

KNOXVILLE/KNOX COUNTY METROPOLITAN PLANNING COMMISSION USE ON REVIEW REPORT

► FILE #: 5-J-16-UR AGENDA ITEM #: 48

AGENDA DATE: 5/12/2016

► APPLICANT: BURR, LLC

OWNER(S): Burr, LLC

TAX ID NUMBER: 103 103 View map on KGIS

JURISDICTION: County Commission District 6

STREET ADDRESS: 10813 Hardin Valley Rd

LOCATION: Northwest side of Hardin Valley Rd., northeast of Greenland Way.

► APPX. SIZE OF TRACT: 4.1 acres

SECTOR PLAN: Northwest County

GROWTH POLICY PLAN: Planned Growth Area

ACCESSIBILITY: Access is via Hardin Valley Rd., a minor arterial street with a 3 lane section

with a 44' pavement width within an 80' right-of-way.

UTILITIES: Water Source: West Knox Utility District

Sewer Source: West Knox Utility District

WATERSHED: Conner Creek

► ZONING: PC (Planned Commercial) / TO (Technology Overlay)

EXISTING LAND USE: Vacant land

► PROPOSED USE: Shopping Center

HISTORY OF ZONING: Property was rezoned to PC (Planned Commercial) / TO (Technology

Overlay) by Knox County Commission on 6/26/2006.

SURROUNDING LAND

USE AND ZONING:

North: Pellissippi State Campus / PC (Planned Commercial) / TO

(Technology Overlay)

South: Vacant land / PC (Planned Commercial) / TO (Technology Overlay)

East: Residences / BP (Business and Technology) / TO (Technology

Overlay)

West: Pellissippi State Campus / PC (Planned Commercial) / TO

(Technology Overlay) and BP / TO

NEIGHBORHOOD CONTEXT: This area is developed with a mix of residential, institutional, office and

commercial uses, under A, PR, OB, BP and PC zoning.

STAFF RECOMMENDATION:

► APPROVE the request for a shopping center with approximately 25,804 square feet, as shown on the development plan, subject to 10 conditions

1. Obtaining approval from the Tennessee Technology Corridor Development Authority (TTCDA) for the proposed development (5-B-16-TOB) that is before the Board on May 9, 2016.

2. Connection to sanitary sewer and meeting any other relevant requirements of the Knox County Health Department.

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- 3. Subject to approval by Pellissippi State Community College, installation of the secondary driveway connection on the north side of the shopping center that would connect to the drive aisles within the Pellissippi State campus.
- 4. Providing the sidewalk connections as identified on the development plan, subject to meeting Americans with Disabilities Act (ADA) requirements and the requirements of the Knox County Department of Engineering and Public Works
- 5. The final design of the west bound deceleration lane on Hardin Valley Rd. is subject to approval by the Knox County Department of Engineering and Public Works.
- 6. Meeting all applicable requirements of the Knox County Department of Engineering and Public Works.
- 7. Submitting a revised landscape plan for Staff approval that increases the landscaping along the property frontage on the west side of the entrance similar to what is proposed along the east side of the entrance.
- 8. Installing all landscaping as identified on the revised landscape plan within six months of the issuance of an occupancy permit for this project, or posting a bond with the Knox County Department of Engineering and Public Works to guarantee such installation. Landscaping shall be installed so as not to interfere with the sight triangles and visibility along public streets.
- 9. Proposed signage for the shopping center is subject to approval by Planning Commission Staff and the TTCDA Board.
- 10. Meeting all applicable requirements of the Knox County Zoning Ordinance.

With the conditions noted above, this request meets the requirements for approval in the PC (Planned Commercial) & TO (Technology Overlay) zoning districts, as well as other criteria for approval of a use on review.

COMMENTS:

This is a request for a shopping center with three buildings and a proposed building area of approximately 25,804 square feet. The development site of 4.10 acres is located on the northwest side of Hardin Valley Rd, just east of Greenland Way and the main entrance to Pellissippi State Community College. Access to the site will be from a single driveway onto Hardin Valley Rd. located approximately 490 feet east of the entrance to Pellissippi State (centerline to centerline).

A driveway connection is proposed on the north side of the site that would connect to the drive aisles within the Pellissippi State campus, subject to approval by Pellissippi State Community College. It is staff's position that this secondary connection would greatly improve traffic flow for both sites. Students and staff would be able to access the restaurants and shops without having to go onto Hardin Valley Rd. This connection would also allow an alternative connection onto Hardin Valley Rd. at the signalized intersection.

