

SUBDIVISION REPORT - CONCEPT/USE ON REVIEW

▶ **FILE #:** 12-SC-20-C **AGENDA ITEM #:** 17
 12-E-20-UR **AGENDA DATE:** 12/10/2020

▶ **SUBDIVISION:** MILLER FARM SUBDIVISION
 ▶ **APPLICANT/DEVELOPER:** PRIMOS LAND COMPANY, LLC
 OWNER(S): Primos Land Company, LLC

TAX IDENTIFICATION: 78 038 [View map on KGIS](#)

JURISDICTION: County Commission District 6

STREET ADDRESS: 5913 W. Emory Rd.

▶ **LOCATION:** North side of W. Emory Rd, west of Blacks Ferry Rd.

SECTOR PLAN: Northwest County

GROWTH POLICY PLAN: Planned Growth Area

WATERSHED: Beaver Creek

▶ **APPROXIMATE ACREAGE:** 24.39 acres

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

▶ **EXISTING LAND USE:** Agricultural

▶ **PROPOSED USE:** Detached residential subdivision

SURROUNDING LAND USE AND ZONING: The area is a mix of large agricultural, rural residential lots and single family residential neighborhoods.

▶ **NUMBER OF LOTS:** 95

SURVEYOR/ENGINEER: Wanis Rghebi / SEC, LLC

ACCESSIBILITY: Access is via W Emory Road, major arterial street with 24 feet of pavement width within 55 feet of right-of-way, and via Blacks Ferry Road, a local street with 17.8 feet of pavement width within 50 feet of right-of-way.

▶ **SUBDIVISION VARIANCES
REQUIRED:**

VARIANCE



- 1) Reduce the minimum vertical curve on Road 'A' from STA 0+13 to 0+87 from K=25 to K=24.67.
- 2) Reduce the minimum vertical curve on Road 'A' from STA 4+90 to 7+60 from K=25 to K=18.35.
- 3) Reduce the minimum reverse curve tangent on Road 'A' from 150' to 9'.
- 4) Reduce the minimum intersection spacing between Road 'A' and Northampton Blvd from 400' to 372'.

**ALTERNATIVE DESIGN STANDARDS REQUIRING APPROVE BY THE
PLANNING COMMISSION**

- 1) Reduce the minimum horizontal curve on Road 'A' from 250' to 110', from STA 0+61 to 1+35.94.
- 2) Reduce the minimum horizontal curve on Road 'A' from 250' to 200', from STA 1+45.8 to 2+92.78 and STA 12+79.32 to 16+22.57.
- 3) Reduce the minimum horizontal curve on Road 'B' from 250' to 100', from STA 1+52 to 3+07 and STA 8+82 to 10+39 (REQUESTED BY THE APPLICANT).
- 4) Reduce the minimum horizontal curve on Road 'B' from 250' to 200', at approximately STA 1+52 and approximately STA 8+82 (RECOMMENDED BY STAFF).

STAFF RECOMMENDATION:

- **APPROVE** variances 1-4 and alternative design standards 1, 2, and 4 based on the recommendations of the Knox County Department of Engineering and Public Works and because the site conditions restrict compliance with the Subdivision Regulations and the proposed variance will not create a traffic hazard. **DENY** alternative design standard #3 as requested by the applicant because it does not meet general engineering standards for a road of this length and design speed and could create a traffic hazard.

APPROVE the Concept Plan subject to 12 conditions.

1. Connection to sanitary sewer and meeting any other relevant requirements of the utility provider.
 2. Provision of street names which are consistent with the Uniform Street Naming and Addressing System within Knox County (County Ord. 91-1-102).
 3. Implementing the road improvements as recommended in the Miller Farm Subdivision Traffic Impact Study (Cannon & Cannon, Inc., revised 11/23/2020) with the final design of the improvements and timing of the installation reviewed and approved by Knox County Engineering and Public Works and the Tennessee Department of Transportation during design plan review (see Exhibit A).
 4. Providing an improved shoulder on W. Emory Road as required by the Tennessee Department of Transportation.
 5. Providing cross slope at the Road 'A' intersection with W. Emory Road that will accommodate an ADA compliant crosswalk for a future sidewalk to be installed along the W. Emory Road frontage, unless otherwise approved by Knox County Engineering and Public Works during the design plan phase.
 6. Certifying that the required sight distance is available at the southern intersection of Road 'B' with Road 'A'. This documentation is to be provided to Knox County Engineering and Public Works for review and approval during the design plan phase.
 7. Providing a note on the final plat that lots 1 & 67-69 are to have a minimum driveway depth of 30 feet.
 8. Meeting all applicable requirements of the Tennessee Department of Transportation.
 9. Meeting all applicable requirements of Knox County Engineering and Public Works.
 10. Meeting all applicable requirements of the Knox County Zoning Ordinance.
 11. Submitting to Planning staff prior to final plat review by the Planning Commission or Planning staff, the certification of design plan approval form as required by the Knoxville-Knox County Subdivision Regulations.
 12. Prior to certification of the final plat for the subdivision, establishing a property owners association that will be responsible for the maintenance of the common areas, drainage system, and any recreational amenities.
- **APPROVE** the development plan for up to 93 detached residential lots and a reduction of the peripheral setback from 35 feet to 25 feet for lots 1, 53, and 94, as shown, 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 district, the zoning conditions, and the other criteria for approval of a use on review.

COMMENTS:

This proposal is for a 93-lot subdivision on this 24.39-acre site with access to W. Emory Road. The property was recently rezoned by County Commission to PR up to 4 du/ac with the following conditions; 1) there be deed restrictions for the common area, and 2) the only entrance and exit being on W. Emory Road. There is a common area (lot 18) at the terminus of Patriot Way, which is located in the adjacent Northampton Commons subdivision. This common area will restrict a future road from connecting to Patriot Way but would potentially allow the installation of a pedestrian connection between the two subdivisions. The developer has stated the use of the common area has not been determined but one option being considered is playground equipment.

The Miller Farm Subdivision Traffic Impact Study (Cannon & Cannon, revised November 23, 2020) was prepared to address the impact of the proposed development on W. Emory Road (see Exhibit A). The main recommendation is to “construct an eastbound left-turn lane on W. Emory Road at the Road ‘A’ intersection with a minimum storage length of seventy-five feet and proper tapers in accordance with TDOT and Knox County standards. In addition, TDOT requests that a paved shoulder be constructed on the westbound side for the right-turn movement into the site” (see sheet 3 of the Concept Plan and Appendix D of the TIS). The final design of this turn lane will be determined during the design plan phase with review and approval by Knox County Engineering and Public Works and Tennessee Department of Transportation.

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

- 1) Utilities are available to service the site.
- 2) With the installation of the required turn lane and paved shoulder on W. Emory Road, the development should have minimal impact on the road system.
- 3) As required by Knox County Commission, the access to this site will only be from W. Emory Road so this development will not draw traffic through a residential area.

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

- 1) With the stated conditions, the proposal meets the standards for development within a PR (Planned Residential) Zone, the zoning conditions, and all other requirements of the Zoning Ordinance.
- 2) The proposed subdivision 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 significantly injure the value of adjacent property. The use will not draw additional traffic through residential areas.

CONFORMITY OF THE PROPOSAL TO ADOPTED PLANS

- 1) The Northwest County Sector Plan designates this property for low density residential use with a maximum density of 5 du/ac. At a proposed density of 3.81 du/ac, the proposed development is consistent with the Sector Plan.
- 2) The site is located within the Planned Growth Area on the Knoxville-Knox County-Farragut Growth Policy Plan map.

ESTIMATED TRAFFIC IMPACT: A traffic impact study was prepared by the applicant. The findings of that study were used in formulating the recommendations of this staff report.

