

# USE ON REVIEW REPORT

► **FILE #:** 10-H-21-UR

**AGENDA ITEM #:** 34

**AGENDA DATE:** 10/14/2021

► **APPLICANT:** MCS ENTERPRISES, LLC

OWNER(S): Home Federal Bank of TN

TAX ID NUMBER: 144 L B 003

[View map on KGIS](#)

JURISDICTION: County Commission District 4

STREET ADDRESS: 1401 Bexhill Dr.

► **LOCATION:** East of Ebenezer Road, south side of Bexhill Drive, north side of Gatwick Drive

► **APPX. SIZE OF TRACT:** 2.51 acres

SECTOR PLAN: Southwest County

GROWTH POLICY PLAN: Planned Growth Area

ACCESSIBILITY: Access is via Ebenezer Road, a minor arterial street with four lanes and a center turning lane within 75-ft of right-of-way, and via Bexhill Drive and Gatwick Drive, local streets with 28-ft of pavement width within 50-ft of right-of-way.

UTILITIES: Water Source: First Knox Utility District

Sewer Source: First Knox Utility District

WATERSHED: Tennessee River

► **ZONING:** CN (Neighborhood Commercial)

► **EXISTING LAND USE:** Vacant land

► **PROPOSED USE:** Restaurants

HISTORY OF ZONING: This property was rezoned from PC and RA to CN in 2021 (3-D-21-RZ)

SURROUNDING LAND USE AND ZONING: North: Duplex and single family residential -- RA (Low Density Residential)

South: Duplex and single family residential -- RA (Low Density Residential) and PR (Planned Residential)

East: Single family residential -- RA (Low Density Residential)

West: Rural residential and animal hospital -- A (Agricultural)

NEIGHBORHOOD CONTEXT: This area consists of predominantly single-family detached residential uses, though there is a small node of Neighborhood Commercial zoning nearby to the south at the corner of Bluegrass Road and Ebenezer Road. Bluegrass Elementary School is at the northwest quadrant of that intersection.

## STAFF RECOMMENDATION:

► **Approve the requested restaurant uses with a combined gross floor area of approximately 8,600 square feet and approximately 1,900 sqft of outdoor patio seating, subject to 8 conditions.**

1. Meeting all applicable requirements of the Knox County Department of Engineering and Public Works.
2. Connection to sanitary sewer and meeting any other relevant requirements of the utility provider.
3. Meeting all applicable requirements of the Knox County Zoning Ordinance, including but not limited to signage and landscaping.
4. Implementing the recommendations of The Shops at Bexhill Transportation Impact Study (AJAX Engineering, revised 9/17/2021), as revised and approved by Planning and Knox County Engineering and Public Works staff. The recommended improvements that are the responsibility of the applicant will be determined by Knox County Engineering and Public Works during the permitting phase. The conclusions and recommendations of the TIS are presented in Exhibit A.
5. Installation of all landscaping as shown on the development plan within six months of the issuance of an occupancy permit, or posting a bond with the Knox County Department of Engineering and Public Works to guarantee such installation. Modifications to the landscape plan can be reviewed and approved by Planning staff to confirm compliance with the CN (Neighborhood Commercial) landscaping standards.
6. No single restaurant shall have a gross floor area, including outdoor patio seating, that exceeds 5,000 sqft combined.
7. Meeting the lighting standards in the supplemental regulations (Section 4.10.10. - Outdoor lighting) and the CN (Neighborhood Commercial) zone (Section 5.38.14 – Site lighting). All site lighting shall use full cut-off fixtures. Site lighting includes lights that are meant to illuminate a large area, such as pole-mounted lights for parking lots and wall-mounted wall pack lights, and does not include accent lightings, such as string lights and wall sconces. A site lighting plan must be reviewed and approved by Planning staff before building permits are issued.
8. Providing pedestrian sidewalk access to the adjacent neighborhood, as required by Section 5.38.16 (Sidewalks) of the CN (Neighborhood Commercial) zone. The applicant is proposing sidewalk connections to the Bexhill neighborhood along the Bexhill Drive and Gatwick Drive frontages of the property, and to the existing sidewalk along Ebenezer Road to provide access to nearby residential neighborhoods.

With the conditions noted, this plan meets the requirements for approval of restaurants in the CN (Neighborhood Commercial) zone and the criteria for approval of a use on review.

#### **COMMENTS:**

This proposal is for approximately 8,600 sqft of gross floor area for restaurants in the proposed retail center. The current proposal is to have three separate restaurants in three separate buildings, however, this approval would allow any number of restaurant uses as long as the total gross floor area does not exceed 8,600 sqft. The CN zone does not allow any single business to have a floor area greater than 5,000 sqft. Staff is recommending a condition that no single restaurant be allowed to have a use area greater than 5,000 sqft, which includes the gross indoor floor area and the outdoor patio area that is dedicated/reserved for the restaurant, such as for seating.

#### **BACKGROUND**

The subject property was originally 6 lots in the Bexhill subdivision, which was platted in 1976 and developed in the RA (Low Density Residential) zone. Subsequently, the 6 lots were rezoned to PC (Planned Commercial) in 1976 and the first Use on Review development plan request for the site was in 1988 for a retail shopping center that was approved with several conditions, including one being that is limited to retail activities to neighborhood commercial activities such as those listed in the City of Knoxville Neighborhood Commercial (C-1) zone. This proposed development never materialized and has remained vacant since. Over the years, the site has been used as an unofficial open space for the neighborhood residents.

#### **TRANSPORTATION IMPACT STUDY**

The Shops at Bexhill Transportation Impact Study (AJAX Engineering, Revised 9/17/2021) was prepared to address the impact on the Ebenezer Road intersections at Bexhill Drive and Gatwick Drive. The TIS concludes that vehicle delays are not expected to significantly increase at these intersections after the projected full buildout in 2023 (see Exhibit A). This TIS also recommends other general road maintenance improvements that are not associated with the development, such as repainting faded road markings. The TIS also provides a general recommendation to add speed humps or tables to the main access driveway that makes a straight connection through the property to the side streets.

#### **SITE DESIGN AND LANDSCAPING**

The proposed site plan includes three buildings, with each of them containing one restaurant use. The building in the northwest corner of the property, near the corner of Bexhill Drive and Ebenezer Road, is proposed as a stand-alone restaurant use. The other two buildings are more centrally located on the site, each having a restaurant use in about 2/3 of the building. Each restaurant is proposed to have an outdoor patio that ranges in

size from 310 sqft to 822 sqft. There are two dumpster locations; one is located near the Bexhill Drive entrance, adjacent to building #3, and the other is behind (east) of building #1. The dumpster locations will be screened with a gated enclosure.

The parking lot setback for this development is 35-ft along the Bexhill Drive and Gatwick Drive frontages because the CN zone district where the development is proposed is contiguous to a residential zone district on the same block face. In such instances, the parking lot setback is the same as the required setback in the adjacent residential zone, which in this case is the required front setback of the RA (Low Density Residential) zone. The parking lot setback on the Ebenezer Road frontage only has to meet the 10-ft parking lot setback required by the CN (Neighborhood Commercial) zone because the commercial development encompasses the entire block face (the frontage on the same side of the street located between two intersections).

The CN zone requires landscaping along all road frontages, in parking lots with over 20 spaces, along 50 percent of exterior building elevations, and screening when adjacent to residential zoning. The property line adjacent to the residential properties is considered the rear yard since the buildings are oriented toward Ebenezer Road, which requires a 25-ft building setback that must be landscaped with one evergreen tree per 25-ft and shrubs and/or ground cover plantings between the trees.

#### SITE LIGHTING

A site lighting plan has not been provided but the development must meet the lighting standards for the CN zone and the supplemental regulations (Section 4.10.10) of the zoning ordinance. Both of these standards are very similar, but the result of applying both standards is that lighting must be directed away from adjacent residential properties and any public right-of-way, and when adjacent to residential property, the light source must be shielded.

#### DEVELOPMENT STANDARDS FOR USES PERMITTED ON REVIEW (ARTICLE 4.10 – SECTION 2)

The planning commission, in the exercise of its administrative judgment, shall be guided by adopted plans and policies, including the general plan and the following general standards:

1) THE PROPOSED USE IS CONSISTENT WITH THE ADOPTED PLANS AND POLICIES, INCLUDING THE GENERAL PLAN AND SECTOR PLAN.

A. The Southwest County Sector Plan recommends MU-NC (Neighborhood Mixed Use Center) uses for this site which includes a mix of residential, office, and retail and service-oriented uses intended to provide goods and services that serve the day-to-day needs of households within a walking or short driving distance, and is not intended for auto-oriented uses. The buildings of these centers should be designed with a residential character and scale to serve as a complement to the surrounding neighborhoods.

B. The proposed buildings do not have a residential character as recommended by the general intent of the MU-NC sector plan designation, however, the buildings are one-story tall, have articulated facades with varying exterior cladding, and relatively small footprints. The recommendation for buildings with a residential character also considers zoning districts that allow larger buildings, in which case there could be a need to incorporate residential design characteristics so the buildings are scaled appropriately, such as using pitched and articulated roofs on multi-story buildings and using similar exterior materials as the nearby residences.

C. The proposed restaurants are service-oriented uses and they do not include drive-through facilities. If a drive-through is desired in the future, a new Use on Review approval will be required because drive-through facilities are specifically listed separately as a use permitted on a review in the CN zone.

2) THE USE IS IN HARMONY WITH THE GENERAL PURPOSE AND INTENT OF THE ZONING ORDINANCE.

A. The CN (Neighborhood Commercial) zone is intended to provide the opportunity to locate limited retail and service uses in a manner convenient to and yet not disruptive to established residential neighborhoods. It is intended to provide for the recurring shopping and personal service needs of nearby residential areas. Development should be compatible with the character of the adjacent neighborhood. This zoning should generally be placed at street intersections that include either a collector or arterial street, as close to the edge of the neighborhood as possible. The range of permitted uses is limited to those that are generally patronized on a frequent basis by neighborhood residents. Development performance standards are provided to maximize compatibility between commercial uses and adjacent residential uses.

B. Restaurants are a common destination for residents that live nearby and they provide convenient food services.

C. The CN zone permits individual buildings or commercial establishments that are no more than 5,000 sqft. All of the proposed buildings are less than 5,000 sqft.

D. The CN zone has landscaping standards for parking areas and side and rear yards. The proposed

landscape plan meets the CN zone standards.

