



SUBDIVISION REPORT - CONCEPT

▶ **FILE #:** 2-SB-23-C **AGENDA ITEM #:** 7

POSTPONEMENT(S): 2/9/2023, 3/9/2023, 4/13/2023 **AGENDA DATE:** 5/11/2023

▶ **SUBDIVISION:** BUFFAT MILL ESTATES

▶ **APPLICANT/DEVELOPER:** RD BUFFAT, LLC

OWNER(S): RD Buffat, LLC

TAX IDENTIFICATION: 60 P A 025,025.01 [View map on KGIS](#)

JURISDICTION: City Council District 4

STREET ADDRESS: 5233 MCINTYRE RD (0 MONTE VISTA RD)

▶ **LOCATION:** South side of Buffat Mill Rd, north side of McIntyre Rd, eastern terminus of Monte Vista Rd

SECTOR PLAN: East City

GROWTH POLICY PLAN: N/A (Within City Limits)

WATERSHED: Love Creek

▶ **APPROXIMATE ACREAGE:** 70.68 acres

▶ **ZONING:** RN-2 (Single-Family Residential Neighborhood), HP (Hillside Protection Overlay)

▶ **EXISTING LAND USE:** Agriculture/Forestry/Vacant Land

▶ **PROPOSED USE:** Detached residential subdivision

SURROUNDING LAND USE AND ZONING:
North: Single family residential -- RN-1 (Single-Family Residential Neighborhood), RN- (General Residential Neighborhood), HP (Hillside Protection Overlay)
South: Single family residential -- RN-1 (Single-Family Residential Neighborhood), RN-2 (Single-Family Residential Neighborhood), HP (Hillside Protection Overlay)
East: I-640 Right-of-Way -- ROW (Right-of-Way), HP (Hillside Protection Overlay)
West: Agriculture/forestry/vacant, single family residential -- RN-1 (SingleFamily Residential Neighborhood), HP (Hillside Protection Overlay)

▶ **NUMBER OF LOTS:** 290

SURVEYOR/ENGINEER: Christopher Gollhofer, P.E. Ardurra

ACCESSIBILITY: Access is via McIntyre Road, a local road, with a pavement width of 18-ft within a right-of-way width of 42-53-ft; and via Buffat Mill Road, a major collector, with a pavement width of 18-22-ft within a right-of-way width of 50-65-ft.

▶ **SUBDIVISION VARIANCES REQUIRED:** **VARIANCES**
1. Reduce the minimum intersection separation from 300 ft to 190 ft between the centerlines of Road 'A' and Locarno Drive.

ALTERNATIVE DESIGN STANDARDS REQUIRING KNOXVILLE-KNOX COUNTY PLANNING COMMISSION APPROVAL

1. Increase the maximum road grade from 12 percent to 13 percent on

**ALTERNATIVE DESIGN STANDARDS REQUIRING CITY OF KNOXVILLE
DEPARTMENT OF ENGINEERING APPROVAL**

**** See the Requested Variances and Alternative Design Standards
memo attached to the staff report.**

STAFF RECOMMENDATION:

- **Approve the requested variance and alternative design standard based on the justification provided by the applicant and recommendations of the City of Knoxville Department of Engineering.**

Approve the concept plan subject to 14 conditions.

1. Connection to sanitary sewer and meeting any other relevant utility provider requirements.
2. Provision of a street name consistent with the Uniform Street Naming and Addressing System within the City of Knoxville (City Ord. 0-280-90).
3. Implementing the recommendations of the Buffat Mill Estates Transportation Impact Analysis (Ardurra, revised 3/29/2023) as required by the Knoxville Department of Engineering during the design plan phase (see Exhibit A).
4. Certifying that the required sight distance in both directions is available at the intersections of Buffat Mill Rd, McIntyre Rd, and, if required during the design plan phase, the interior intersections. Documentation shall be provided to and approved by the Knoxville Department of Engineering during the design plan phase.
4. Confirm that the road design complies with AASHTO standards during the design plan phase, with review and approval by the Knoxville Department of Engineering.
5. Provide sight distance easements on the final plat as required by the Knoxville Department of Engineering during the design plan phase.
6. Confirm that the land disturbance complies with the HP (Hillside Protection Overlay) zone district during the design plan phase.
7. Provide a right-of-way connection to the eastern right-of-way terminus of Monte Vista Rd from the southwestern intersection of Road 'A' and Road 'B'.
8. Provide a paved sidewalk from the southwestern intersection of Road 'A' and Road 'B' to the paved terminus of Monte Vista Rd. The sidewalk design shall meet the requirements of the Knoxville Department of Engineering during the design plan phase.
9. Installing all landscaping at the clubhouse as shown on the landscape plan (sheet L-1.0). Minor modifications that are in keeping with the landscape plan can be approved by Planning Commission staff during the design plan phase.
10. Meeting all applicable requirements of the City of Knoxville Zoning Ordinance.
11. Meeting all applicable requirements of the Knoxville Department of Engineering.
12. Before certification of the final plat for the subdivision, establish a property owners association or other legal entity responsible for maintaining common facilities, such as common areas, amenities, and/or stormwater drainage systems.
13. Placing a note on the final plat that all lots will have access only to the internal street system.
14. Meeting all applicable requirements of the Knoxville Utility Board regarding the placement of stormwater infrastructure or other site improvements, such as fences, in the powerline easement along the eastern lot line.

COMMENTS:

This proposal is for a 290-lot residential subdivision on this 70.34-acre property. The property is zoned RN-2 (Single-Family Residential Neighborhood) and HP (Hillside Protection Overlay). The RN-2 zone requires a minimum lot size of 5,000 sqft. The proposed lot sizes range from approximately 5,000 to 17,600 sqft.

Approximately 28 acres of the site are in the HP (Hillside Protection Overlay) zone. A maximum of 19.13 acres within the HP overlay can be disturbed. The applicant proposes to disturb 19.15 acres. Conformance with the disturbance limitations must be confirmed during the design plan phase.

A transportation impact analysis (TIA) was submitted by the applicant. The TIA analyzed the intersections of Buffat Mill Rd, Loves Creek Rd, McIntyre Rd, Spring Hill Rd, Monte Vista Rd, and the two new access points at Road 'A' and Road 'F'. The only improvement warranted is a northbound left turn lane on Loves Creek Rd at the Buffat Mill Rd intersection. This turn lane is warranted under the existing conditions and is only marginally impacted by the new vehicle trips from the Buffat Mill Estates development. A pedestrian connection to the eastern terminus of Monte Vista Rd is being provided. This will increase pedestrian connectivity and significantly reduce the distance to Spring Hill Elementary.

The proposed Road 'A' intersection at Buffat Mill Rd requires an intersection separation variance from 300 ft to 190 ft to Locarno Dr. There is limited opportunity to shift the access point further away from Locarno Dr. The reduced intersection separation is less of a safety concern because the intersections are on the same side of the street and will not create conflicting turn movements on Buffat Mill Rd.

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: 79 (public school children, grades K-12)

Schools affected by this proposal: Spring Hill Elementary, Holston Middle, and Austin East High.

- Potential new school population is estimated using locally-derived data on public school student yield generated by new housing.
- Students are assigned to schools based on current attendance zones as determined by Knox County Schools. Students may request transfers to different zones, and zone boundaries are subject to change.
- Estimates presume full build-out of the proposed development. Build-out is subject to market forces, and timing varies widely from proposal to proposal.
- Student yields from new development do not reflect a net addition of children in schools. Additions occur incrementally over the build-out period. New students may replace current population that ages through the system or moves from the attendance zone.

Knoxville-Knox County Planning Commission's approval or denial of this request is final, unless the action is appealed to Knox County Chancery Court. The date of the Knox County Chancery Court appeal hearing will depend on when the appeal application is filed.

Requested Variances & Alternative Design Standards

2-SB-23-C – BUFFAT MILL ESTATES

VARIANCES

1. Reduce the minimum intersection separation from 300 ft to 190 ft between the centerlines of Road 'A' and Locarno Drive.

ALTERNATIVE DESIGN STANDARDS REQUIRING KNOXVILLE-KNOX COUNTY PLANNING COMMISSION APPROVAL

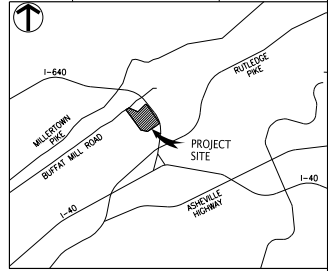
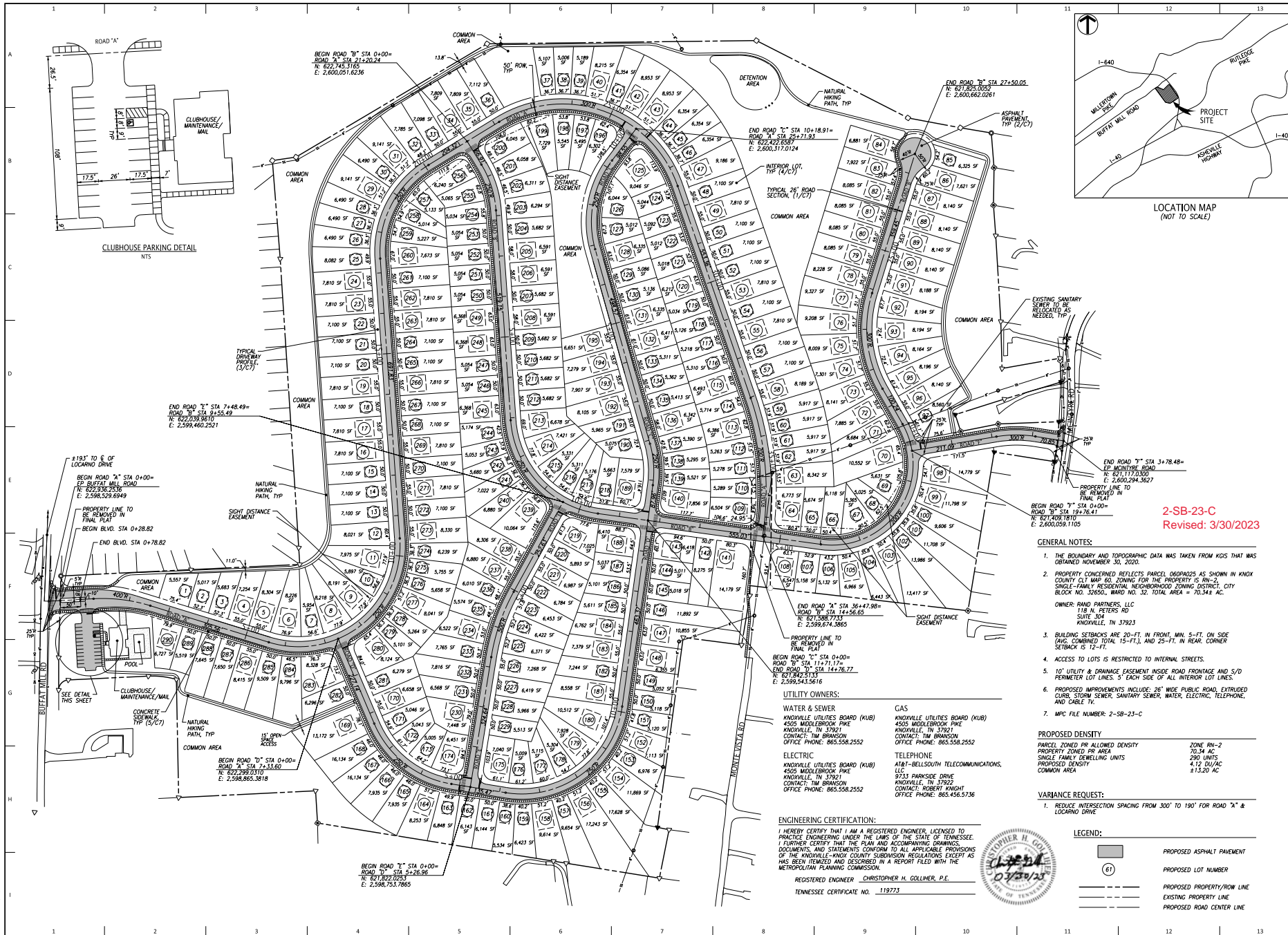
1. Increase the maximum road grade from 12 percent to 13 percent on Road 'A' between STA 3+07.27 and 7+90.27

ALTERNATIVE DESIGN STANDARDS REQUIRING CITY OF KNOXVILLE DEPARTMENT OF ENGINEERING APPROVAL

1. Increase the maximum intersection grade from 1 to 1.84 percent on Road 'C' at the Road 'A' and Road 'B' intersections.

KNOXVILLE DEPARTMENT OF ENGINEERING RECOMMENDATION:

The City of Knoxville recommends consideration of these variances.



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2160 Lakeside Center Way, Suite 201
Knoxville, TN 37922
Phone: (865) 890-6419
www.ardurra.com

RAND PARTNERS, LLC
118 N. PETERS RD.
SUITE 304
KNOXVILLE, TN 37923
JAKE STENZIANO
STENZIANO@RANDPARTNERS.COM
865-529-4796

NO.	DATE	REVISION
1	03/30/2023	ISSUED FOR CONSTRUCTION PERMITS TO SINGLE FAMILY HOMES
2	03/30/2023	REVISED PER PUBLIC COMMENT
3	03/30/2023	REVISED PER PUBLIC COMMENT
4	03/30/2023	REVISED PER PUBLIC COMMENT

2-SB-23-C
Revised: 3/30/2023

- GENERAL NOTES:**
- THE BOUNDARY AND TOPOGRAPHIC DATA WAS TAKEN FROM KIDS THAT WAS OBTAINED NOVEMBER 30, 2020.
 - PROPERTY CONCERNED REFLECTS PARCEL DEPADDS AS SHOWN IN KNOX COUNTY GIS MAP GO. ZONING FOR THE PROPERTY IS RH-2 SINGLE-FAMILY RESIDENTIAL NEIGHBORHOOD ZONING DISTRICT, CITY BLOCK NO. 32650, WARD NO. 32. TOTAL AREA = 70.34 AC.
 - BUILDING SETBACKS ARE 20'-FT. IN FRONT, MIN. 5'-FT. ON SIDE (AVG. COMBINED TOTAL 15'-FT.), AND 25'-FT. IN REAR. CORNER SETBACK IS 12'-FT.
 - ACCESS TO LOTS IS RESTRICTED TO INTERNAL STREETS.
 - TO UTILITY & DRAINAGE EASEMENT INSIDE ROAD FRONTAGE AND S/D PREMIER LOT LINES 5' EACH SIDE OF ALL INTERIOR LOT LINES.
 - PROPOSED IMPROVEMENTS INCLUDE: 26" WIDE PUBLIC ROAD, EXTRACTED CURB, STORM SEWER, SANITARY SEWER, WATER, ELECTRIC, TELEPHONE, AND CABLE TV.
 - MPC FILE NUMBER: 2-SB-23-C

OWNER: RAND PARTNERS, LLC
118 N. PETERS RD
SUITE 304
KNOXVILLE, TN 37923

PROPOSED DENSITY:
PARCEL ZONED OR ALLOWED DENSITY: ZONE RH-2
PROPERTY ZONED PER AREA: 70.34 AC
SINGLE FAMILY HOUSING UNITS: 280 UNITS
PROPOSED DENSITY: 4.12 DU/AC
COMMON AREA: ±13.20 AC

VARIANCE REQUEST:

- REDUCE INTERSECTION SPACING FROM 300' TO 190' FOR ROAD "A" & LOCARNO DRIVE

UTILITY OWNERS:

WATER & SEWER:
KNOXVILLE UTILITIES BOARD (KUB)
4505 MIDDLEBROOK PIKE
KNOXVILLE, TN 37921
CONTACT: TIM BRANSON
OFFICE PHONE: 865.558.2552

ELECTRIC:
KNOXVILLE UTILITIES BOARD (KUB)
4505 MIDDLEBROOK PIKE
KNOXVILLE, TN 37921
CONTACT: TIM BRANSON
OFFICE PHONE: 865.558.2552

GAS:
KNOXVILLE UTILITIES BOARD (KUB)
4505 MIDDLEBROOK PIKE
KNOXVILLE, TN 37921
CONTACT: TIM BRANSON
OFFICE PHONE: 865.558.2552

TELEPHONE:
AT&T-BELLSOUTH TELECOMMUNICATIONS, LLC
9723 PARKSIDE DRIVE
KNOXVILLE, TN 37925
CONTACT: ROBERT KNIGHT
OFFICE PHONE: 865.456.5736

ENGINEERING CERTIFICATION:

I HEREBY CERTIFY THAT I AM A REGISTERED ENGINEER, LICENSED TO PRACTICE ENGINEERING UNDER THE LAWS OF THE STATE OF TENNESSEE. I FURTHER CERTIFY THAT THE PLAN AND ACCOMPANYING DRAWINGS, DOCUMENTS, AND STATEMENTS CONFORM TO ALL APPLICABLE PROVISIONS OF THE KNOXVILLE-KNOX COUNTY SUBDIVISION REGULATIONS EXCEPT AS HAS BEEN IDENTIFIED AND DESCRIBED IN A REPORT FILED WITH THE METROPOLITAN PLANNING COMMISSION.