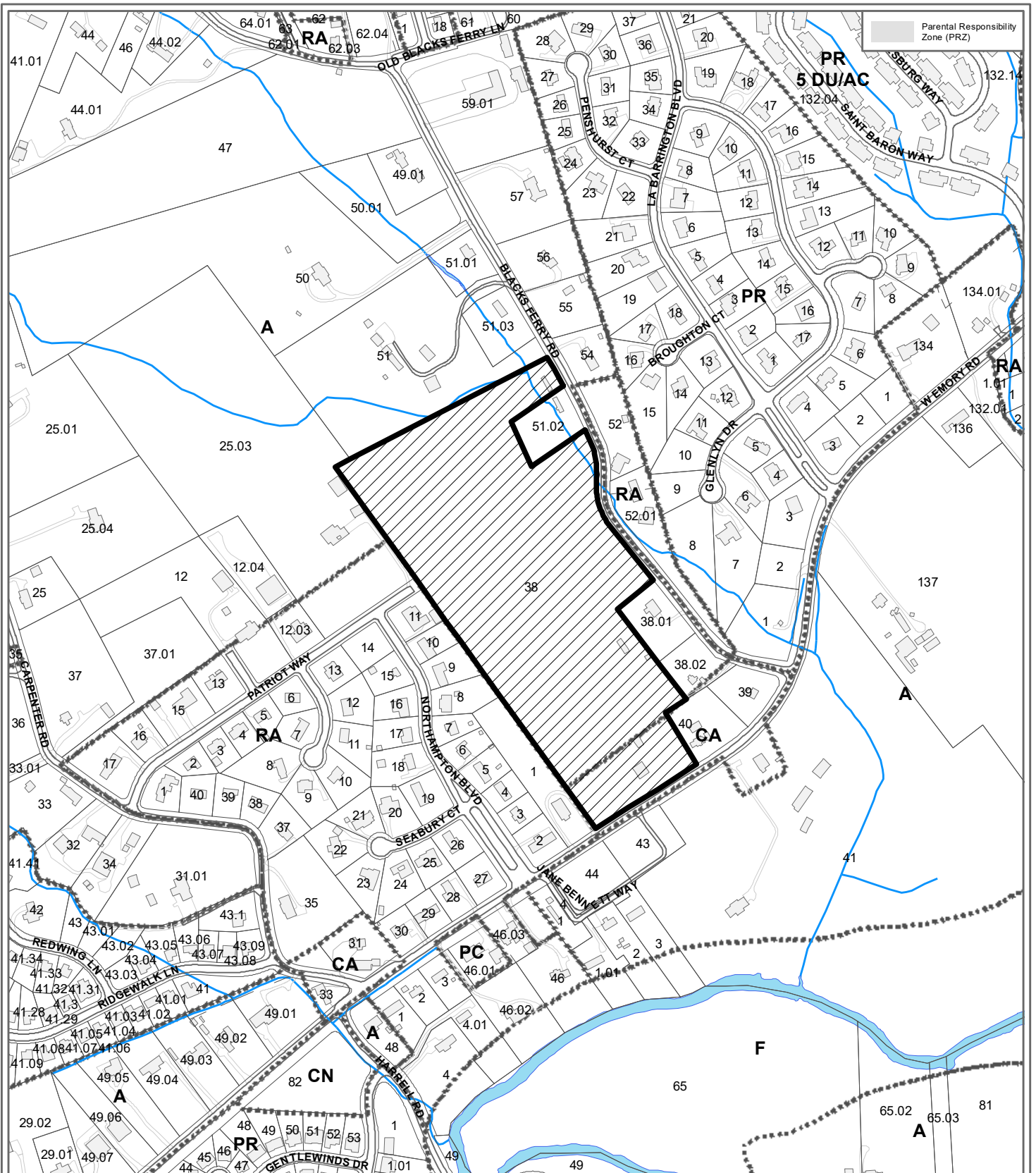
ESTIMATED STUDENT YIELD: 39 (public school children, grades K-12)

Schools affected by this proposal: Karns Elementary, Karns Middle, and Karns High.

- Potential new school population is estimated using locally-derived data on public school student yield generated by new housing.
- Students are assigned to schools based on current attendance zones as determined by Knox County Schools. Students may request transfers to different zones, and 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.

Knoxville-Knox County Planning Commission'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.

Knoxville-Knox County Planning Commission'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.



**12-SC-20-C / 12-E-20-UR
CONCEPT PLAN/USE ON REVIEW**

Petitioner: Primos Land Company, LLC
Miller Farm Subdivision



Detached residential subdivision in PR (Planned Residential) pending

Map No: 78
Jurisdiction: County

Original Print Date: 11/6/2020 Revised:
Knoxville - Knoxville Planning Commission * City / County Building * Knoxville, TN 37902



MILLER FARM SUBDIVISION

TRAFFIC IMPACT STUDY

W. EMORY ROAD (SR 131)
KNOX COUNTY, TENNESSEE

CCI PROJECT NO. 00773-0013

REV 2

PREPARED FOR:
Southland Engineering Consultants
4909 Ball Road
Knoxville, TN 37931

SUBMITTED BY
Cannon & Cannon, Inc.
8550 Kingston Pike
Knoxville, TN 37919
865.670.8555



REVISED
NOVEMBER 23

2020

12-SC-20-C / 12-E-20-UR
Revised: 11/23/2020

MILLER FARM SUBDIVISION

TRAFFIC IMPACT STUDY

W. EMORY ROAD (SR 131)
KNOX COUNTY, TENNESSEE

CCI PROJECT NO. 00773-0013



REVISION 2 (11/23/20)

This report replaces the previous versions of the traffic impact study dated 06/26/20 and 11/06/20 prepared for this project in their entirety. The associated changes are a result of a revised site plan and site access.

PREPARED FOR:
Southland Engineering Consultants
4909 Ball Road
Knoxville, TN 37931

SUBMITTED BY
Cannon & Cannon, Inc.
8550 Kingston Pike
Knoxville, TN 37919
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REVISED
NOVEMBER 23

2020

TABLE OF CONTENTS

SECTION 1	EXECUTIVE SUMMARY	1
SECTION 2	INTRODUCTION & PURPOSE OF STUDY	2
SECTION 3	EXISTING CONDITIONS	4
SECTION 4	BACKGROUND CONDITIONS	7
SECTION 5	FUTURE CONDITIONS	9
SECTION 6	EVALUATIONS	12
SECTION 7	CONCLUSIONS & RECOMMENDATIONS	13
SECTION 8	APPENDICES	14

TABLE OF CONTENTS

FIGURES

FIGURE 1	LOCATION MAP	2
FIGURE 2	CONCEPTUAL SITE PLAN	3
FIGURE 3	EXISTING SITE CONDITIONS	4
FIGURE 4	EXISTING TRAFFIC VOLUMES (2020)	6
FIGURE 5	BACKGROUND TRAFFIC VOLUMES (2024)	8
FIGURE 6	TRIP DISTRIBUTION AND ASSIGNMENT	10
FIGURE 7	COMBINED TRAFFIC VOLUMES (2024)	11

TABLES

TABLE 1	ANNUAL AVERAGE DAILY TRAFFIC COUNT SUMMARY	5
TABLE 2	TRIP GENERATION SUMMARY	9
TABLE 3	CAPACITY ANALYSES SUMMARY	12

APPENDICES

APPENDIX A	TRAFFIC DATA	A-1
APPENDIX B	TRIP GENERATION	B-1
APPENDIX C	ANALYSES	C-1
APPENDIX D	TURN LANE IMPROVEMENTS	D-1

EXECUTIVE SUMMARY

This report provides a summary of a traffic impact study that was performed for a proposed single-family residential subdivision to be located on W. Emory Road (SR 131) in north Knox County. The project site is located on the north side of W. Emory Road, approximately two and one-quarter miles west of the intersection of W. Emory with Clinton Highway. The conceptual development plan for this project, Miller Farm Subdivision, proposes a maximum of 95 residential lots. The project is proposed to have a single access roadway onto W. Emory Road.

The purpose of this study was the evaluation of the traffic operational and safety impacts of the proposed Miller Farm Subdivision development upon roadways in the vicinity of the project site. Of particular interest was the intersection of W. Emory Road with the site entrance roadway (Miller Farms Road "A"), which is considered the project study intersection. This intersection was the primary location for intersection evaluations which were conducted in order to determine the anticipated impacts of traffic generated from the project, and whether or not improvements will be justified to mitigate these impacts. These evaluations included intersection capacity analyses, turn lane assessments and a sight distance review.

The primary conclusion of this study is that the traffic generated from the proposed Miller Farm Subdivision will have a relatively minor impact on the study intersection of W. Emory Road and Miller Farms Road "A", which is the proposed single access point to this development. The primary impact will be the need for an eastbound left-turn lane on W. Emory Road.

The following listing is a summary of improvement recommendations that resulted from this study:

1. Install a 30-inch STOP sign on the Miller Farms Road "A" southbound approach to W. Emory Road in accordance with the requirements of the *Manual on Uniform Traffic Control Devices*.
2. Ensure that the intersection corner sight distances at the study intersection are maintained along W. Emory Road via the removal of any conflicting vegetation and the installation of all project signage and landscaping in proper locations.
3. Construct an eastbound left-turn lane on W. Emory Road at the study intersection with a minimum storage length of seventy-five feet and proper tapers in accordance with TDOT and Knox County standards. In addition, TDOT requests that a paved shoulder be constructed on the westbound side for the right-turn movement into the site. A sketch is provided in APPENDIX D showing these proposed improvements, including recommended dimensions.

INTRODUCTION & PURPOSE OF STUDY

This report provides a summary of a traffic impact study that was performed for a proposed single-family residential subdivision to be located on W. Emory Road (SR 131) in north Knox County. The project site is located on the north side of W. Emory Road, approximately two and one-quarter miles west of the intersection of W. Emory with Clinton Highway. FIGURE 1 is a location map identifying the major roadways in the vicinity of the site.

