

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 <u>View map on KGIS</u>

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

North: Vacant land, Commercial, Office / C-R-2 (Regional Commercial)

USE AND ZONING:

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.

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- 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

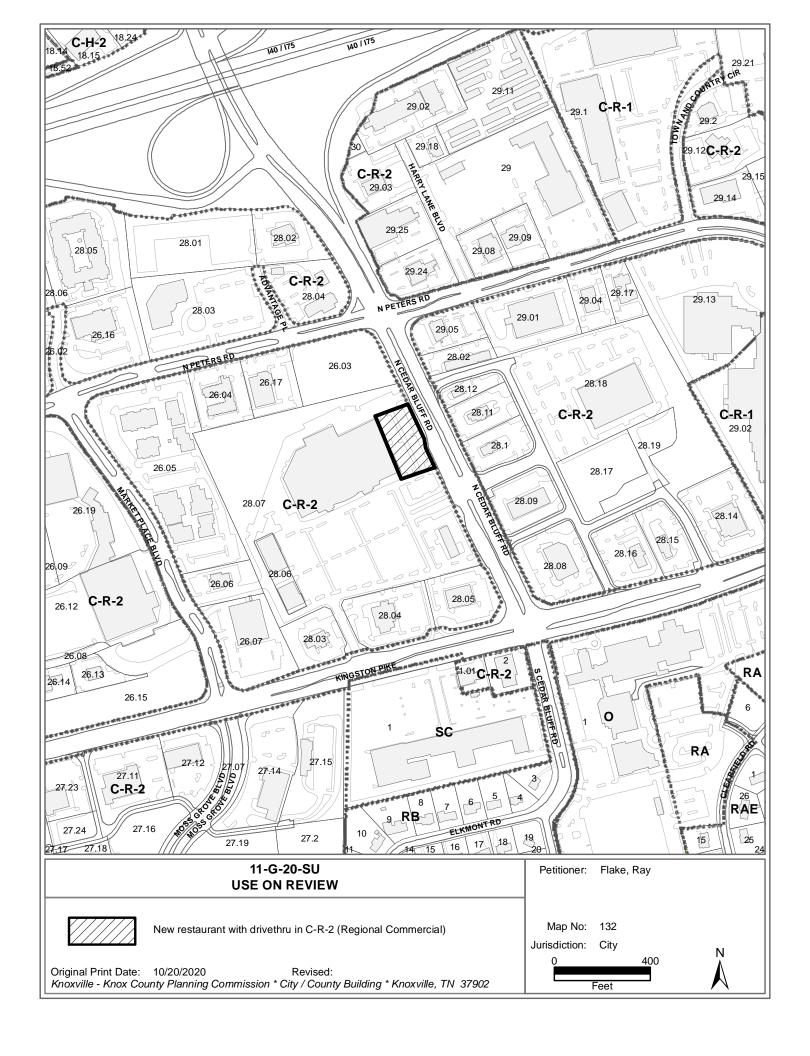
- 1. The Northwest County Sector Plan and the Knoxville One Year Plan allow community commercial uses on this site. The proposed restaurant is consistent with the Sector and One Year Plans.
- 2. The site is located within the city limits on the Knoxville-Knox County-Farragut Growth Policy Plan map.