REGISTERED ENGINEER: CHRISTOPHER H. COLLIER, P.E.
TENNESSEE CERTIFICATE NO.: 119773



LEGEND:

(Grey Box)	PROPOSED ASPHALT PAVEMENT
(Numbered Box)	PROPOSED LOT NUMBER
(Dashed Line)	PROPOSED PROPERTY/ROW LINE
(Dotted Line)	EXISTING PROPERTY LINE
(Double Line)	PROPOSED ROAD CENTER LINE

BUFFAL MILL ESTATES
5233 MCINTYRE ROAD
KNOXVILLE, TN 37914

LAYOUT AND PAVING PLAN

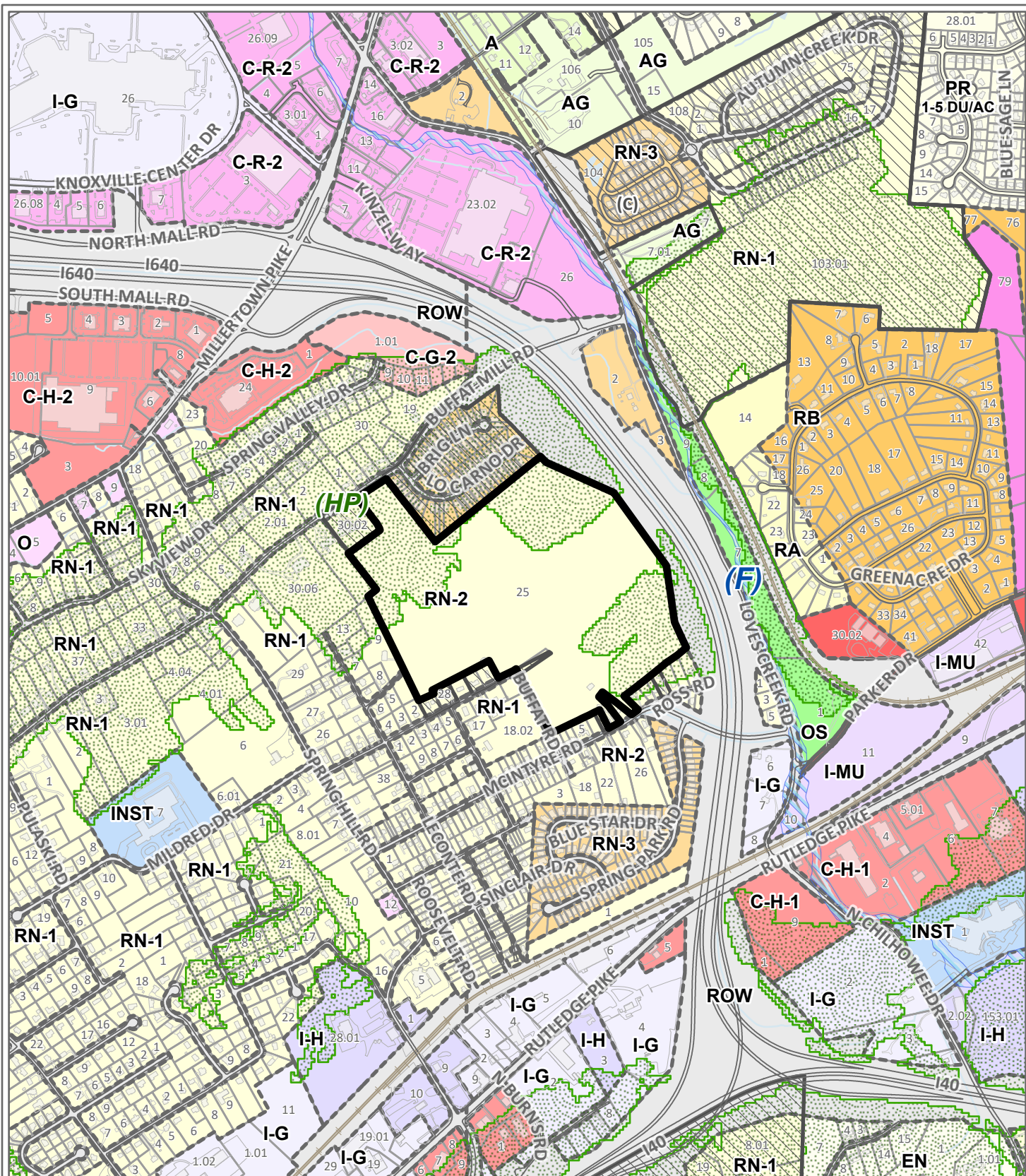
PRELIMINARY NOT FOR CONSTRUCTION

JOB NO: 220401
DATE: 12/12/2022

C1

CONCEPT PLAN
12/12/2022

File Name: I:\2023\202301\2023010001\04001.dwg
Plot Date: 12/12/2022



CONCEPT PLAN / DEVELOPMENT PLAN

2-SB-23-C

Petitioner: RD Buffat, LLC

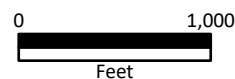


Duplexes on individual lots in RN-2 (Single-Family Residential Neighborhood), HP (Hillside Protection Overlay)

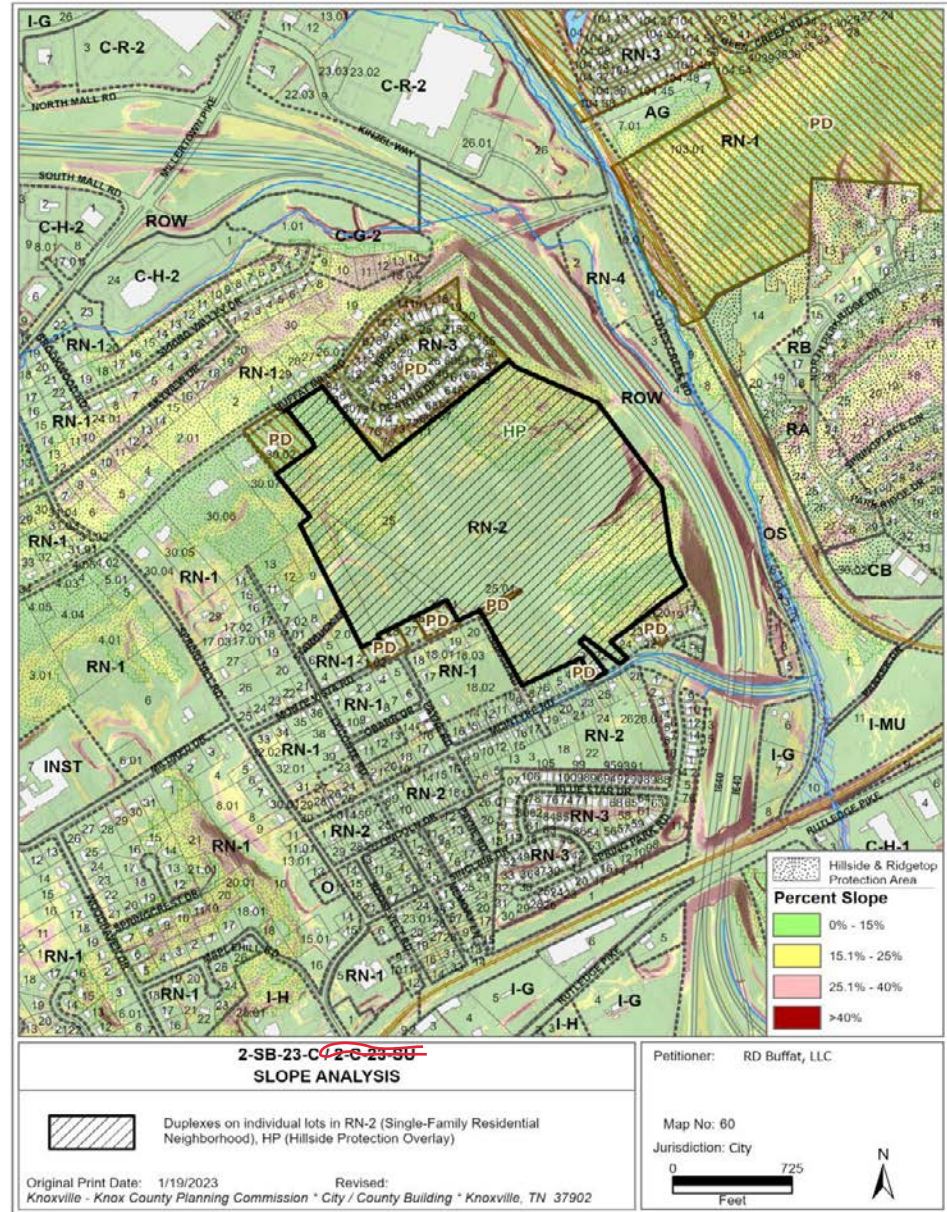
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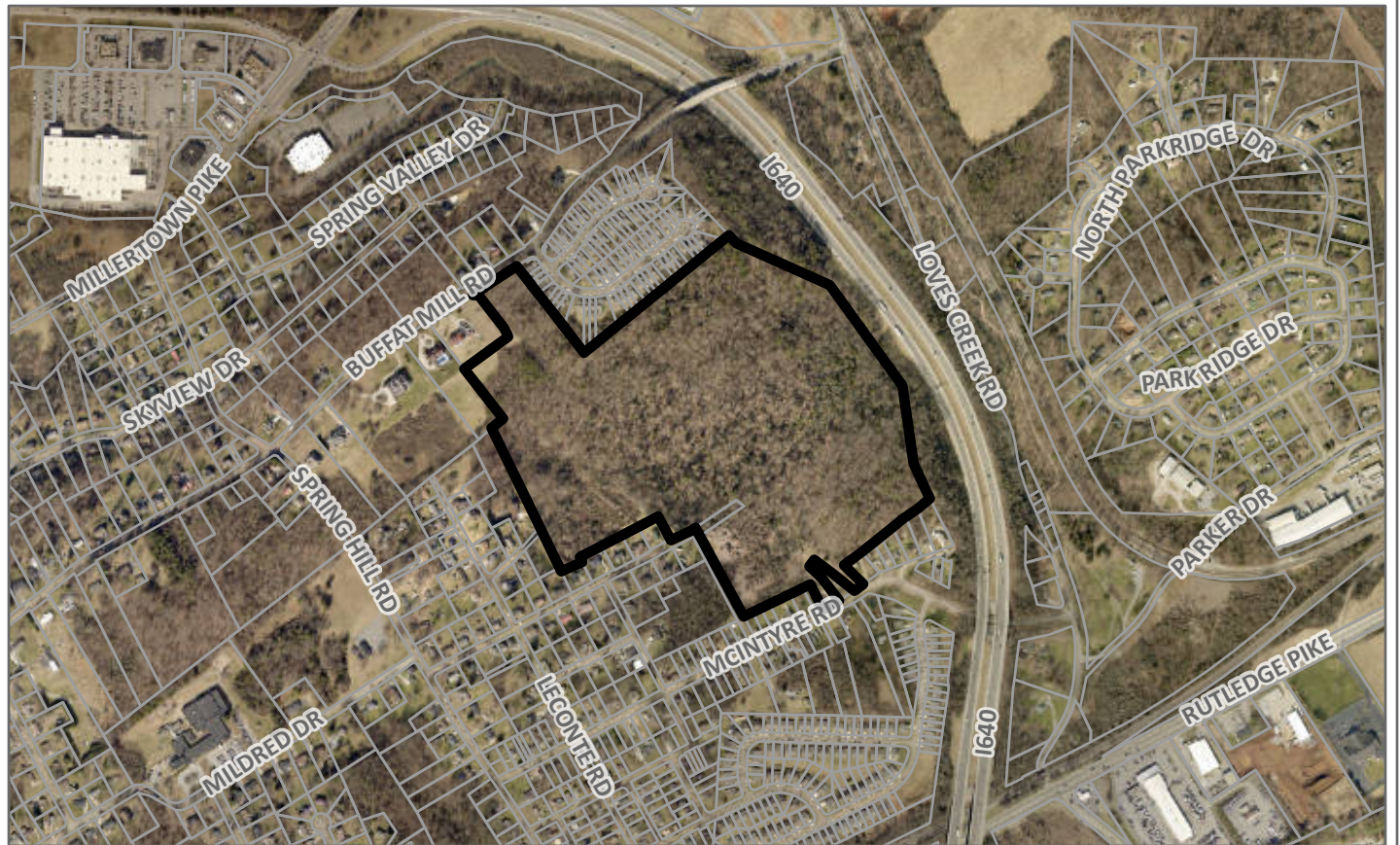
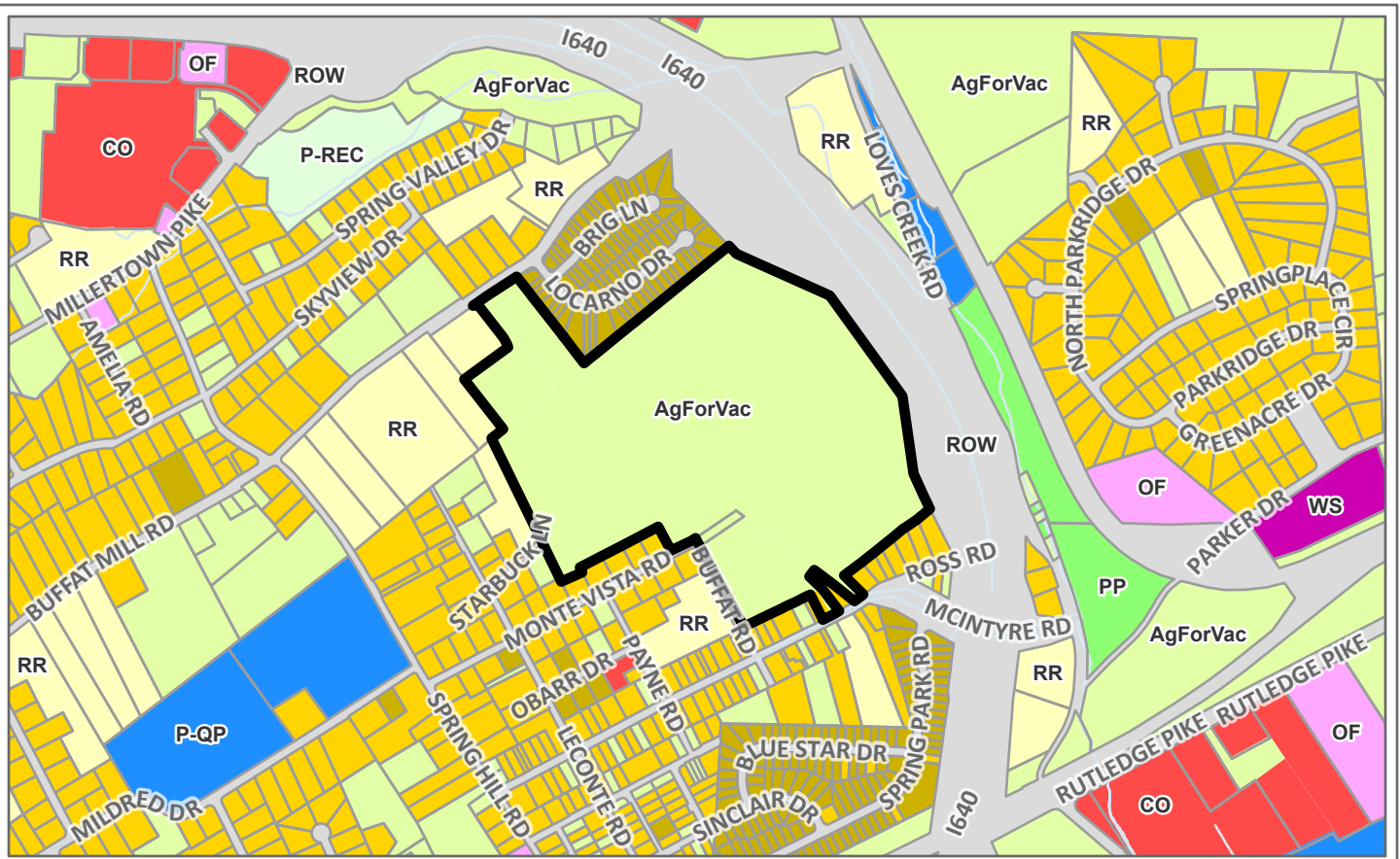
Knoxville - Knoxville Planning Commission * City / County Building * Knoxville, TN 37902