The minimum parking required for this shopping center by the Knox County Zoning Ordinance is 129 spaces. The applicant is proposing 170 parking spaces. The shopping center parking standards do not clearly account for restaurant space within the center. The applicant has indicated that approximately 35% of the center may be leased for restaurant use which would support the request for 170 spaces. The proposed stormwater system includes the use of permeable pavers in the center portion of the parking lot.

Staff is recommending that the proposed landscape plan be modified to increase the landscaping along the property frontage on the west side of the entrance similar to what is proposed along the east side of the entrance.

The site is located within the TO (Technology Overlay) zoning district and is subject to review and approval by the Tennessee Technology Corridor Development Authority (TTCDA). The TTCDA will consider this request on May 9, 2016. Planning Commission staff's recommendation of approval for the use on review includes the site layout for all three buildings, which includes the two future buildings. The TTCDA Board will be reviewing the design details for those two buildings under future applications.

A traffic impact study was submitted for the proposed shopping center. The development plan was revised to address the recommendations of the study as modified by the Knox County Department of Engineering and Public Works.

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

- 1. All public utilities are available to serve the site.
- 2. The proposed shopping center is compatible with the scale and intensity of the surrounding development

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and zoning pattern.

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

- 1. With the recommended conditions, the proposal meets all requirements of the PC/TO zoning as well as the general criteria for approval of a use on review.
- 2. The proposed commercial development with the recommended conditions is consistent with the following general standards for uses permitted on review: The proposal is consistent with the adopted plans and policies of the General Plan and Sector Plan. The use is in harmony with the general purpose and intent of the Zoning Ordinance. The use is compatible with the character of the neighborhood where it is proposed. The use will not significantly injure the value of adjacent property. The use will not draw additional traffic through residential areas since the development is located off of an arterial street. No surrounding land uses will pose a hazard or create and unsuitable environment for the proposed use.

CONFORMITY OF THE PROPOSAL TO ADOPTED MPC PLANS

- 1. The Northwest County Sector Plan proposes commercial uses for this site. The proposed shopping center is in conformity with the Sector Plan designation.
- 2. The site is located within the Planned Growth Area on the Knoxville-Knox County-Farragut Growth Policy Plan map.

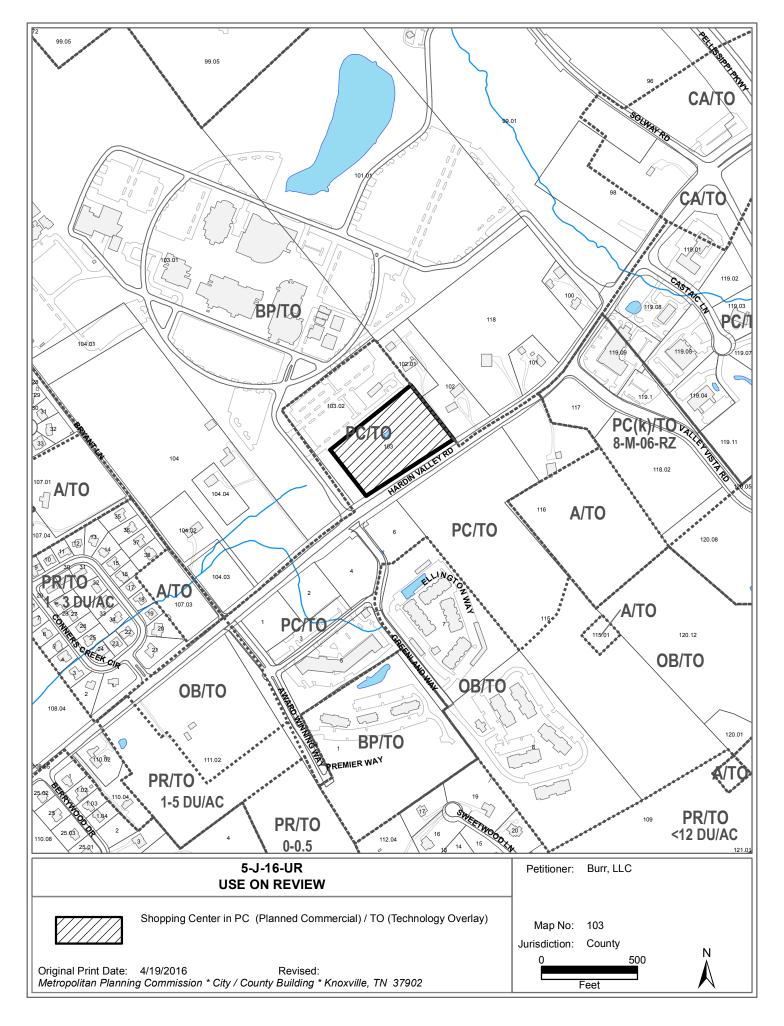
ESTIMATED TRAFFIC IMPACT: 2815 (average daily vehicle trips)