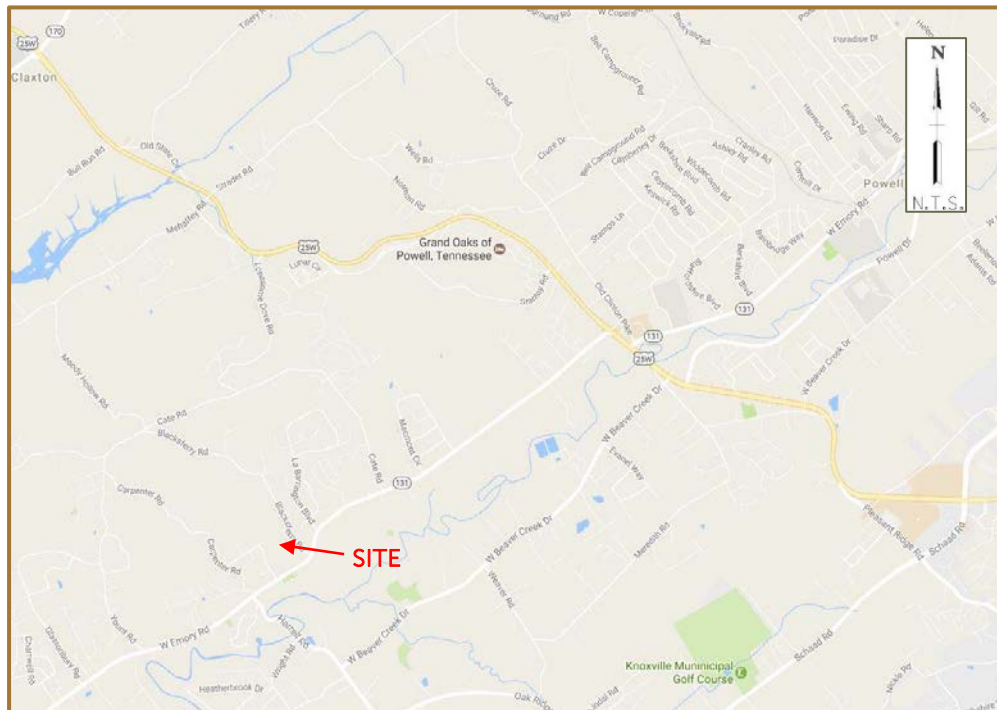


FIGURE 1
LOCATION MAP

The conceptual development plan for this project, Miller Farm Subdivision, proposes a maximum of 95 residential lots. The project is proposed to have a single access roadway onto W. Emory Road. FIGURE 2 is a Conceptual Site Plan which illustrates the proposed site configuration.

The purpose of this study was the evaluation of the traffic operational and safety impacts of the proposed Miller Farm Subdivision development upon roadways in the vicinity of the project site. Of particular interest was the intersection of W. Emory Road with the site entrance roadway (Miller Farms Road "A"), which is considered the project study intersection. This intersection was the primary location for intersection evaluations which were conducted in order to determine the anticipated impacts of traffic generated from the project, and whether or not improvements will be justified to mitigate these impacts. These evaluations included intersection capacity analyses, turn lane assessments and a sight distance review.

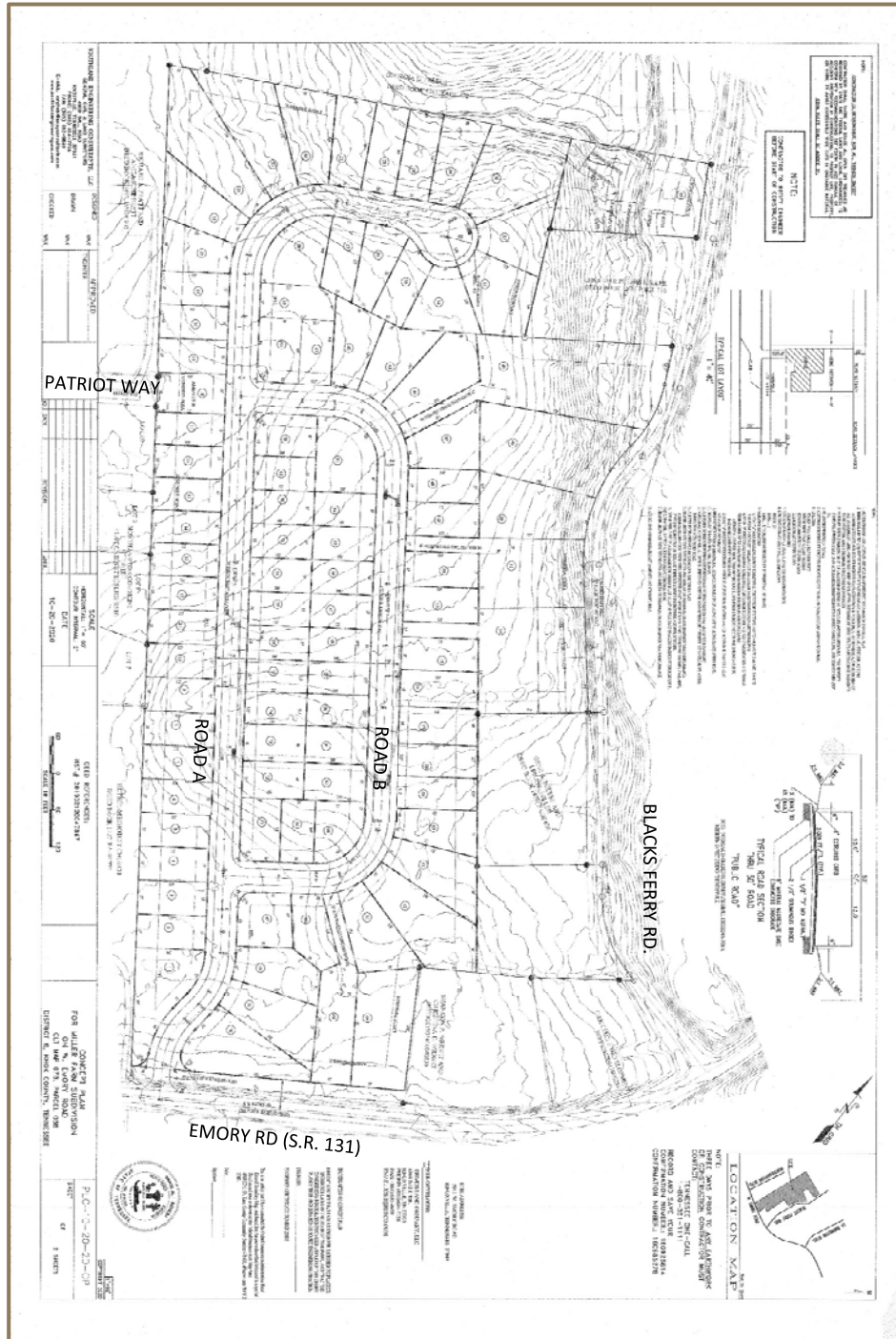


FIGURE 2
CONCEPTUAL SITE PLAN

EXISTING CONDITIONS

EXISTING ROADWAY CONDITIONS

W. Emory Road (SR 131) is a TDOT maintained state highway that is classified as a Major Arterial roadway by Knox County and the Knoxville/Knox County MPC. In the vicinity of the proposed development, the roadway consists of one through asphalt travel lane in each direction with a width of approximately eleven feet each. Varying shoulders that average about two feet on each side are also present. The speed limit in the vicinity of the proposed project is posted as 40 mph.

EXISTING SITE CONDITIONS

The existing site is located on the north side of W. Emory Road, approximately two and one-quarter miles west of Clinton Highway. Blacks Ferry Road lies just to the east. The site is currently mostly undeveloped and is covered by some pasture land with some small areas of trees and brush. A few small structures are also located on the site. It is bordered to the west and south by Northampton Commons subdivision, with the general vicinity consisting of large lot single-family homes, small farms and other subdivisions. FIGURE 3 provides an overview of the study site and immediate surrounding area.



**FIGURE 3
EXISTING SITE CONDITIONS**

EXISTING TRAFFIC DATA

Available traffic volume data was gathered for this study, including annual average daily traffic (AADT) data collected by the Tennessee Department of Transportation (TDOT). Two count stations were found in the vicinity of the project site that were felt to have particular relevance for this study. The most currently available data from these stations are contained in Table 1.

TABLE 1: ANNUAL AVERAGE DAILY TRAFFIC COUNT SUMMARY

COUNT YEAR	TDOT COUNT STATION 0047* SR 131 NEAR ANDERSON CO. LINE	TDOT COUNT STATION 0468** KARNS VALLEY DRIVE JUST N. OF SR 62
2019	10,440	6,814
2018	10,161	4,894
2017	10,620	4,336
2016	9,985	4,258
2015	10,074	4,216
2014	8,866	4,183
2013	9,480	4,061
2012	9,336	3,943

* This station is located on S.R. 131 about one and one-half miles east of the project site.

** This station is located on an extension of S.R. 131 about three and one-half miles west of the site.

In addition to the available AADT data, intersection turning movement traffic counts are typically collected for these types of studies. Because of the nationwide COVID-19 pandemic, it was determined that any counts taken during the time frame of this study would not be reflective of normal conditions. Therefore, it was decided to derive estimated traffic volumes for the study intersection by taking the most recent area traffic counts from a nearby study and “transferring” this data to the study intersection. This was done by starting with the old counts factored by an annual growth rate, then applying trip generation data for the subdivisions and housing located between the previously counted location and the study intersection. This process was used to establish the existing volumes at the study intersection and to establish trip distribution patterns. The existing traffic counts derived for the study intersection are summarized on FIGURE 4. The raw data traffic count summary sheets and sheets summarizing the traffic volume derivation process are contained in APPENDIX A.