Map No: 60
Jurisdiction: City



CATEGORY	ACRES	RECOMMENDED DISTURBANCE BUDGET (Percent)	DISTURBANCE AREA (Acres)
Total Area of Site	70.52		
Non-Hillside	42.50	N/A	
0-15% Slope	11.74	100%	11.74
15-25% Slope	13.90	50%	6.95
25-40% Slope	2.03	20%	0.41
Greater than 40% Slope	0.35	10%	0.04
Ridgetops			
Hillside Protection (HP) Area	28.02	Recommended disturbance budget within HP Area (acres)	19.13
		Percent of HP Area	0.7



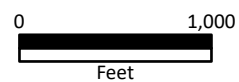


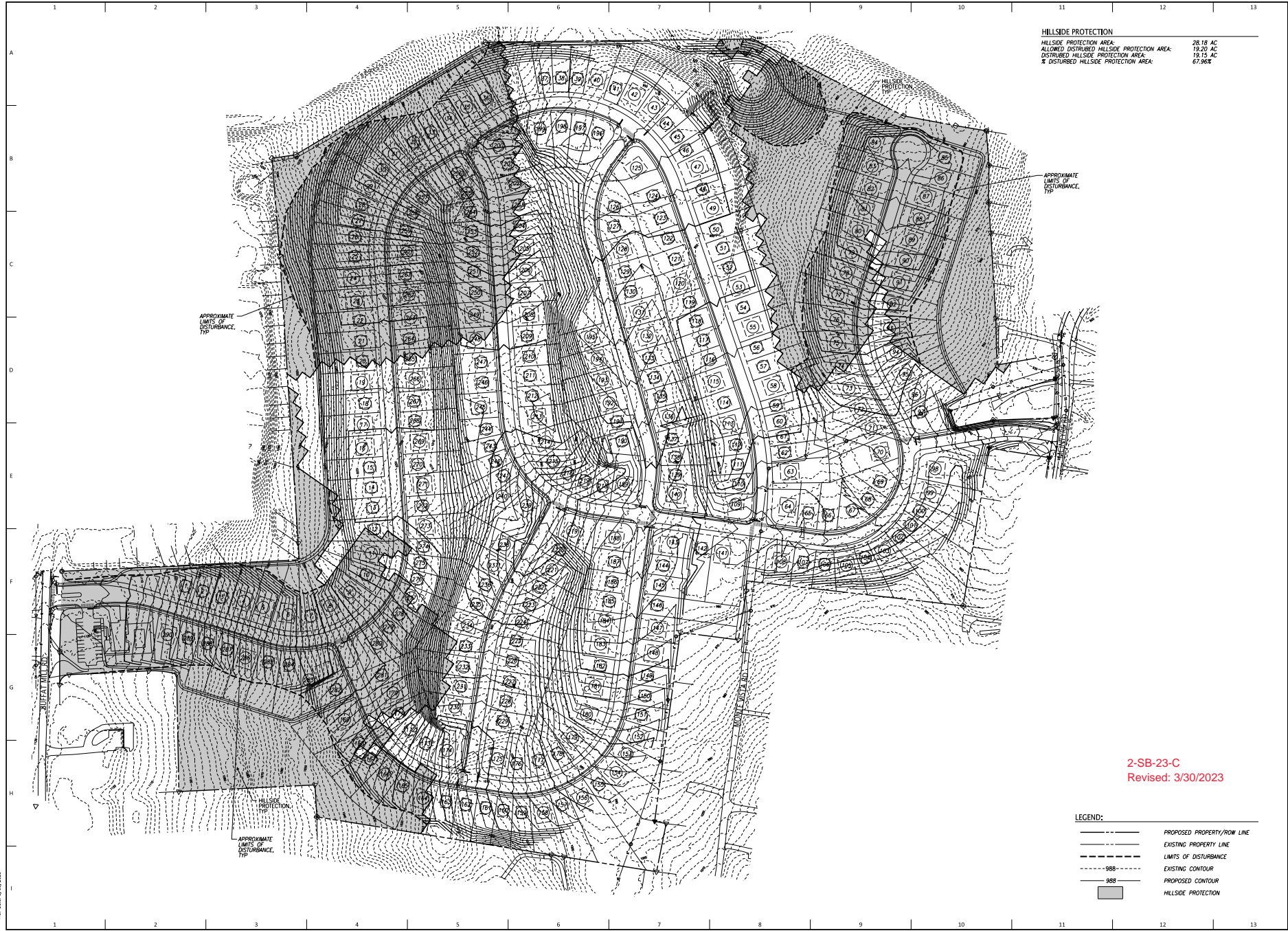
Existing Land Use and Aerial Maps

2-SB-23-C



Case boundary





HILLSIDE PROTECTION
 HILLSIDE PROTECTION AREA: 28.18 AC
 ALLOWED DISTURBED HILLSIDE PROTECTION AREA: 19.20 AC
 DISTURBED HILLSIDE PROTECTION AREA: 19.15 AC
 % DISTURBED HILLSIDE PROTECTION AREA: 67.96%

0 100 200
SCALE FEET

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 www.ardurra.com

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 118 N. PETERS RD
 SUITE 304
 KNOXVILLE, TN 37923
 JAKE STENZIANO
 STENZIANO@RANDP.COM
 865-529-4796

NO.	DATE	REVISION
1	02/11/2022	ISSUED FOR PERMITS
2	02/11/2022	REVISED FOR COMMENTS
3	02/11/2022	REVISED FOR COMMENTS
4	02/11/2022	REVISED FOR COMMENTS
5	02/11/2022	REVISED FOR COMMENTS
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12	02/11/2022	REVISED FOR COMMENTS
13	02/11/2022	REVISED FOR COMMENTS

BUFFAT MILL ESTATES
 5233 MCINTYRE ROAD
 KNOXVILLE, TN 37914

PRELIMINARY GRADING PLAN

PRELIMINARY NOT FOR CONSTRUCTION

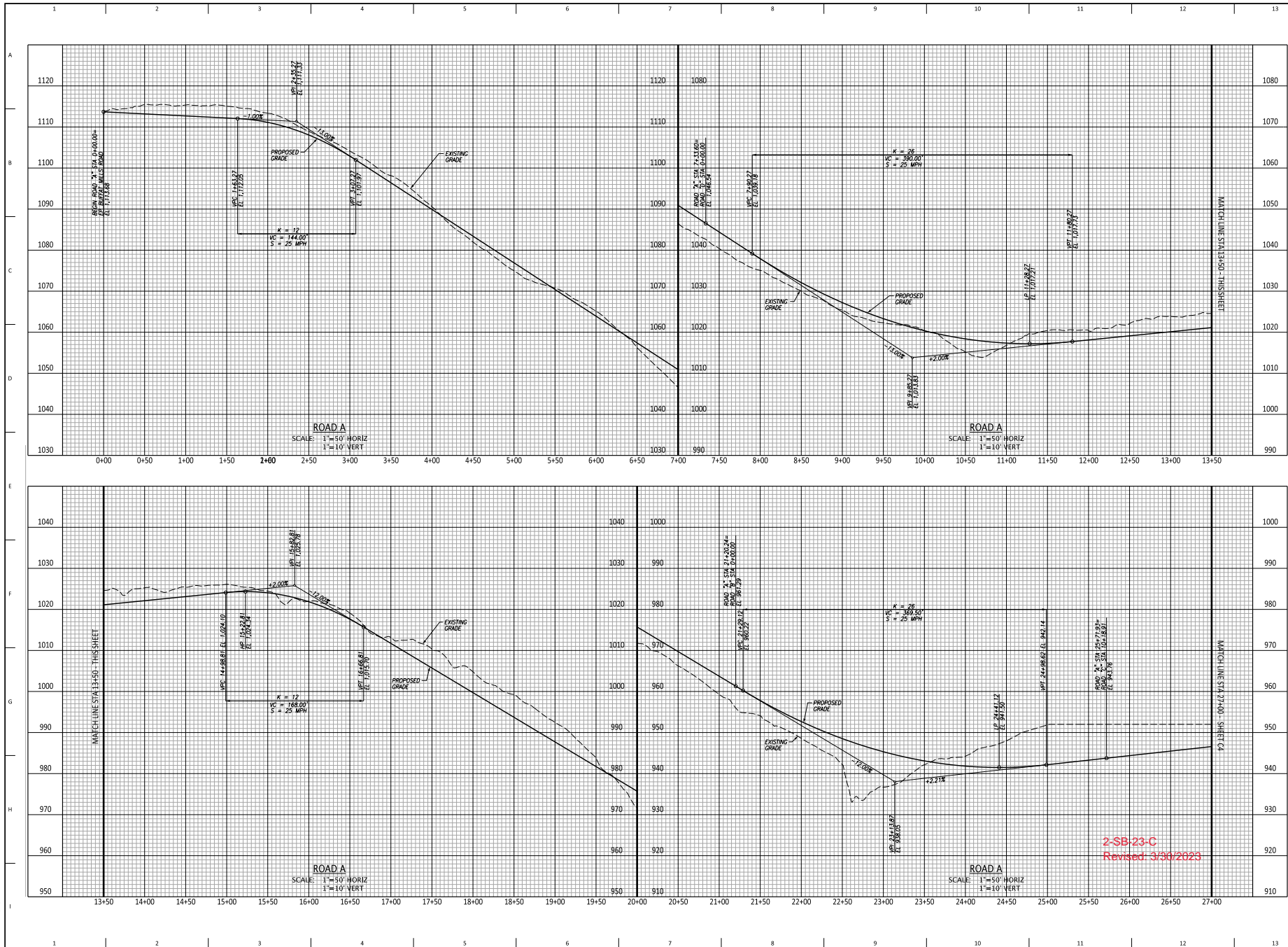
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C2
 CONCEPT PLAN
 12/12/2022

2-SB-23-C
 Revised: 3/30/2023

- LEGEND:**
- PROPOSED PROPERTY/ROW LINE
 - EXISTING PROPERTY LINE
 - LIMITS OF DISTURBANCE
 - EXISTING CONTOUR
 - 988 ----- PROPOSED CONTOUR
 - █ HILLSIDE PROTECTION

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 Plot Date: 3/30/2023



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 Plot Date: 12/12/2023



RAND PARTNERS, LLC
 118 N. PETERS RD
 SUITE 304
 KNOXVILLE, TN 37923
 JAKE STENZIANO
 STENZIANOJ@RANDPARTNERS.COM
 865.529.4796