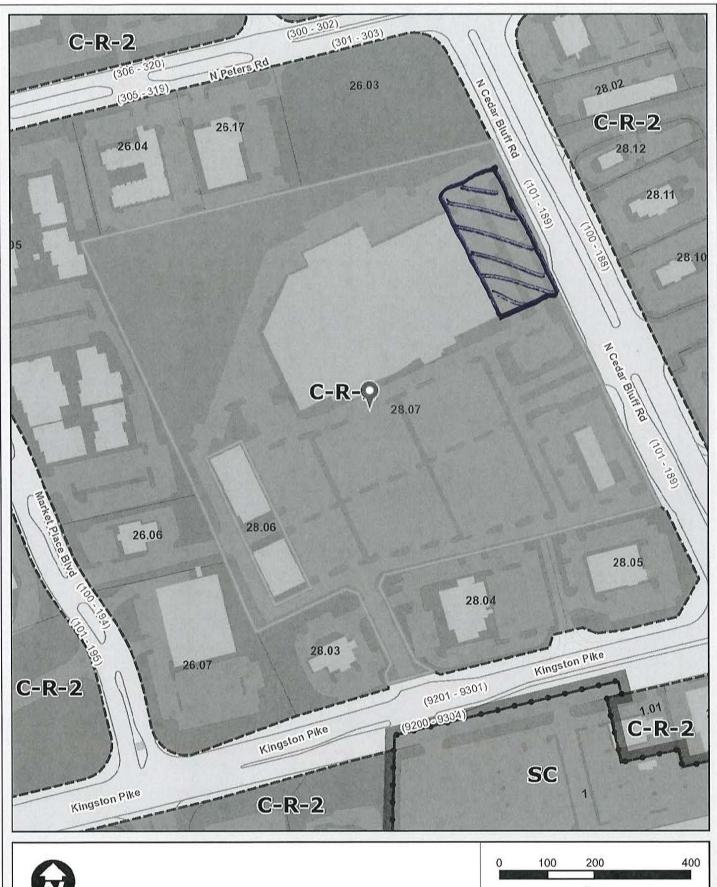
ESTIMATED TRAFFIC IMPACT: A traffic impact study was prepared by the applicant. The findings of that study were used in formulating the recommendations of this staff report.

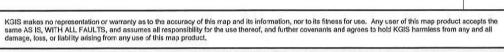
ESTIMATED STUDENT YIELD: Not applicable.

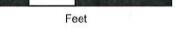
The Planning Commission's approval or denial of this request is final, unless the action is appealed to the Knoxville City Council. The date of the Knoxville City Council hearing will depend on when the appeal application is filed. Appellants have 15 days to appeal a Planning Commission decision in the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

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PANDA PROJECT #:

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

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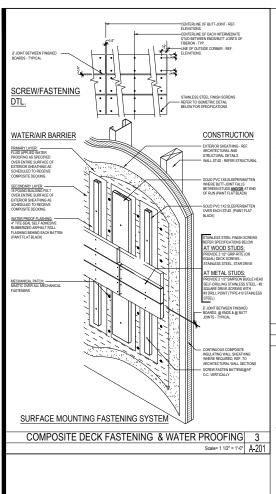
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PANDA EXPRESS

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

A-200

EXTERIOR ELEVATIONS



TOP OF PARAPET
22-6" A.F.F.
TOP OF PARAPET
22-0" A.F.F. CD-1) CD-2)-BOTTOM OF SOFFIT EIFS-1) EIFS-2 ALUMINUM CANOPY AND ACCESSORIES - EIFS ACCENT BAND TOP OF CANOPY 11'-0" A.F.F. EFS-1)-BOTTOM OF CANOPY 10'-0" A.F.F. EIFS-1) ST-1S) (ST-1)-8.0. CAP 3'-0" A.F.F. (ST-1) FINISH FLOOR 0'-0" A.F.F. *SEE SHEET A-200 FOR EXTERIOR FINISH SCHEDULE

