771 CONTACT: MR. WAY WINES OFFICE PHONE: 865.986.6591	GAS KNOXVILLE UTILITIES BOARD (KUB) P.O. BOX 50917 KNOXVILLE, TN 37950-9017 CONTACT: MR. CHRIS McGINNACK OFFICE PHONE: 865.558.2123	TELEPHONE AT&T 9759 PARKSIDE DRIVE KNOXVILLE, TN 37922 CONTACT: MS. NICOLE DAILEY OFFICE PHONE: 865.539.8571
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PROJ. NO.	DATE	BY	REVISION/ISSUE
330.010	10/28/15	AMC	REVISED PER COUNTY COMMENTS
	09/29/15	AMC	REVISED PER COUNTY COMMENTS
	08/24/15	AMC	ISSUED FOR REVIEW

Project	330.010
Date	08/24/15
Scale	1"=50'

C2

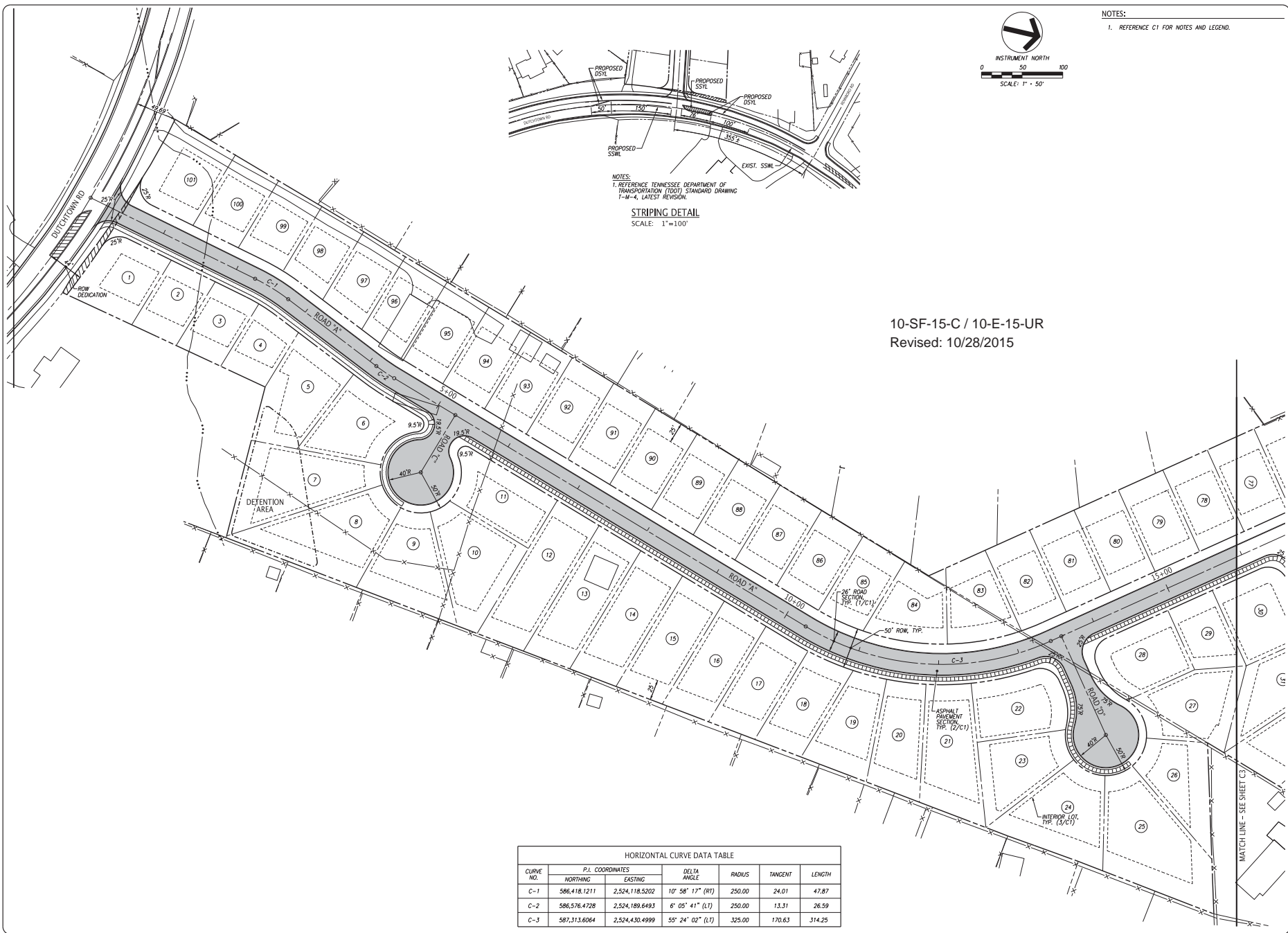
NOTES:
 1. REFERENCE C1 FOR NOTES AND LEGEND.



