



SPECIAL USE REPORT

▶ **FILE #:** 11-G-20-SU

AGENDA ITEM #: 48

AGENDA DATE: 11/12/2020

▶ **APPLICANT:** RAY FLAKE

OWNER(S): Kroger Company

TAX ID NUMBER: 132 02807 PART OF

[View map on KGIS](#)

JURISDICTION: City Council District 2

STREET ADDRESS: 9225 Kingston Pk.

▶ **LOCATION:** West side of Cedar Bluff Rd., north side of Kingston Pk.

▶ **APPX. SIZE OF TRACT:** 0.915 acres

SECTOR PLAN: Southwest County

GROWTH POLICY PLAN: N/A

ACCESSIBILITY: The primary access to the site will be via N. Cedar Bluff Rd. and Kingston Pk. both of which are 6 lane median divided arterial streets at this location. Another access point is to be via an easement that will tie this site to Market Place Bv.

UTILITIES: Water Source: Knoxville Utilities Board

Sewer Source: Knoxville Utilities Board

WATERSHED: Ten Mile Creek

▶ **ZONING:** C-R-2 (Regional Commercial)

▶ **EXISTING LAND USE:** Shopping Center

▶ **PROPOSED USE:** New restaurant with drive-through

HISTORY OF ZONING: The property was rezoned from SC-3 to PC-1 in 2010 (5-F-10-RZ) and changed to C-R-2 when the new zoning ordinance was adopted.

SURROUNDING LAND USE AND ZONING: North: Vacant land, Commercial, Office / C-R-2 (Regional Commercial)

South: Parking lot, Fuel center / C-R-2 (Regional Commercial)

East: Cedar Bluff ROW, Commercial / C-R-2 (Regional Commercial)

West: Grocery, Commercial / C-R-2 (Regional Commercial)

NEIGHBORHOOD CONTEXT: This site is located in an area that is dominated by shopping centers and general commercial uses. The zoning in the area is C-R-2 (City) and SC (County).

STAFF RECOMMENDATION:

▶ **APPROVE** the development plan for a drive-through restaurant with approximately 2,300 square foot of floor area, subject to 3 conditions.

1. Meeting all applicable requirements of the City of Knoxville Zoning Ordinance, including but not limited to the sign regulations.

2. Meeting all applicable requirements of the Knoxville Department of Engineering.
3. Installation of landscaping as shown on the landscape plan (sheet L01.0), or as otherwise required by the City of Knoxville Urban Forrester.

With conditions noted above, this request meets the requirements of the former PC-1 zone (current zoning C-R-2), the previously approved development plan, and the other criteria for approval of a special use for modifications to previously approved planned districts per Article 1.4.G.

COMMENTS:

This proposal is for a new drive-through restaurant of approximately 2,300 sqft at the Landings at Cedar Bluff Shopping Center. The restaurant will be located in the existing parking lot between the Kroger grocery store and N. Cedar Bluff Rd. The drive-through will be located on west side of the building, adjacent to Kroger. There will be no new or modified driveways to N. Cedar Bluff Rd. or Kingston Pike.

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

1. The proposed restaurant will have minimal impact on local services since all utilities are in place to serve this development.
2. The proposed restaurant will have a minimal impact on adjacent properties.

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

1. The proposed restaurant meets the standards for development within the former PC-1 (Retail and Office Park) zoning district and all other relevant requirements of the Zoning Ordinance with the proposed conditions.
2. The proposed restaurant 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 since the site has direct access to major arterial streets.