WEST ELEVATION 2

Scale= 1/4" = 1'-0" A-201

EAST ELEVATION 1

Scale= 1/4" = 1'-0" A-201



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

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A-201

EXTERIOR ELEVATIONS



FRONT PERSPECTIVE 2
NOT TO SCALE A-202



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

BACK PERSPECTIVE 1
NOT TO SCALE A-202



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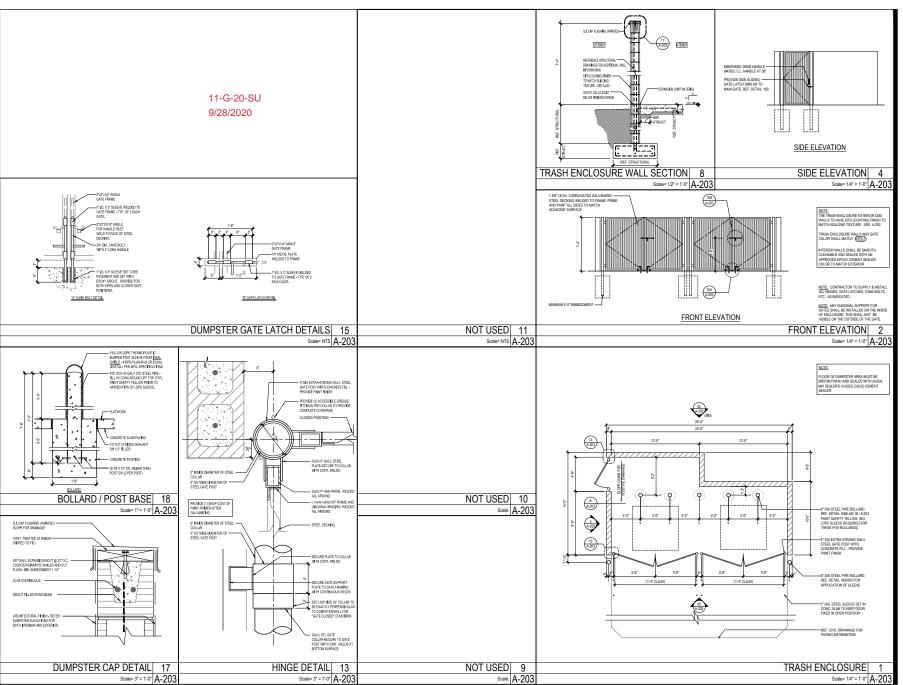


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A-202

EXTERIOR PERSPECTIVES





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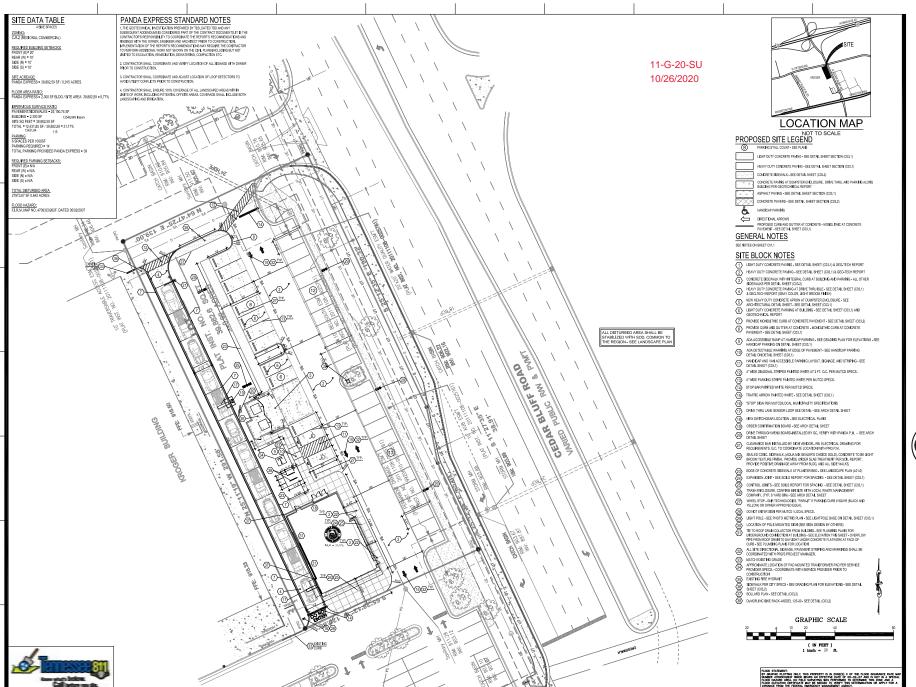


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A-203

TRASH ENCLOSURE DETAILS





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Civil Engineering Services

Engineering, Land Planning,
and Environmental



e-mailt ray@cMlengineeringservit



PANDA EXPRESS

TRUE WARM & WELCOME 2300-2020

SITE PLAN

C03.0

PANDA EXPRESS LANDSCAPE NOTES:

- THE QUANTITIES INDICATED ON THE PLANT LIST AND PLAN ARE PROVIDED FOR THE BENEFIT OF THE CONTRACTOR. THE CONTRACTOR SHALL BE RESPONSIBLE FOR HIS OWN QUANTITY CALCULATIONS AND THE LABLITY WHICH PERTAINS TO THOSE QUANTITIES AND TO ANY RELATED CONTRACT DOCUMENTS AND/OR PRICE QUOTATIONS. QUESTIONS SHOULD BE DIRECTED TO THE LANDSCAPE ARCHITECT.
- NO SUBSTITUTIONS AS TO TYPE, SIZE, OR SPACING OF PLANT MATERIALS SPECIFIED ON THIS PLAN MAY BE MADE WITHOUT THE APPROVAL OF THE LANDSCAPE ARCHITECT. KITA SUSTAINABLE
- THE CONTRACTOR IS TO VERIFY THE EXACT LOCATION OF ALL EXISTING UTILITIES AND TO PROTECT UTILITIES THAT ARE TO REMAIN. THE CONTRACTOR SHALL REPAIR ANY DAMAGE ACCORDING TO LOCAL STANDARDS AT THE CONTRACTOR'S EXPENSE. COORDINATE ALL CONSTRUCTION WITH THE APPROPRIATE UTILITY COMPANY.
- STABILIZE ALL DISTURBED AREAS WITH SOD. PRIOR TO INSTALLATION, CONTRACTOR TO COORDINATE WITH PANDA EXPRESS PROJECT MANAGER TO VERIFY SOD TYPE TO BE USED. ROLL ALL SOD AFTER PLACING.
- SOL USED FOR PLATING SHALL CONSIST OF (8) PARTS TOPSOL. (1) PART SAND AND (2) PARTS ON AND (3) PARTS ON AND
- PRE-EMERGENT HERBICIDE SHALL BE APPLIED TO ALL PLANT BEDS AND SOD AREAS PRIOR TO INSTALLATION. TREFLAN OR AN APPROVED EQUAL SHALL BE USED.
- ALL PLANT BEDS SHALL HAVE A MINIMUM OF 3" DEEP MULCH. MULCH SHALL BE SHREDDED HARDWOOD MULCH (RED COLOR) INSTALLED OVER PERMEABLE WEED BARRIER.
- IT IS THE LANDSCAPE CONTRACTOR'S RESPONSIBILITY TO CONFIRM MATERIAL QUANTITIES. IN THE EVENT OF A DISCREPANCY, THE QUANTITIES SHOWN ON THE PLAN SHALL TAKE PRECEDENCE OVER QUANTITIES SHOWN ON THE PLANT LIST.
- PRIOR TO FINAL PAYMENT, THE LANDSCAPE CONTRACTOR SHALL PROVIDE THE OWNER WITH COMPLETE WRITTEN INSTRUCTIONS ON PROPER CARE OF ALL SPECIFIED PLANT MATERIALS.
- THE LANDSCAPE INSTALLATION SHALL BE COORDINATED WITH THE IRRIGATION INSTALLATION WHEN APPLICABLE. IRRIGATION TO BE DESIGN-BUILD BY THE G.C.
- THE LANDSCAPE CONTRACTOR SHALL MAINTAIN POSITIVE DRAINAGE AWAY FROM STRUCTURES AND TAKE SPECIAL CARE TO INSURE THAT BED PREPARATION DOES NOT INHIBIT DRAINAGE.
- 14. ALL LAWN AREAS SHALL BE CULTIVATED TO A DEPTH OF 4" PRIOR TO SODDING. PREPARED TURF BEDS SHALL BE FREE FROM STONES OVER 2" DIAMETER, WEEDS AND OTHER DELETERIOUS MATERIAI
- 15. THE LANDSCAPE CONTRACTOR SHALL RAKE SMOOTH ALL SOD AREAS PRIOR TO INSTALLATION.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR BACKFILLING BEHIND THE CURB SO GRADE IS LEVEL WITH TOP OF CURB.
- CUT AWAY ROPES OR WIRES FROM B&B PLANTS. PULL BACK BURLAP FROM TOP OF ROOT BALL. DO NOT ALLOW BURLAP TO BE EXPOSED AT SURFACE. TOTALLY REMOVE BURLAP IF IT IS SYNTHETIC.
- 18. IF CONTAINER GROWN PLANTS SHOW SIGNS OF BEING ROOT BOUND, SCORE ROOTS VERTICALLY.
- 19. ALL PLANT MATERIAL SHALL BE GUARANTEED FOR ONE YEAR FROM DATE OF FINAL ACCEPTANCE
- ALL REPLACEMENTS SHALL BE OF THE SAME TYPE, SIZE, AND QUALITY AS SPECIFIED ON THE PLANT LIST, UNLESS APPROVED OTHERWISE IN WRITING BY THE LANDSCAPE ARCHITECT.
- 21. ANY MATERIAL THAT IS DEEMED TO BE 25% DEAD OR MORE SHALL BE CONSIDERED DEAD, AND MUST BE REPLACED AT NO CHARGE. A TREE IS CONSIDERED DEAD WHEN THE MAIN LEADER HAS DIED BACK, OR MORE THAN 25% OF THE CROWN IS DEAD.
- 22. REPLACEMENTS SHALL BE MADE DURING THE NEXT PLANTING SEASON UNLESS THE LANDSCAPE CONTRACTOR AGREES TO AN EARLIER DATE.