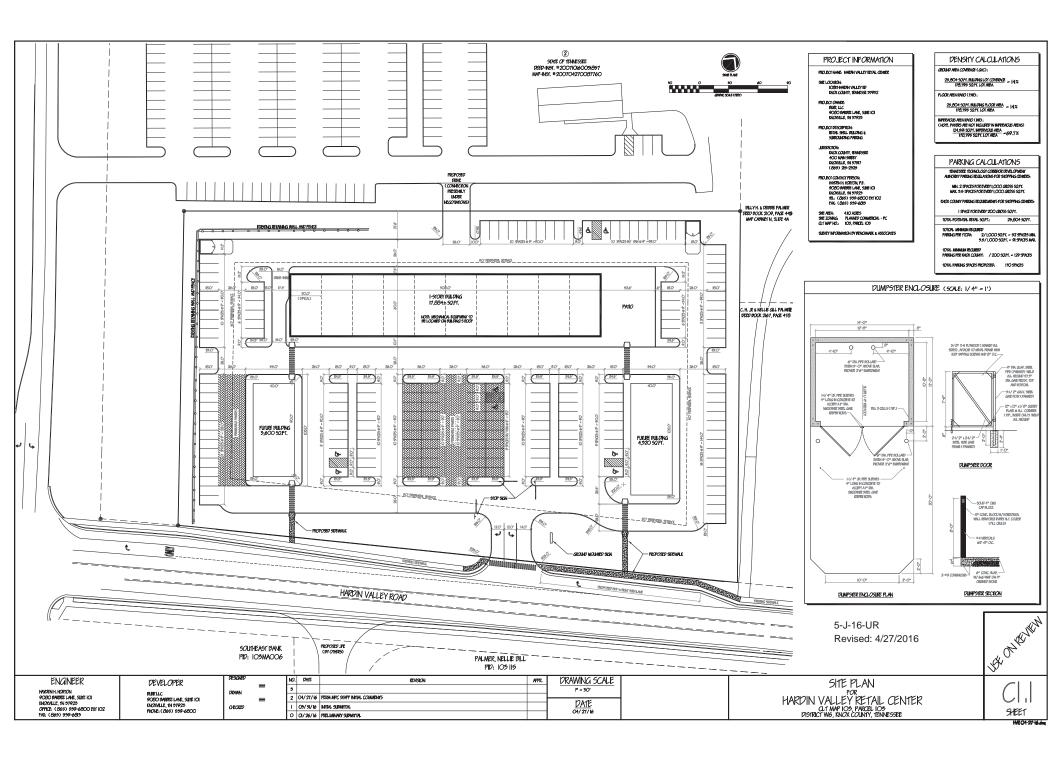
Average Daily Vehicle Trips are computed using national average trip rates reported in the latest edition of "Trip Generation," published by the Institute of Transportation Engineers. Average Daily Vehicle Trips represent the total number of trips that a particular land use can be expected to generate during a 24-hour day (Monday through Friday), with a "trip" counted each time a vehicle enters or exits a proposed development.