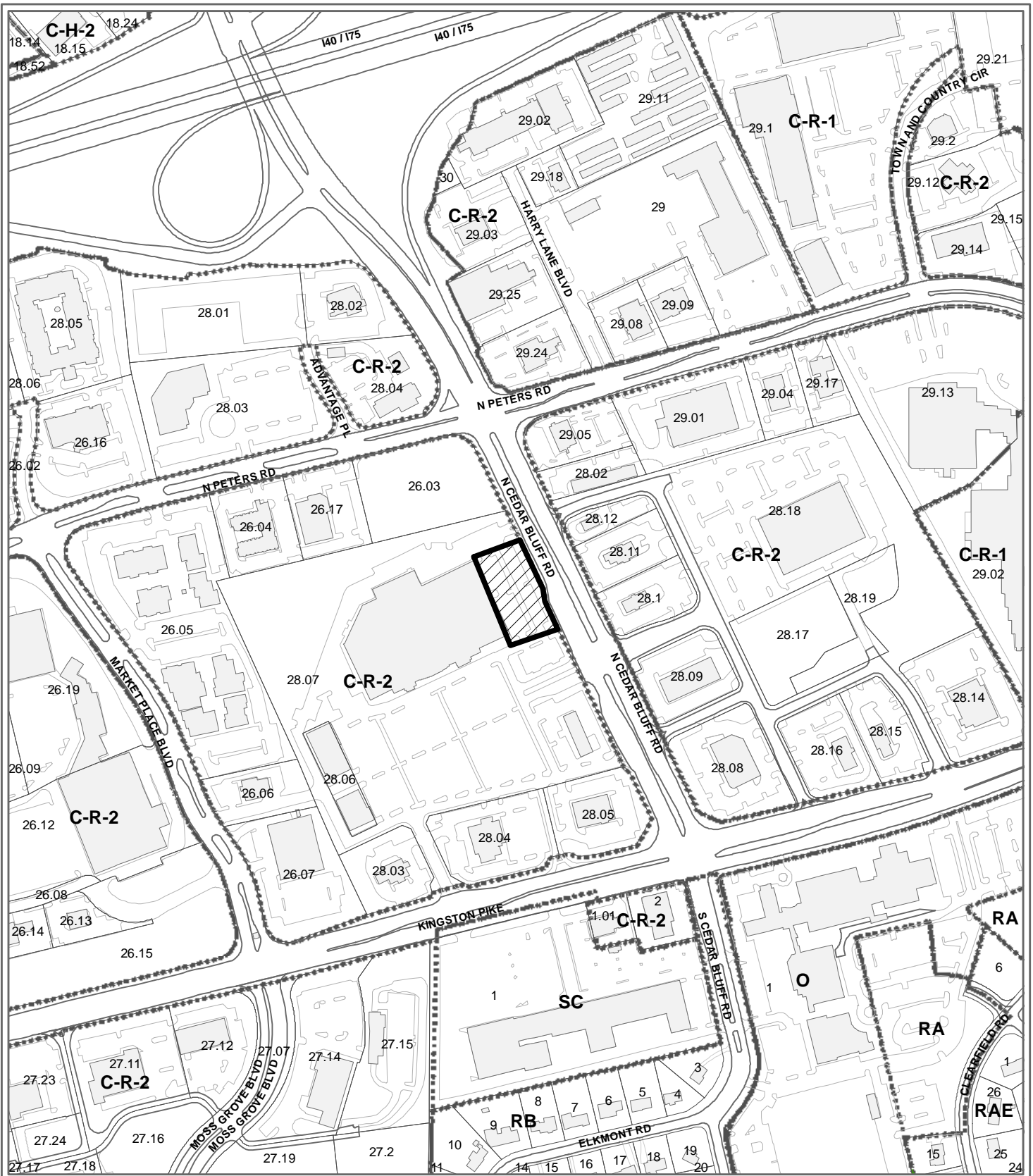
CONFORMITY OF THE PROPOSAL TO ADOPTED PLANS

1. The Northwest County Sector Plan and the Knoxville One Year Plan allow community commercial uses on this site. The proposed restaurant is consistent with the Sector and One Year Plans.
2. The site is located within the city limits 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: Not applicable.

The Planning Commission's approval or denial of this request is final, unless the action is appealed to the Knoxville City Council. The date of the Knoxville City Council hearing will depend on when the appeal application is filed. Appellants have 15 days to appeal a Planning Commission decision in the City.



**11-G-20-SU
USE ON REVIEW**

Petitioner: Flake, Ray



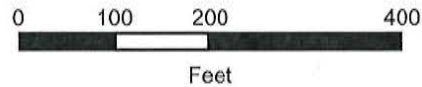
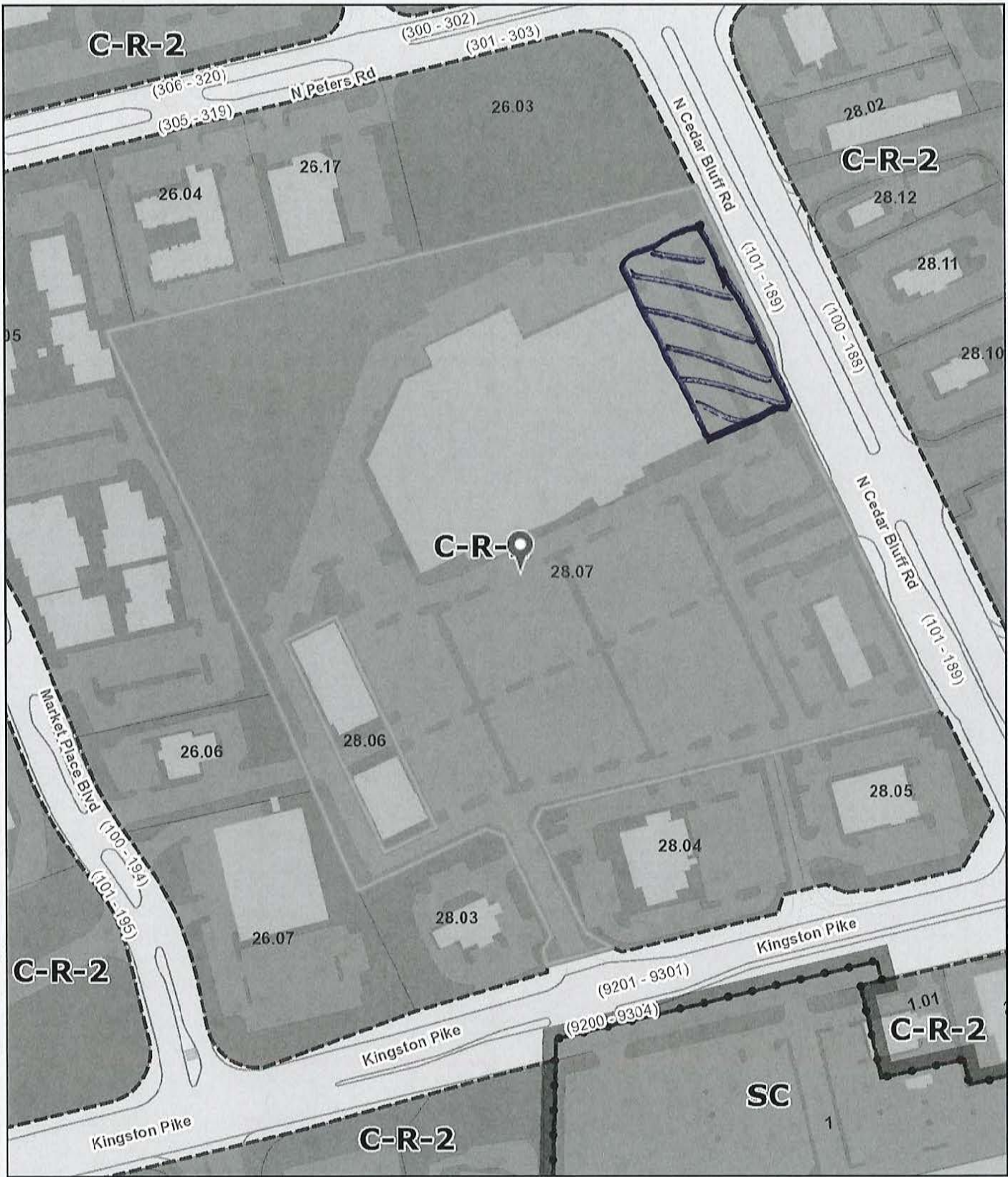
New restaurant with drivethru in C-R-2 (Regional Commercial)