NO.	DATE	REVISION
1	12/12/2023	ISSUED FOR CONSTRUCTION
2	03/30/2023	REVISED TO CORRECT FAMILY NAMES

BUFFETT MILL ESTATES
5233 MCINTYRE ROAD
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ROAD PROFILES

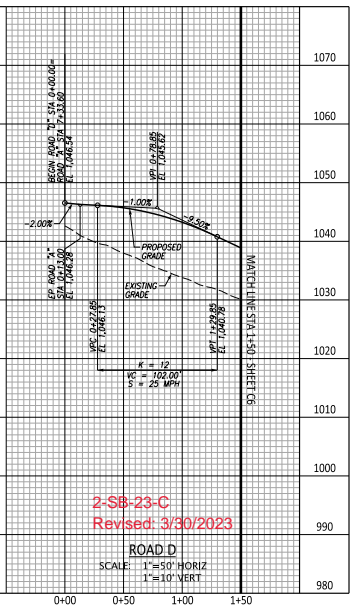
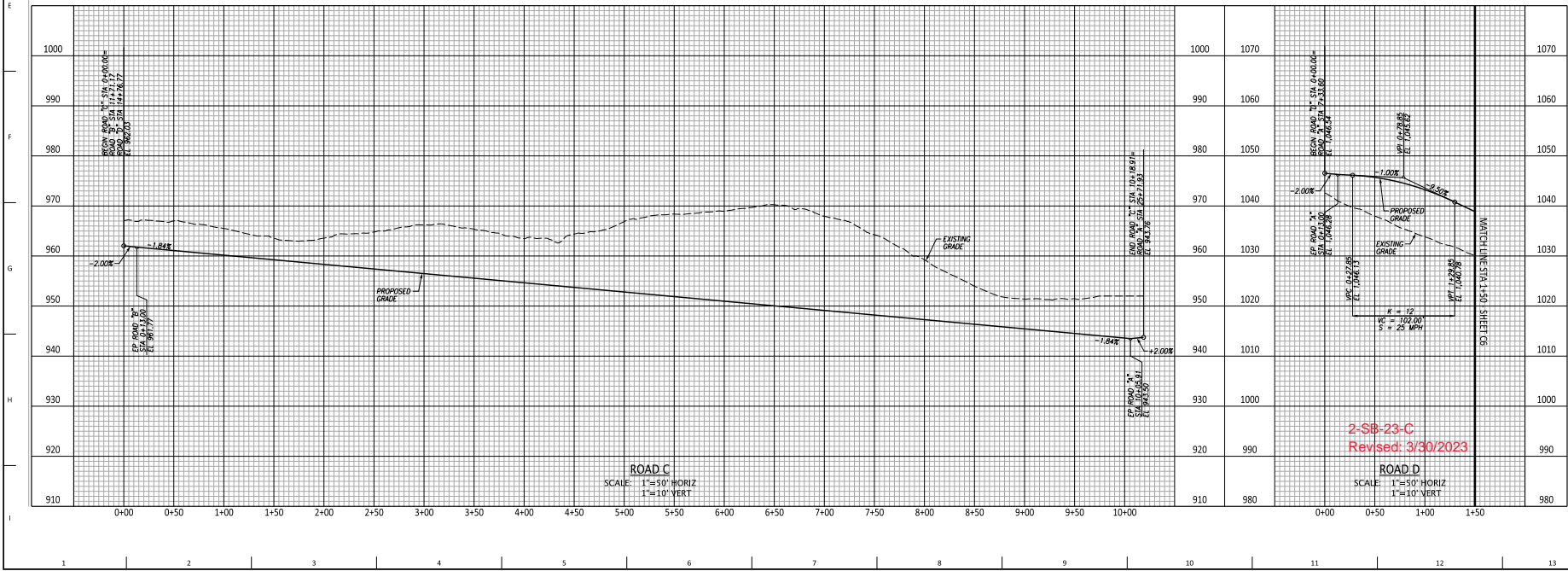
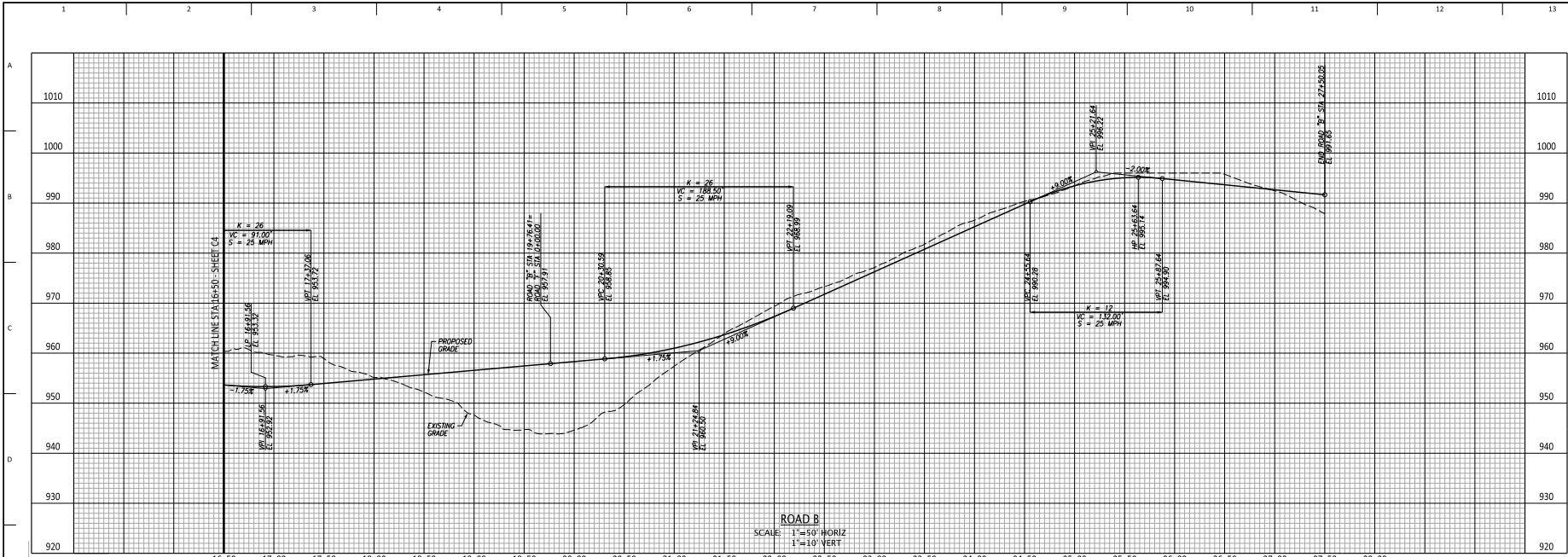
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2-SB-23-C
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RAND PARTNERS, LLC
 118 N. PETERS RD
 SUITE 304
 KNOXVILLE, TN 37923
 JAKE STENZIANO
 STENZIANO@RPARTNERS.COM
 865-529-4796

NO.	DATE	REVISION
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2	02/17/23	REVISED TO CORRECT COMMENTS
3	03/07/23	REVISED TO CORRECT COMMENTS

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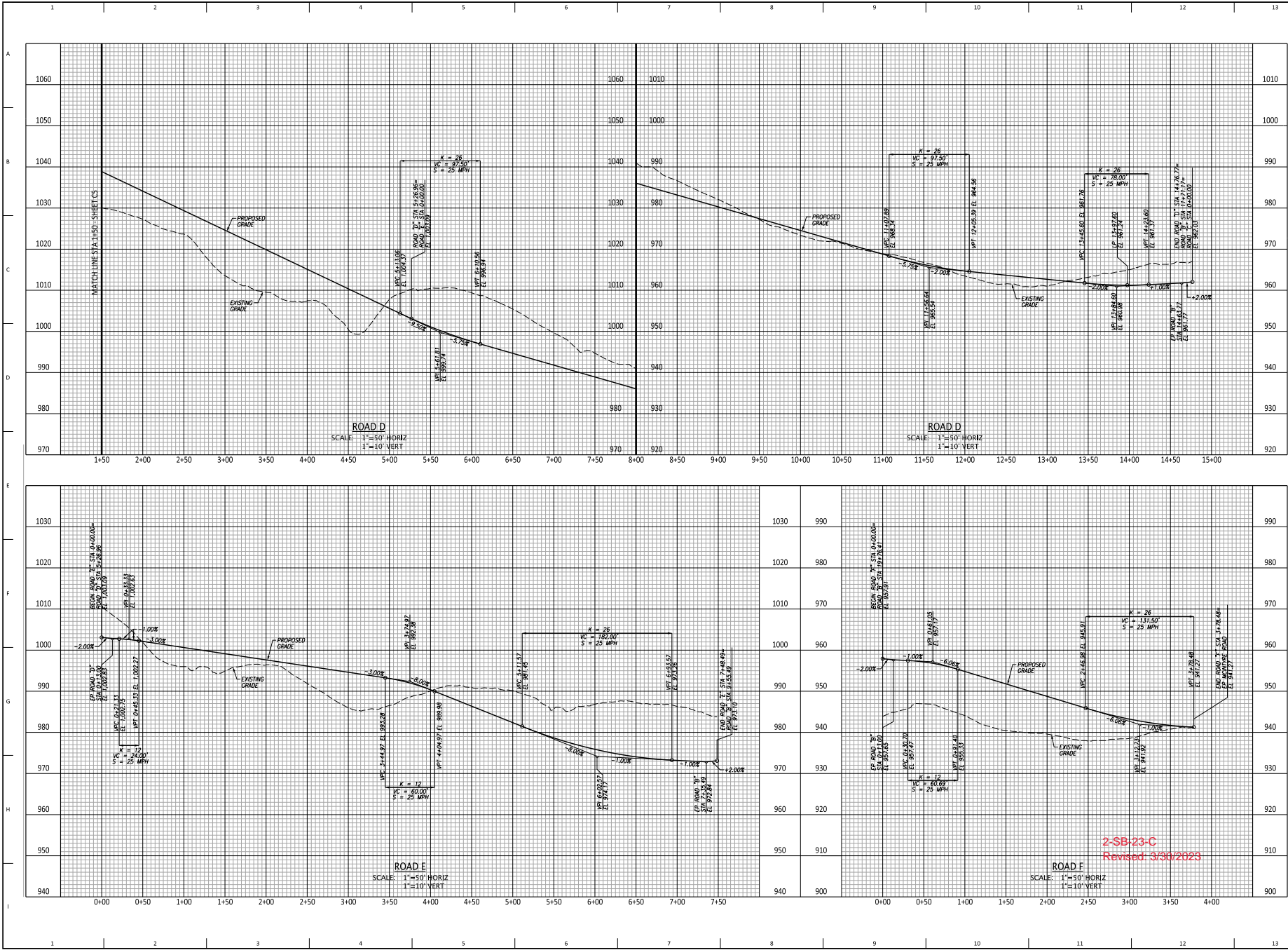
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 KNOXVILLE, TN 37914

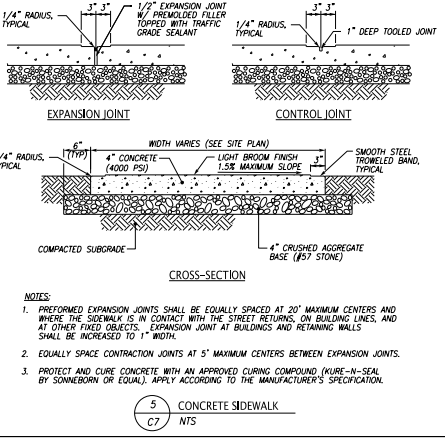
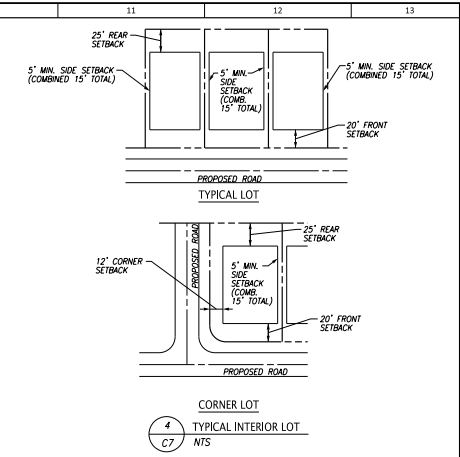
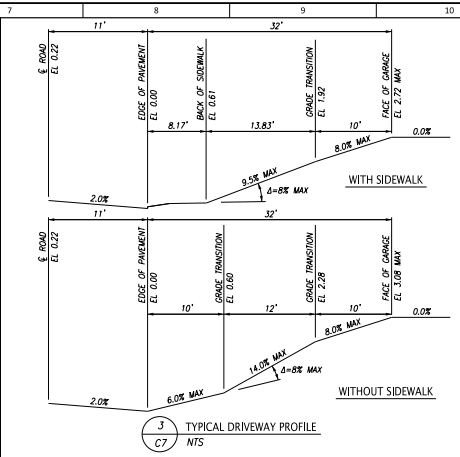
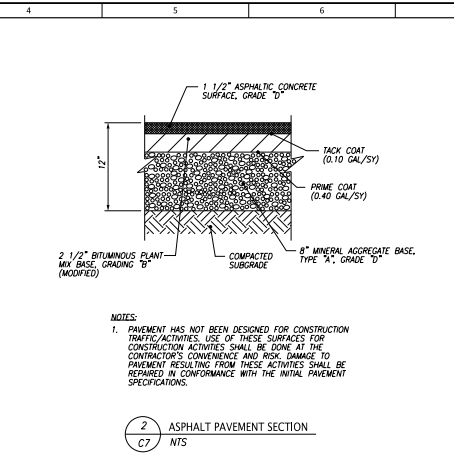
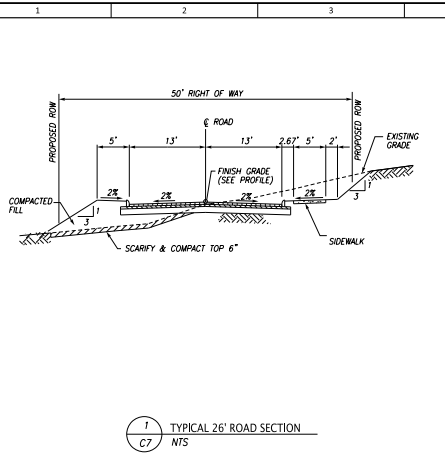
ROAD PROFILES

PRELIMINARY NOT FOR CONSTRUCTION

JOB NO: 220401
 DATE: 12/12/2022

C6
 CONCEPT PLAN
 12/12/2022

2-SB-23-C
 Revised: 3/30/2023



NOTES:
1. PAVEMENT HAS NOT BEEN DESIGNED FOR CONSTRUCTION TRAFFIC ACTIVITIES. USE OF THESE SURFACES FOR CONSTRUCTION ACTIVITIES SHALL BE DONE AT THE CONTRACTOR'S CONVENIENCE AND RISK. DAMAGE TO PAVEMENT RESULTING FROM THESE ACTIVITIES SHALL BE REPAIRED IN CONFORMANCE WITH THE INITIAL PAVEMENT SPECIFICATIONS.

NOTES:
1. PREFORMED EXPANSION JOINTS SHALL BE EQUALLY SPACED AT 20' MAXIMUM CENTERS AND WHERE THE SIDEWALK IS IN CONTACT WITH THE STREET RETURNS, ON BUILDING LINES, AND AT OTHER FIXED OBJECTS, EXPANSION JOINT AT BUILDINGS AND RETAINING WALLS SHALL BE INCREASED TO 1" WIDTH.
2. EQUALLY SPACE CONTRACTION JOINTS AT 5' MAXIMUM CENTERS BETWEEN EXPANSION JOINTS.
3. PROTECT AND CURE CONCRETE WITH AN APPROVED CURING COMPOUND (KURE-N-SEAL BY SONNEBORN OR EQUAL), APPLY ACCORDING TO THE MANUFACTURER'S SPECIFICATION.