E. The CN zone requires that site lighting be directed away from residential and agricultural zones and any public right-of-way. The attached plans do not show the site lighting but must be provided during permit review.

3) THE USE IS COMPATIBLE WITH THE CHARACTER OF THE NEIGHBORHOOD WHERE IT IS PROPOSED, AND WITH THE SIZE AND LOCATION OF BUILDINGS IN THE VICINITY.

A. The proposed one-story building height and setbacks from the lines are compatible with the area.

4) THE USE WILL NOT SIGNIFICANTLY INJURE THE VALUE OF ADJACENT PROPERTY.

A. The intent of the CN zone is to allow neighborhood-oriented uses near established residential areas but also require developments to adhere to standards that maximize compatibility between commercial uses and adjacent residential uses.

5) THE USE WILL NOT DRAW ADDITIONAL TRAFFIC THROUGH RESIDENTIAL AREAS.

A. Access to the development will be from the two side streets that are the entry to the Bexhill neighborhood. Direct access to Ebenezer Road is a safety concern and not a viable option.

B. Traffic coming to this site must come from Ebenezer Road because there are no external road connections to the Bexhill neighborhood, so no additional traffic should be drawn through the residential area.

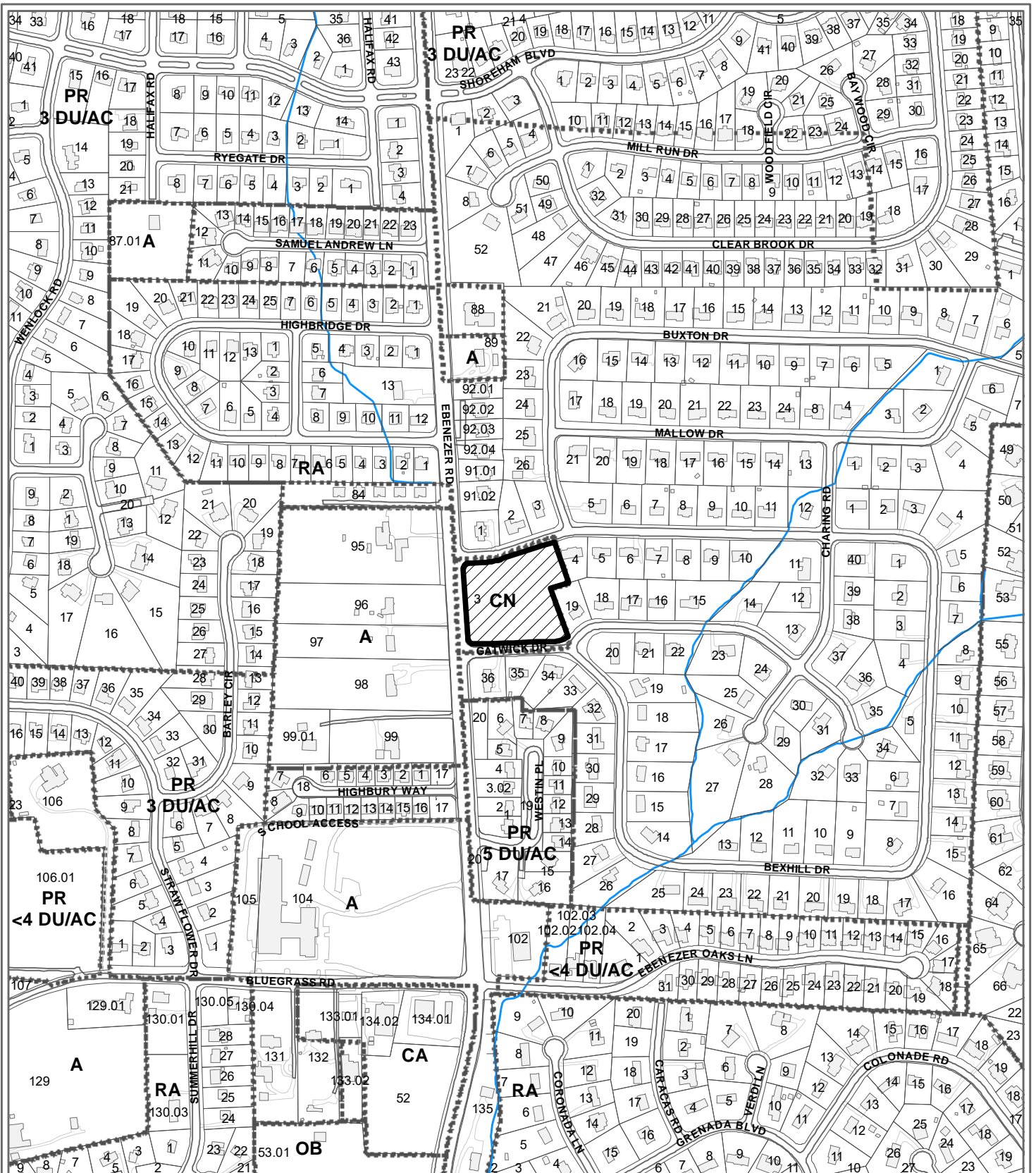
6) THE NATURE OF DEVELOPMENT IN THE SURROUNDING AREA IS NOT SUCH AS TO POSE A POTENTIAL HAZARD TO THE PROPOSED USE OR TO CREATE AN UNDESIRABLE ENVIRONMENT FOR THE PROPOSED USE.

A. There are no known uses in the area that could be a potential hazard or create an undesirable environment for the proposed uses within the development.

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 Knox County Board of Zoning Appeals. The date of the Knox County Board of Zoning Appeals hearing will depend on when the appeal application is filed. Appellants have 30 days to appeal a Planning Commission decision in the County.



**10-H-21-UR  
USE ON REVIEW**



Restaurants in CN (Neighborhood Commercial)

Original Print Date: 9/9/2021 Revised:  
Knoxville - Knox County Planning Commission \* City / County Building \* Knoxville, TN 37902

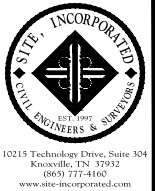
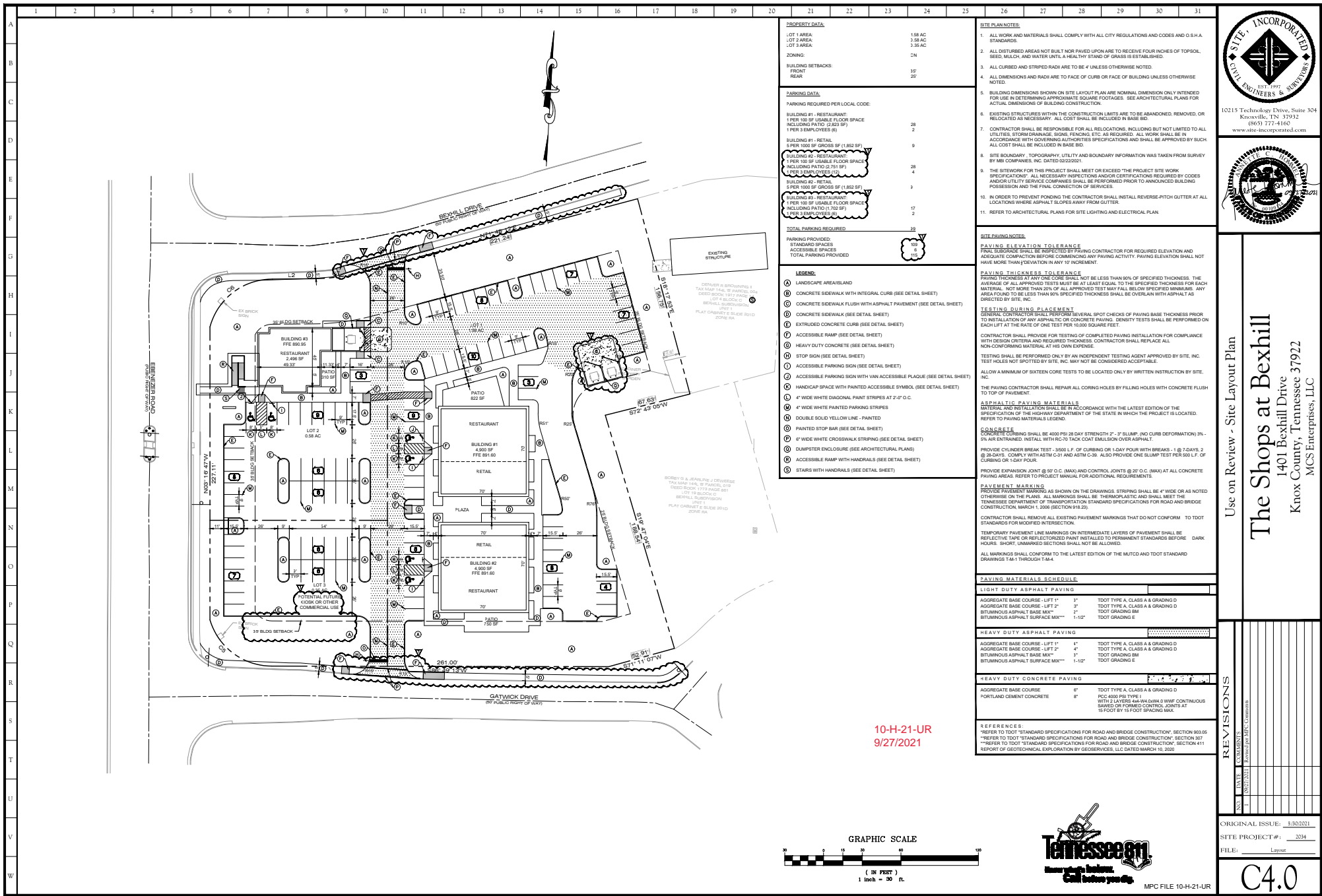
Petitioner: MCS Enterprises, LLC

Map No: 144

Jurisdiction: County

0 500  
Feet





Use on Review - Site Layout Plan

The Shops at Bexhill  
1401 Bexhill Drive  
Knox County, Tennessee 37922  
MCS Enterprises, LLC

REVISIONS

NO.	DATE	REVISION
1	09/27/2021	REVISED PER MPC COMMENTS

ORIGINAL ISSUE: 3/30/2021  
SITE PROJECT #: 2034  
FILE: Layout

C4.0

PROPERTY DATA

LOT 1 AREA	1.58 AC
LOT 2 AREA	3.58 AC
LOT 3 AREA	3.58 AC
ZONING	CN
BUILDING SETBACKS	
FRONT	10'
REAR	25'