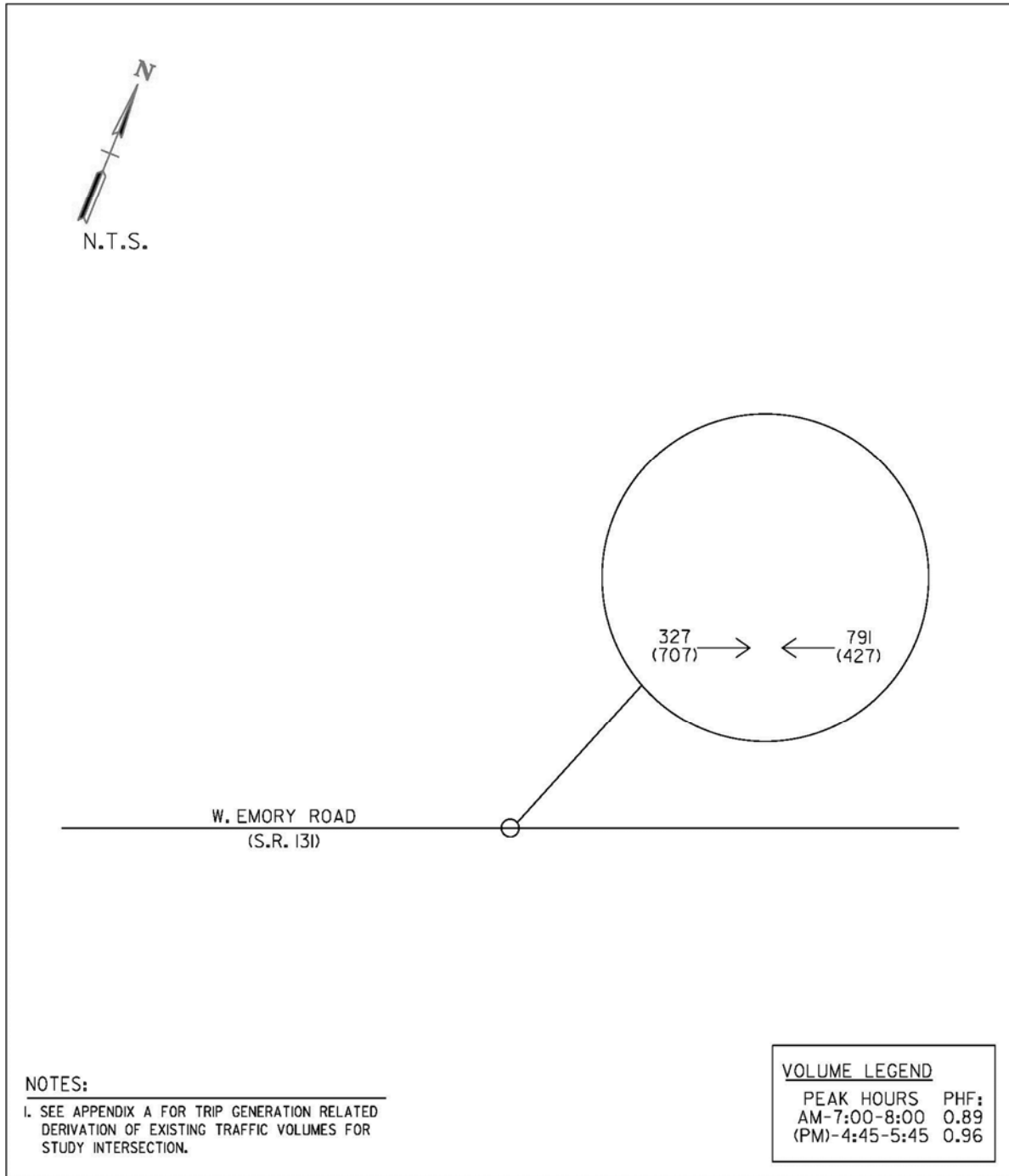


FIGURE 4
EXISTING TRAFFIC VOLUMES (2020)

BACKGROUND CONDITIONS

BACKGROUND TRAFFIC GROWTH

The proposed single-family subdivision development is anticipated to be constructed in one general phase with anticipated completion in approximately four years. Therefore, year 2024 was established as the appropriate analysis year for this study. In order to determine traffic volumes resulting solely from background traffic growth to year 2024, it was necessary to establish an annual growth rate for existing traffic. Based on the TDOT ADT traffic counts, as well as knowledge of the area, a background annual traffic growth rate of 2.0% was established. Figure 5 contains the background traffic volumes that would result from a 2.0% annual growth rate from year 2020, which is the existing traffic volume year, to year 2024. The background traffic volumes shown on FIGURE 5 represent year 2024 background growth conditions without traffic related to the proposed development.

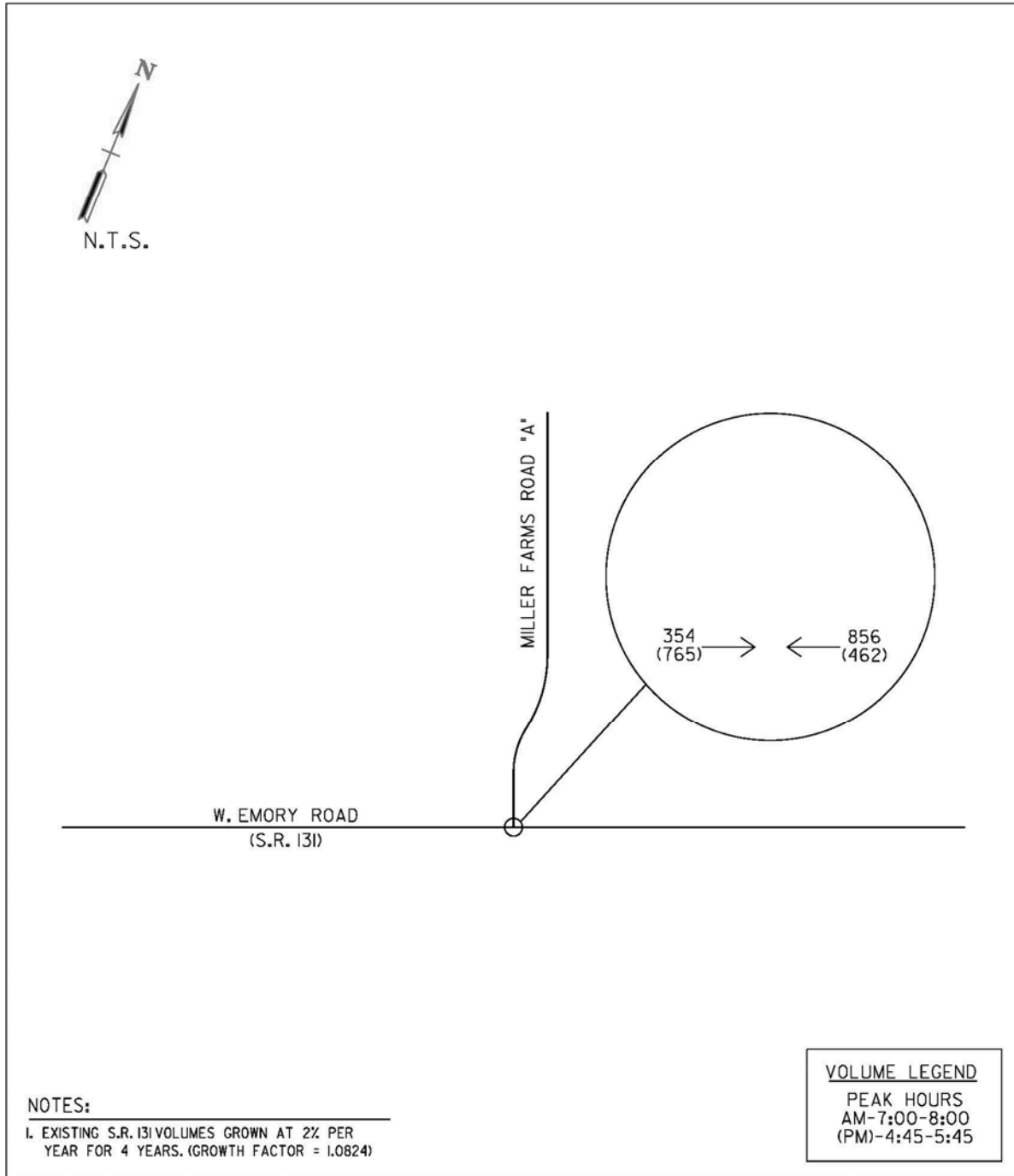


FIGURE 5
BACKGROUND TRAFFIC VOLUMES (2024)

FUTURE CONDITIONS

TRIP GENERATION

In order to estimate the expected traffic volumes to be generated by the proposed development, the procedures recommended by the Institute of Transportation Engineers (ITE) were utilized. Trip generation rates developed by ITE for single-family detached housing were employed to generate the estimated trips for the proposed subdivision. The generated traffic volumes were determined based on the data for the peak hours of adjacent street traffic. See TABLE 2 for a summary of the traffic generated for this project. More detailed information is contained in APPENDIX B.

TABLE 2: TRIP GENERATION SUMMARY

LAND USE	NO. UNITS	TRIP DESCRIPTION	WEEKDAY (TRIPS/DAY)	AM PEAK HOUR (TRIPS/HR)	PM PEAK HOUR (TRIPS/HR)
Single Family Detached Housing (ITE CODE 210)	95	Entering Trips	496 (50%)	18 (25%)	61 (63%)
		<u>Exiting Trips</u>	<u>496 (50%)</u>	<u>54 (75%)</u>	<u>36 (37%)</u>
		TOTAL	992	72	97

TRIP DISTRIBUTION AND ASSIGNMENT

FIGURE 6 provides a summary of how the above site generated trips would be assigned to the study intersection. The basic trip distribution patterns were taken from the 2017 W. Emory Road at Cate Road traffic counts.

FUTURE TRAFFIC VOLUMES

Future projected traffic volumes for the study intersection were developed by adding the generated and assigned trips shown in FIGURE 6 to the 2024 W. Emory Road background traffic volumes developed in the previous section and shown in FIGURE 5. These combined year 2024 volumes reflect the existing traffic, the background traffic growth, and the generated traffic from the proposed subdivision. These future volumes are shown on FIGURE 7, and are the combined volumes used in the analyses of future conditions with the proposed development.