ARDURRA
COLLABORATE. INNOVATE. CREATE.
2160 Lakeside Centre Way, Suite 201
Knoxville, TN 37922
Phone: (865) 890-6419
www.ardurra.com

RAND PARTNERS, LLC
118 N. PETERS RD
SUITE 304
KNOXVILLE, TN 37923
JAKE STENZIANO
STENZIANO@RANDP.COM
865-529-4796

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BUFFETT MILL ESTATES
5233 MCINTYRE ROAD
KNOXVILLE, TN 37914

DETAILS

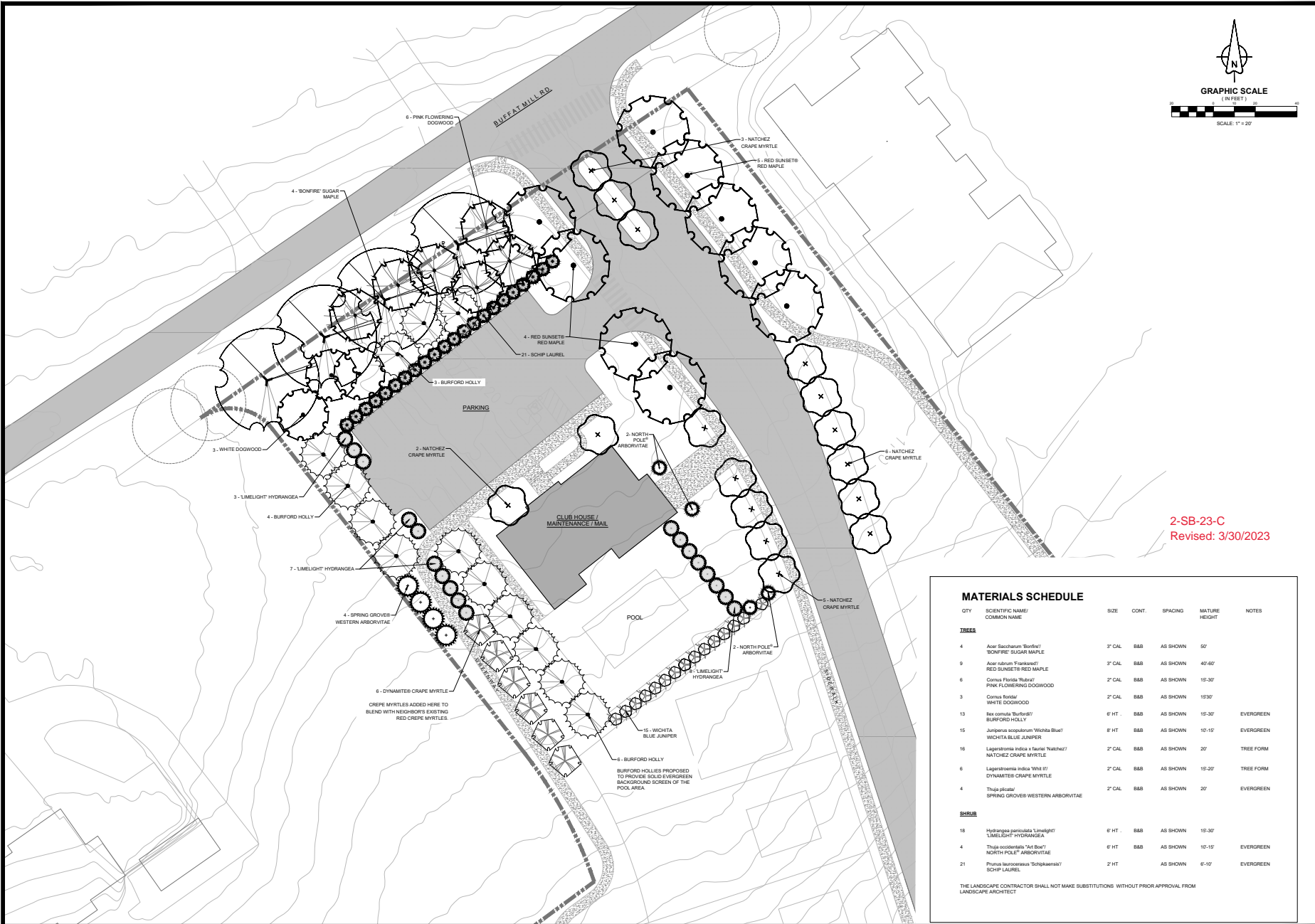
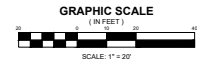
PRELIMINARY NOT FOR CONSTRUCTION

JOB NO: 220401
DATE: 12/12/2022

C7

CONCEPT PLAN
12/12/2022

2-SB-23-C
Revised: 3/30/2023



2-SB-23-C
Revised: 3/30/2023

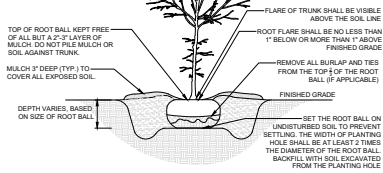
MATERIALS SCHEDULE

QTY	SCIENTIFIC NAME COMMON NAME	SIZE	CONT.	SPACING	MATURE HEIGHT	NOTES
TREES						
4	<i>Acer Spicatum 'Bonfire'</i> BONFIRE SUGAR MAPLE	3" CAL	B&B	AS SHOWN	50'	
9	<i>Acer rubrum 'Flamingo'</i> RED SUNSETS RED MAPLE	3" CAL	B&B	AS SHOWN	40-60'	
6	<i>Cornus Florida 'Ribbon'</i> PINK FLOWERING DOGWOOD	2" CAL	B&B	AS SHOWN	15-30'	
3	<i>Cornus Sorida</i> WHITE DOGWOOD	2" CAL	B&B	AS SHOWN	15-30'	
13	<i>Ilex Cornuta 'Burfordii'</i> BURFORD HOLLY	6" HT.	B&B	AS SHOWN	15-30'	EVERGREEN
15	<i>Juniperus scopulorum 'Wichita Blue'</i> WICHITA BLUE JUNIPER	6" HT	B&B	AS SHOWN	10-15'	EVERGREEN
16	<i>Lagerströmia indica x 'Natchez'</i> NATCHEZ GRAPE MYRTLE	2" CAL	B&B	AS SHOWN	20'	TREE FORM
6	<i>Lagerströmia indica 'Dynamite'</i> DYNAMITE GRAPE MYRTLE	2" CAL	B&B	AS SHOWN	15-20'	TREE FORM
4	<i>Thuja plicata</i> SPRING GROVE WESTERN ARBORVITAE	2" CAL	B&B	AS SHOWN	20'	EVERGREEN
SHRUB						
18	<i>Hydrangea paniculata 'Limelight'</i> LIMELIGHT HYDRANGEA	6" HT.	B&B	AS SHOWN	15-30'	
4	<i>Thuja occidentalis 'At Bow'</i> NORTH POLE ARBORVITAE	6" HT	B&B	AS SHOWN	10-15'	EVERGREEN
21	<i>Prunus laurocerasus 'Schipkaensis'</i> SCHIP LAUREL	2" HT	AS SHOWN	AS SHOWN	6-10'	EVERGREEN

THE LANDSCAPE CONTRACTOR SHALL NOT MAKE SUBSTITUTIONS WITHOUT PRIOR APPROVAL FROM LANDSCAPE ARCHITECT

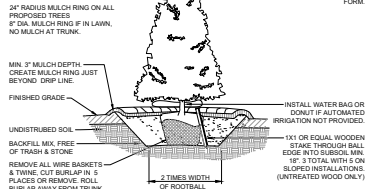
<p>LANDSCAPE PLAN 5233 MCINTYRE RD. KNOXVILLE, TENNESSEE</p>	<p>BUFFAT MILL</p>
<p>PROJECT 22-1224</p>	<p>SHEET L-1.0</p>

DO NOT CUT CENTRAL LEADER. PRUNE ONLY BROKEN BRANCHES APART FROM THE SHIPPING TWINE SO THEY NATURALLY HANG.
DO NOT PAINT ANY WOUNDS OR CUTS.

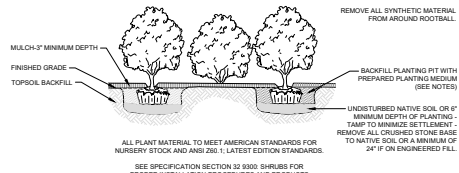


TREE PLANTING DETAIL
NOT TO SCALE

ALL PLANT MATERIAL TO MEET AMERICAN STANDARDS FOR NURSERY STOCK & ANSI Z60.1 LATEST EDITION STANDARDS.



EVERGREEN TREE PLANTING DETAIL
NOT TO SCALE



SHRUB PLANTING IN GROUP DETAIL
NOT TO SCALE

GENERAL NOTES:

- UTILITY SERVICES MAY EXIST ON SITE. THE LOCATION OF ALL SURFACE AND UNDERGROUND UTILITIES, RIGHT-OF-WAYS, EASEMENTS, ETC., SHALL BE VERIFIED BY THE CONTRACTOR. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING ALL UTILITIES FROM DAMAGE DURING CONSTRUCTION AND TO REPAIR ANY DAMAGES WHICH SHOULD OCCUR TO THE SATISFACTION OF THE OWNER AND UTILITY COMPANIES. COMMENCEMENT OF PROJECT INSTALLATION INDICATES ACKNOWLEDGMENT OF AND ACCEPTANCE BY THE CONTRACTOR OF EXISTING CONDITIONS.
- ACTUAL ASSEMBLY AND EXISTING SITE CONDITIONS MAY VARY AS SHOWN ON THIS PLAN.
- DAMAGE BY CONTRACTOR TO UNDISTURBED AREAS OUTSIDE THE LIMITS OF CONSTRUCTION SHALL BE REPAIRED BY CONTRACTOR TO THE SATISFACTION OF THE OWNER.
- CONTRACTOR IS RESPONSIBLE FOR CONDUCTING SITE INSPECTION PRIOR TO BIDDING WORK. TO DETERMINE SITE CONDITIONS AND AREAS TO BE IMPROVED. SUBMISSION OF BID INDICATES CONTRACTOR HAS VERIFIED SITE CONDITIONS AND PLANT MATERIAL QUANTITIES.
- FINAL ACCEPTANCE: THE LANDSCAPE ARCHITECT OR THE OWNER'S REPRESENTATIVE WILL PROVIDE THE FINAL INSPECTION. SHOULD THE INSPECTION WORK INCOMPLETE, THE CONTRACTOR SHALL REMEDY THE DEFICIENCIES.
- IF THE SUBSTANTIAL COMPLETION OR FINAL INSPECTION REQUIRES REINSPECTION BY LANDSCAPE ARCHITECT DUE TO FAILURE OF WORK TO COMPLY WITH CONTRACTOR'S CLAIMS ON FINAL INSPECTION, THE CONTRACTOR SHALL BE RESPONSIBLE FOR COMPENSATING THE LANDSCAPE ARCHITECT FOR REINSPECTION SERVICES AT THE RATE OF ONE HUNDRED DOLLARS (\$100) PER HOUR PER PERSON PLUS ALL RELATED TRAVEL EXPENSES FOR EACH REQUESTED REINSPECTION TRIP.
- AFTER FINAL ACCEPTANCE AND PRIOR TO END OF WARRANTY PERIOD, CONTRACTOR SHALL REPLACE ALL PLANT MATERIAL THAT HAS DIED OR HAS DEFECTS, INCLUDING UNSATISFACTORY GROWTH, IN THE OPINION OF THE OWNER.
- DURING LANDSCAPE INSTALLATION KEEP PAVEMENTS CLEAN AND WORK AREA IN ORDERLY CONDITION. THE PROJECT SITE SHALL BE LEFT IN A CLEAN CONDITION AT THE END OF EVERY WORK DAY.
- CONTRACTOR TO REPAIR ANY PAVEMENTS, CURBS, AND OTHER IMPROVEMENTS DAMAGED AS A RESULT OF LANDSCAPE INSTALLATION ACTIVITY.
- STEEL EDGING AS INDICATED SHALL BE TYPED OR APPROVED EQUAL. INSTALL PER MANUFACTURER'S WRITTEN SPECIFICATIONS FOR THIS TYPE APPLICATION. COLOR: BLACK.
- ROCK MULCH SHALL BE 4" TO 12" ROUNDED ROCK. NATURAL SANDTAN COLOR. TOP OF MULCH SHALL BE APPROXIMATELY AT SURROUNDING GRADE. INSTALL LANDSCAPE FABRIC UNDER ALL AREAS TO RECEIVE ROCK MULCH. INSTALL ROCK MULCH TO A DEPTH ADEQUATE TO COMPLETELY COVER VISUALLY THE LANDSCAPE FABRIC.
- THE LOCATION OF ALL PLANT MATERIAL SHOWN ON THE PLAN SHALL BE FIELD LOCATED AND STAKE/FLAGGED BY THE CONTRACTOR AND APPROVED BY THE LANDSCAPE ARCHITECT OR OWNER'S REPRESENTATIVE BEFORE THE DIGGING OF PLANTING HOLES. PLANTING SHALL BE LOCATED WHERE SHOWN ON THE DRAWINGS OR WHERE FIELD LOCATED BY THE LANDSCAPE ARCHITECT.
- PROVIDE ONLY PLANTS THAT ARE FREE FROM DISEASES AND PESTS, AND THAT COMPLY WITH THE LATEST EDITION OF PUBLICATION ANSI Z60.1, AMERICAN STANDARDS FOR NURSERY STOCK, BY THE AMERICAN ASSOCIATION OF NURSERMEN. DIMENSIONS FOR HEIGHTS, SPREAD, AND TRUNK SPECIFIED ON THE MATERIAL SCHEDULE IS A GENERAL GUIDE FOR THE MINIMUM DESIRED SIZE OF EACH PLANT.
- DO NOT MAKE SUBSTITUTIONS REGARDING PLANT SIZES OR SPECIES WITHOUT WRITTEN PERMISSION FROM THE OWNER OR LANDSCAPE ARCHITECT.
- REMOVE ALL METAL BASKETS, STRINGS AND OTHER TIES FROM TREES.
- FERTILIZE ALL PLANTS WITH 16-16-16 SLOW RELEASE FERTILIZER AT THE RATE OF 3 POUNDS PER CUBIC YARD OF SOIL MIX. 3 POUNDS PER 100 SF OF BED FOR SHRUBS AND GROUND COVER.
- PLANTS DESIGNATED "B" IN THE PLANT LIST SHALL BE BALLED AND BURLAPPED. THEY SHALL BE DUG WITH FIRM NATURAL BALLS OF EARTH OF SUFFICIENT DIAMETER AND DEPTH TO ENCOMPASS THE FIBROUS AND FEEDING ROOT SYSTEM NECESSARY FOR FULL RECOVERY OF THE PLANT. BALLS SHALL BE FIRMLY WRAPPED WITH BURLAP OR BURLAP MATERIAL AND BOUND WITH TWINE OR CORD.
- ONLY "HEMP" BURLAP AND TWINE SHALL BE USED. NO TREATED OR PRESERVED BURLAP OR TWINE IS ALLOWED. ALL HEMP TWINE ATTACHED TO THE TREE TRUNK IS TO BE REMOVED AFTER PLANTING. AT A MINIMUM THE TOP ONE-THIRD OF THE ROOT BALL IS TO HAVE ALL BURLAP AND TWINE REMOVED. IF ROOTS ARE CIRCLING OR CIRCLING THEY MUST BE LOOSENED OR CUT.
- THE BALLS OF "B" PLANTS WHICH CANNOT BE PLANTED IMMEDIATELY ON DELIVERY SHALL BE COVERED WITH MOIST SOIL OR MULCH OR OTHER PROTECTION FROM DRYING WINDS AND SUN. ALL PLANTS INSTALLED OR STORED SHALL BE WATERED BY CONTRACTOR AS NECESSARY UNTIL FINAL ACCEPTANCE.
- FOLD DOWN OR CUT THE BURLAP FROM THE TOP 1/3 OF THE BALL OR TO THE WIDEST TOP EDGE OF THE BALL IN ORDER TO EXPOSE THE TOP PLANE OF THE BALL. REMOVE ALL NAILS, STAPLES, ETC. USED TO HOLD THE BALL TOGETHER.
- THE BALLS SHALL HAVE A MINIMUM DIAMETER IN FEET EQUAL TO 10" FOR EACH CALIPER INCH OF THE TREE.
- ALL PLANTS SHALL BE HANDLED SO THAT ROOTS ARE ADEQUATELY PROTECTED AT ALL TIMES. DURING SHIPMENT, THE ENTIRE PLANT SHALL BE PROTECTED BY TAPPALUNGS OR OTHER SUITABLE COVERING. PLANT MATERIAL SUFFERING FROM WIND BURN OR OTHER WIND DAMAGE IS NOT ACCEPTABLE.
- NO PLANT SHALL BE BOUND WITH ROPE OR WIRE IN A MANNER THAT DAMAGES THE BARK, BREAKS BRANCHES, OR DESTROYS ITS NATURAL SHAPE. NO PLANT MATERIAL REQUIRED TO BE BALLED AND BURLAPPED SHALL BE ACCEPTED IF THE BALL IS CRACKED OR BROKEN EITHER BEFORE OR DURING THE PROCESS OF PLANTING, OR WHEN REQUIRED BURLAP, STAPLES, ROPE OR PLATFORM HAVE BEEN REMOVED.
- ANY SERIES OF TREES OR SHRUBS TO BE PLANTED IN A PARTICULAR ARRANGEMENT WILL BE FIELD CHECKED FOR ACCURACY BY THE OWNER. ANY PLANTS INCORRECTLY ARRANGED SHALL BE RELOCATED WITH THE OWNER'S APPROVAL.
- PRE-EMERGENT HERBICIDE (IF EQUAL OR EQUAL) SHALL BE APPLIED ACCORDING TO MANUFACTURER'S INSTRUCTIONS TO ALL PLANT BEDS, PRIOR TO PLANTING, FOR NOXIOUS WEED CONTROL.
- ALL PLANTING BEDS AND TREE AND SHRUB PLANTINGS SHALL RECEIVE A MINIMUM 3" DEEP SHREDED HARDWOOD MULCH LAYER.
- CONTRACTOR IS RESPONSIBLE FOR THE WATERING AND MAINTENANCE OF ALL INSTALLED PLANT MATERIAL, INCLUDING GRASS AREAS, UNTIL FINAL ACCEPTANCE BY OWNER. WATER ALL PLANT MATERIAL AT TIME OF PLANTING.
- ALL PLANT MATERIAL IS TO BE GUARANTEED FOR ONE (1) YEAR. GUARANTEE PERIOD STARTS FROM DATE OF FINAL ACCEPTANCE. OWNER RETAINS THE RIGHT TO INSPECT TREES AND SHRUBS FOR SIZE AND CONDITION OF ROOT BALL, INSECTS, INJURIES, AND LATENT DEFECTS FROM THE PROJECT SITE.
- AND TO RECTIFY UNSATISFACTORY OR DEFECTIVE MATERIAL AT ANY TIME DURING PROGRESS OF WORK. REMOVE REJECTED MATERIAL IMMEDIATELY FROM THE PROJECT SITE.
- PLANT MATERIALS OF THE SAME SPECIES AND SHALL CONFORM TO THE STANDARDS FOR PLANT MATERIALS SPECIFIED. ALL REPLACEMENT MATERIAL SHALL IMMEDIATELY BE REMOVED FROM THE SITE AND ALL NECESSARY REPAIRS TO PLANTS, GRASSES, LAWN AREAS, PARADELS DURING REPLACEMENT SHALL BE MADE AT NO COST TO THE OWNER.
- ONLY ONE REPLACEMENT PER TREE, SHRUB, OR PLANT WILL BE REQUIRED AT THE END OF THE WARRANTY PERIOD, EXCEPT FOR LOSSES OR REPLACEMENTS DUE TO FAILURE TO COMPLY WITH THE SPECIFIED REQUIREMENTS.