PARKING DATA

PARKING REQUIRED PER LOCAL CODE:

BUILDING #1 - RESTAURANT	
1 PER 100 SF USABLE FLOOR SPACE	28
INCLUDING PATIO (2,803 SF)	
1 PER 1 EMPLOYEE (8)	2
BUILDING #1 - RETAIL	
1 PER 100 SF GROSS SF (1,803 SF)	9
1 PER 100 SF USABLE FLOOR SPACE	2
INCLUDING PATIO (2,751 SF)	
1 PER 1 EMPLOYEE (8)	4
BUILDING #2 - RETAIL	
1 PER 100 SF GROSS SF (1,803 SF)	9
1 PER 100 SF USABLE FLOOR SPACE	4
INCLUDING PATIO (2,751 SF)	
1 PER 1 EMPLOYEE (8)	17
BUILDING #3 - RESTAURANT	
1 PER 100 SF USABLE FLOOR SPACE	2
INCLUDING PATIO (2,803 SF)	
1 PER 1 EMPLOYEE (8)	

TOTAL PARKING REQUIRED: 28

PARKING PROVIDED: 28

STANDARD SPACES: 28

ACCESSIBLE SPACES: 1

TOTAL PARKING PROVIDED: 29

LEGEND

A	LANDSCAPE AREA/ISLAND
B	CONCRETE SIDEWALK WITH INTEGRAL CURB (SEE DETAIL SHEET)
C	CONCRETE SIDEWALK FLUSH WITH ASPHALT PAVEMENT (SEE DETAIL SHEET)
D	CONCRETE SIDEWALK (SEE DETAIL SHEET)
E	EXTRUDED CONCRETE CURB (SEE DETAIL SHEET)
F	ACCESSIBLE RAMP (SEE DETAIL SHEET)
G	HEAVY DUTY CONCRETE (SEE DETAIL SHEET)
H	STOP SIGN (SEE DETAIL SHEET)
I	ACCESSIBLE PARKING SIGN (SEE DETAIL SHEET)
J	ACCESSIBLE PARKING SIGN WITH VAN ACCESSIBLE PLAQUE (SEE DETAIL SHEET)
K	HANDICAP SPACE WITH PAINTED ACCESSIBLE SYMBOL (SEE DETAIL SHEET)
L	4" WIDE WHITE DIAGONAL PAINT STRIPES AT 2' @ 0° C.C.
M	4" WIDE WHITE PAINTED PARKING STRIPES
N	DOUBLE SOLID YELLOW LINE - PAINTED
O	PAINTED STOP BAR (SEE DETAIL SHEET)
P	4" WIDE WHITE CROSSWALK STRIPING (SEE DETAIL SHEET)
Q	DAMPSTER ENCLOSURE (SEE ARCHITECTURAL PLANS)
R	ACCESSIBLE RAMP WITH HANDRAILS (SEE DETAIL SHEET)
S	STAIRS WITH HANDRAILS (SEE DETAIL SHEET)

- SITE PLAN NOTES:
1. ALL WORK AND MATERIALS SHALL COMPLY WITH ALL CITY REGULATIONS AND CODES AND O.S.H.A. STANDARDS.
  2. ALL DISTURBED AREAS NOT BUILT OR PAVED UPON ARE TO RECEIVE FOUR INCHES OF TOPSOIL, SEED, MULCH, AND WATER UNTIL A HEALTHY STAND OF GRASS IS ESTABLISHED.
  3. ALL CURBED AND STRIPED ROAD ARE TO BE 4' UNLESS OTHERWISE NOTED.
  4. ALL DIMENSIONS AND RADII ARE TO FACE OF CURB OR FACE OF BUILDING UNLESS OTHERWISE NOTED.
  5. BUILDING DIMENSIONS SHOWN ON SITE LAYOUT PLAN ARE NOMINAL DIMENSION ONLY INTENDED FOR USE IN DETERMINING APPROXIMATE SQUARE FOOTAGES. SEE ARCHITECTURAL PLANS FOR ACTUAL DIMENSIONS OF BUILDING CONSTRUCTION.
  6. EXISTING STRUCTURES WITHIN THE CONSTRUCTION LIMITS ARE TO BE ABANDONED, REMOVED, OR RELOCATED AS NECESSARY. ALL COSTS SHALL BE INCLUDED IN BASE BID.
  7. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL RELOCATIONS, INCLUDING BUT NOT LIMITED TO ALL UTILITIES, STORMSEWERS, SIGNAL FENCING, ETC. AS REQUIRED. ALL WORK SHALL BE IN ACCORDANCE WITH GOVERNING AUTHORITIES SPECIFICATIONS AND SHALL BE APPROVED BY SUCH. ALL COSTS SHALL BE INCLUDED IN BASE BID.
  8. SITE BOUNDARY, TOPOGRAPHY, UTILITY AND BOUNDARY INFORMATION WAS TAKEN FROM SURVEY BY MBI COMPANIES, INC. DATED 02/22/2021.
  9. THE SITEWORK FOR THIS PROJECT SHALL MEET OR EXCEED THE PROJECT SITE WORK SPECIFICATIONS. ALL NECESSARY INSPECTIONS AND/OR CERTIFICATIONS REQUIRED BY CODES AND/OR UTILITY SERVICE COMPANIES SHALL BE PERFORMED PRIOR TO ANNOUNCED BUILDING POSSESSION AND THE FINAL CONNECTION OF SERVICES.
  10. IN ORDER TO PREVENT POCHING THE CONTRACTOR SHALL INSTALL REVERSE-PITCH GUTTER AT ALL LOCATIONS WHERE ASPHALT SLOPES AWAY FROM GUTTER.
  11. REFER TO ARCHITECTURAL PLANS FOR SITE LIGHTING AND ELECTRICAL PLAN.

- SITE PAVING NOTES:
- PAVING ELEVATION TOLERANCE
- FINAL SURFACE SHALL BE INSPECTED BY PAVING CONTRACTOR FOR REQUIRED ELEVATION AND ADEQUATE COMPACTION BEFORE COMMENCING ANY PAVING ACTIVITY. PAVING ELEVATION SHALL NOT HAVE MORE THAN 1/2" DEVIATION IN ANY 10' INCREMENT.

- PAVING THICKNESS TOLERANCE
- PAVING THICKNESS AT ANY ONE CORNER SHALL NOT BE LESS THAN 90% OF SPECIFIED THICKNESS. THE AVERAGE OF ALL APPROVED TESTS MUST BE AT LEAST EQUAL TO THE SPECIFIED THICKNESS FOR EACH MATERIAL. NOT MORE THAN 10% OF ALL APPROVED TEST MAY FALL BELOW SPECIFIED MINIMUM. ANY AREA FOUND TO BE LESS THAN 90% SPECIFIED THICKNESS SHALL BE OVERLAIN WITH ASPHALT AS DIRECTED BY SITE, INC.
- TESTING DURING PLACEMENT
- GENERAL CONTRACTOR SHALL PERFORM SEVERAL SPOT CHECKS OF PAVING BASE THICKNESS PRIOR TO INSTALLATION OF ANY ASPHALT OR CONCRETE PAVING. DENSITY TESTS SHALL BE PERFORMED ON EACH LIFT AT THE RATE OF ONE TEST PER 10,000 SQUARE FEET.
- CONTRACTOR SHALL PROVIDE FOR TESTING OF COMPLETED PAVING INSTALLATION FOR COMPLIANCE WITH DESIGN CRITERIA AND REQUIRED THICKNESS. CONTRACTOR SHALL REMOVE ALL NON-COMFORMING MATERIAL AT HIS OWN EXPENSE.
- TESTING SHALL BE PERFORMED ONLY BY AN INDEPENDENT TESTING AGENCY APPROVED BY SITE, INC. TEST RESULTS NOT SPOTTED BY SITE, INC. MAY NOT BE CONSIDERED ACCEPTABLE.
- ALLOW A MINIMUM OF SIXTEEN CORE TESTS TO BE LOCATED ONLY BY WRITTEN INSTRUCTION BY SITE, INC.
- THE PAVING CONTRACTOR SHALL REPAIR ALL CORING HOLES BY FILLING HOLES WITH CONCRETE FLUSH TO TOP OF PAVEMENT.

- ASPHALTIC PAVING MATERIALS
- BASE MATERIAL AND INSTALLATION SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE SPECIFICATION OF THE HIGHWAY DEPARTMENT OF THE STATE IN WHICH THE PROJECT IS LOCATED. REFER TO PAVING MATERIALS LEGEND.
- CONCRETE
- CONCRETE CURBING SHALL BE 4000 PSI 28 DAY STRENGTH 2"-3" SLUMP (NO CURB DEFORMATION) 3% - 3% AIR ENTRAINMENT. INSTALL WITH R-10 TACK COAT EMULSION OVER ASPHALT.
- PROVIDE CYLINDER BREAK TEST: 3600 L.F. OF CURBING OR 1 DAY POUR WITH BREAKS: 1 @ 2 DAYS 2 @ 28 DAYS. COMPLY WITH ASTM C-31 AND ASTM C-39. ALSO PROVIDE ONE SLUMP TEST PER 500 L.F. OF CURBING OR 1 DAY POUR.
- PROVIDE EXPANSION JOINT @ 50' O.C. (MAX) AND CONTROL JOINTS @ 20' O.C. (MAX) AT ALL CONCRETE PAVING AREAS. REFER TO PROJECT MANUAL FOR ADDITIONAL REQUIREMENTS.

- PAVEMENT MARKING
- PROVIDE PAVEMENT MARKINGS AS SHOWN ON THE DRAWINGS. STRIPING SHALL BE 4" WIDE OR AS NOTED OTHERWISE ON THE PLANS. ALL MARKINGS SHALL BE THERMOPLASTIC AND SHALL MEET THE TENNESSEE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, MARCH 1, 2008 (SECTION 918.23).
- CONTRACTOR SHALL REMOVE ALL EXISTING PAVEMENT MARKINGS THAT DO NOT CONFORM TO TOOT STANDARD FOR MODIFIED INTERSECTION.
- TEMPORARY PAVEMENT LINE MARKINGS ON INTERMEDIATE LAYERS OF PAVEMENT SHALL BE REFLECTIVE TAPE OR REFLECTORIZED PAINT INSTALLED TO PAVEMENT STANDARDS BEFORE DARK HOURS. SHORT, UNMARKED SECTIONS SHALL NOT BE ALLOWED.
- ALL MARKINGS SHALL CONFORM TO THE LATEST EDITION OF THE MUTCD AND TOOT STANDARD DRAWINGS T&I-1 THROUGH T&I-4.