Original Print Date: 10/20/2020 Revised:
 Knoxville - Knox County Planning Commission * City / County Building * Knoxville, TN 37902

Map No: 132
 Jurisdiction: City

0 400
 Feet





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Printed: 9/29/2020 3:25:02 PM

11-G-20-SU
9/28/2020



FRONT PERSPECTIVE | 2
NOT TO SCALE | A-202



BACK PERSPECTIVE | 1
NOT TO SCALE | A-202



PANDA EXPRESS, INC.
1683 Walnut Grove Ave.
Rosemead, California
91770
Telephone: 626.799.9998
Facsimile: 626.372.8288

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REVISIONS:

ISSUE DATE:

DRAWN BY:

PANDA PROJECT #: -
PANDA STORE #: D7892
ARCH PROJECT #: 261-285



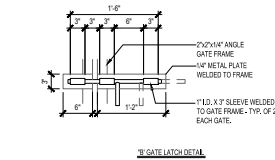
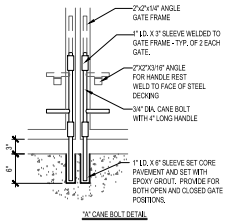
PANDA EXPRESS
TRUE WARM & WELCOME
N. CEDAR BLUFF RD. & KINGSTON PIKE
KNOXVILLE, TN 37922

A-202

EXTERIOR
PERSPECTIVES

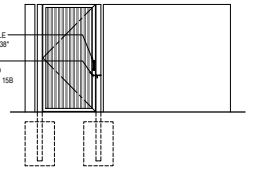
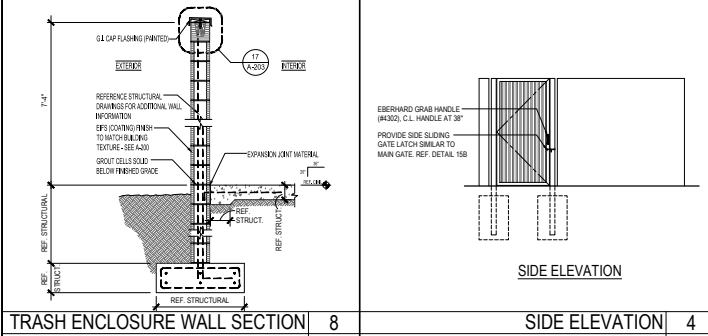
TRUE WARM & WELCOME 2300 R3

11-G-20-SU
9/28/2020



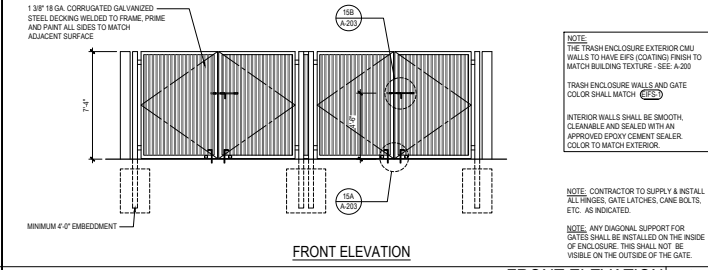
DUMPSTER GATE LATCH DETAILS 15
Scale= NTS A-203