PLANTING DATES
SPRING: MARCH 15 - APRIL 15
FALL: OCTOBER 1 - NOVEMBER 30

- 23. THE LANDSCAPE CONTRACTOR WILL NOT BE RESPONSIBLE FOR PLANT MATERIAL THAT HAS BEEN DAMAGED BY VANDALISM, FIRE, RELOCATION, WILDLIFE, THEFT, OR OTHER ACTIVITIES BEYOND THE LANDSCAPE CONTRACTOR'S CONTROL.
- 24. GENERAL CONTRACTOR TO COORDINATE AND BE RESPONSIBLE FOR WATERING ALL PLANTS AND TURF AREAS AFTER PLANTING UNTIL IRRIGATION SYSTEM IS OPERABLE.
- CONTRACTOR TO IRRIGATE ALL NEW LANDSCAPE PLANTINGS AND LAWN AREAS WITH AN AUTOMATED UNDERGROUND IRRIGATION SYSTEM. IRRIGATION SYSTEM TO BE DESIGN-BUILD BY G.C.
- 27. PLANT MATERIAL SHALL BE APPROPRIATE FOR THE APPLICABLE USDA PLANT HARDINESS ZONE.
- 28. SPECIES MUST MEET BOTH MINIMUM CALIPER OR GALLON SIZE AND HEIGHT IF LISTED.
- LANDSCAPE CONTRACTOR TO MAINTAIN LANDSCAPING FOR 60 DAYS AFTER TURNOVER. MAINTENANCE SHALL INCLUDE MOWING, EDGING AND TRIMMING SHRUBS.

TREE PROTECTION NOTES:

- 1 THE TREE PROTECTION ZONE IS DETERMINED BY MEASURING ONE FOOT IN RADIUS AWAY FROM THE THE TIRE PROTECTION ZONE IS DETERMINED BY MEASURING ONE FOOT IN ADDILIS AWAY FROM THE TRUNK OF THE TIRE FOR EVERY ON HE ON IN DAMERT AT A FEET IN HEIGHT. ON MORE! THAN 10', OF THE TIRE PROTECTION ZONE MAY BE DISTURBED WITH FILL OR GRADING WORK. ANY IMPERVIOUS AREA, WITHIN THE SUSTING TIRES PROTECTION ZONE ON THE OTO BE INCLUDED IN PRESENTATION MEASURES.