PAVING MATERIALS SCHEDULE

LIGHT DUTY ASPHALT PAVING		
AGGREGATE BASE COURSE - LIFT 1"	3"	TOOT TYPE A, CLASS A & GRADING D
AGGREGATE BASE COURSE - LIFT 2"	3"	TOOT TYPE A, CLASS A & GRADING D
BITUMINOUS ASPHALT BASE MIX**	2"	TOOT GRADING BM
BITUMINOUS ASPHALT SURFACE MIX***	1-1/2"	TOOT GRADING E

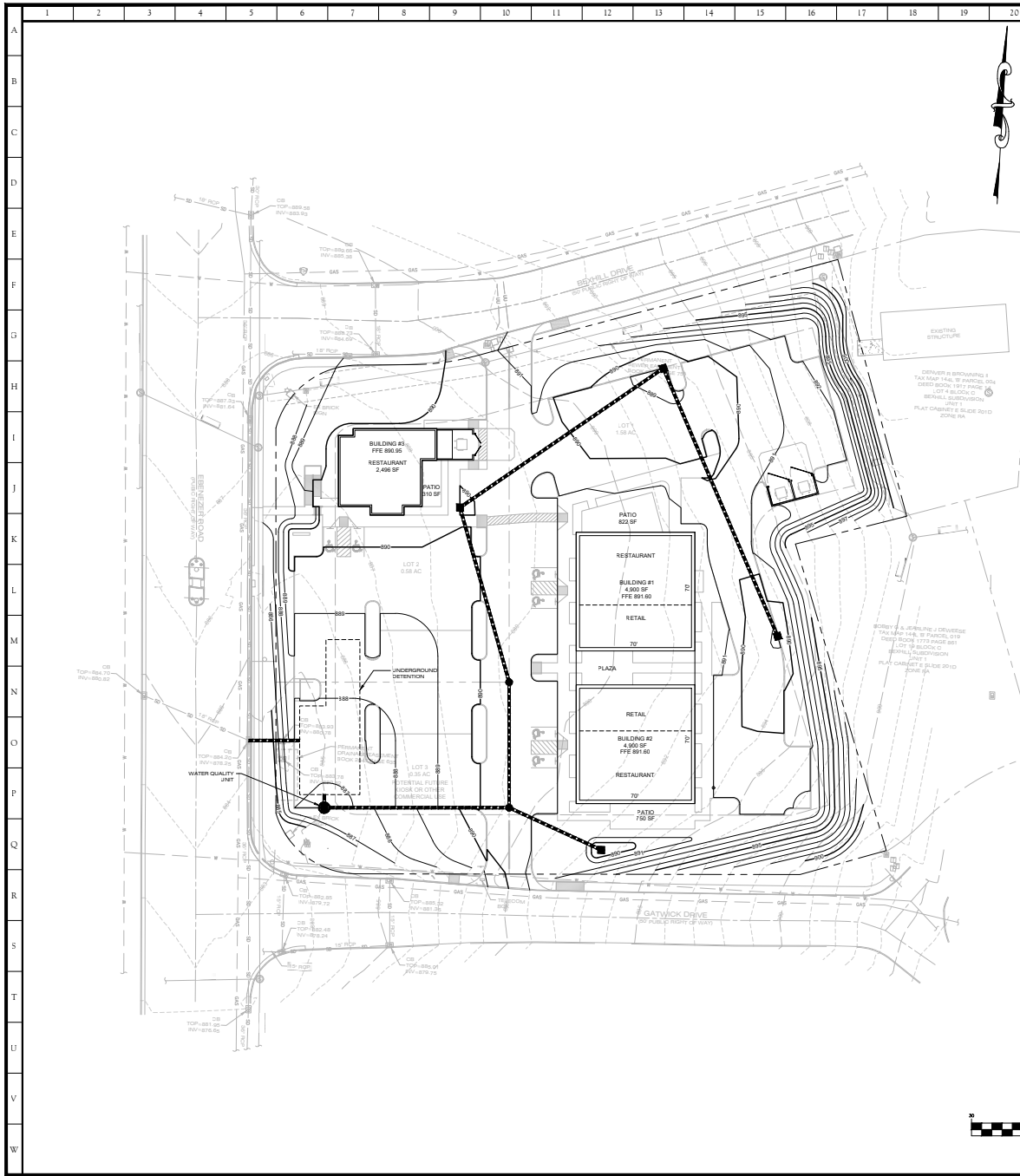
HEAVY DUTY ASPHALT PAVING		
AGGREGATE BASE COURSE - LIFT 1"	4"	TOOT TYPE A, CLASS A & GRADING D
AGGREGATE BASE COURSE - LIFT 2"	4"	TOOT TYPE A, CLASS A & GRADING D
BITUMINOUS ASPHALT BASE MIX**	3"	TOOT GRADING BM
BITUMINOUS ASPHALT SURFACE MIX***	1-1/2"	TOOT GRADING E

HEAVY DUTY CONCRETE PAVING

AGGREGATE BASE COURSE	6"	TOOT TYPE A, CLASS A & GRADING D
PORTLAND CEMENT CONCRETE	8"	PC-4000 PSI TYPE WITH 2 LAYERS 64-MW DRAIN 8" WIDE CONTINUOUS SAWED OR FORMED CONTROL JOINTS AT 15-FOOT BY 15-FOOT SPACING MAX.

- REFERENCES:
- \*\*REFER TO TOOT "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION", SECTION 903.05
  - \*\*\*REFER TO TOOT "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION", SECTION 907
  - \*\*\*\*REFER TO TOOT "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION", SECTION 411
  - REPORT OF GEOTECHNICAL EXPLORATION BY GEOSERVICES, LLC DATED MARCH 16, 2020





**STORM PIPE MATERIAL**

ALL STORM PIPE LOCATED WITHIN RIGHT-OF-WAY SHALL BE RCP. ALL OTHER STORM PIPE SHALL BE HDPE OR RCP, UNLESS OTHERWISE NOTED ON THE PLAN. APPROVED STORM PIPE IS AS FOLLOWS:

A. REINFORCED CONCRETE PIPE (RCP):  
ASTM C76 CLASS II UNLESS NOTED OTHERWISE ON DRAWINGS. INSTALLED WITH RUBBER O-RING GASKETS AT JOINTS.  
1. GASKETS: AASHTO M198, TYPE B OR ASTM C443, INSTALLED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.  
2. FLARED END SECTIONS: ASTM C76 OR, FOR SECTIONS WITH TIE WALL, AASHTO M170.  
B. HIGH DENSITY POLYETHYLENE PIPE - WATER TIGHT (HDPE-WT):  
AASHTO M 252 TYPE B, M 254 TYPE B, OR ASTM F 236 SMOOTH INTERIOR/ANNULAR EXTERIOR.  
1. RUBBER GASKET: ASTM F477  
2. RUBBER GASKET JOINTS: ASTM 3212

• ALL JUNCTION BOXES, YARD INLETS, CURB INLETS, GRATE INLETS AND AREA INLETS SHALL HAVE NO DUMPING - DRAINS TO RIVER OR OTHER SIMILAR ENVIRONMENTAL MESSAGE PERMANENTLY CAST INTO THE GRATE COVER.  
• ALL STORM PIPE LOCATED WITHIN RIGHT-OF-WAY SHALL BE RCP.  
• DISCHARGE PIPES FROM THE DETENTION BASINS SHALL BE RCP.  
• ALL OTHER STORM PIPE SHALL BE RCP OR HDPE-WT AS NOTED ON THE PLAN.  
• REFER TO PROJECT SPECIFICATIONS FOR APPROVED PIPE TYPES.

**STORM DRAIN GRATE SCHEDULE**

TYPE	MODEL	USE
DI	NEMAH R-2550-EB BEEHIVE GRATE	GRATE INLET
JB	EAST JORDAN IRON WORKS 1775	JUNCTION BOX
CI	EAST JORDAN IRON WORKS 7032-M, WITH 7030-T1 HOOD	CURB INLET
CB	EAST JORDAN IRON WORKS V-5622-80	GRATE INLET

**ALL ELEVATIONS (RM, THROAT, GRATE, TOP) AT STORM STRUCTURES ARE INTENDED TO INDICATE FLOW LINE ELEVATIONS**

**LEGEND:**

---	EXISTING CONTOUR LINE
---	PROPOSED CONTOUR LINE
---	EXISTING STORM SEWER PIPE
---	PROPOSED STORM SEWER PIPE
---	EXISTING CATCH BASIN/JUNCTION BOX
---	PROPOSED GRATE INLET
---	PROPOSED CURB INLET
---	PROPOSED JUNCTION BOX
---	PROPOSED 8" CLEANOUT
---	PROPOSED GRATE INLET
---	PROPOSED WATER QUALITY UNIT
---	TOP OF CONCRETE
---	TOP OF PAVEMENT

**SITE GRADING NOTES:**

1. CONTRACTOR IS RESPONSIBLE FOR DEMOLITION OF EXISTING STRUCTURES INCLUDING REMOVAL OF ANY EXISTING UTILITIES SERVING THE STRUCTURE. UTILITIES ARE TO BE REMOVED TO THE RIGHT-OF-WAY. CONTRACTOR SHALL COORDINATE WITH LOCAL UTILITY COMPANY AND PAY ALL FEES.

2. THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES, AND WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL THE APPROPRIATE UTILITY COMPANIES AT LEAST 72 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION OF UTILITIES. THE CONTRACTOR SHALL RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS. THE CONTRACTOR SHALL COORDINATE WITH THE UTILITY COMPANIES AND PAY ALL FEES.

3. THE CONTRACTOR SHALL REPAIR AND/OR REPLACE ANY EXISTING STRUCTURES THAT ARE DAMAGED DURING, AND AS A RESULT OF, CONSTRUCTION. REPAIRS AND/OR REPLACEMENTS SHALL BE MADE AS NECESSARY TO RETURN THE DAMAGED STRUCTURE(S) TO ORIGINAL OR BETTER CONDITION. REPAIRS AND/OR REPLACEMENTS SHALL BE AT THE CONTRACTOR'S EXPENSE.