FUTURE CAPACITY ANALYSES / LEVELS-OF-SERVICE

Capacity analyses employing the methods of the Highway Capacity Manual (HCM2010) were conducted for the combined A.M. and P.M. peak hour traffic and existing roadway conditions at the study intersection of W. Emory Road and Miller Farms Road "A". The results of these analyses are contained in the EVALUATIONS section of this report, along with discussion of the implications of the results.

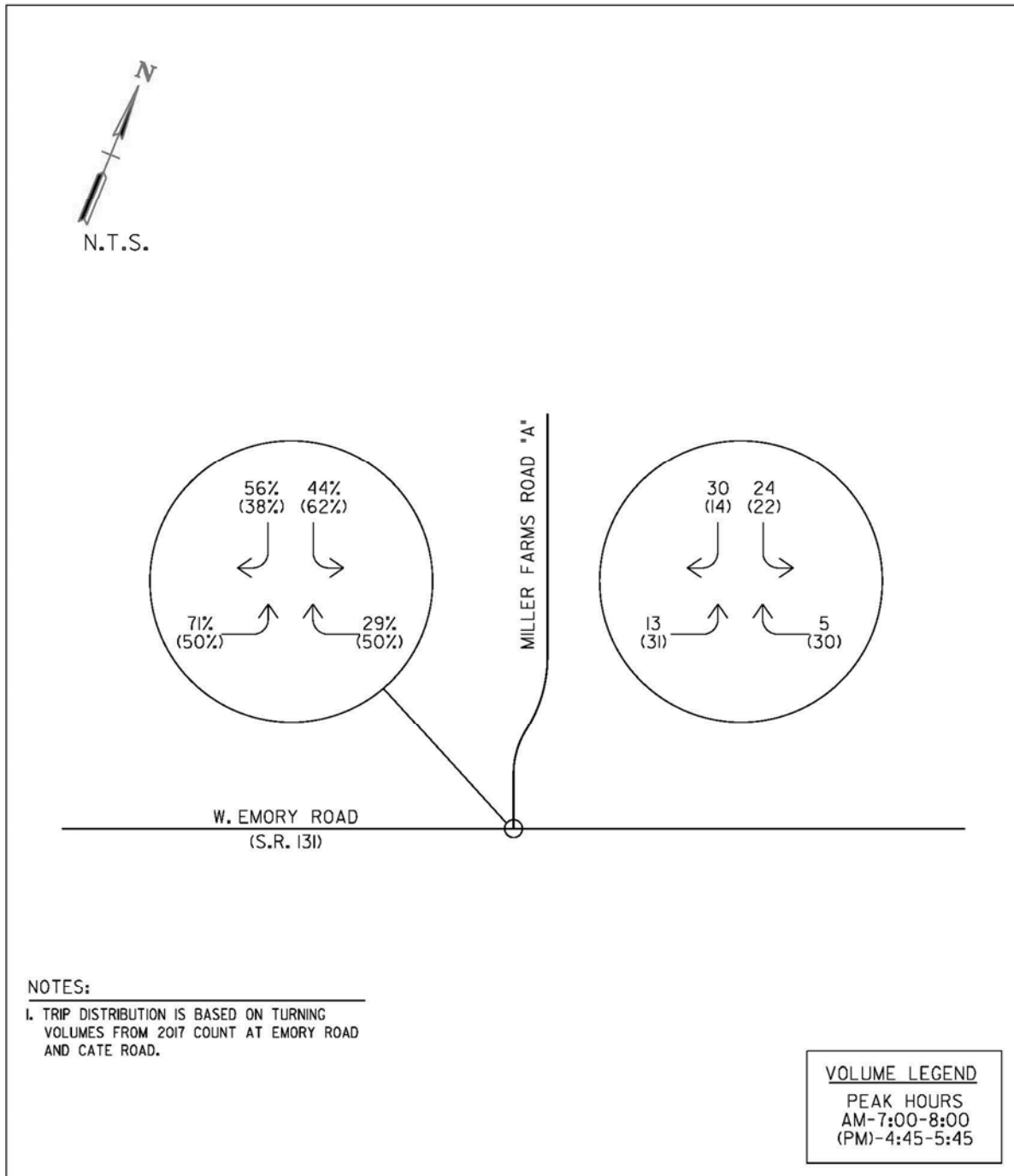


FIGURE 6
TRIP DISTRIBUTION AND ASSIGNMENT

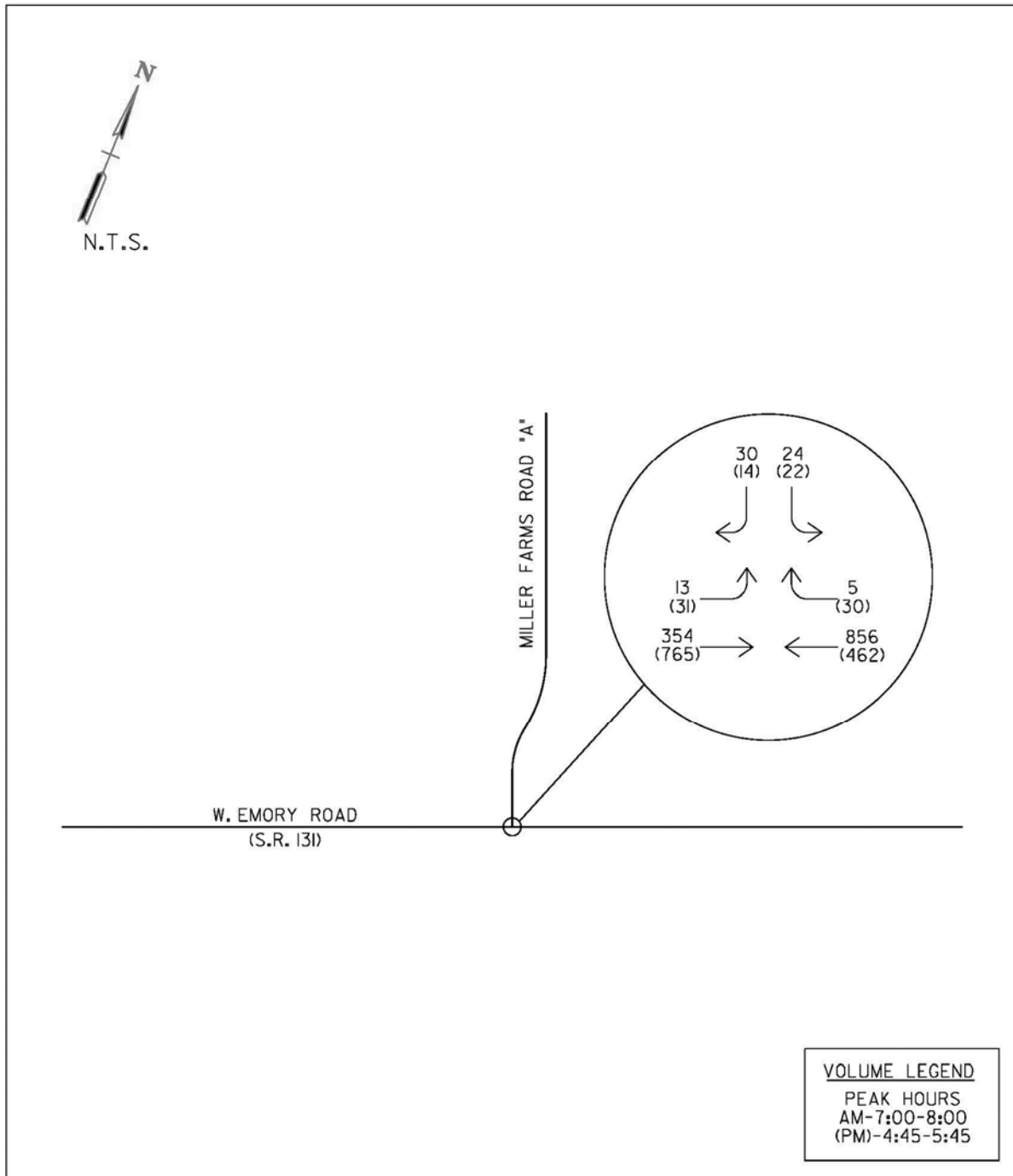


FIGURE 7
COMBINED TRAFFIC VOLUMES (2024)

EVALUATIONS

INTERSECTION CAPACITY ANALYSES

As discussed in the preceding section of this report, capacity analyses employing the methods of the Highway Capacity Manual (HCM) were conducted for the study intersection, for the combined traffic conditions. These analyses employed the existing roadway conditions, with the Miller Farms Road “A” added. A second set of analyses were also conducted which added an eastbound left-turn lane. A summary of the capacity analyses results is shown in TABLE 3.

TABLE 3: CAPACITY ANALYSES SUMMARY

INTERSECTION	TIME PERIOD	YEAR 2024 COMBINED NO LEFT TURN LANE (LOS - DELAY)	YEAR 2024 COMBINED WITH EBLT LANE (LOS - DELAY)
W. Emory Road (SR 131) at Miller Farms Road “A” (SIDE-STREET STOP CONTROLLED) ¹	A.M. P.M.	D - 28.8 s. D - 25.2 s.	D - 28.7 s. C - 24.7 s.

¹ SIDE-STREET STOP CONTROLLED – Level-of-service and Average Vehicular Delay (seconds) for the southbound side street approach utilizing HCM methodology. See Appendix C for detailed computer print-out summaries and discussion of Capacity and Level-of-Service concepts.