NOTES:
 1. REFERENCE TENNESSEE DEPARTMENT OF TRANSPORTATION (TDOT) STANDARD DRAWING T-M-4, LATEST REVISION.

STRIPING DETAIL
 SCALE: 1"=100'

10-SF-15-C / 10-E-15-UR
 Revised: 10/28/2015

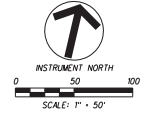


CURVE NO.	P.L. COORDINATES		DELTA ANGLE	RADIUS	TANGENT	LENGTH
	NORTHING	EASTING				
C-1	586,418.1211	2,524,118.5202	10° 58' 17" (RT)	250.00	24.01	47.87
C-2	586,576.4728	2,524,189.6493	6° 05' 41" (LT)	250.00	13.31	26.59
C-3	587,313.6064	2,524,430.4999	55° 24' 02" (LT)	325.00	170.63	314.25

PL No. 10-15-15-C / 10-E-15-UR
 Rev. Date: 10/28/2015

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 Plot Date: 10/28/2015



NOTES:
 1. REFERENCE C1 FOR NOTES AND LEGEND.

10-SF-15-C / 10-E-15-UR
 Revised: 10/28/2015

CURVE NO.	P.I. COORDINATES		DELTA ANGLE	RADIUS	TANGENT	LENGTH
	NORTHING	EASTING				
C-4	587,845.5997	2,524,317.7021	34° 25' 45" (L)	325.00	100.69	195.29
C-5	588,322.8426	2,524,475.2096	32° 26' 47" (L)	290.00	72.74	141.57
C-6	588,505.8337	2,524,429.6848	55° 32' 45" (R)	125.00	65.83	121.18



PRELIMINARY
 NOT FOR
 CONSTRUCTION

DUTCOTOWN SUBDIVISION
 9957 DUTCOTOWN ROAD
 KNOXVILLE, TENNESSEE 37923

GREEN RIVER HOLDINGS, LLC
 405 MONTBROOK LANE
 KNOXVILLE, TN 37919
 CONTACT: ERIC MOSELEY
 TELEPHONE NO.: 865.539.1112

CONCEPT PLAN

PROJ. NO.	ISSUED BY	DATE	REVISION/ISSUE
	AMC	10/28/15	REVISED PER COUNTY COMMENTS
	AMC	09/29/15	REVISED PER COUNTY COMMENTS
	AMC	08/24/15	ISSUED FOR REVIEW

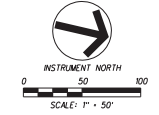
Project	Sheet
330.010	C3
Date	08/24/15
Scale	1"=50'