4. THE CONTRACTOR SHALL ADHERE TO ALL TERMS & CONDITIONS AS OUTLINED IN THE GENERAL NOTES & PERMIT FOR STORM WATER DISCHARGE ASSOCIATED WITH CONSTRUCTION ACTIVITIES.

5. EXISTING AND PROPOSED GRADE CONTOUR INTERVALS SHOWN AT 1 FOOT.

6. ALL SLOPES SHALL BE 3:1 OR FLATTER UNLESS OTHERWISE NOTED.

7. ALL UNPAVED AREAS DISTURBED BY GRADING OPERATIONS SHALL RECEIVE 4 INCHES OF TOPSOIL. CONTRACTOR SHALL GRASS DISTURBED AREAS PER GRASSING SCHEDULE UNTIL A HEALTHY STAND OF GRASS IS OBTAINED.

8. CONTRACTOR SHALL ASSURE POSITIVE DRAINAGE AWAY FROM BUILDINGS FOR ALL NATURAL AND PAVED AREAS.

9. CONTRACTOR SHALL ADJUST AND/OR SAW CUT EXISTING PAVEMENT AS NECESSARY TO ASSURE A SMOOTH FIT AND CONTOUR GRAD.

10. TOPOGRAPHIC INFORMATION TAKEN FROM A TOPOGRAPHIC SURVEY PROVIDED BY MRS. COMPANIES, INC. DATED 12/2021. IF CONTRACTOR DOES NOT ACCEPT EXISTING TOPOGRAPHY AS SHOWN ON THE PLANS, WITHOUT EXCEPTION, HE SHALL HAVE MADE, AT HIS EXPENSE, A TOPOGRAPHIC SURVEY BY A REGISTERED LAND SURVEYOR AND SUBMIT IT TO THE OWNER FOR REVIEW.

11. CONTRACTOR SHALL INSPECT, REPAIR, AND CLEAN ALL EXISTING DRAINAGE STRUCTURES AND PIPING. ALL SEDIMENT AND DEBRIS SHALL BE REMOVED.

12. ALL STORM PIPE ENTERING STRUCTURES SHALL BE GROUTED.

13. ALL STORM SEWER MANHOLES IN PAVED AREAS SHALL BE FLUSH WITH PAVEMENT AND SHALL HAVE TRAFFIC BEARING RINGS IN COVER. MANHOLES IN UNPAVED AREAS SHALL BE 6 INCHES ABOVE FINISH GRADE. LIDS SHALL BE LABELED "STORM SEWER".

14. ALL STORM STRUCTURES SHALL HAVE A SMOOTH UNIFORM POLURED MORTAR INVERT FROM INVERT IN TO INVERT OUT.

15. CONSTRUCTION SHALL COMPLY WITH ALL APPLICABLE GOVERNING CODES AND BE CONSTRUCTED TO SAME.

16. MINIMUM COVER FROM TOP OF PIPE TO FINISH GRADE SHALL BE 2 FEET.

17. HEADWALLS SHALL BE CONSTRUCTED AND INSTALLED IMMEDIATELY FOLLOWING INSTALLATION OF PIPE TO MINIMIZE POSSIBLE PIPE DAMAGE AND FACILITATE FINAL GRADING.

18. RIP-RAP STONE FOR EROSION PROTECTION SHALL BE PROVIDED AT ALL STORMWATER DISCHARGE LOCATIONS.

19. WATER, SEWER, AND STORM LINES SHALL BE KEPT 10 FEET APART HORIZONTALLY AND 18 INCHES APART VERTICALLY WHEN CROSSING OUTSIDE EDGE OF PIPE TO OUTSIDE EDGE OF PIPE, UNLESS NOTED OTHERWISE.

20. WHEN CROSSING, WATER LINES SHALL BE CONSTRUCTED ABOVE SEWER LINES AND STORM LINES, UNLESS A LACK OF DEPTH ABOVE THE SEWER OR STORM LINE NECESSITATES CONSTRUCTION OF WATER LINES BENEATH SEWER LINES OR STORM LINES. IN THE EVENT OF A VERTICAL CONFLICT, THE FOLLOWING MODIFICATIONS MUST OCCUR:  
SEWER LINES SHALL BE DUCTILE IRON PIPE WITH MECHANICAL JOINTS AT LEAST 10 FEET ON BOTH SIDES OF THE CROSSING.  
STORM LINES SHALL HAVE "O-RING" GASKETS WITH HUGGER BAND COUPLING AT LEAST 10 FEET ON BOTH SIDES OF THE CROSSING.  
WATER LINES SHALL BE DUCTILE IRON PIPE WITH MECHANICAL JOINTS AND APPROPRIATE THRUST BLOCKS MEETING THE REQUIREMENTS OF AASHTO M 21.10 OR 21.11 (MWWA CHARTER 2000).

REFER TO SHEET C3.1 FOR ENLARGED GRADING & DRAINAGE PLAN, SPOT ELEVATIONS AND NOTES.

REFER TO SHEETS CB.0, & CB.1 FOR DRAINAGE DETAILS.

**STRIPPING AND COMPACTION SCHEDULE:**

TOPSOIL STRIPPING DEPTH 8"-8" AVERAGE. DEEPER IF REQUIRED LOCALLY.

REQUIRED COMPACTION PERCENTAGES (% MAX DRY DENSITY)

STANDARD PROCTOR TEST METHOD: ASTM TEST # D-498

PAVEMENT, BUILDING AREA, AND DETENTION BASIN EMBANKMENT 98% (INCLUDING FUTURE PAVING AND BUILDING AREAS)

TESTING:

ALLOW 1 COMPACTION TEST PER EA. 2500 S.F. (MAX 50' X 50' AREA) PER LIFT AT BUILDING AREAS.

ALLOW 1 COMPACTION TEST PER EACH 10,000 S.F. OF CUT OR NATURAL GRADE AT BUILDING AREA.

ALLOW 1 COMPACTION TEST PER EA. 5500 S.F. (MAX 75' X 75' AREA) PER LIFT AT PARKING AREA.

ALLOW 1 COMPACTION TEST PER EACH 40,000 S.F. OF CUT OR NATURAL GRADE AT PARKING AREA.

MAXIMUM LOOSE LIFT THICKNESS SHALL BE 8", UNLESS NOTED OTHERWISE.

**REVISIONS**

NO.	DATE	REVISION
1	10/27/2021	Revised per MPC Comments

**ORIGINAL ISSUE:** 3/30/2021

**SITE PROJECT #:** 2034

**FILE:** C3.0

**THE SHOPS AT BEXHILL**  
1401 Bexhill Drive  
Knox County, Tennessee 37922  
MCS Enterprises, LLC

Use on Review - Site Grading and Drainage Plan

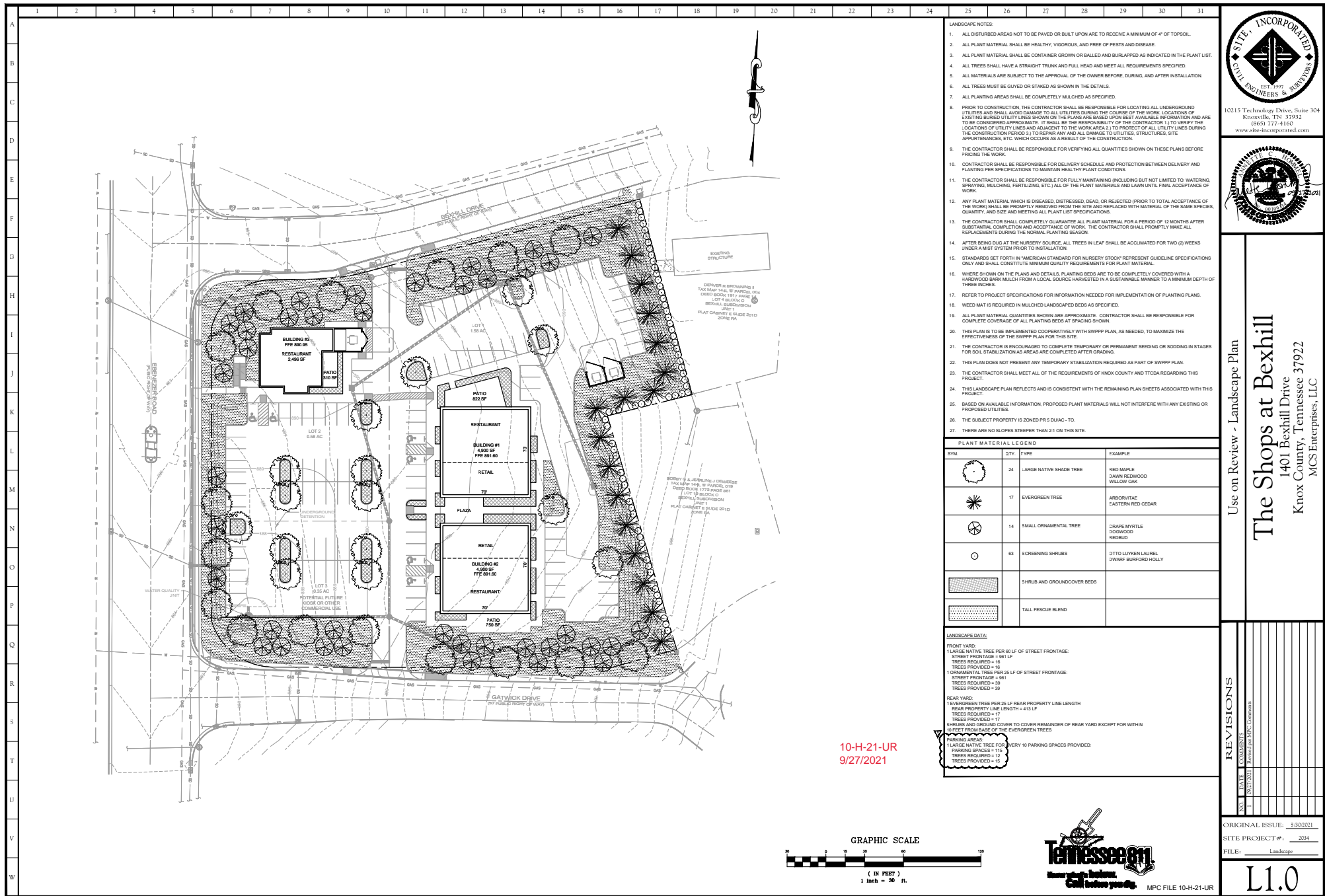
**Tennessee**  
INCORPORATED  
ENGINEERS & ARCHITECTS  
EST. 1997