NO.	DATE	REVISIONS

DATE: 03/30/2023
SCALE:
DRAWN BY: AS BELMONT
CHECKED BY:
REVISED BY:
DATE:

PLANTING DETAILS AND NOTES
5233 MCINTYRE RD.
KNOXVILLE, TENNESSEE



2-SB-23-C
Revised: 3/30/2023

PROJECT
22-1 224

SHEET
L-2.0

EXHIBIT A

2-SB-23-C / 2-C-23-SU
TIS Version 4
3/29/2023

2-C-23-SU WAS
WITHDRAWN 3.22.23

BUFFAT MILL ESTATES
Transportation Impact Analysis
5233 McIntyre Road
Knoxville, TN

**A Transportation Impact Analysis for the Buffat Mill Estates
Subdivision**

Submitted to

City of Knoxville Department of Engineering

Revised March 29, 2023
January 9, 2023
FMA Project No. 720.001

Submitted By:



The turn lane warrant worksheets and analysis are included in Attachment 9.

7 Conclusions and Recommendations

7.1 Spring Hill Road at Buffat Mill Road

The existing, background and full buildout conditions at the unsignalized intersection of Spring Hill Road at Buffat Mill Road were analyzed using the Highway Capacity Software (HCS7). Spring Hill Road at Buffat Mill Road is a four-legged intersection with existing stop signs on Buffat Mill Road and on the northbound approach of Spring Hill Road. The southbound approach of Spring Hill Road does not stop. The Highway Capacity Software (HCS7) does not calculate delay for an intersection in which only one approach does not stop; therefore, the intersection was analyzed as an all-way stop controlled intersection as a conservative estimate of delay.

The existing and background traffic conditions for the intersection of Spring Hill Road at Buffat Mill Road operate at a LOS B or better for all approaches during both the AM and PM peak hour.

After the completion of the full buildout of the Buffat Mill Estates the traffic conditions for the intersection of Spring Hill Road at Buffat Mill Road will continue to operate at a LOS B or better for all four approaches during both the AM and PM peak hours.

The 95% queue length is defined as the queue length that has only a 5-percent probability of being exceeded during the analysis time period. The 95% queue length is typically used to determine the length of turning lanes in order to minimize the risk of blockage.

The all-way stop controlled intersection capacity analysis shows the full buildout 95% queue length for the northbound approach (Spring Hill Road) and eastbound and westbound approaches (Buffat Mill Road) of less than two vehicles during both the AM peak hour and PM peak hours.

The existing storage lengths for the northbound approach (Spring Hill Road) and eastbound and westbound approaches (Buffat Mill Road) are adequate and no additional improvements are necessary in order to accommodate the Buffat Mill Estates residential development.

7.2 Loves Creek Road at Buffat Mill Road

The existing, background and full buildout conditions at the unsignalized intersection of Loves Creek at Buffat Mill Road were analyzed using the Highway Capacity Software (HCS7). Loves Creek Road at Buffat Mill Road is a three-legged intersection with an existing stop sign on eastbound Buffat Mill Road.

The existing traffic conditions for the eastbound approach (Buffat Mill Road) operate at a LOS B during the AM peak hour and a LOS C during the PM peak hour and the northbound approach (Loves Creek Road) operates at a LOS A during both the AM and PM peak hours.

The background traffic conditions for the eastbound approach (Buffat Mill Road) operate at a LOS B during the AM peak hour and a LOS D during the PM peak hour and the northbound approach (Loves Creek Road) operates at a LOS A during both the AM and PM peak hours.

After the completion of the full buildout of the Buffat Mill Estates the traffic conditions for the intersection of Buffat Mill Road at Loves Creek Road will operate as follows. The eastbound approach (Buffat Mill Road) will operate at a LOS B during the AM peak hour and a LOS D during the PM peak hour. The northbound approach (Loves Creek Road) will operate at a LOS A during both the AM and PM peak hours.

The 95% queue length is defined as the queue length that has only a 5-percent probability of being exceeded during the analysis time period. The 95% queue length is typically used to determine the length of turning lanes in order to minimize the risk of blockage.

Buffat Mill Road at the intersection with Loves Creek Road is located approximately 300 feet east of the intersection of Kinzel Way with an available storage of 15 vehicles before the queue from the stop-controlled intersection would block the connection to Kinzel Way.

The unsignalized intersection capacity analysis shows the full buildout 95% queue length for the eastbound approach (Buffat Mill Road) of less than one vehicle (approximately 25 feet) during the AM peak hour and 4.6 vehicles (approximately 125 feet) during the PM peak hour; therefore, the existing storage at the intersection is adequate and no improvements are necessary in order to accommodate the Buffat Mill Estates residential development.

At the intersection of Buffat Mill Road at Loves Creek a southbound right turn lane is not warranted during either the AM or PM peak hour and a northbound left turn lane is warranted during the PM peak hour per the Knox County Department of

Engineering and Public Works handbook, "Access Control and Driveway Design Policy." A northbound left turn lane at the intersection of Buffat Mill Road at Loves Creek Road is met during existing, background and full buildout conditions. The warrant for a northbound left turn lane is an existing condition that is only marginally impacted by the new vehicle trips from the Buffat Mill Estates residential development.

Any future improvements to the intersection or the various traffic management infrastructure, would need to be reviewed, coordinated, and approved by the City of Knoxville Department of Engineering.

7.3 Spring Hill Road at McIntyre Road

The existing, background and full buildout conditions at the unsignalized intersection of Spring Hill Road at McIntyre Road were analyzed using the Highway Capacity Software (HCS7). Spring Hill Road at McIntyre Road is a three-legged intersection with an existing stop sign on westbound McIntyre Road.

The existing and background traffic conditions for the westbound approach (McIntyre Road) operate at a LOS A during the AM and PM peak hours and the southbound approach (Spring Hill Road) operate at a LOS A during both the AM and PM peak hours.

After the completion of the full buildout of the Buffat Mill Estates the traffic conditions for the intersection of Spring Hill Road at McIntyre Road will operate as follows. The westbound approach (McIntyre Road) will operate at a LOS B during both the AM and PM peak hours. The southbound approach (Loves Creek Road) will continue to operate at a LOS A during both the AM and PM peak hours.

The unsignalized intersection capacity analysis shows a 95% queue length at the full buildout for westbound McIntyre Road of less than one car length during both the AM and PM peak hours; therefore, the existing storage is adequate, and no improvements are necessary in order to accommodate the Buffat Mill Estates residential development.

7.4 Loves Creek Road at McIntyre Road

The existing, background and full buildout conditions at the unsignalized intersection of Loves Creek Road at McIntyre Road were analyzed using the Highway Capacity Software (HCS7). Loves Creek Road at McIntyre Road is a three-legged intersection with an existing stop sign on eastbound McIntyre Road.

The existing and background traffic conditions for the eastbound approach (McIntyre Road) operate at a LOS B during both the AM and PM peak hours and the

northbound approach (Loves Creek Road) operate at a LOS A during both the AM and PM peak hours.

After the completion of the full buildout of the Buffat Mill Estates the traffic conditions for the intersection of Loves Creek Road at McIntyre Road will operate as follows. The eastbound approach (McIntyre Road) will operate at a LOS B during both the AM and PM peak hours. The northbound approach (Loves Creek Road) will continue to operate at a LOS A during both the AM and PM peak hours.

The unsignalized intersection capacity analysis shows a 95% queue length at the full buildout for eastbound McIntyre Road of less than one car length during both the AM and PM peak hours; therefore, the existing storage is adequate, and no improvements are necessary in order to accommodate the Buffat Mill Estates.

7.5 Spring Hill Road at Monte Vista Road

The existing, background and full buildout conditions at the unsignalized intersection of Spring Hill Road at Monte Vista Road were analyzed using the Highway Capacity Software (HCS7). Spring Hill Road at Monte Vista Road is a three-legged intersection with an existing stop sign on westbound Monte Vista Road.

The existing and background traffic conditions for the westbound approach (Monte Vista Road) operate at a LOS A during both the AM and PM peak hours and the southbound approach (Spring Hill Road) operates at a LOS A during both the AM and PM peak hours.

After the completion of the full buildout of the Buffat Mill Estates the traffic conditions for the intersection of Spring Hill Road at Monte Vista Road will operate as follows. The westbound approach (Monte Vista Road) will continue to operate at a LOS A during both the AM and PM peak hours. The southbound approach (Spring Hill Road) will continue to operate at a LOS A during both the AM and PM peak hours.

The unsignalized intersection capacity analysis shows a 95% queue length at the full buildout for westbound Monte Vista Road of less than one car length during both the AM and PM peak hours; therefore, the existing storage is adequate, and no improvements are necessary in order to accommodate the Buffat Mill Estates.

7.6 Buffat Mill Road at Roadway Connection (Road "A")

The proposed full buildout conditions at the unsignalized intersection of Buffat Mill Road at the roadway connection (Road "A") were analyzed using the Highway Capacity Software (HCS7). Buffat Mill Road at the proposed roadway connection

(Road "A") is a three-legged intersection with a proposed stop sign on the northbound roadway connection (Road "A").

After the completion of the full buildout of the Buffat Mill Estates the traffic conditions for the intersection of Buffat Mill Road at the roadway connection (Road "A") will operate as follows. The westbound approach (Buffat Mill Road) will operate at a LOS A during both the AM and PM peak hours. The northbound approach (Road "A") will operate at a LOS B during both the AM and PM peak hours.

The width of Buffat Mill Road at the proposed roadway connection (Road "A") is approximately 19-20 feet. The minimum recommended pavement width standard is 20 feet wide. The City of Knoxville has reviewed the pavement width in the vicinity of the Buffat Mill Estates and is not requiring any road widening improvements.

Buffat Mill Road is classified as a Major Collector by the Major Road Plan. The minimum intersection spacing required on a collector street is 300 feet per the "Knoxville-Knox County Subdivision Regulations" amended through October 6, 2022. The main roadway connection (Road "A") is located approximately 190 feet west of Locarno Drive and approximately 1,590 feet east of Spring Hill Road; therefore, the minimum required separation on a collector street is not met.

The Buffat Mill Estates residential development will need to request a variance to allow the intersection spacing to be less than the required 300 feet. The property frontage along Buffat Mill Road is limited and shifting the entrance further away from Locarno Drive is not an option.

The unsignalized intersection capacity analysis shows a 95% queue length at the full buildout for westbound Buffat Mill Road of less than one car length during both the AM and PM peak hours; therefore, westbound vehicles turning left onto Road "A" are not expected to back up or interfere with the traffic operations at the intersection of Buffat Mill Road at Locarno Drive.

An eastbound right turn lane and a westbound left turn lane on Buffat Mill Road are not warranted during either the AM or PM peak hours per the Knox County Department of Engineering and Public Works handbook, "Access Control and Driveway Design Policy."

The minimum required stopping sight distance and intersection sight distance for the intersection of Buffat Mill Road at the proposed roadway connection (Road "A") was determined using the AASHTO "Geometric Design of Highways and Streets". The required stopping sight distance is 200 feet for a road with a 30 mph design speed; 184 feet for a 6% upgrade and 215 feet for a 6% downgrade. The required

intersection sight distance for a road with a 30 mph design speed is 290 feet for a right turn from stop and 335 feet for a left turn from stop.

The existing vegetation and slope in the right-of-way did not allow a clear field measurement at 15 feet from the edge of pavement to determine the intersection sight distance for Buffat Mill Road at the proposed roadway connection (Road "A").

A site line profile using the 335 foot minimum required intersection sight distance shows that the intersection sight distance can be achieved at the proposed intersection. The proposed grading work is located in the right-of-way to allow for construction of the boulevard entrance. There is no proposed or necessary grading work on Buffat Mill Road.

Ardurra recommends that the intersection sight distance be certified by a land surveyor prior to construction in order to verify that Buffat Mill Road has adequate intersection sight distance at the proposed roadway connection (Road "A") to comply with City of Knoxville and AASHTO requirements. No sight distance easement will be needed.

Attachment 10 includes the intersection sight triangles, pictures of the existing intersection sight distance and sight line profiles at the intersection of Buffat Mill Road at the proposed roadway connection (Road "A").

The intersection sight triangles at the intersection of Buffat Mill Road at the Roadway Connection (Road "A") do not show that any easements will be required from the adjoining properties. Any required sight distance easements for the internal subdivision intersections should be coordinated with the City of Knoxville Department of Engineering and included on the final design drawings prior to construction of the residential development.

Ardurra recommends that the signs and pavement markings be installed in accordance with the standards provided in the *Manual on Uniform Traffic Control Devices* (MUTCD).

The Buffat Mill Estates residential development will be located in the Parent Responsibility Zone (PRZ) for Spring Hill Elementary School. Given the lack of existing sidewalk connectivity in the area and low numbers of existing pedestrians on the roadway network included on the traffic counts it is expected that the majority of students will have to reach the elementary school by vehicle.

7.7 McIntyre Road at Roadway Connection (Road "F")

The proposed full buildout conditions at the unsignalized intersection of McIntyre Road at the roadway connection (Road "F") were analyzed using the Highway

Capacity Software (HCS7). McIntyre Road at the proposed roadway connection (Road "F") is a three-legged intersection with a proposed stop sign on the southbound roadway connection (Road "F").