NOT USED 11
Scale= NTS A-203

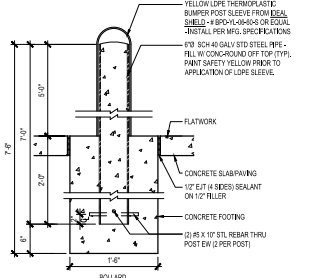


TRASH ENCLOSURE WALL SECTION 8
Scale= 1/2" = 1'-0" A-203

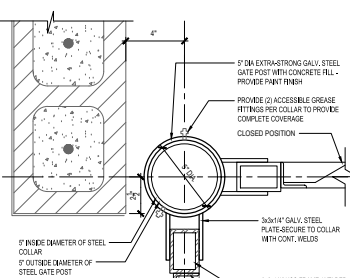
SIDE ELEVATION 4
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FRONT ELEVATION 2
Scale= 1/4" = 1'-0" A-203

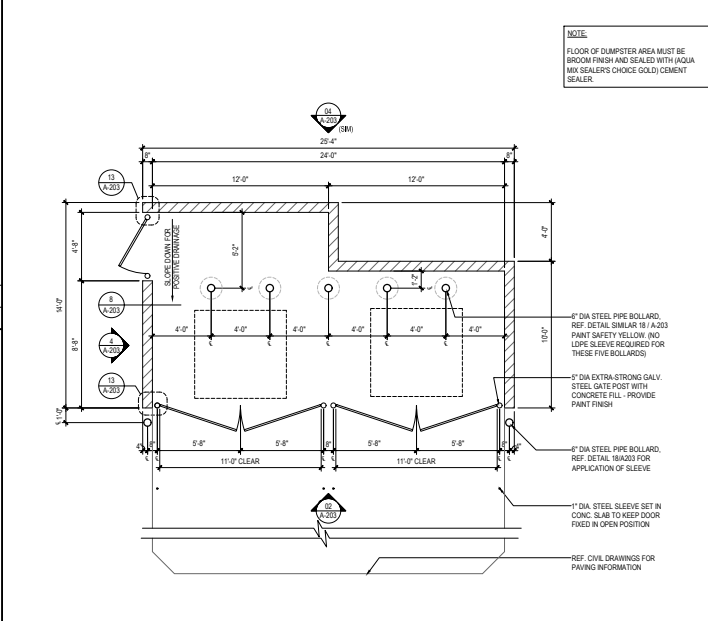


BOLLARD / POST BASE 18
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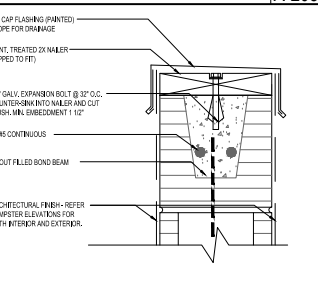


HINGE DETAIL 13
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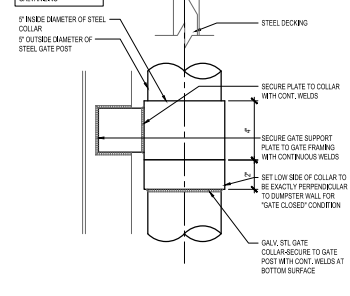
NOT USED 10
Scale= A-203



TRASH ENCLOSURE 1
Scale= 1/4" = 1'-0" A-203



DUMPSTER CAP DETAIL 17
Scale= 3" = 1'-0" A-203



DUMPSTER GATE DETAIL 19
Scale= 3" = 1'-0" A-203

NOT USED 9
Scale= A-203



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REVISIONS:

ISSUE DATE:

DRAWN BY: -

PANDA PROJECT #: -

PANDA STORE #: D7892

ARCH PROJECT #: 261-285

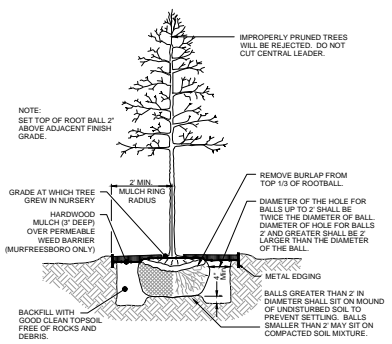


PANDA EXPRESS
TRUE WARM & WELCOME
N. CEDAR BLUFF RD. & KINGSTON PIKE
KNOXVILLE, TN 37922

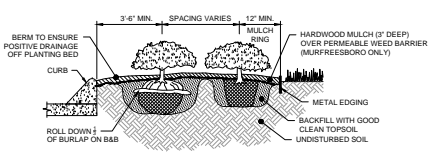
A-203
TRASH ENCLOSURE
DETAILS



Kevin Reff, RLA
 KITA Sustainable Designs, LLC
 2101 Masters Drive
 Springfield, TN 37172
 (615) 469 - 1222 Ofc.
 (615) 594 - 7333 Cell.
 kreff@kitadesign.biz



DECIDUOUS TREE PLANTING
 NOT TO SCALE



SHRUB / GROUNDCOVER PLANTING
 NOT TO SCALE

11-G-20-SU
 9/28/2020



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REVISIONS:

ISSUE DATE:

DRAWN BY: PTD

PANDA PROJECT #: S8-20-D7892
 ARCH PROJECT #: XXX-XXX

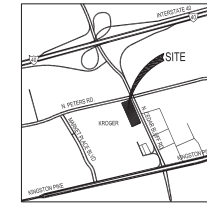
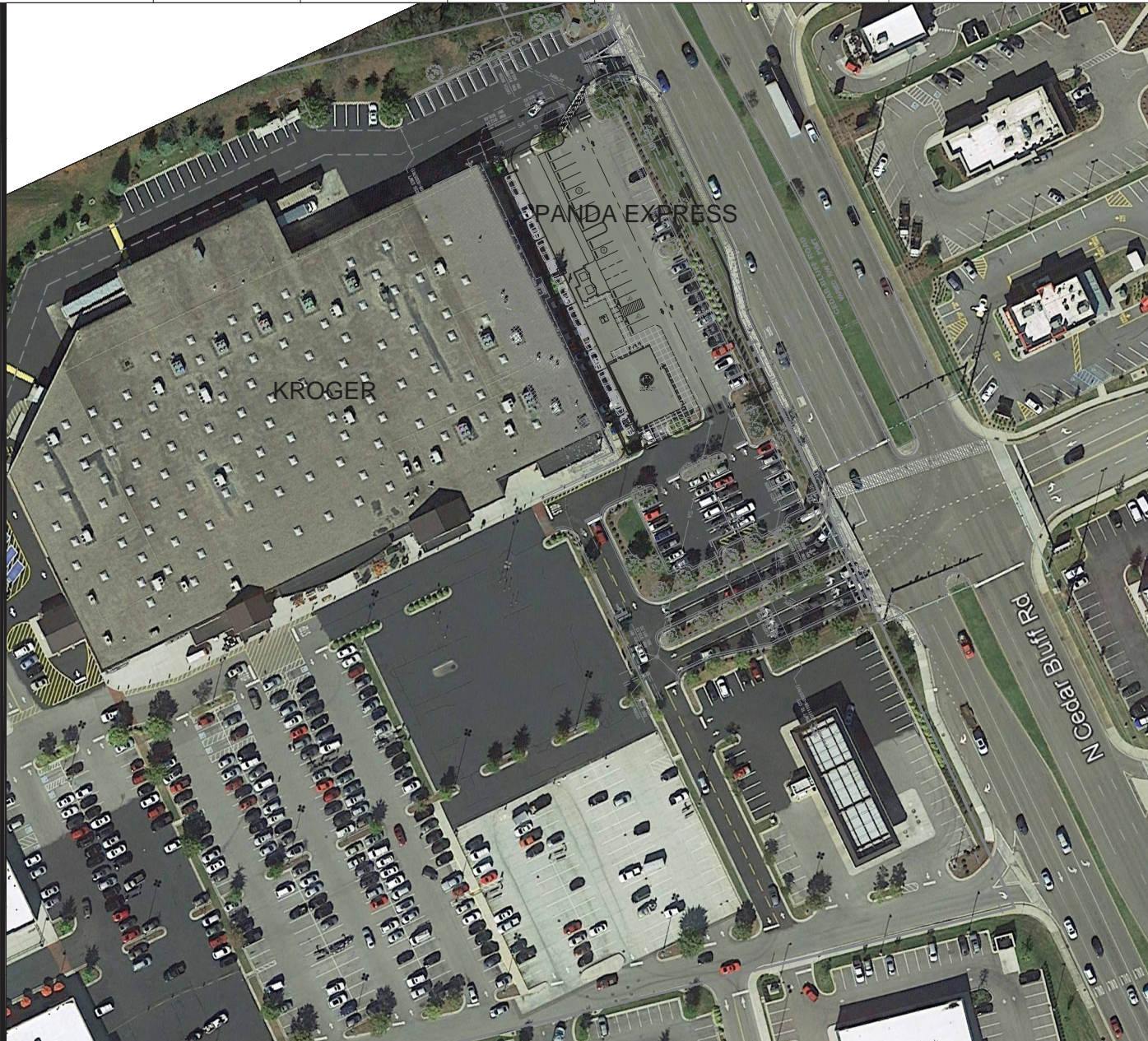
Civil Engineering Services
*Engineering, Land Planning,
 and Environmental*

7705 Spicer Farm Lane
 Fairview, Tennessee
 37062
 Phone: (615) 533-0401
 e-mail: cey@ces-engineering.com



PANDA EXPRESS
 9225 KINGSTON PIKE
 KNOXVILLE, TN. 37922
 TRUE WARM & WELCOME 2300-2020

LANDSCAPE DETAILS
L01.1



LOCATION MAP
NOT TO SCALE

SITE DATA TABLE

ZONING:
C-2 (REGIONAL COMMERCIAL)

REQUIRED BUILDING SETBACKS:
FRONT (F) = 27'
REAR (R) = 10'
SIDE (S) = 10'

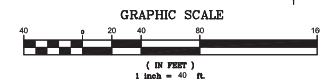
SITE ACREAGE:
PANDA EXPRESS = 39,882.59 SF / 0.915 ACRES

FLOOR AREA RATIO:
PANDA EXPRESS = 2,300 SF BLDG / SITE AREA = 5.77%

IMPERVIOUS SURFACE RATIO:
PANDA EXPRESS = 26,421.96 SF
BUILDING = 2,300 SF
SITE SQ FEET = 39,882.59 SF
TOTAL = 11,100.03 SF / 28.88%