10215 Technology Drive, Suite 304  
Knoxville, TN 37932  
(865) 777-4160  
www.site-incorporated.com

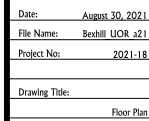
**GRAPHIC SCALE**  
1 inch = 30 feet  
0 10 20 30

**10-H-21-UR**  
9/27/2021

**MPC FILE 10-H-21-UR**








A New Commercial Development:  
**The Shops At Bexhill**  
1401 Bexhill Drive  
Knoxville, TN

Sheet No. \_\_\_\_\_

a2.1



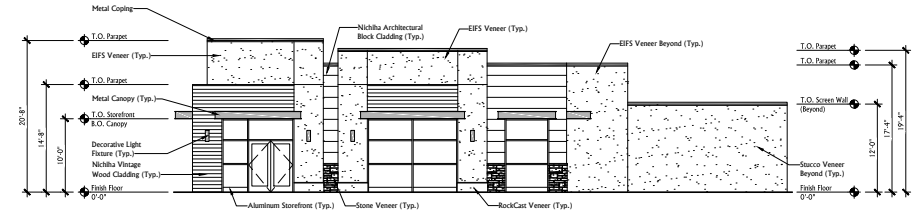
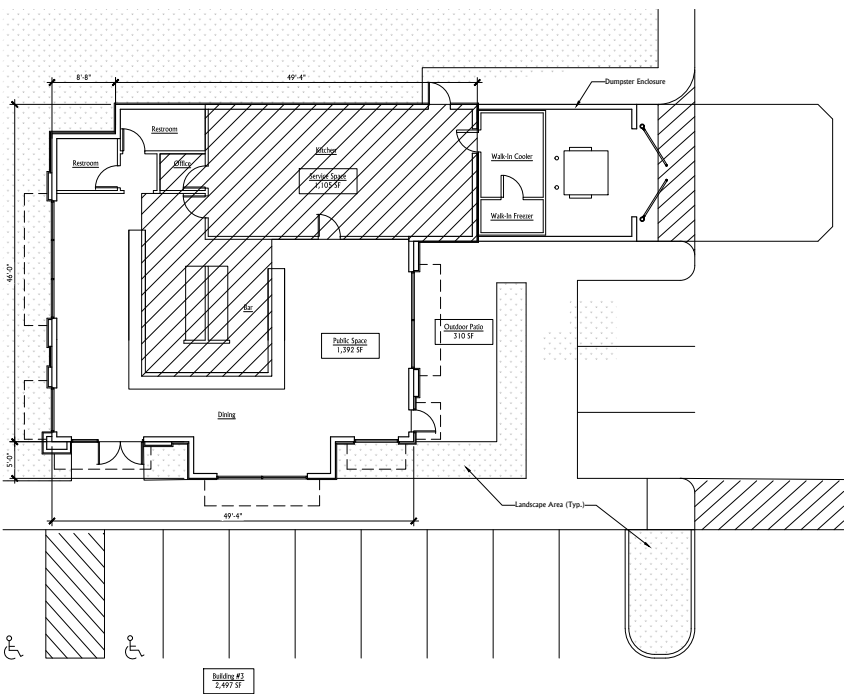
10-H-21-UR

Revisions:

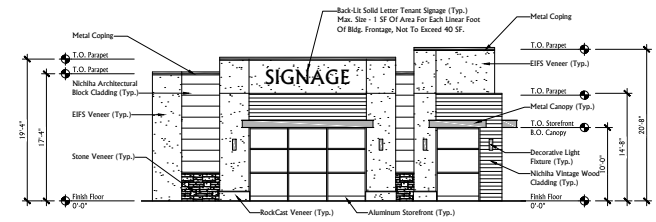

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9/27/2021

10-H-21-UR

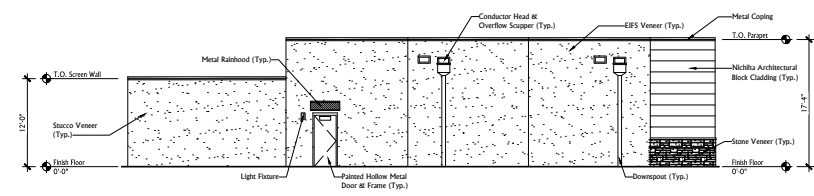
Note:  
Elevations Design are Conceptual. Final Elevation  
Designs To Be Based On Future Terrain.



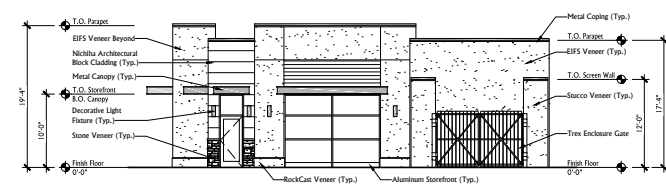
**2**  
**FRONT ELEVATION - BUILDING #3**  
SCALE: 1/8" = 1'-0"



**3**  
**LEFT ELEVATION - BUILDING #3**  
SCALE: 1/8" = 1'-0"

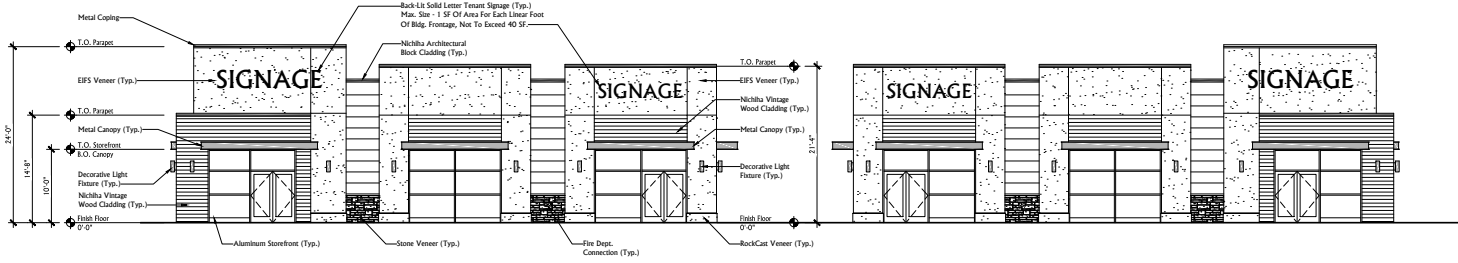


**4**  
**REAR ELEVATION - BUILDING #3**  
SCALE: 1/8" = 1'-0"

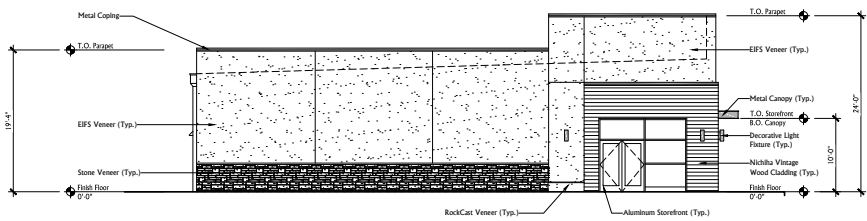


**5**  
**RIGHT ELEVATION - BUILDING #3**  
SCALE: 1/8" = 1'-0"

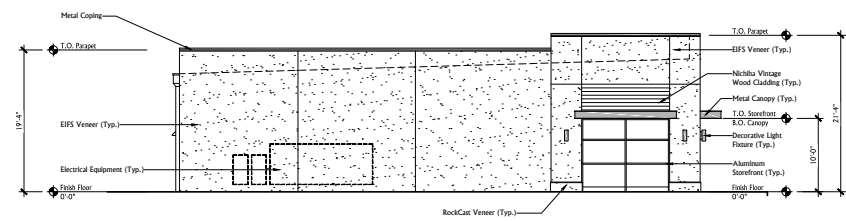
10-H-21-UR  
9/27/2021



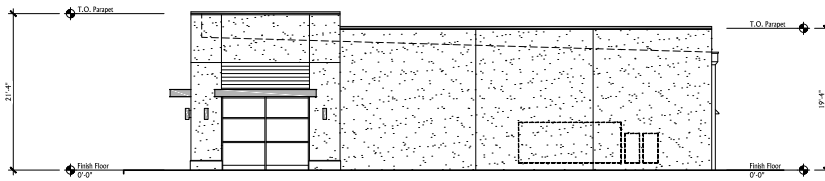
**1 FRONT ELEVATIONS - BUILDING #1 & #2**  
SCALE: 1/8" = 1'-0"



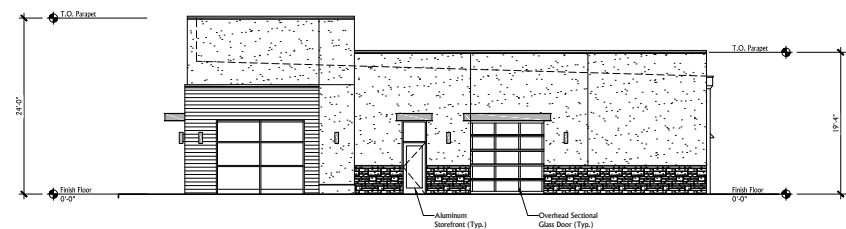
**2 LEFT SIDE ELEVATION - BUILDING #1**  
SCALE: 1/8" = 1'-0"



**4 LEFT SIDE ELEVATION - BUILDING #2**  
SCALE: 1/8" = 1'-0"



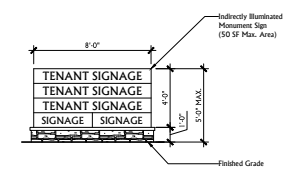
**3 RIGHT SIDE ELEVATION - BUILDING #1**  
SCALE: 1/8" = 1'-0"



**5 RIGHT SIDE ELEVATION - BUILDING #2**  
SCALE: 1/8" = 1'-0"



**6 REAR ELEVATIONS - BUILDING #1 & #2**  
SCALE: 1/8" = 1'-0"



**7 MONUMENT SIGN**  
SCALE: 1/4" = 1'-0"

Date: August 30, 2021  
File Name: R2R a3.1  
Project No: 2021-18

Drawing Title: Exterior Elevations

Revisions:

No.	Description

A New Commercial Development:  
**The Shops At Bexhill**  
1401 Bexhill Drive  
Knoxville, TN

Sheet No.  
**a3.1**

10-H-21-UR

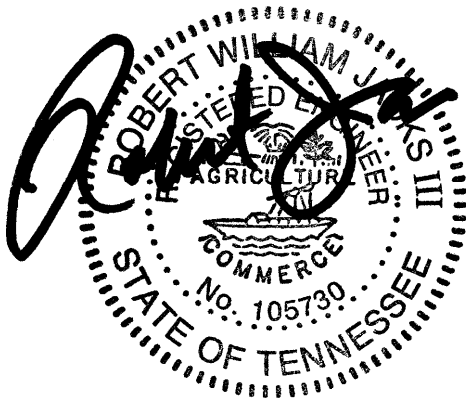


# Transportation Impact Study The Shops at Bexhill Knox County, Tennessee



Revised September 2021

Prepared for:  
MCS Enterprises, LLC  
7741 S. Northshore Drive, Suite 103  
Knoxville, TN 37919



9/17/2021

Case #10-H-21-UR  
TIS Revision 1  
9/17/2021

## CONCLUSIONS & RECOMMENDATIONS

The results show that the addition of The Shops at Bexhill will not appreciably increase vehicle delays at the studied intersections in 2023.