After the completion of the full buildout of the Buffat Mill Estates the traffic conditions for the intersection of McIntyre Road at the roadway connection (Road "F") will operate as follows. The eastbound approach (McIntyre Road) will operate at a LOS A during both the AM and PM peak hours. The southbound approach (Road "F") will operate at a LOS A during both the AM and PM peak hours

The width of McIntyre Road at the proposed roadway connection (Road "F") is approximately 19-24 feet. The minimum recommended pavement width standard is 20 feet wide. The City of Knoxville has reviewed the pavement width in the vicinity of the Buffat Mill Estates and is not requiring any road widening improvements.

McIntyre Road is not classified by the Major Road Plan; therefore, it is considered a local street. The minimum intersection spacing required on a local street is 125 feet per the "Knoxville-Knox County Subdivision Regulations" amended through October 6, 2022. The second roadway connection (Road "F") is located approximately 405 feet west of Ross Road and approximately 1,000 feet east of Payne Road.; therefore, the minimum separation on a local street is met and no change is necessary.

An eastbound left turn lane and a westbound right turn lane on McIntyre Road are not warranted during either the AM or PM peak hours per the Knox County Department of Engineering and Public Works handbook, "Access Control and Driveway Design Policy."

The minimum required stopping sight distance and intersection sight distance for the intersection of McIntyre Road at the proposed roadway connection (Road "F") was determined using the AASHTO "Geometric Design of Highways and Streets". The required stopping sight distance is 155 feet for a road with a 25 mph design speed. The required intersection sight distance for a road with a 25 mph design speed is 240 feet for a right turn from stop and 280 feet for a left turn from stop.

At 15 feet from the edge of pavement the intersection sight distance is greater than 350 feet looking eastbound and westbound. A site line profile using the 280 foot minimum required intersection sight distance shows that the intersection sight distance can be achieved at the proposed intersection.

Ardurra recommends that the intersection sight distance be certified by a land surveyor prior to construction in order to verify that McIntyre Road has adequate

intersection sight distance at the proposed roadway connection to comply with City of Knoxville and AASHTO requirements.

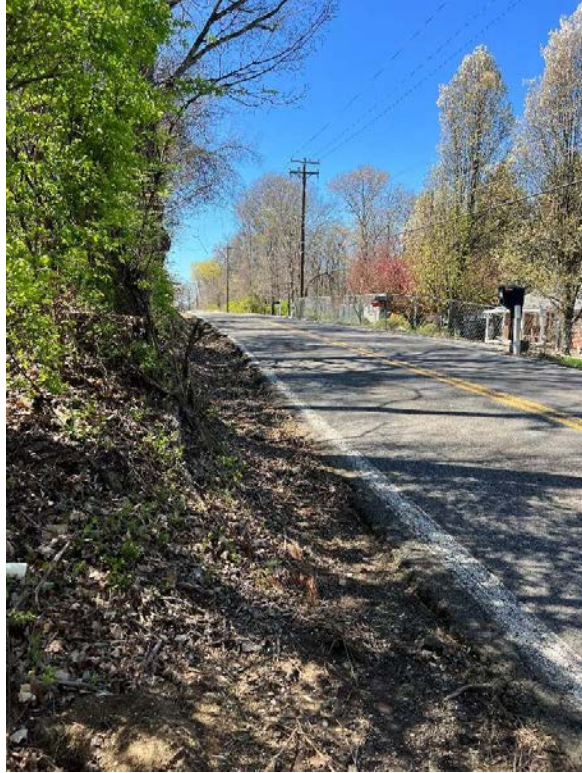
Attachment 10 includes intersection sight triangles, pictures of the existing intersection sight distance and sight line profiles at the intersection of McIntyre Road at the proposed roadway connection (Road "F").

The intersection sight triangles at the intersection of McIntyre Road at the Roadway Connection (Road "F") do not show that any easements will be required from the adjoining properties.

Attachment 10
Sight Distance



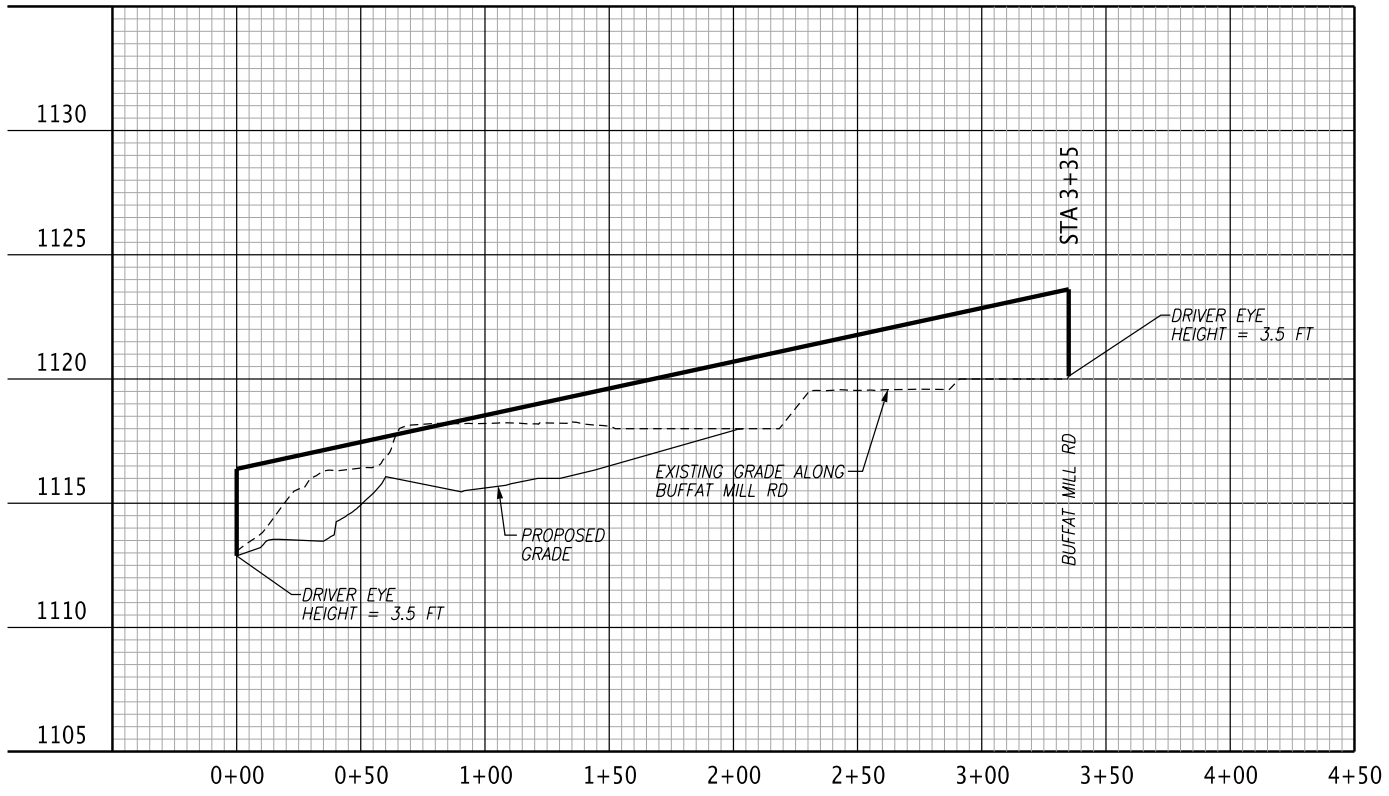
Buffat Mill Road at Roadway Connection (Road "A")
Intersection Sight Triangles



Buffat Mill Road at Roadway Connection (Road "A") – Looking Left

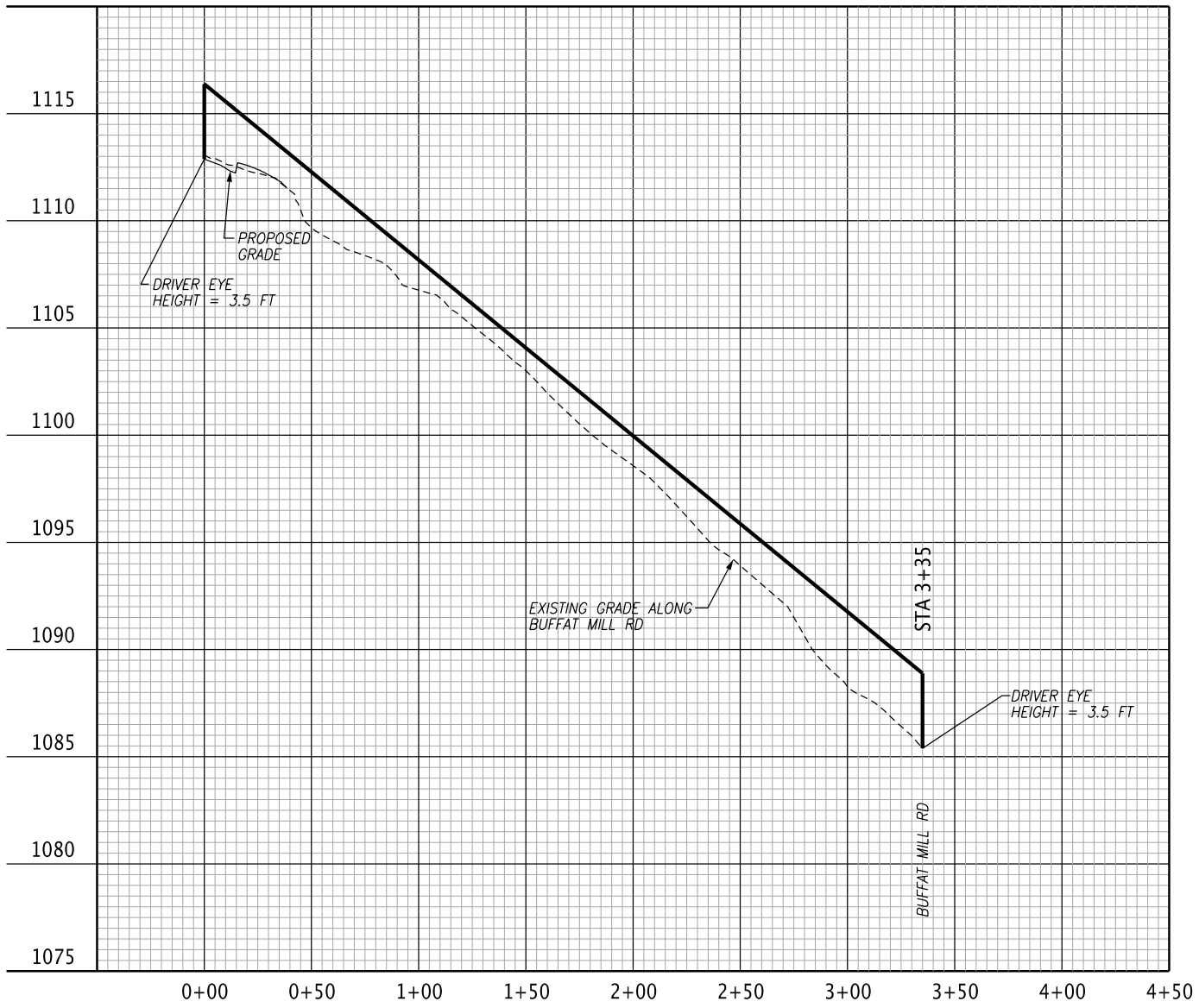


Buffat Mill Road at Roadway Connection (Road "A") – Looking Right



SIGHT DISTANCE PROFILE - BUFFAT MILL RD - LEFT APPROACH

SCALE: 1"=50' HORIZ
1"=5' VERT



SIGHT DISTANCE PROFILE - BUFFAT MILL RD - RIGHT APPROACH

SCALE: 1"=50' HORIZ
1"=5' VERT



McIntyre Road at Roadway Connection (Road "F")