SIGHT DISTANCE ASSESSMENT

A sight distance field review was performed and the sight distance appears to be more than adequate. The subdivision designer has placed the study intersection as far to the west on the project site as possible in order to maximize the sight distance looking east. Field measurements found that looking east from the study intersection the sight distance exceeds 450 feet, while looking west the sight distance is significantly greater. The posted speed limit is 40 mph, which makes the required minimum sight distance in accordance with Knoxville-Knox County MPC regulations to be 400 feet.

TURN LANE ASSESSMENT

Left-turn lane and right-turn lane volume thresholds were evaluated for the study intersection using the combined traffic volumes shown in FIGURE 7, which assumes full build-out of the proposed development. These analyses employed TABLE 5A and TABLE 5B from the *Knox County Access Control and Driveway Design Policy*, which is based on turn lane criteria developed by Harmelink. The results were that an eastbound left-turn lane on W. Emory Road is anticipated to be justified, while a westbound right-turn lane is not. The turn lane warrant worksheets are located in APPENDIX C.

CONCLUSIONS & RECOMMENDATIONS

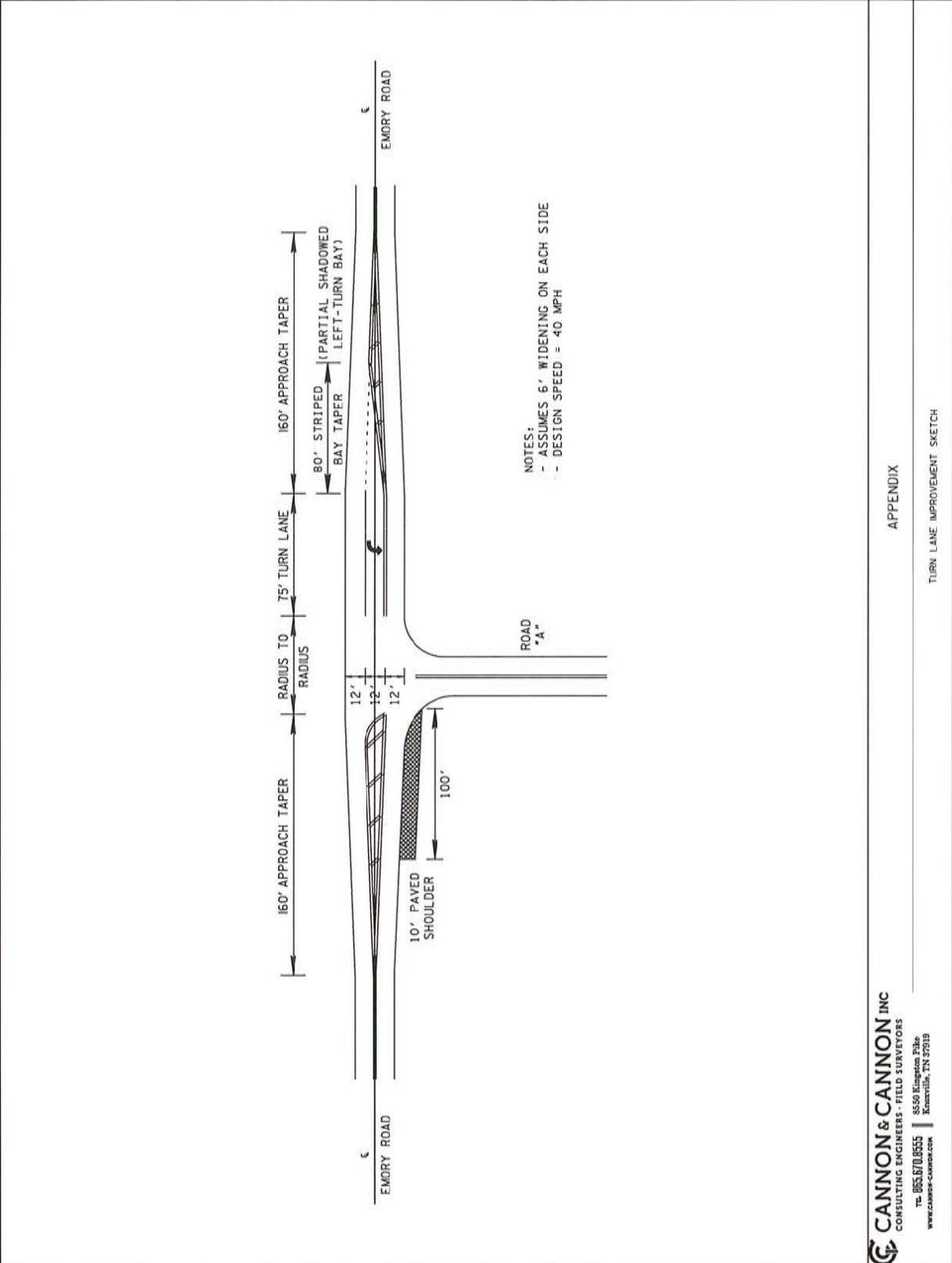
The primary conclusion of this study is that the traffic generated from the proposed Miller Farm Subdivision will have a relatively minor impact on the study intersection of W. Emory Road and Miller Farms Road "A", which is the proposed single access point to this development. The primary impact will be the need for an eastbound left-turn lane on W. Emory Road.

The following listing is a summary of improvement recommendations that resulted from this study:

1. Install a 30-inch STOP sign on the Miller Farms Road "A" southbound approach to W. Emory Road in accordance with the requirements of the *Manual on Uniform Traffic Control Devices*.
2. Ensure that the intersection corner sight distances at the study intersection are maintained along W. Emory Road via the removal of any conflicting vegetation and the installation of all project signage and landscaping in proper locations.
3. Construct an eastbound left-turn lane on W. Emory Road at the study intersection with a minimum storage length of seventy-five feet and proper tapers in accordance with TDOT and Knox County standards. In addition, TDOT requests that a paved shoulder be constructed on the westbound side for the right-turn movement into the site. A sketch is provided in APPENDIX D showing these proposed improvements, including recommended dimensions.

APPENDIX D – TURN LANE IMPROVEMENTS

EXHIBIT A



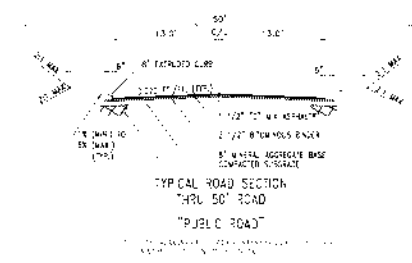
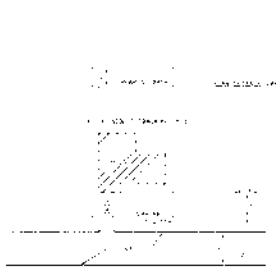
CANNON & CANNON INC
 CONSULTING ENGINEERS - FIELD SURVEYORS
 TEL: 865.670.8555 | 8500 Kingston Pike
 www.cannon-cannon.com | MEMPHIS, TN 38120

APPENDIX

TURN LANE IMPROVEMENT SKETCH

NOTE:
 CONTRACTOR IS RESPONSIBLE FOR ALL TRUCK SAFETY
 CONTRACTOR SHALL SHOW AND MAINTAIN ALL OPEN CUTS THROUGHOUT
 PROJECT ON STATE AND FEDERAL LANE AND LOCAL JURISDICTIONS TO
 MAINTAIN PROPER FLOW OF TRAFFIC AND TO MAINTAIN PROPER
 ACCESS TO ALL ADJACENT PROPERTIES AND TO MAINTAIN PROPER
 ACCESS TO ALL UTILITIES. ALL UTILITIES SHALL BE MAINTAINED
 AND PROTECTED THROUGHOUT THE PROJECT.

NOTE:
 CONTRACTOR TO NOTIFY ENGINEER
 BEFORE START OF CONSTRUCTION



NOTE:
 THREE DAYS PRIOR TO ANY earth-work
 OR CONSTRUCTION CONTRACTOR MUST
 CONTACT:
 "TENNESSEE ONE-CALL"
 1-800-353-1111
 RECORD AND HAVE YOUR
 CONFIRMATION NUMBER: 160926614
 CONFIRMATION NUMBER: 160985278

12-E-20-UR
 12-SC-20-C

12-SC-20-C / 12-E-20-UR
 11/23/2020

PREPARED BY:
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Checked by:
 [Signature]