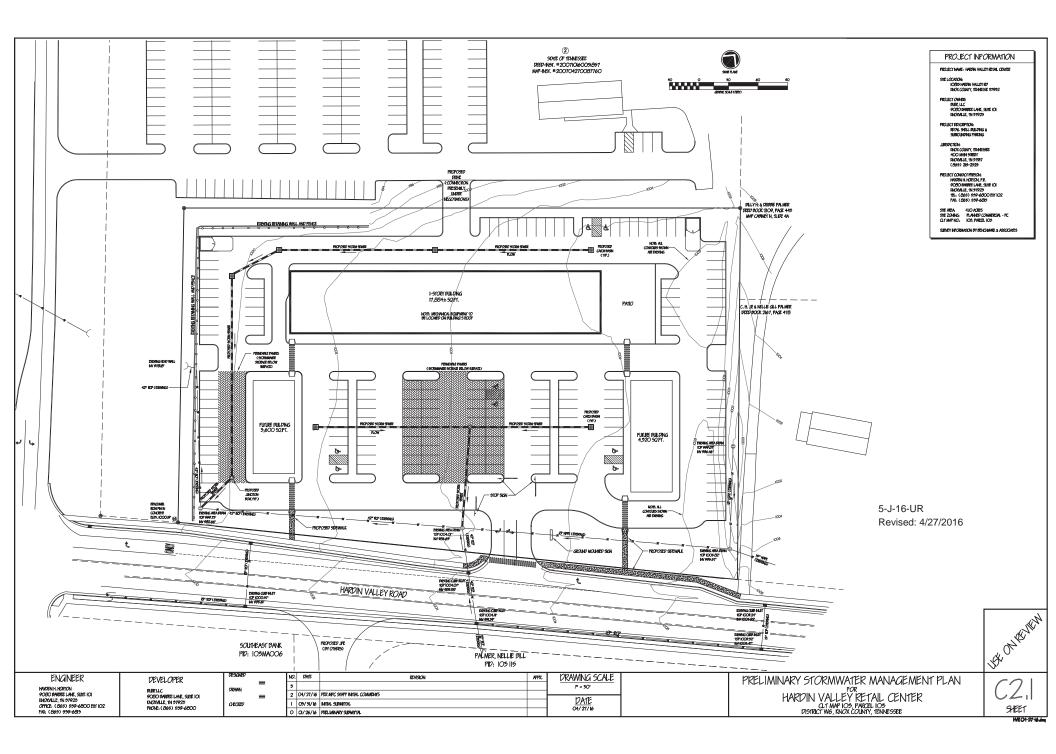
ESTIMATED STUDENT YIELD: Not applicable.

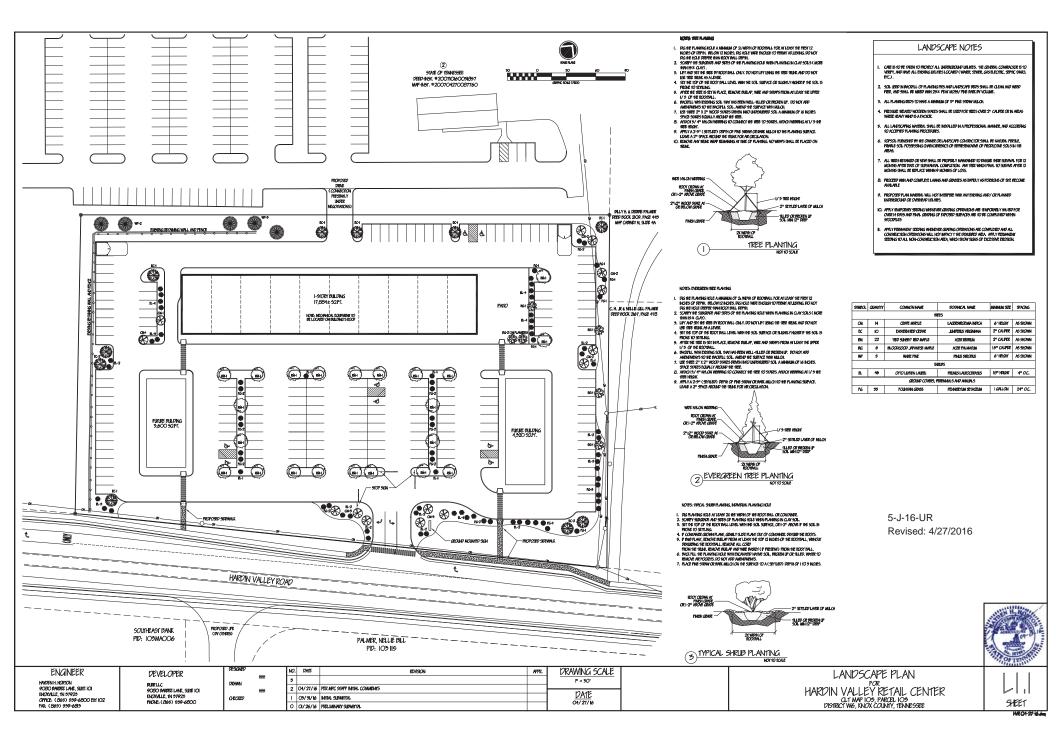
MPC's approval or denial of this request is final, unless the action is appealed to the Knox County Board of Zoning Appeals. The date of the Knox County Board of Zoning Appeals hearing will depend on when the appeal application is filed. Appellants have 30 days to appeal an MPC decision in the County.