PROJ. NO.	ISSUED BY	DATE	REVISION/ISSUE
330.010	AMC	10/28/15	
	AMC	09/29/15	
	AMC	08/24/15	
	AMC	08/24/15	

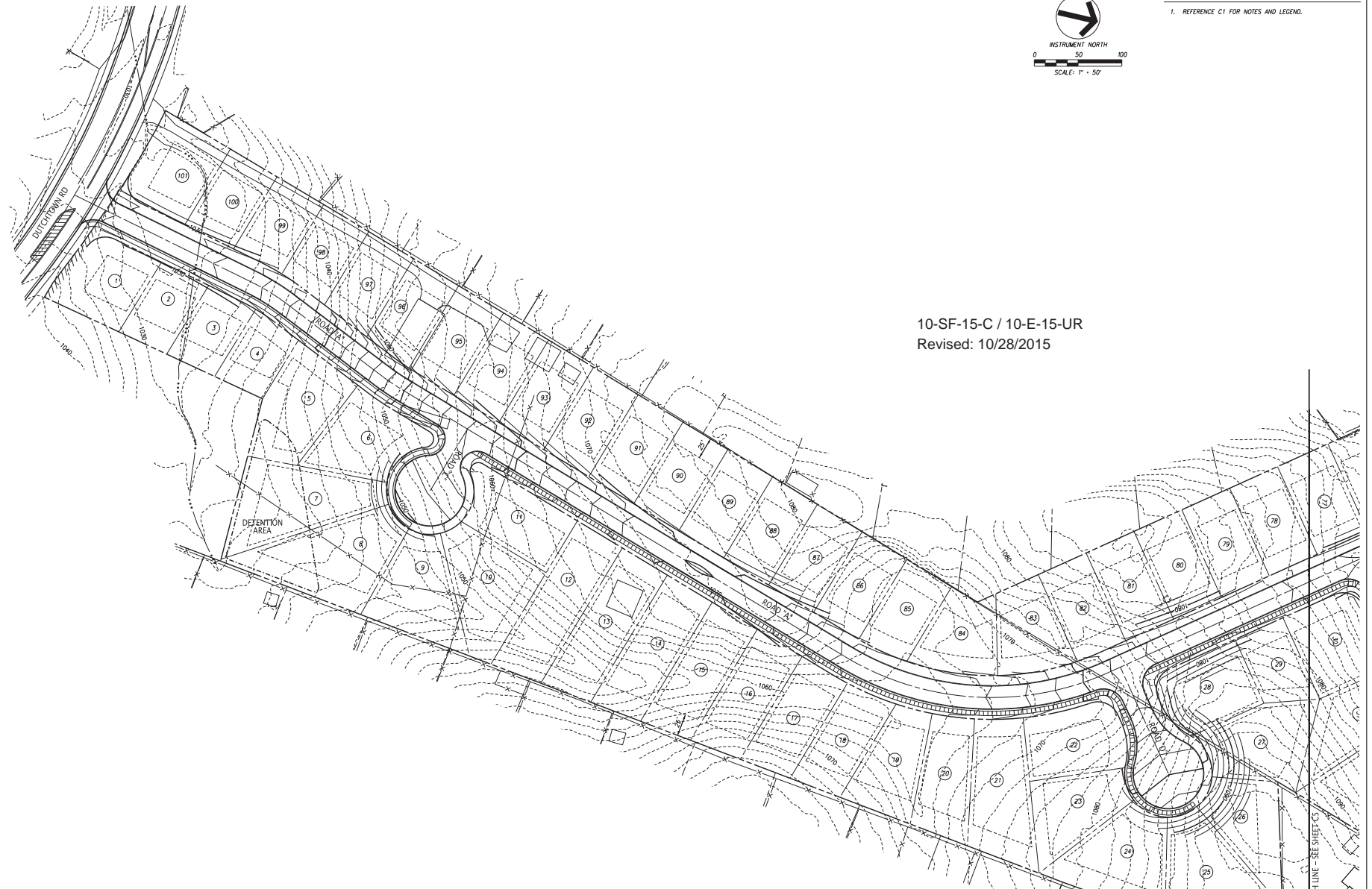
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Date	08/24/15
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C4

NOTES:
 1. REFERENCE C1 FOR NOTES AND LEGEND.