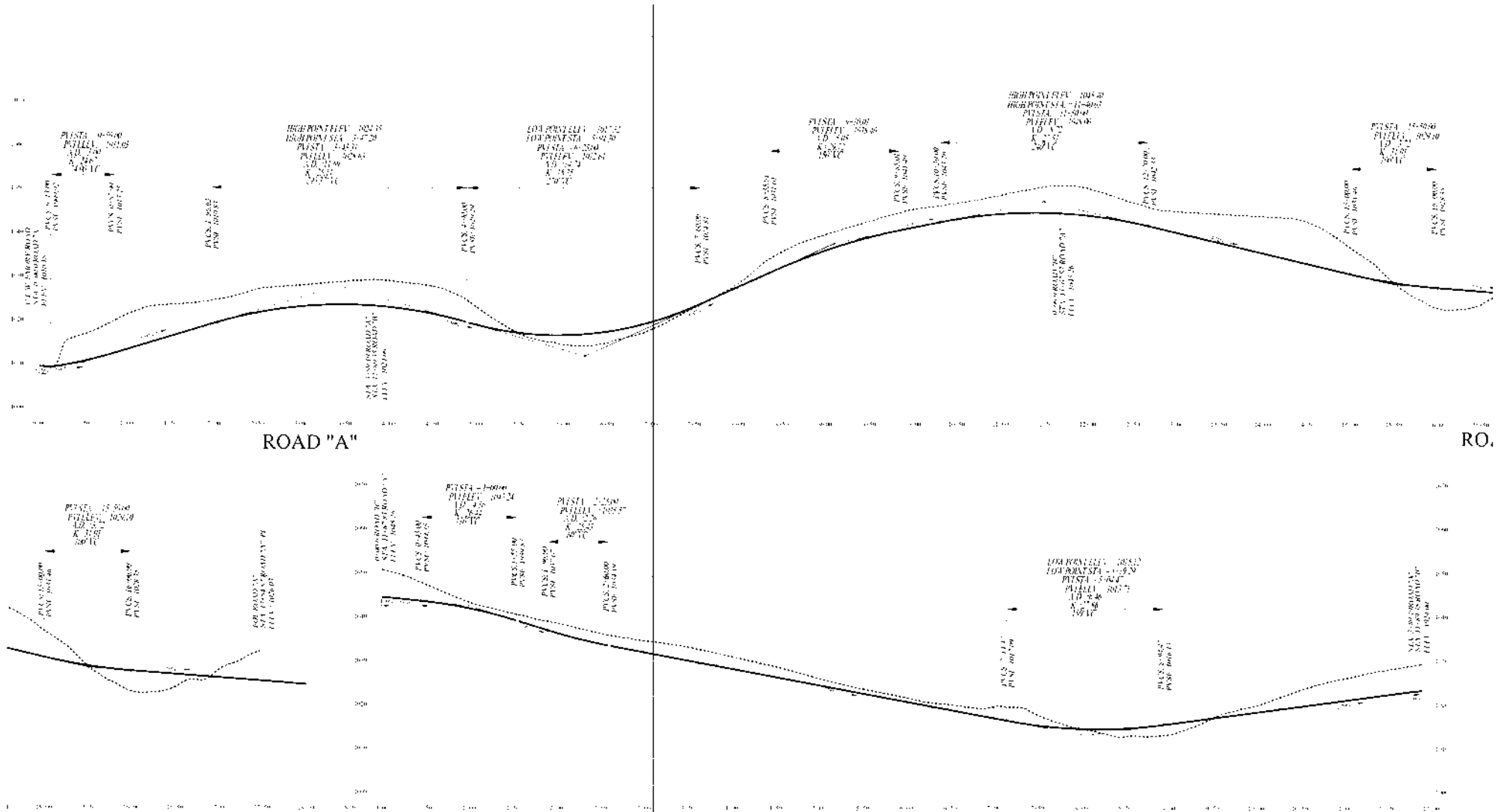
SOUTHLAND ENGINEERING CONSULTANTS, LLC
 4708 N. W. 11th St.
 Gainesville, Tennessee 37609
 PHONE: (661) 299-2736
 FAX: (661) 299-2736
 E-MAIL: wright@seengineering.com
 www.southland-engineering.com

SCALE
 HORIZONTAL 1" = 60'
 VERTICAL INTERVAL 1"
 DATE
 10-20-2020

USED REFERENCES:
 NSI # 201902120047867
 SCALE IN FEET
 0 60 120

CONCEPT PLAN
 FOR MILLER FARM SUBDIVISION
 ON W. EMORY ROAD
 C.T. MAP 078, PARCEL 018
 DISTRICT 6, KNOX COUNTY, TENNESSEE

SHEET 1 OF 3 SHEETS



ROAD "A"

ROAD "B"

ROAD "A"

ROAD "B"

NOTE:
CONTRACTOR IS RESPONSIBLE FOR ALL "TRENCH SAFETY"
CONSTRUCTION SHALL SHOW AND BRACE ALL OPEN CUT TRENCHES AS
REQUIRED BY ALL APPLICABLE LOCAL, STATE AND FEDERAL REGULATIONS. NO
SECTION SHALL BE CONSIDERED SAFE UNTIL ALL REQUIRED BRACING IS IN PLACE.
BEFORE ANY WORK IS PERFORMED IN CONSTRUCTION, THE CONTRACTOR SHALL VERIFY
DEPT. OF TRANSPORTATION'S "POST HOLE" IS ADEQUATELY MAINTAINED.
SEE PLAN SHEET 12-E-20-UR.

NOTE:
CONTRACTOR TO NOTIFY ENGINEER
BEFORE START OF CONSTRUCTION.

12-SC-20-C
12-E-20-UR

DESIGNED BY:
KIMBERLY L. GIBSON, P.E.
KIMBERLY L. GIBSON, P.E.
KIMBERLY L. GIBSON, P.E.
KIMBERLY L. GIBSON, P.E.

12-SC-20-C / 12-E-20-UR
11/23/2020



ENGINEER: KIMBERLY L. GIBSON, P.E.
SOUTHLAND ENGINEERING CONSULTANTS, LLC
GENERAL OFFICE: 6000 S. WILSON BLVD.
MEMPHIS, TENNESSEE 38117
PHONE: (901) 834-7733
FAX: (901) 834-7733
WWW.SOUTHLANDENGINEERINGCONSULTANTS.COM

SCALE:
HORIZONTAL: 1" = 40'
VERTICAL: 1" = 10'
DATE:
11-20-2020

DESIGN REFERENCES:
NSR# 201902120047867
SCALE IN FEET
0 50 100

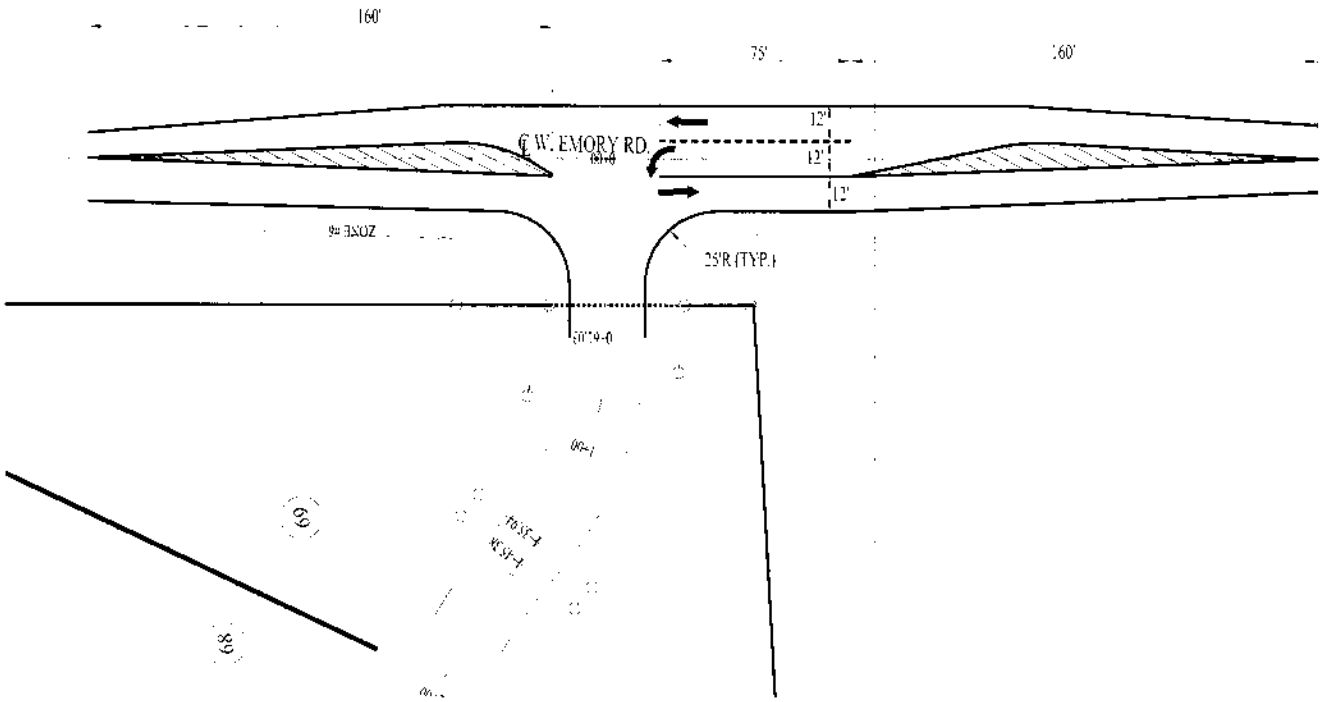
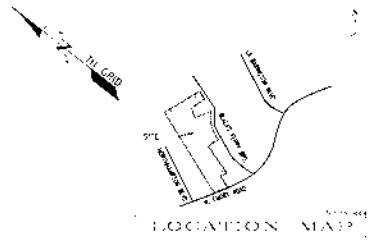
ROAD PROFILE PLAN
FOR MILLER FARM SUBDIVISION
ON W. EMORY ROAD
C.T. MAP 078, PARCEL 038
DISTRICT 6, KNOX COUNTY, TENNESSEE

SHEET 2 OF 3 SHEETS

NOTE:
CONTRACTOR IS RESPONSIBLE FOR ALL TRAFFIC SAFETY.
CONTRACTOR SHALL SHOW AND BRACE ALL OPEN CUTS EXACTLY AS
REQUIRED BY STATE AND FEDERAL LAWS AND LOCAL ORDINANCES TO
CONFORM WITH REQUIREMENTS FOR ALL TYPES OF CUTS. BRACING
AND PROVISIONS FOR CONSTRUCTION OF BRACES TO PROTECT
THE WORK TO BE DONE SHALL BE AS SHOWN IN THE PLAN. ALL BRACING
AND PROVISIONS SHALL BE AS SHOWN IN THE PLAN.