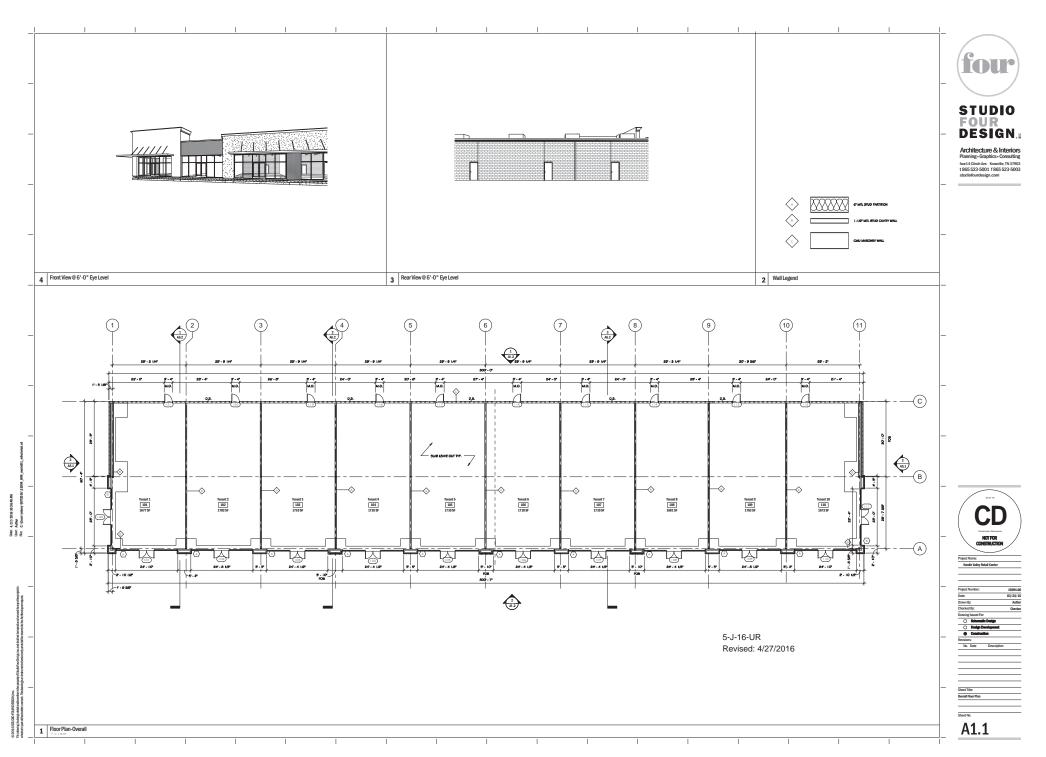
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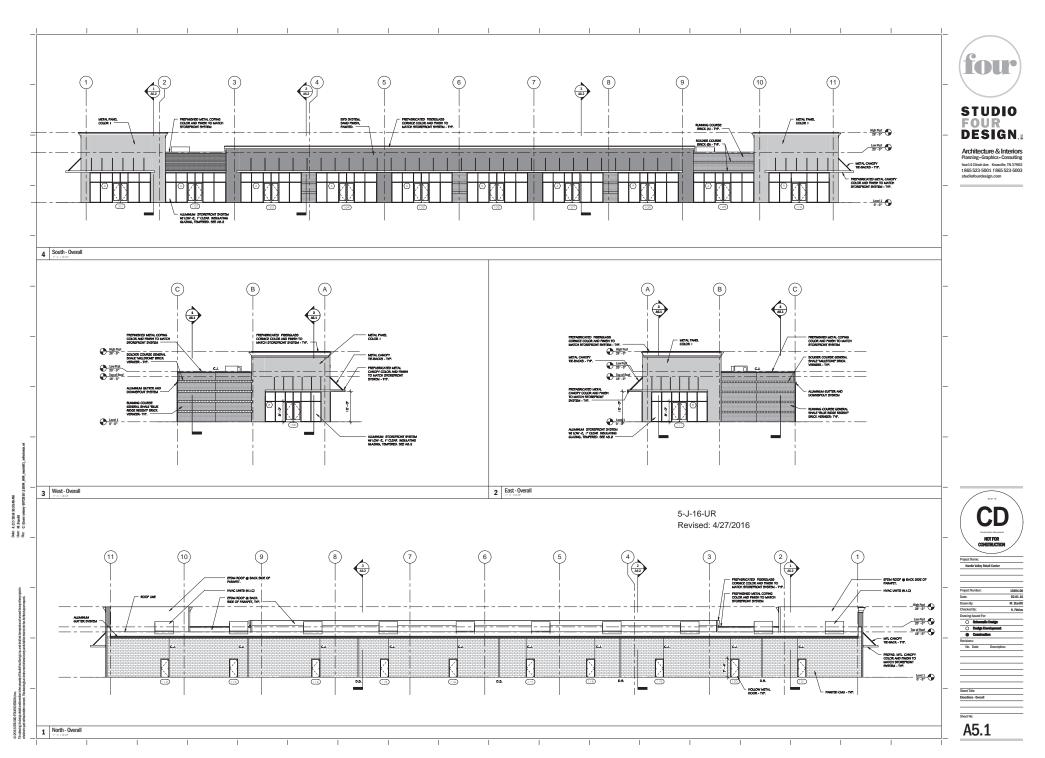