 WHEN THE TIRE REPORTECTION ZONE OF A TREE, THERE MAY BE NO CUT OR FILL MATERIAL LINLESS A
- CERTIFIED ARBORIST HAS EVALUATED AND DETERMINED THAT THE DISTURBANCE WILL NOT IMPACT THE HEALTH OF THE TREE.
- PRIOR TO AND DURING CONSTRUCTION, TEMPORARY BARRIERS MUST BE ERECTED AROUND ALL PROTECTED TREES WITH BARRIERS A MINIMUM OF FOUR FEET IN HEIGHT. THERE MAY BE NO STORAGE OR MOVEMENT OF EQUIPMENT, MATERIAL, DEBRIS, OR FILL WITHIN THE FENCED, TREE-PROTECTION ZONE.
- TREE PROTECTION ZONE. DURING CONSTRUCTION, THE APPLICANT MUST PREVENT THE CLEANING OF EQUIPMENT OR DURING CONSTRUCTION, THE APPLICANT MUST PREVENT THE CLEANING OF EQUIPMENT OR MATERIAL OR THE STOREAGE AND DISPOSAL OF WASTE MATERIAL, SICH AS PAINTS, GLIS, SOLVENTS, ASPHALT, CONCRETE, MOTOR OLI, OR ANY OTHER MATERIAL PREVENTAL PREVENTAL TO THE TREE WITHIN THE DRIP LINE OF MY PROTECTED TREE. NOTHING WITHIN THIS SECTION IS NITERPRETED AS AN AUTHORIZATION TO IGNORE OR YOUTH APPLICABLE PROPERLY OR THE THE APPLAQUES REPORTED. OR STATE ANAPOLOUS WASTE
- NO DAMAGING ATTACHMENT, WIRES, SIGNS, OR PERMITS MAY BE FASTENED TO ANY PROTECTED





11-G-20-SU

KNOXVILLE

SPECIES DIVERSITY: PARKING PERIMETER: 10' MIN. WIDTH (294'

IO SHIPLIBS/100/ /MIN 50% EVIDGIPNI

LANDSCAPE BED NOTES:

LANDSCAPE BEDS OVER WEED BARRIER

River Rock Mulch or local equal Rock size (1" - 1 1/2") 3" Deep

SPECIFICATIONS. (SEE NOTE #8).

ALL LANDSCAPE BEDS SHOULD BE PREPARED 3" BELOW GRADE PRIOR TO STAR

APPLY PRE-EMERGENT TO ALL LANDSCAPE BEDS AS SUGGESTED PER MANUFACTURER'S

PLANT SCHEDULE

APPLY PERMEABLE WEED BARRIER TO ALL LANDSCAPE BEDS.
INSTALL SHREDDED HARDWOOD MUCH (RED COLOR) APPROXIMATELY 3° DEEP IN ALL

INTERIOR PARKING LOT LANDSCAPE:

1 TREE IN EVERY ISLAND

3 TREES/100'

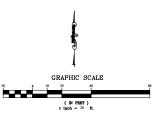
BUFFER YARDS:

TREE PRESERVATION

9/28/2020



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





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REV	ISIONS:
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> Civil Engineering Services ing, Land Planning



e-mail: ray@civilengine



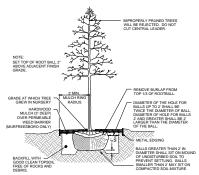
PANDA EXPRESS

TRUE WARM & WELCOME 2300-2020

LANDSCAPE PLAN

L01.0





Beauty | Economy | Sustainability

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ARCH PROJECT #: XXX-XXX

Civil Engineering Services

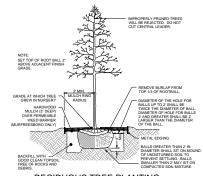


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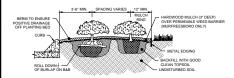
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LANDSCAPE DETAILS

L01.1



DECIDUOUS TREE PLANTING



SHRUB / GROUNDCOVER PLANTING

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







SITE DATA TABLE

ZONING: C-R-2 (REGIONAL COMMERCIAL)

REQUIRED BUILDING SETBACKS; FRONT (E)= 20' REAR (W) = 10' SIDE (W) = 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 39,882.59 = 5.77%

PARKING
6 SPACES PER 10006F
6 SPACES PER 10006F
PARKING REQUIRED - 14
TOTAL PARKING PROVIDED PANDA EXPRESS = 39
REQUIRED PARKING SETBACKS:
FROMT (EP TAIA
SDE (6) = NA
SDE (6) = NA

FLOOD HAZARD: F.LR.JIL MAP NO. 4

GRAPHIC SCALE



ISSI	JE DATE:

PANDA PROJECT #: S8-20-D789.
ARCH PROJECT #: XXX-XXX



PANDA EXPRESS

9225 KINGSTON PIKE KNOXVILLE, TN. 37922

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		
Land Ose			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 SF ²	15,490	1,437	1,473
Pass-by Traffic ³	22		4,209	424	408
Primary (New) Traffic			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 SF ²	14,129	1,344	1,318
Pass-by Traffic ³		<u> </u>	3,879	367	363
Primary (New) Traffic			10,250	977	955

Notes:

- 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 SF ⁴	12,401	1,157	1,126
Pass-by Traffic ⁵			3,264	294	286
Primary (New) Traffic			9,137	863	837

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-though 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

Amy Burch, P.E.