The following is an overview of recommendations to minimize the traffic impacts of the proposed development on the adjacent road system while attempting to achieve an acceptable traffic flow and safety level.



**Ebenezer Road at Bexhill Drive:** This intersection was calculated to operate adequately in the existing and projected 2023 conditions. The development trips are not expected to substantially increase vehicle delays at the intersection; however, a couple of recommendations for improvement are offered.

- 1a) As part of evaluating the projected conditions, vehicle queue lengths at the intersection were calculated based on the projected 2023 traffic volumes. The previously mentioned Synchro Traffic Software includes SimTraffic. The Synchro portion of the software performs the macroscopic calculations for intersections, and SimTraffic performs micro-simulation and animation of vehicular traffic. SimTraffic (Version 8) software was utilized to estimate whether the existing turn lane storage lengths at the intersection will be adequate with the projected 2023 volumes.

Based on the software results from this scenario, the 95th percentile vehicle queue lengths were calculated based on the intersection operating in unsignalized conditions. The 95th percentile vehicle queue is the recognized measurement in the traffic engineering profession as the design standard used when considering queue lengths. A 95th percentile vehicle queue length means 95% certainty that the vehicle queue will not extend beyond that point. The calculated vehicle queue results were based on averaging the outcome obtained during ten traffic simulations. The vehicle queue results from the SimTraffic software are in Appendix I. The 95th percentile queue lengths at the intersection are shown in Table 8.

These results indicated that the existing westbound left and right-turn lanes and the southbound left-turn storage turn lane lengths at the intersection would be adequate in the projected conditions in 2023, operating under unsignalized conditions. The



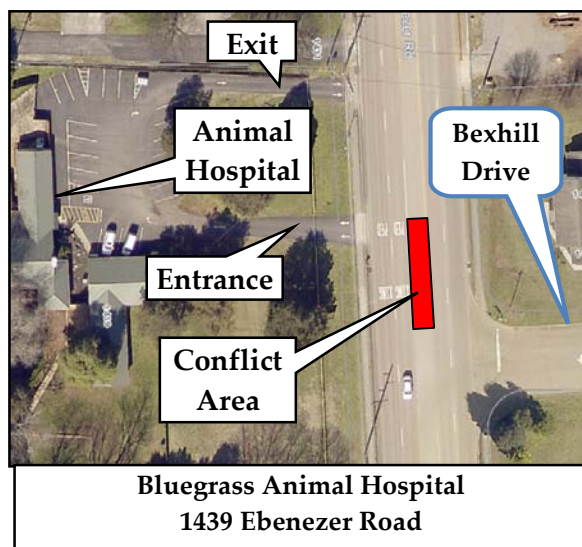
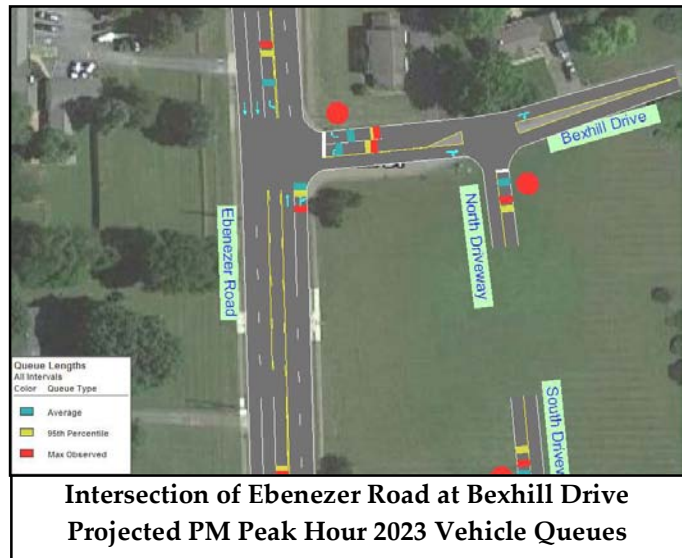
projected vehicle queues will not be long enough to impact operations at the proposed North Driveway on Bexhill Drive.

**TABLE 8**  
**TURN LANE STORAGE & VEHICLE QUEUE SUMMARY -**  
**2023 PROJECTED PEAK HOUR TRAFFIC VOLUMES**

INTERSECTION	APPROACH/ MOVEMENT	EXISTING STORAGE (ft)	SIMTRAFFIC 95 <sup>th</sup> PERCENTILE QUEUE LENGTH (ft)		ADEQUATE LENGTH?
			AM PEAK HOUR	PM PEAK HOUR	
Ebenezer Road at Bexhill Drive	Westbound Left	95	48	50	YES
	Westbound Right	N/A	54	48	YES
	Southbound Left	100	40	68	YES

Note: 95<sup>th</sup> percentile queues were calculated in SimTraffic 8 software

A visual representation from SimTraffic of the projected PM peak hour vehicle queues is shown in the image.



Currently, there is a vehicle left-turn conflict area on Ebenezer Road just north of Bexhill Drive. In the center lane, southbound left-turns at Bexhill Drive conflict with northbound left-turns for an adjacent animal hospital across Ebenezer Road. This hospital, Bluegrass Animal Hospital, has a one-way entrance and a one-way exit. The entrance is on the south side of the hospital property and is approximately 90 feet (centerline

to centerline) from the Bexhill Drive intersection. The exit is located on the north side of the hospital property and is approximately 175 feet from the Bexhill Drive intersection. To avoid this conflict, the animal hospital should have reversed its entrance and exit locations. However, to reverse this now would take considerable cost and modifications to the internal parking lot area for the animal hospital. This conflict area will need to be monitored and reviewed further if incidents increase.

- 1b) It is recommended that the existing pavement markings on Bexhill Drive be re-applied. These pavement markings should include the white stop bar, white edge lines, white left-turn arrow, and double yellow centerline. The double yellow centerline and white edge lines are recommended to begin at the white stop bar at Ebenezer Road up to the Buxton Drive intersection with a gap where the North Driveway will tie into Bexhill Drive. It also recommended that a white crosswalk be applied to the pavement across Bexhill Drive at Ebenezer Road.
- 1c) Sight distance at the intersection of Bexhill Drive at Ebenezer Road should not be impacted by new signage or landscaping for the commercial development.



**Ebenezer Road at Gatwick Drive:** This intersection was calculated to operate adequately in the existing and projected 2023 conditions. The development trips are not expected to substantially increase vehicle delays at the intersection; however, a couple of recommendations for improvement are offered.

- 2a) As part of evaluating the projected conditions, vehicle queue lengths at the intersection were calculated based on the projected 2023 traffic volumes. The vehicle queue results from the SimTraffic software are in Appendix I. The 95th percentile queue lengths at the intersection are shown in Table 9.

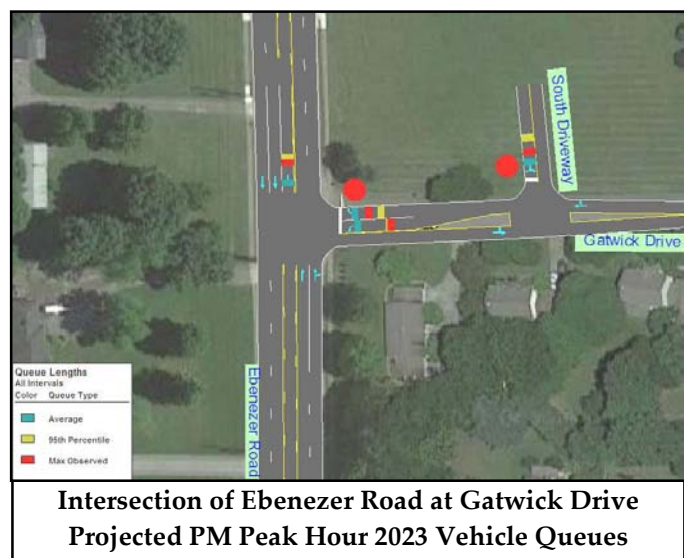
These results indicated that the existing westbound left and right-turn lanes and the southbound left-turn storage turn lane lengths at the intersection would be adequate in the projected conditions in 2023, operating under unsignalized conditions. The projected vehicle queues will not be long enough to impact operations at the proposed South Driveway on Gatwick Drive.

**TABLE 9**  
**TURN LANE STORAGE & VEHICLE QUEUE SUMMARY -**  
**2023 PROJECTED PEAK HOUR TRAFFIC VOLUMES**

INTERSECTION	APPROACH/ MOVEMENT	EXISTING STORAGE (ft)	SIMTRAFFIC 95 <sup>th</sup> PERCENTILE QUEUE LENGTH (ft)		ADEQUATE LENGTH?
			AM PEAK HOUR	PM PEAK HOUR	
Ebenezer Road at Gatwick Drive	Westbound Left	70	33	46	YES
	Westbound Right	N/A	43	42	YES
	Southbound Left	100	24	34	YES

Note: 95<sup>th</sup> percentile queues were calculated in SimTraffic 8 software

A visual representation from SimTraffic of the projected PM peak hour vehicle queues is shown in the image.