PARKING:
8 SPACES PER 1000 SF
PARKING REQUIRED = 14
TOTAL PARKING PROVIDED PANDA EXPRESS = 39
REQUIRED PARKING SETBACKS:
FRONT (F) = NA
REAR (R) = NA
SIDE (S) = NA

FLOOD HAZARD:
FIRM: MAP NO. 4708C0202P, DATED 05/02/2007



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REVISIONS:

ISSUE DATE:

DRAWN BY: PTD

PANDA PROJECT #: SB-20-D7892
ARCH PROJECT #: XXXX-XXXX



7705 Spiker Farm Lane
Fairhaven, Tennessee
37082
Phone: (615) 533-0401

esr148-19@ces-engineering.com

PANDA EXPRESS

9225 KINGSTON PIKE
KNOXVILLE, TN, 37922

TRUE WARM & WELCOME 2000-2020

**OVERALL
SITE PLAN**

C00.1





901 Woodland Street
Nashville, TN 37206
Phone: (615) 258-8551

September 28, 2020

Mr. Ray Flake, P.E.
Civil Engineering Services
7705 Spicer Farm Lane
Fairview, TN 37062
Sent Via: ray@civilengineeringservices.net

**Re: Transportation Impact Letter
Panda Express at 9225 Kingston Pike – Knoxville, TN**

Mr. Flake,

As requested, I am writing this letter to provide a summary of my traffic engineering evaluation of the proposed Panda Express fast-food restaurant located at 9225 Kingston Pike, in Knoxville, TN. The project site is located within the existing Landings at Cedar Bluff. The scope of this traffic engineering evaluation was limited to a review of the proposed development, site plan, and vehicular trip generation calculations per the proposed project. As requested by Knoxville-Knox County Planning (Planning), the proposed development's trip generation has been compared to the original development plan for the Kroger Development. This scope did not include any traffic counts or data collection of the adjacent roadways and intersections, and the scope did not include any capacity analyses of adjacent intersections. As indicated by Planning on the Transportation Impact Analysis Scope Determination Form, the adjacent street intersections are fully built-out and will not need any further modifications at this time.

Development Details

According to the information provided, the proposed Panda Express will have the following characteristics:

- Approximately 2,300 SF Building
- Drive-through Window
- Indoor Seating for approximately 68 People
- 43 Parking Spaces
- The proposed fast-food restaurant development will be located within the existing parking lot on the east side of the Kroger Building at the Landings at Cedar Bluff shopping center.
- Vehicular access for the proposed fast-food restaurant will be provided through navigating the internal network within the existing shopping center development. The most direct access will be provided by the existing right-in/right-out access driveway on Cedar Bluff Road, which will provide direct access into the proposed Panda Express parking lot and into the drive-through line. The existing right-in/right-out access on Cedar Bluff Road primarily provides service and loading access to the rear of the Kroger Building.

The location of the proposed Panda Express is presented in Figure 1 below.

Figure 1: Location Map for Panda Express at 9225 Kingston Pike

Trip Generation and Comparison

A trip generation process was used to estimate the amount of vehicular traffic that is expected to be generated by the proposed Panda Express restaurant. Trip generation rates for the land use were taken from ITE's *Trip Generation Manual, 10th Edition* for Land Use Code 934: Fast-Food Restaurant with Drive-Through Window.

As shown in Table 1 below, the proposed fast-food restaurant development is expected to generate approximately 117 vehicle trips during the Midday peak hour, and 75 vehicle trips during the PM peak hour. The traffic generation in Table 1 accounts for both new trips and pass-by trips that will be expected for the proposed fast-food restaurant.

Table 1: Trip Generation for Panda Express at 9225 Kingston Pike

Land Use	Size	Trip Generation						
		Weekday Daily Traffic	Midday Peak Hour			PM Peak Hour		
			Total	Enter	Exit	Total	Enter	Exit
Fast-Food Restaurant with Drive-Through Window (ITE Land Use Code 934)	2,300 SF	1,083	117	61	56	75	39	36

Note: The Trip Generation above does not account for any pass-by traffic.

The original traffic study for the Landings at Cedar Bluff was prepared by Wilbur Smith (now CDM Smith) in 2010. The original traffic study was provided to Burch Transportation by the City for the purposes of conducting a comparison of the trip generations of the previously proposed development and the current development as built-out plus the proposed Panda Express development.

Table 2 presents the trip generation for the original site plan per the 2010 Traffic Study, which included a Kroger Store and Shops primary development 159,729 square feet in size with a Kroger Fuel Center with 14 fueling positions, and 4 out parcels assumed to be 2 restaurants and 2 banks. As shown in Table 2, the total development was estimated to generate approximately 1,437 total vehicle trips during the Midday peak hour and 1,473 total vehicle trips during the PM peak hour. The original traffic study assumed 15% of the Kroger Store and Shops would be pass-by traffic and 45% of the outparcels and fuel center would pass-by traffic. This resulted in approximately 1,013 new Midday trips and 1,065 new PM trips.