NOTE:
CONTRACTOR TO NOTIFY ENGINEER
BEFORE START OF CONSTRUCTION

NOTE:
THREE DAYS PRIOR TO ANY EARTHWORK
OR CONSTRUCTION CONTRACTOR MUST
CONTACT:
"TENNESSEE ONE-CALL"
1-800-351-1111
RECORD AND SAVE YOUR
CONFIRMATION NUMBER: 160926614
CONFIRMATION NUMBER: 160985276

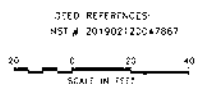


DATE: 11/23/2020
PROJECT: W. EMORY ROAD
SHEET: 3 OF 3
SCALE: 1" = 20'
DRAWN BY: [Signature]

12-SC-20-C / 12-E-20-UR
11/23/2020

SOUTHLAND ENGINEERING CONSULTANTS, LLC
1409 S.W. 85th Ave.
Plant City, TN 37139
Phone: (615) 854-7750
Fax: (615) 854-7750
E-MAIL: info@southlandeng.com

SCALE
HORIZONTAL: 1" = 20'
VERTICAL: 1" = 2'
DATE
10-20-2020



UTED REFERENCES:
NST # 201902122047867

12-SC-20-C 12-E-20-UR

W. EMORY RD. IMPROVEMENT PLAN
FOR MILLER FARM SUBDIVISION
ON W. EMORY ROAD
C.T. MAP 078, PARCEL C58
DISTRICT 6, KNOX COUNTY, TENNESSEE



SHEET 3 OF 3
DATE: 11/23/2020



Development Request

DEVELOPMENT

- Development Plan
- Planned Development
- Use on Review / Special Use
- Hillside Protection COA

SUBDIVISION

- Concept Plan
- Final Plat

ZONING

- Plan Amendment
 - SP OYP
- Rezoning

Primos Land Company, LLC
 Applicant Name Affiliation

10/26/2020 12/10/2020 File Number(s)
 Date Filed Meeting Date (if applicable) 12-SC-20-C
12-E-20-UR

CORRESPONDENCE

All correspondence related to this application should be directed to the approved contact listed below.

- Applicant Owner Option Holder Project Surveyor Engineer Architect/Landscape Architect

Wanis A. Rghelbi SEC, LLC
 Name Company

4909 Ball Rd. Knoxville TN 37931
 Address City State ZIP

865-694-7756 wrghebi@sengconsultants.com
 Phone Email

CURRENT PROPERTY INFO

Primos Land Company LLC 865-694-7756
 Owner Name (if different) Owner Address Owner Phone

5913 W. Emory Rd Powell, TN 37049 taxMAP 078, parcel 038
 Property Address Parcel ID

STAFF USE ONLY

N/S W Emory Rd due west of Blacks Ferry Rd 24.39 ac +/-
 General Location Tract Size

6th CA . A
 Jurisdiction (specify district above) City County Zoning District

Northwest County LDR Planned Growth
 Planning Sector Sector Plan Land Use Classification Growth Policy Plan Designation

AgForVac N WKUD WKUD.
 Existing Land Use Septic (Y/N) Sewer Provider Water Provider

DEVELOPMENT REQUEST

<input type="checkbox"/> Development Plan <input type="checkbox"/> Use on Review / Special Use <input type="checkbox"/> Hillside Protection COA <input checked="" type="checkbox"/> Residential <input type="checkbox"/> Non-Residential Home Occupation (specify) _____ Other (specify) _____	Related City Permit Number(s)
---	---

SUBDIVISION REQUEST

Proposed Subdivision Name <u>Miller Farm SID</u>	Related Rezoning File Number
Unit / Phase Number <input type="checkbox"/> Combine Parcels <input checked="" type="checkbox"/> Divide Parcel Total Number of Lots Created <u>95</u>	
<input type="checkbox"/> Other (specify) _____ <input type="checkbox"/> Attachments / Additional Requirements	

ZONING REQUEST

<input type="checkbox"/> Zoning Change _____ Proposed Zoning	Pending Plat File Number
<input type="checkbox"/> Plan Amendment Change _____ Proposed Plan Designation(s)	
Proposed Density (units/acre) Previous Rezoning Requests	
<input type="checkbox"/> Other (specify) _____	

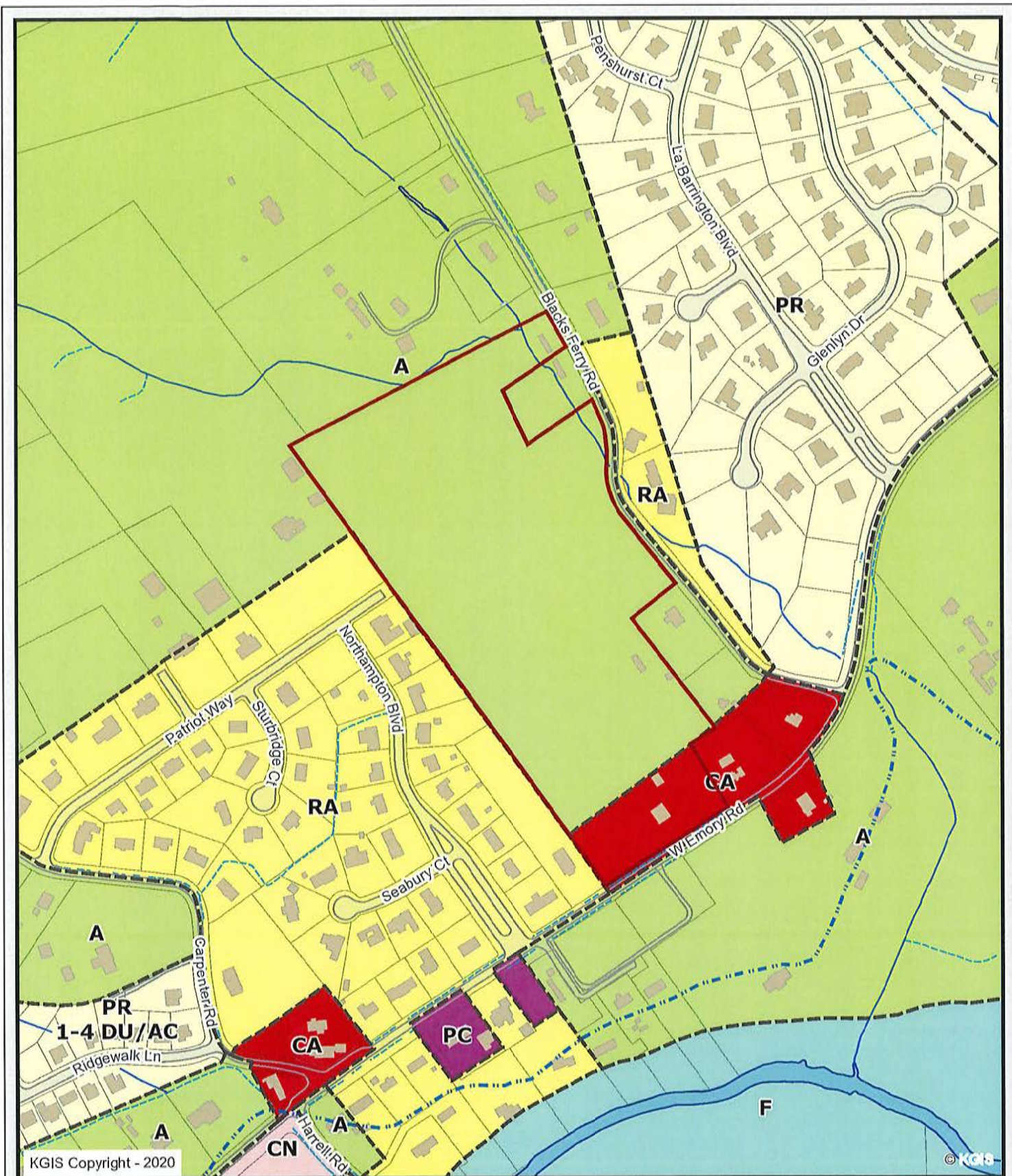
STAFF USE ONLY

PLAT TYPE <input type="checkbox"/> Staff Review <input checked="" type="checkbox"/> Planning Commission ATTACHMENTS <input type="checkbox"/> Property Owners / Option Holders <input type="checkbox"/> Variance Request ADDITIONAL REQUIREMENTS <input type="checkbox"/> Design Plan Certification (Final Plat) <input checked="" type="checkbox"/> Use on Review / Special Use (Concept Plan) <input type="checkbox"/> Traffic Impact Study <input type="checkbox"/> COA Checklist (Hillside Protection)	Fee 1	Total
	\$3739.00	
	Fee 2 Fee 3	
	\$3739.00	

AUTHORIZATION

By signing below, I certify I am the property owner, applicant or the owners authorized representative.

<u>Wanda R. Heber</u> Applicant Signature	<u>WANDIS A. RHEBER</u> Please Print	<u>10/26/20</u> Date
<u>865-694-7756</u> Phone Number	<u>wrheber@sengconsultants.com</u> Email	
<u>Marc Payne</u> Staff Signature	Marc Payne Please Print	<u>10/26/2020</u> Date



Letter Portrait

Knoxville - Knox County - KUB Geographic Information System

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