10-SF-15-C / 10-E-15-UR
 Revised: 10/28/2015

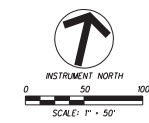
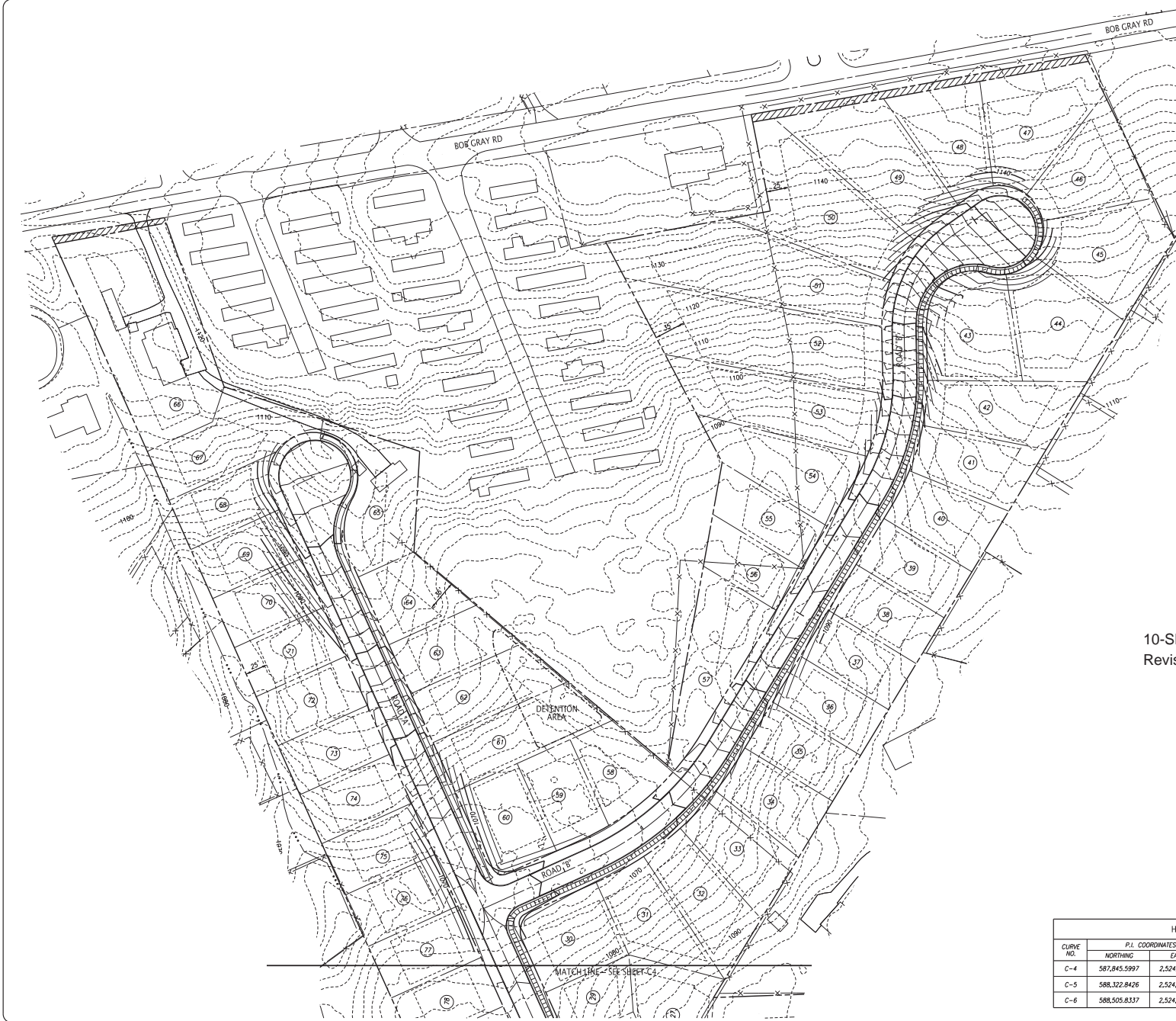


CURVE NO.	P.I. COORDINATES		DELTA ANGLE	RADIUS	TANGENT	LENGTH
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C-1	586,298.2309	2,524,064.6675	11° 07' 35" (RT)	250.00	24.35	48.55
C-2	586,576.4728	2,524,189.6493	6° 05' 41" (LT)	250.00	13.31	26.59
C-3	587,313.6064	2,524,430.4999	55° 24' 02" (LT)	325.00	170.63	314.25

File Name: 10-SF-15-C/10-E-15-UR-100102015.dwg
 Plot Date: 10/28/2015

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 Plot Date: 10/28/2015



NOTES:
 1. REFERENCE C1 FOR NOTES AND LEGEND.

10-SF-15-C / 10-E-15-UR
 Revised: 10/28/2015

HORIZONTAL CURVE DATA TABLE						
CURVE NO.	P.I. COORDINATES		DELTA ANGLE	RADIUS	TANGENT	LENGTH
	NORTHING	EASTING				
C-4	587,845.9997	2,524,317.7021	34° 25' 45" (LT)	325.00	100.69	195.29
C-5	588,322.8426	2,524,475.2096	32° 26' 47" (LT)	290.00	72.74	141.57
C-6	588,505.8337	2,524,429.6848	55° 32' 45" (RT)	125.00	65.83	121.18

FULGHUM
MACINDOE
 ASSOCIATES, INC.
 10330 HARDEN VALLEY ROAD
 SUITE 201
 KNOXVILLE, TN 37932
 OFFICE: 865.690.6419
 FAX: 865.690.6448
 www.fulghummacindoe.com