Table 2: Trip Generation Projections for Original Site Plan
(Data from 2010 Traffic Study – Table 4)

Land Use	ITE Land Use Code ¹	Size	Daily Trips	Midday Peak Hour	PM Peak Hour
Kroger Store and Shops	820	159,729 SF	9,210	769	871
Kroger Fuel Center	944	14 Pumps	2,360	158	194
Drive-In Bank (Outparcel 1)	912	4,000 SF	590	107	103
Drive-In Bank (Outparcel 3)	912	4,000 SF	590	107	103
Fast-Food Restaurant (Outparcel 2)	934	4,000 SF	1,980	185	135
High Turnover Restaurant (Outparcel 4)	932	6,000 SF	760	111	67
TOTAL TRAFFIC	--	177,729 SF²	15,490	1,437	1,473
<i>Pass-by Traffic³</i>	--	--	4,209	424	408
<i>Primary (New) Traffic</i>	--	--	11,281	1,013	1,065

Notes:

1. Trip Generation calculations in 2010 Traffic Study were based on ITE's *Trip Generation Manual, 8th Edition*. The original Traffic Study cited Land Use Code 829 for the Kroger Store and Shops; however, it was likely meant to be Land Use Code 820 for Shopping Center. There is not Land Use Code 829 in the current 10th Edition manual or the previous 8th Edition.
2. Total development square footage does not include the Kroger Fuel Center, which has trip generation projections based on number of fueling positions (pumps).
3. Assumes 15% pass-by traffic for shopping center land use and 45% pass-by traffic for outparcels and fuel center.

In order to make a comparison of the original site plan and current buildout and proposed Panda Express development, the trip generation was calculated for the original site plan using the current rates in ITE’s Trip Generation, 10th Edition. Table 3 presents the original site plan using the current trip generation rates. The same pass-by percentages were applied as in the original traffic study.

Table 3: Trip Generation Projections for Original Site Plan
(Using Current Trip Generation Rates from ITE’s Trip Generation Manual, 10th Edition)

Land Use	ITE Land Use Code ¹	Size	Daily Trips	Midday Peak Hour	PM Peak Hour
Kroger Store and Shops	820	159,729 SF	8,266	791	768
Kroger Fuel Center	944	14 Pumps	2,408	147	196
Drive-In Bank (Outparcel 1)	912	4,000 SF	449	59	82
Drive-In Bank (Outparcel 3)	912	4,000 SF	449	59	82
Fast-Food Restaurant (Outparcel 2)	934	4,000 SF	1,884	204	131
High Turnover Restaurant (Outparcel 4)	932	6,000 SF	673	84	59
TOTAL TRAFFIC	--	177,729 SF²	14,129	1,344	1,318
<i>Pass-by Traffic³</i>	--	--	3,879	367	363
<i>Primary (New) Traffic</i>	--	--	10,250	977	955

Notes:

1. Trip Generation calculations in 2010 Traffic Study were based on ITE’s Trip Generation Manual, 8th Edition. The original Traffic Study cited Land Use Code 829 for the Kroger Store and Shops; however, it was likely meant to be Land Use Code 820 for Shopping Center. There is not Land Use Code 829 in the current 10th Edition manual or the previous 8th Edition.
2. Total development square footage does not include the Kroger Fuel Center, which has trip generation projections based on number of fueling positions (pumps).
3. Assumes 15% pass-by traffic for shopping center land use and 45% pass-by traffic for outparcels and fuel center.

The Landings at Cedar Bluff shopping center development has built-out similar to the original site plan; however, there have been some slight differences in land uses and building sizes. Table 4 presents the Trip generation projections for the Landings at Cedar Bluff based on the current development plus the proposed Panda Express development. In order to identify building sizes for trip generation calculations, the property details from the Knox County tax assessor’s records were referenced for each portion and building of the existing development. Trip generation calculations are based on ITE’s *Trip Generation Manual, 10th Edition*.

Table 4: Trip Generation Projections for Current Buildout Plus Proposed Panda Express

Land Use	ITE Land Use Code ¹	Size	Daily Trips	Midday Peak Hour	PM Peak Hour
Kroger Store and Shops and Retail Uses ^{2,3}	820	141,083 SF	7,597	723	701
Kroger Fuel Center	944	14 Pumps	2,408	147	196
Drive-In Bank (Outparcel 1)	912	3,016 SF	367	44	62
High Turnover Restaurant (Outparcel 2 & 3)	932	7,688 SF	862	108	75
Medical Office (Outparcel 4)	720	4,471 SF	84	18	17
Panda Express Fast-Food Restaurant	934	2,300 SF	1,083	117	75
TOTAL TRAFFIC		158,558 SF⁴	12,401	1,157	1,126
<i>Pass-by Traffic⁵</i>			<i>3,264</i>	<i>294</i>	<i>286</i>
<i>Primary (New) Traffic</i>			<i>9,137</i>	<i>863</i>	<i>837</i>

Notes:

1. Trip Generation calculations are based on ITE’s *Trip Generation Manual, 10th Edition*.
2. To be consistent with the original Traffic Study, trip generation for the Kroger Store and Shops is based on the shopping center land use instead of separating out the supermarket land use from the general retail.
3. The retail square footage for Outparcel 4 (3,932 sf) is included with the Kroger Store and Shops and retail uses trip generation.
4. Total development square footage does not include the Kroger Fuel Center, which has trip generation projections based on number of fueling positions (pumps).
5. Assumes 15% pass-by traffic for shopping center land use, 45% pass-by traffic for restaurant, bank and fuel center land uses, and 0% for Medical Office land use, which is consistent with original traffic study.