Development Request DEVELOPMENT SUBDIVISION ZO

☐ Development Plan

☐ Concept Plan

ZONING

☐ Plan Amendment

Planning KNOXVILLE I KNOX COUNTY	□ Planned Development☑ Use on Review / Special Use□ Hillside Protection COA	□ Final Plat Use		☐ SP ☐ OYP ezoning	
Panda Restaurant Grou	ıp, LLC		A CCIT - LI		
Applicant Name		-	Affiliation	2000 A TO TO THE	
Sept. 28, 2020	Nov. 12, 2020			File Number(s)	
Date Filed	Meeting Date (if applicable	e)	11-6-20-54		
CORRESPONDENCE	All correspondence related to this appl	lication should be directed	to the approved o	contact listed below.	
X Applicant □ Owner □	Option Holder	☑ Engineer ☐ Archit	tect/Landscape A	rchitect	
Ray Flake		Civil Engineering S	Services, PC		
Name		Company			
P.O. Box 1302	2	Fairview	TN	37062	
Address		City	State	ZIP	
615-533-0401	ray@civilengineerin	ngservices.net			
Phone CURRENT PROPERTY INF	Email				
CORRENT PROPERTY INF					
Kroger Company		t., Cincinnati, OH 45		00.02490.000 - 0.00 I	
Owner Name (if different)	Owner Address		Owne	r Phone	
9225 Kingston Pike, Ald	ong Cedar Bluff Road	132 02807			
Property Address		Parcel ID			
STAFF USE ONLY					
West side of Ces	lar Bluff Rd, Vor	Il side of King	ston Pike	. 915 au	
General Location	,	<i>f</i> .	ract Size		
2 he district		C-R-Z Zoning District	(former li	1 PC-1)	
Jurisdiction (specify district abo				,	
SW Country	Community (Commercial (CC) N	1A	
Planning Sector	Sector Plan Land Usé Clas	ssification	Growth Policy	Plan Designation	
Shopping Center	No	KUB	KU	B	
Existing Land Use	Septic (Y/N)	Sewer Provider	Water Pr	ovider	

DEVELOPMENT REQUEST	
☐ Development Plan ☐ Use on Review / Special Use ☐ Hillside Protection COA☐ Residential ☐ Non-Residential Home Occupation (specify)	Related City Permit Number(s)
Other (specify) New Commercial Restaurant	
SUBDIVISION REQUEST	
Down and Collective and Names	Related Rezoning File Number
Proposed Subdivision Name	
Unit / Phase Number Combine Parcels Divide Parcel Total Number of Lots Cre	eated
Other (specify)	
☐ Attachments / Additional Requirements	
ZONING REQUEST	Pending Plat File Number
☐ Zoning Change	rending rist the Number
Proposed Zoning	
☐ Plan Amendment ChangeProposed Plan Designation(s)	
Proposed Plan Designation(s)	
Proposed Density (units/acre) Previous Rezoning Requests	
☐ Other (specify)	
STAFF USE ONLY Fee 1	nont .
PLAT TYPE	Total
□ Staff Review □ Planning Commission ○ 5401	
ATTACHMENTS Property Owners / Option Holders Variance Request	\$1,500
ADDITIONAL REQUIREMENTS	11/1
☐ Design Plan Certification (Final Plat)	
☐ Use on Review / Special Use (Concept Plan)	
Traffic Impact Study (TIL)	
☐ COA Checklist (Hillside Protection)	
AUTHORIZATION By signing below, I certify I am the property owner, applicant or	the owners authorized representative.
Ray Flake	9/28/2020
Applicant Signature Please Print	Date
615-533-0401 ray@civilengineeringservices	net
Phone Number Email	/ /
Wichoe Reynolds	9/29/2020
Staff Signature Please Print	Date