PRELIMINARY
NOT FOR
CONSTRUCTION

DUTCHTOWN SUBDIVISION
 9957 DUTCHTOWN ROAD
 KNOXVILLE, TENNESSEE 37923

GREEN RIVER HOLDINGS, LLC
 405 MONTBROOK LANE
 KNOXVILLE, TN 37919
 CONTACT: ERIC MOSELEY
 TELEPHONE NO.: 865.539.1112

SITE GRADING PLAN

PROJ. NO.	DESIGNED BY	DRAWN BY	DATE
	AMC	RLP	10/28/15
	AMC	AMC	09/29/15
	AMC	AMC	08/24/15

Project	Sheet
330.010	C5
Date	08/24/15
Scale	1"=50'

DUTCHTOWN ROAD SUBDIVISION

Traffic Impact Study
Dutchtown Road
Knoxville, TN

A Traffic Impact Study for the Proposed Dutchtown Road Subdivision

Submitted to

**Knoxville – Knox County Metropolitan
Planning Commission**

Revised September 21, 2015
September 1, 2015
FMA Project No. 330.010

10-SF-15-C
10-E-15-OR

REVISED

9-23-15

Submitted By:



- Warrant 3, Peak Hour

Signal Warrants 1 eight-hr vehicular volume, 2 four-hr vehicular volume and 3 peak hour were not met after the full build out of the Dutchtown Road Subdivision. The signal warrant worksheet is included in Attachment 8.

8 Conclusions and Recommendations

8.1 Dutchtown Road @ Mabry Hood Road

At the intersection of Dutchtown Road and Mabry Hood Road, all eastbound and westbound approaches currently operate at an acceptable LOS A or B during both the AM and PM peak hour. The eastbound and westbound approach will continue to operate at a LOS B or higher after the completion of the Dutchtown Road Subdivision.

At the intersection of Dutchtown Road and Mabry Hood Road, all northbound and southbound approaches currently operate at a LOS F during both the AM and PM peak hour. The northbound and southbound approach will continue to operate at a LOS F after the completion of the Dutchtown Road Subdivision.

FMA recommends that the crash data at this intersection be monitored.

8.2 Dutchtown Road @ Project Entrance

Dutchtown Road is classified as a minor arterial. The minimum intersection spacing required for an arterial is 400 feet per the "Minimum Subdivision Regulations" for Knoxville and Knox County. The nearest road intersection to the project entrance is currently 385 feet east at the intersection of Dutchtown Road and Rennboro Road. This intersection does not meet the recommended minimum separation of 400 feet between roads on an arterial.

An eastbound left turn lane is warranted at the intersection of Dutchtown Road and the proposed project entrance. The Unsignalized intersection capacity analyses shows a 95% queue length for the eastbound left turning movement of less than one car length during both the AM and PM peak hour; therefore, the existing two-way left turn lane has adequate storage. FMA recommends the two way left turn lane be restriped to include a break at the intersection of Dutchtown Road and the project entrance.

A westbound right turn lane is not warranted at the intersection of Dutchtown Road and the proposed project entrance.

The minimum required sight distance for a road with a posted speed limit of 40 mph is 400 feet in each direction in accordance with the "Minimum Subdivision Regulations" for Knoxville and Knox County. The proposed intersection of Dutchtown Road and the project entrance has a measured sight distance that exceeds 400-ft east and west of the intersection, which meets the requirement. FMA recommends any necessary landscaping that may be involved to maintain this sight distance and continue to comply with Knox County Engineering & Public Works.

The southbound approach of the proposed intersection of Dutchtown Road and the project entrance is expected to operate at a LOS C during the AM peak hour and a LOS B during PM peak hour after the completion of the Dutchtown Road Subdivision. The Unsignalized intersection capacity analyses shows a 95% queue length for the southbound approach of less than one car length during both the AM and PM peak hours; therefore, the proposed geometry of one 13-ft lane exiting the subdivision will be adequate.

A signal is not warranted after the full build out of the Dutchtown Road Subdivision.

8.3 Dutchtown Road @ Rennboro Road

The intersection of Dutchtown Road and Rennboro Road is expected to operate at a LOS C or better during both the AM and PM peak hours after the full build out of the Dutchtown Road Subdivision. The Unsignalized intersection capacity analyses shows a 95% queue length for the eastbound left turn lane of less than one car length during both the AM and PM peak hours; therefore, the existing left turn lane with a 150-ft storage length entering Rennboro Road will be adequate and will not interfere with the Dutchtown Road Subdivision.