Table 5 shows the comparison of the original site plan and the current buildout plus the proposed Panda Express development. As shown, the Landings at Cedar Bluff as buildout generates less traffic than originally planned even with the addition of the proposed Panda Express.

Table 5: Comparison of Trip Generation Projections for Site Buildout

Summary	Size (SF)	Daily Traffic (vpd)	Midday Peak Hour	PM Peak Hour
Original Site Plan (Table 3)	177,729	14,129	1,344	1,318
Current Buildout Plus Panda Express (Table 4)	158,558	12,401	1,157	1,126
Difference	-19,171	-1,728	-187	-192
Percent Difference	-10.8%	-12.2%	-13.9%	-14.6%

Conclusions

In summary, the proposed Panda Express is expected to generate approximately 117 vehicle trips during the Midday peak hour and 75 vehicle trips during the PM peak hour. The proposed development of a Panda Express within the existing Landings at Cedar Bluff shopping center development is expected to fall within the trip generation projections that were originally contemplated and approved for the site. As presented in this transportation impact letter, the total shopping center has buildout at approximately 12% less building square-footage, which results in less peak hour and daily traffic generation. Therefore, the recommendations of the original traffic study for the entire development will continue to be valid, and no additional traffic analyses for the site and proposed Panda Express should be necessary.



The primary vehicular site access for the Panda Express site will be via an existing right-in/right-out driveway on Cedar Bluff Road. Traffic will enter the drive-through from the back of the site either by entering from Cedar Bluff Road or by circulating from within the Landings at Cedar Bluff shopping center and through the Panda Express parking lot. Exiting traffic will be able to circulate through the shopping center to one of the primary access points on Cedar Bluff Road or Kingston Pike or by exiting from the right-in/right-out access drive. If exiting the drive-through line, vehicles can easily circle through the Panda Express parking lot to the right-in/right-out access. Very little conflict is expected since the site is on the edge of the shopping center development. The on-site traffic control should include stop lines and stop signs at the drive-through and parking lot exit points. The site plan also includes wayfinding signage to identify the site circulation.

If you have any questions, please do not hesitate to contact me.

Sincerely,
Burch Transportation, LLC

A handwritten signature in blue ink that reads 'Amy Burch'.

Amy Burch, P.E.





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

Panda Restaurant Group, LLC

Applicant Name

Affiliation

Sept. 28, 2020

Date Filed

Nov. 12, 2020

Meeting Date (if applicable)

File Number(s)

11-6-20-54

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

Ray Flake

Name

Civil Engineering Services, PC

Company

P.O. Box 1302

Address

Fairview

City

TN

State

37062

ZIP

615-533-0401

Phone

ray@civilengineeringservices.net

Email

CURRENT PROPERTY INFO

Kroger Company

Owner Name (if different)

1014 Vine St., Cincinnati, OH 45202

Owner Address

Owner Phone

9225 Kingston Pike, Along Cedar Bluff Road

Property Address

132 02807

Parcel ID

STAFF USE ONLY

West side of Cedar Bluff Rd, North side of Kingston Pike . 915 acres

General Location

Tract Size

2nd district

Jurisdiction (specify district above)

- City
- County

C-R-2 (formerly PC-1)

Zoning District

SW County

Planning Sector

Community Commercial (CC)

Sector Plan Land Use Classification

N/A

Growth Policy Plan Designation

Shopping Center

Existing Land Use

No

Septic (Y/N)

KUB

Sewer Provider

KUB

Water Provider

DEVELOPMENT REQUEST

- Development Plan
 Use on Review / Special Use
 Hillside Protection COA
 Residential
 Non-Residential

Home Occupation (specify) _____

Other (specify) New Commercial Restaurant

Related City Permit Number(s)

SUBDIVISION REQUEST

Proposed Subdivision Name _____

Combine Parcels
 Divide Parcel
 Unit / Phase Number _____

Total Number of Lots Created _____

Other (specify) _____

Attachments / Additional Requirements

Related Rezoning File Number

ZONING REQUEST

Zoning Change _____
 Proposed Zoning _____

Plan Amendment Change _____
 Proposed Plan Designation(s) _____

Proposed Density (units/acre) _____

Previous Rezoning Requests _____

Other (specify) _____

Pending Plat File Number

STAFF USE ONLY

PLAT TYPE

- Staff Review
 Planning Commission

ATTACHMENTS

- Property Owners / Option Holders
 Variance Request

ADDITIONAL REQUIREMENTS

- Design Plan Certification (Final Plat)
 Use on Review / Special Use (Concept Plan)
 Traffic Impact Study (TIL)
 COA Checklist (Hillside Protection)

Fee 1	Total
0401	\$1,500
Fee 2	
Fee 3	

AUTHORIZATION

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



 Applicant Signature

Ray Flake
 Please Print

9/28/2020
 Date

615-533-0401
 Phone Number

ray@civilingineeringservices.net
 Email


 Staff Signature

Michael Reynolds
 Please Print

9/29/2020
 Date