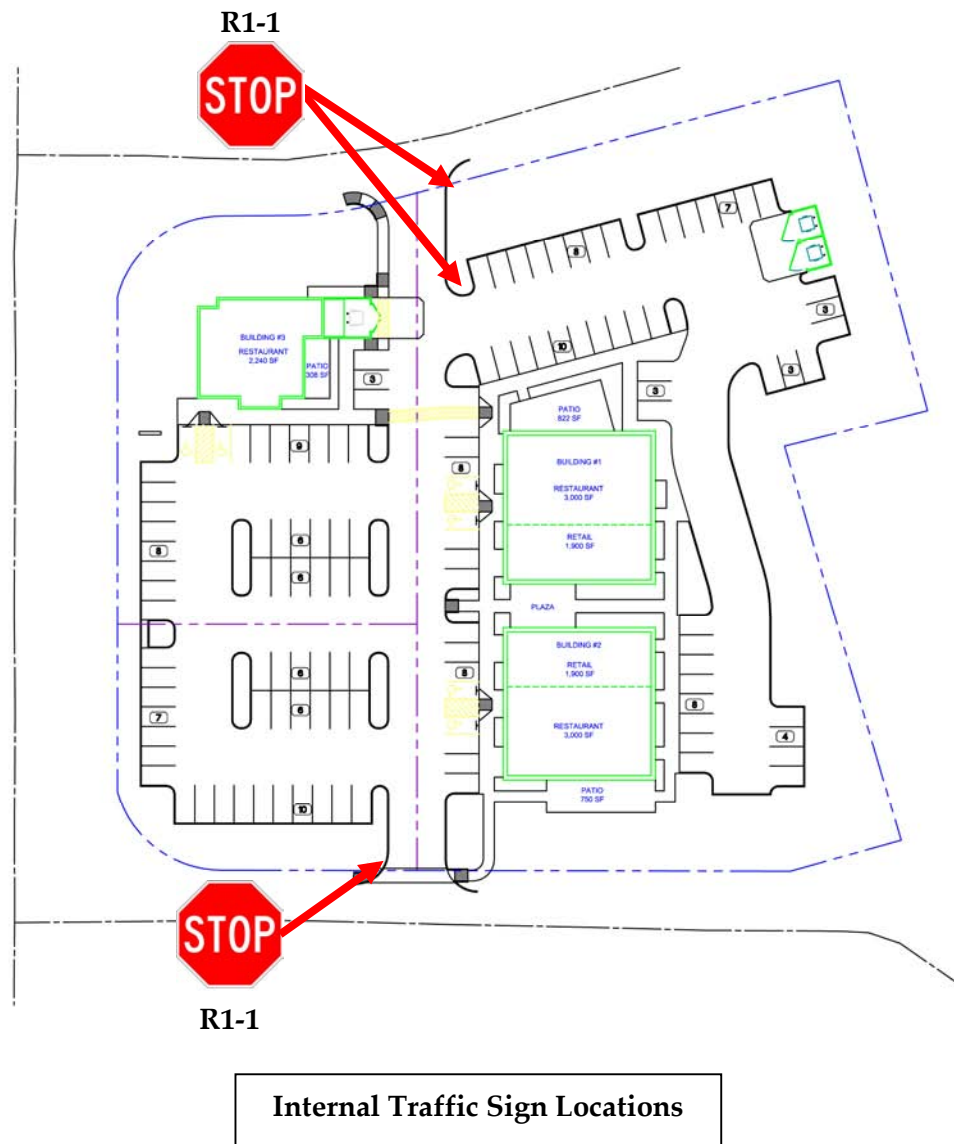


- 2b) It is recommended that the existing pavement markings on Gatwick Drive be re-applied. These pavement markings should include the white stop bar, white edge lines, white left-turn arrow, and double yellow centerline. The double yellow centerline and white edge lines are recommended to begin at the white stop bar at Ebenezer Road up to the Bexhill Drive intersection with a gap where the South Driveway will tie into Gatwick Drive. It also recommended that a white crosswalk be applied to the pavement across Gatwick Drive at Ebenezer Road.
  
- 2c) Sight distance at the intersection of Gatwick Drive at Ebenezer Road should not be impacted by new signage or landscaping for the commercial development.



**The Shops at Bexhill Driveways and Parking Lots:** The current layout plan shows two driveways with several parking lot aisleways constructed for the development, as shown in Figure 3.

- 3a) Stop Signs (R1-1) and 24" white stop bars should be installed at the new internal driveways, as shown below:



As shown above, it is recommended that an internal Stop Sign (R1-1) be installed at the north side east/west aisleway approaching the main aisleway. Alternatively, a white stop bar and the word "STOP" may be applied to the pavement at this location.



- 3b) Sight distance at the new internal intersections and aisleways within the development must not be impacted by new signage or future landscaping.
- 3c) Due to the long, straight internal north-south parking lot aisleway in between the proposed entrances, it is recommended that speed humps or tables be considered to reduce internal traffic speeds in the development.
- 3d) All drainage grates and covers for the development need to be pedestrian and bicycle safe.
- 3e) Internal sidewalks are proposed throughout the development. Sidewalks should have appropriate ADA-compliant curbed ramps at intersection corners, and the sidewalks are recommended to be 5 feet minimum in width. Internally, white crosswalks should be marked on the pavement where pedestrians are expected to cross. Internal sidewalks should connect to the existing sidewalk system on Ebenezer Road.
- 3f) On-street parking by adjacent residents on Bexhill Drive and Gatwick Drive could become an issue near the proposed driveway entrances. On-street parking was not observed during the field review, but there are currently no prohibitions. The County may need to institute no-parking areas in the development area if this becomes an issue.
- 3f) All internal and external road grade and intersection elements should be designed to AASHTO, TDOT, and Knox County specifications and guidelines to ensure proper operation.



**Ebenezer Road Mid-Block Pedestrian Crossing:** The following is a recommendation outside the scope of this study but observed and noted during the study process.

During the field review (May 2021), it was noted that the existing pushbutton in the center median refuge area for the RRFP was non-functioning. When pushed, it did not trigger the RRFB's located on the sidewalks. Knox County Engineering was notified of this via email. Knox County Engineering responded that they were aware of the problem and have contacted their traffic signal contractor to install conduit and cabling to hard-wire the island pushbutton to the sidewalk beacons. Even though only one person was observed during the traffic counts utilizing this mid-block crossing, this should be rectified as soon as possible.



**Pedestrian Push Button in Center Median Refuge Area on Ebenezer Road for RRFB**



# 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

MCS Enterprises, LLC

Option Holder/Applicant

Applicant Name

Affiliation

August 30, 2021

October 14, 2021

Date Filed

Meeting Date (if applicable)

File Number(s)

10-H-21-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

Benjamin C. Mullins

Frantz, McConnell & Seymour, LLP

Name

Company

550 West Main Street, Suite 500

Knoxville

TN

37922

Address

City

State

ZIP

865-546-9321

bmullins@fmsllp.com

Phone

Email

## CURRENT PROPERTY INFO

Home Federal Bank of TN

515 Market St. Knoxville TN 37902-2145

865-546-0330

Owner Name (if different)

Owner Address

Owner Phone

1401 Bexhill Dr.

144LB003

Property Address

Parcel ID

First Knox Utility District

First Knox Utility District

N

Sewer Provider

Water Provider

Septic (Y/N)

## STAFF USE ONLY

East of Ebenezer Rd., south side of Bexhill Dr., north side of Gatwick Dr.

+/- 2.51

General Location

Tract Size

☐ City ☒ County

4

CN

AgforVac (Vacant)

District

Zoning District

Existing Land Use

Southwest County

MU-NC (Mixed Use Neighborhood Center) Planned Growth

Planning Sector

Sector Plan Land Use Classification

Growth Policy Plan Designation

**DEVELOPMENT REQUEST**

☐ Development Plan ☒ Use on Review / Special Use ☐ Hillside Protection COA

☐ Residential ☐ Non-Residential

Home Occupation (specify) \_\_\_\_\_

Other (specify) \_\_\_\_\_

Related City Permit Number(s)

**SUBDIVISION REQUEST**

Proposed Subdivision Name

Unit / Phase Number ☐ Combine Parcels ☐ Divide Parcel

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)

Pending Plat File Number

Proposed Density (units/acre)

Previous Rezoning Requests

☐ Other (specify) \_\_\_\_\_

**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

☐ COA Checklist (Hillside Protection)

Fee 1

Total

0401 1,500.00

Fee 2

\$1,500.00

Fee 3

**AUTHORIZATION**

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

Applicant Signature

Please Print

Date

Phone Number

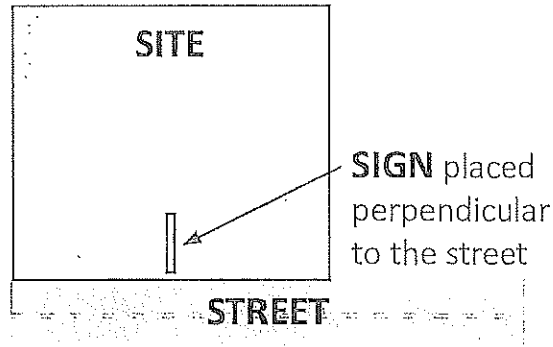
Email

Staff Signature

Please Print

Date

The Administrative Rules and Procedures of the Knoxville-Knox County Planning Commission require a sign to be posted on the property for each application subject to consideration by the Planning Commission, including the following applications: rezoning, plan amendment, concept plan, use on review/special use, planned development, right-of-way closure, and name change.



The required public notice sign(s) will be provided by Planning to the applicant when an application is submitted. If an application is submitted electronically, Planning staff will post the required sign. If a replacement sign(s) is needed, the applicant is responsible for picking up the new sign(s) from Planning and will be charged \$10 for each replacement.

### LOCATION AND VISIBILITY

The sign must be posted on the nearest adjacent/frontage street and in a location clearly visible to vehicles traveling in either direction. If the property has more than one street frontage, the sign should be placed along the street that carries more traffic. Planning staff may recommend a preferred location for the sign to be posted at the time of application.

### TIMING

The sign(s) must be posted not less than 12 days prior to the scheduled Planning Commission public hearing and must remain in place until the day after the meeting. In the case of a postponement, the sign can either remain in place or be removed and reposted not less than 12 days prior to the next Planning Commission meeting. The applicant is responsible for removing the sign after the application has been acted upon by the Planning Commission.

*The individual below is responsible for posting and removing the sign(s) provided consistent with the above guidelines and between the dates of:*

September 29 2021 and October 15 2021  
 (applicant or staff to post sign) (applicant to remove sign)

Applicant Name: [Signature]

Date: August 30 2021

File Number: 10-H-21-2021

☐

Sign posted by Staff

☒

Sign posted by Applicant