Hardin Valley Retail Center
Hardin Valley RD, Parcel 103, District W6, Knox County, Tn
These drawings are for communication of design intent only and are not intended for construction or fabrication

5-J-16-UR Revised: 4/27/2016



HARDIN VALLEY RETAIL CENTER

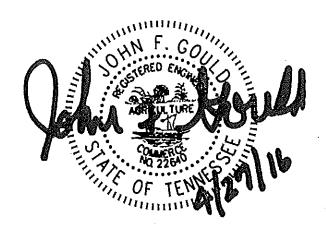
Knox County, Tennessee

TRAFFIC IMPACT STUDY

5-J-16-UR

Prepared for

Hayden H. Horton 9080 Barbee Lane, Suite 101 Knoxville, TN 37923



March 2016 Revised April 2016

Prepared by

CDM SMITH INC. 1100 Marion Street Suite 300 Knoxville, Tennessee 37921



Project No. 113113

RECOMMENDATIONS

The projected traffic volumes, analyses conducted, and Knox County policies identified the following improvements necessary for the maintenance of an acceptable LOS during the peak hours:

- 1. Provide for a minimum 50-foot right-turn lane and minimum 45-foot curb radius for efficient ingress to the proposed site.
- 2. Provide for separate left- and right- turn lanes from the site egress for efficiency of the access.
- 3. Relocate the proposed access driveway as far east as possible maintaining a 50 minimum throat length.
- 4. Consideration should be given to the further widening of Hardin Valley Road for the continued development of the corridor.
- 5. Minimize landscaping, using low growing vegetation and signing at the planned accesses to insure that safe sight-distance is maintained.

Roadway and intersection design should conform to the recommended standards and practices adopted by the Institute of Transportation Engineers (ITE), American Association of State and Highway Officials (AASHTO), and Knox County.



CONCLUSION

The proposed site is a retail commercial development located in northwest Knox County, Tennessee. The study included projected traffic with and without the proposed development. Background traffic, which may be anticipated regardless of the proposed development, was determined using a 2.5-percent compounded growth rate until the horizon year 2020. The Butler Farm industrial development was included in the 2020 background conditions. In addition to the Butler Farm development, the FedEx distribution center, an adjacent Zaxby's, a Southeast Bank, and the Palmer subdivision were included in the study.

Trips for the proposed site were generated using the ITE publication, **Trip Generation**, **9**th **Edition**. The study used a shopping center land use for the trip generation for the site. The proposed site may generate approximately 5,520 daily weekday trips, and after the consideration of pass-by trips and internal trips, approximately 3,465 new daily trips may be generated for a typical weekday. Trips generated were distributed to the proposed site access and the Palmer subdivision accesses from Hardin Valley Road and the adjacent signalized intersection at Greenland Way.

Using the projected turning movements for the existing and projected traffic conditions, with and without the proposed development, capacity and level of service analyses were conducted using the 2010 Highway Capacity Manual. The site access and study intersections may fail during the peak hours until Hardin Valley Road can be improved to a multi-lane facility, as its lane volumes are currently challenged with densities that limit STOP controlled approaches accessibility. To minimize the delays to Hardin Valley Road, egress from the site should have left- and right-turn lanes an include a right-turn lane..

With the recommendation of the report, the traffic impact by the proposed site can be best managed.