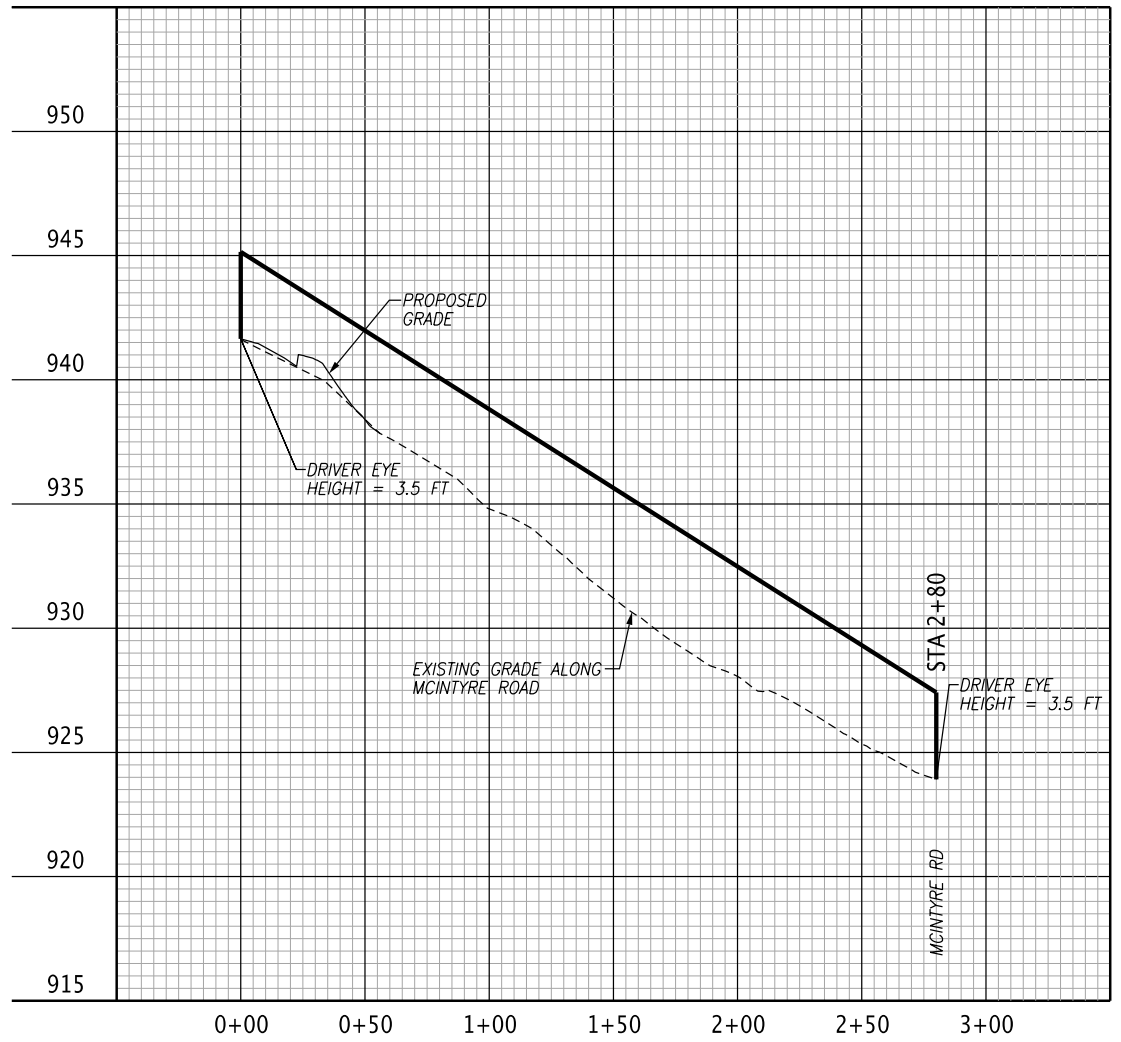
Intersection Sight Triangles



McIntyre Road at Roadway Connection (Road "F") – Looking Left

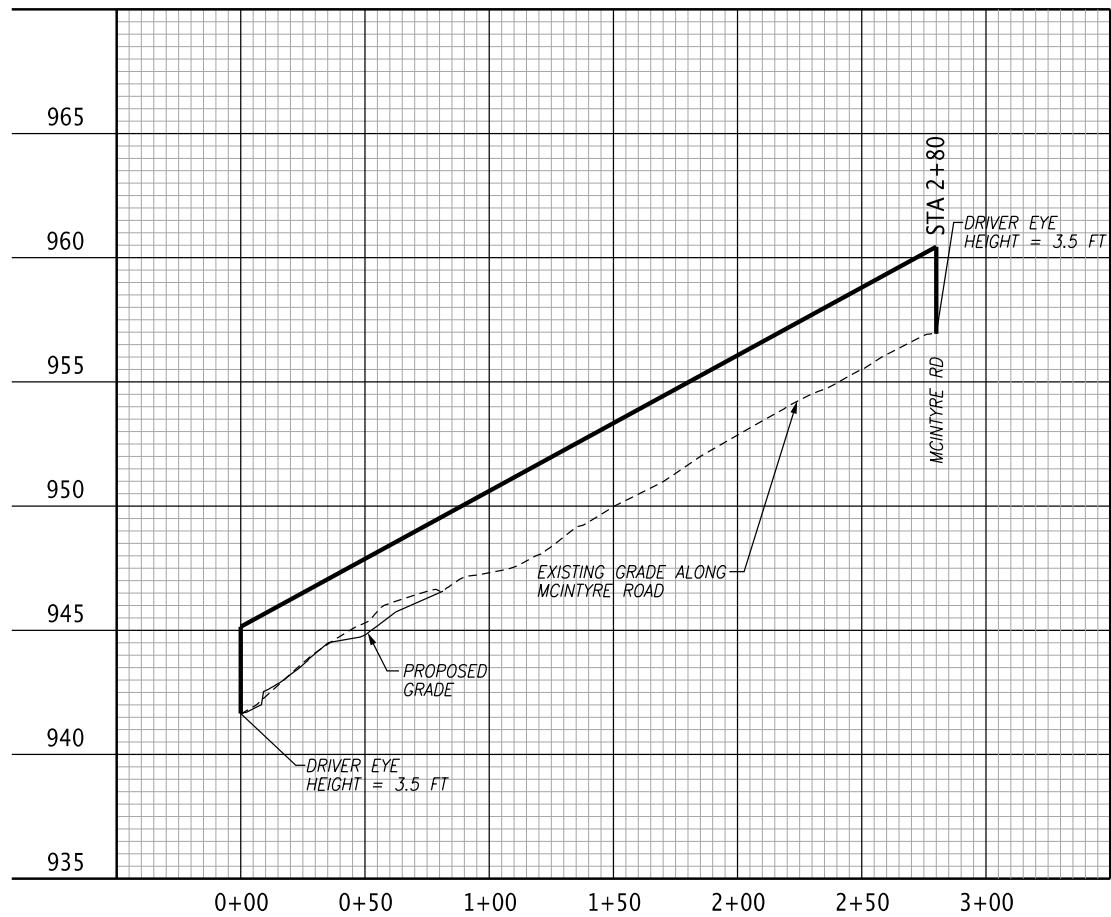


Mc
McIntyre Road at Roadway Connection (Road "F") – Looking Right



SIGHT DISTANCE PROFILE - MCINTYRE RD - LEFT APPROACH

SCALE: 1"=50' HORIZ
1"=5' VERT



SIGHT DISTANCE PROFILE - MCINTYRE RD - RIGHT APPROACH

SCALE: 1"=50' HORIZ
1"=5' VERT



Request to Postpone • Table • Withdraw

3-21-23 BCM
~~2023~~

KNOXVILLE | KNOX COUNTY

RD Buffat, LLC

April 13, BCM
April 13, 2023

Applicant Name (as it appears on the current Planning Commission agenda)

Date of Request

Scheduled Meeting Date

2-C-23-SU

File Number(s)

POSTPONE

POSTPONE: All applications are eligible for postponement if the request is received in writing and paid for by noon on Thursday the week prior to the Planning Commission meeting. All requests must be acted upon by the Planning Commission, except new applications which are eligible for one 30-day automatic postponement. If payment is not received by the deadline, the item will be tabled.

SELECT ONE: 30 days 60 days 90 days

Postpone the above application(s) until the _____ Planning Commission Meeting.

WITHDRAW

WITHDRAW: Applications may be withdrawn automatically if the request is received in writing no later than 3:30pm on Thursday the week prior to the Planning Commission meeting. Requests made after this deadline must be acted on by the Planning Commission. Applicants are eligible for a refund only if a written request for withdrawal is received no later than close of business 2 business days after the application submittal deadline and the request is approved by the Executive Director or Planning Services Manager.

TABLE

**The refund check will be mailed to the original payee.*

TABLE: Any item requested for tabling must be acted upon by the Planning Commission before it can be officially tabled. There is no fee to table or untable an item.

AUTHORIZATION

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

Applicant Signature

Benjamin C. Mullins for RD Buffat, LLC

Please Print

865-546-9321

bmullins@fmsllp.com

Phone Number

Email

STAFF ONLY

Staff Signature

Michael Reynolds

Please Print

3/22/2023

Date Paid

No Fee

Eligible for Fee Refund? Yes No

Amount:

Approved by:

Date:

Payee Name

Payee Phone

Payee Address



Request to Postpone • Table • Withdraw

RD Buffat, LLC

2-16-23

Applicant Name (as it appears on the current Planning Commission agenda)

Date of Request

March 9, 2023

Scheduled Meeting Date

2-SB-23-C _2-C-23-SU

File Number(s)

POSTPONE

POSTPONE: All applications are eligible for postponement if the request is received in writing and paid for by noon on Thursday the week prior to the Planning Commission meeting. All requests must be acted upon by the Planning Commission, except new applications which are eligible for one 30-day automatic postponement. If payment is not received by the deadline, the item will be tabled.

SELECT ONE: 30 days 60 days 90 days

Postpone the above application(s) until the April 13, 2023 Planning Commission Meeting.

WITHDRAW

WITHDRAW: Applications may be withdrawn automatically if the request is received in writing no later than 3:30pm on Thursday the week prior to the Planning Commission meeting. Requests made after this deadline must be acted on by the Planning Commission. Applicants are eligible for a refund only if a written request for withdrawal is received no later than close of business 2 business days after the application submittal deadline and the request is approved by the Executive Director or Planning Services Manager.

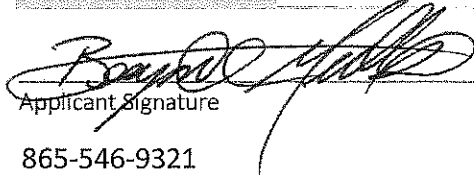
TABLE

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AUTHORIZATION

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



Applicant Signature

Benjamin C. Mullins for RD Buffat, LLC

Please Print

865-546-9321

Phone Number

bnullins@fmsllp.com

Email

STAFF ONLY



Staff Signature

M. Jones

Please Print

2/16/23

Date Paid

No Fee

Eligible for Fee Refund? Yes No

Amount:

Approved by:

Date:

PAID

Payee Name

Payee Phone

Payee Address



Request to Postpone • Table • Withdraw

RD Buffat, LLC

²⁰
1/19/2023

BCM

Applicant Name (as it appears on the current Planning Commission agenda)

Date of Request

February 9, 2023

File Number(s)

Scheduled Meeting Date

2-SB-23-C & 2-C-23-SU

POSTPONE

Paid 1/20/2023

POSTPONE: All applications are eligible for postponement if the request is received in writing and paid for by noon on Thursday the week prior to the Planning Commission meeting. All requests must be acted upon by the Planning Commission, except new applications which are eligible for one 30-day automatic postponement. If payment is not received by the deadline, the item will be tabled.

SELECT ONE: 30 days 60 days 90 days

Postpone the above application(s) until the 3/9/2023 Planning Commission Meeting.

WITHDRAW

WITHDRAW: Applications may be withdrawn automatically if the request is received in writing no later than 3:30pm on Thursday the week prior to the Planning Commission meeting. Requests made after this deadline must be acted on by the Planning Commission. Applicants are eligible for a refund only if a written request for withdrawal is received no later than close of business 2 business days after the application submittal deadline and the request is approved by the Executive Director or Planning Services Manager.

TABLE

**The refund check will be mailed to the original payee.*

TABLE: Any item requested for tabling must be acted upon by the Planning Commission before it can be officially tabled. There is no fee to table or untable an item.

AUTHORIZATION

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

Benjamin C. Mullins

Applicant Signature

Please Print

865-546-9321

bmullins@fmsllp.com

Phone Number

Email

STAFF ONLY

Staff Signature M. Jones Please Print 1/20/2023 Date Paid No Fee

Eligible for Fee Refund? Yes No Amount:

Approved by: _____ Date: _____

Payee Name _____ Payee Phone _____ Payee Address _____



Development Request

DEVELOPMENT

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

SUBDIVISION

- Concept Plan
- Final Plat

ZONING

- Plan Amendment
 - Sector Plan
 - One Year Plan
- Rezoning

RD Buffat, LLC

Applicant Name

Affiliation

12/26/2022

Date Filed

2/9/2023

Meeting Date (if applicable)

2-SB-23-C / 2-C-23-SU

File Number(s)

CORRESPONDENCE

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

Benjamin C. Mullins Frantz, McConnell and Seymour, LLP

Name / Company

550 W. Main St. St. Suite 500 Knoxville TN 37922

Address

865-546-9321 / bmullins@fmsllp.com

Phone / Email

CURRENT PROPERTY INFO

RD Buffat, LLC

Owner Name (if different)

118 N Peters Rd Suite 304 Knoxville TN 37923

Owner Address

865-546-9321

Owner Phone / Email

5233 MCINTYRE RD / 0 MONTE VISTA RD

Property Address

60 P A 025,025.01

Parcel ID

Part of Parcel (Y/N)?

70.68 acres

Tract Size

Knoxville Utilities Board

Sewer Provider

Knoxville Utilities Board

Water Provider

Septic (Y/N)

STAFF USE ONLY

South side of Buffat Mill Rd, north side of McIntyre Rd, eastern terminus of Monte Vista Rd

General Location

City

Council District 4

RN-2 (Single-Family Residential Neighborhood), HP (Hillside Protection Overlay)

Agriculture/Forestry/Vacant Land

Count

District

Zoning District

Existing Land Use

East City

Planning Sector

LDR (Low Density Residential), HP (Hillside Protection)

Sector Plan Land Use Classification

N/A (Within City Limits)

Growth Policy Plan Designation

DEVELOPMENT REQUEST

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

SUBDIVISION REQUEST

Buffat Mill Estates	Related Rezoning File Number
Proposed Subdivision Name	
Unit / Phase Number	180
<input checked="" type="checkbox"/> Split Parcels	Total Number of Lots Created
Additional Information _____	
<input type="checkbox"/> Attachments / Additional Requirements	

ZONING REQUEST

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

STAFF USE ONLY

PLAT TYPE <input type="checkbox"/> Staff Review <input type="checkbox"/> Planning Commission	Fee 1 \$1,600.00	Total
ATTACHMENTS <input type="checkbox"/> Property Owners / Option Holders <input type="checkbox"/> Variance Request	Fee 2	
ADDITIONAL REQUIREMENTS <input type="checkbox"/> COA Checklist (Hillside Protection) <input type="checkbox"/> Design Plan Certification (Final Plat) <input checked="" type="checkbox"/> Site Plan (Development Request) <input type="checkbox"/> Traffic Impact Study <input type="checkbox"/> Use on Review / Special Use (Concept Plan)	Fee 3	

AUTHORIZATION

Applicant Signature	RD Buffat, LLC Please Print	12/26/2022 Date
---------------------	---------------------------------------	---------------------------

Phone / Email

Property Owner Signature	RD Buffat, LLC Please Print	12/26/2022 Date
--------------------------	---------------------------------------	---------------------------

I declare under penalty of perjury the foregoing (i.e., he/she/they is/are the owner of the property and that the application and all associated materials are being submitted with his/her/their consent) is true and correct.



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

RD Buffat, LLC

Owner via attorney

Applicant Name

12-20-22 BCM
~~November 25, 2022~~

Affiliation

Date Filed

Meeting Date (if applicable)

2-9-23 BCM
~~January 12, 2023~~

File Number(s)

2-SB-23-C
2-C-23-SU

CORRESPONDENCE

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

- Applicant
- Property 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

bnullins@fmsllp.com

Phone

Email

CURRENT PROPERTY INFO

RD Buffat, LLC

118 N. Peters Rd. St 304 Knoxville, TN 3792 865-546-9321

& Clayton Bank & Trust, 620 Market St, 37902

Property Owner Name (if different)

Property Owner Address

Property Owner Phone

BCM 5233
 5523 McIntyre Rd. & 0 Monte Vista Rd

060PA025 & 060PA02501

Property Address

Parcel ID

KUB

KUB

Sewer Provider

Water Provider

Septic (Y/N)

STAFF USE ONLY

S. of Buffat Mill Rd, W. from intersection of Locarno Dr. N. of McIntyre Rd.

~70.39 acres

General Location

Tract Size

City County

4

RN-2 (C)

Agriculture/forestry/vacant

District

Zoning District

Existing Land Use

East City

LDR & HP

NA (in City)

Planning Sector

Sector Plan Land Use Classification

Growth Policy Plan Designation

November 22, 2021

DEVELOPMENT REQUEST

Development Plan
 Use on Review / Special Use
 Hillside Protection COA
 Residential
 Non-Residential
 Home Occupation (specify) _____
 Other (specify) Two-family dwellings

Related City Permit Number(s)

SUBDIVISION REQUEST

Rand at Buffat Mill
 Proposed Subdivision Name _____
 _____ Combine Parcels
 Divide Parcel
 _____ **180**
 Unit / Phase Number _____ Total Number of Lots Created
 Other (specify) Residential subdivision for two-family dwellings
 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
 COA Checklist (*Hillside Protection*)

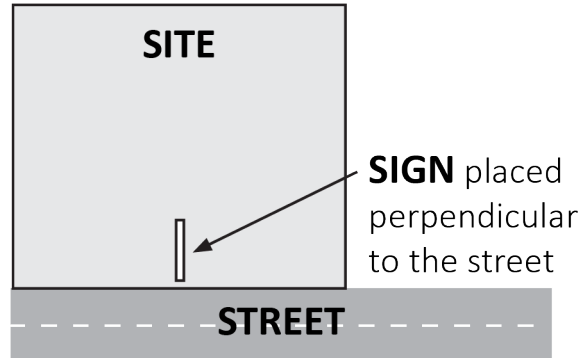
Fee 1		\$1,600	MR
102	Concept Plan		
Fee 2			
Fee 3			

AUTHORIZATION

48914c33-f15c-42e6-9c5d-afa097d63803
 Digitally signed by: 48914c33-f15c-42e6-9c5d-afa097d63803
 DN: cn = 48914c33-f15c-42e6-9c5d-afa097d63803
 Date: 2022.11.28 09:35:06 -0500

RD Buffat, LLC
 Applicant Signature _____ Please Print _____ Date 11-28-2022 **12-20-22**
 865-546-9321
 Email bmullins@fmsllp.com
 Phone Number _____
Jake Stenziano
 Email Jake Stenziano
 Date 11-28-2022
 Property Owner 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:

_____ and _____
 (applicant or staff to post sign) (applicant to remove sign)

Applicant Name: _____

Date: _____

File Number: _____

- Sign posted by Staff
- Sign posted by Applicant