



PLAN AMENDMENT/ REZONING REPORT

▶ **FILE #:** 2-J-24-RZ **AGENDA ITEM #:** 34
 2-E-24-SP (REVISED) **AGENDA DATE:** 2/8/2024

▶ **APPLICANT:** SMITHBILT HOMES
 OWNER(S): Josh Sanderson Smithbilt Homes

TAX ID NUMBER: 22 00514 [View map on KGIS](#)
 JURISDICTION: Commission District 8
 STREET ADDRESS: 6701 ROBERTS RD

▶ **LOCATION:** West side of Roberts Rd, north of Washington Pike

▶ **TRACT INFORMATION:** 74.73 acres.

SECTOR PLAN: Northeast County

GROWTH POLICY PLAN: Rural Area

ACCESSIBILITY: Access is via Roberts Rd, a major collector street with a pavement width of 20 ft within a 50-ft right-of-way.

UTILITIES: Water Source: Northeast Knox Utility District

Sewer Source: Knoxville Utilities Board

WATERSHED: Flat Creek

▶ **PRESENT PLAN DESIGNATION/ZONING:** AG (Agricultural) / A (Agricultural)

▶ **PROPOSED PLAN DESIGNATION/ZONING:** LDR (Low Density Residential) / PR (Planned Residential)

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

▶ **DENSITY PROPOSED:** 3 du/ac

EXTENSION OF PLAN DESIGNATION/ZONING: Yes, this is a minor extension of the PR zone from the south. However, this is not an extension of the LDR plan designation.

HISTORY OF ZONING REQUESTS: None noted.

SURROUNDING LAND USE, PLAN DESIGNATION, ZONING

North: Agriculture/forestry/vacant land - AG (Agricultural) - A (Agricultural)
 South: Single family residential, agriculture/forestry/vacant land - AG (Agricultural) - PR (Planned Residential) up to 3 du/ac, A (Agricultural)
 East: Agriculture/forestry/vacant land - AG (Agricultural) - A (Agricultural)
 West: Public/quasi public land (TVA power station) - AG (Agricultural) - A (Agricultural)

NEIGHBORHOOD CONTEXT: The area is primarily characterized by farmlands and rural residential uses. There is a single-family subdivision south of the property and a TVA power

station to the west. The property is approximately 0.35 miles north of a minor commercial node at the intersection of Roberts Road and Washington Pike.

STAFF RECOMMENDATION:

- ▶ **Deny the LDR (Low Density Residential) land use classifications because it would be out of character with the surrounding agricultural and rural residential area.**

- ▶ **Approve the PR (Planned Residential) zone, up to 1 du/ac, because it will be consistent with the surrounding development and a minor extension of the zone.**

COMMENTS:

SECTOR PLAN AMENDMENT REQUIREMENTS FROM GENERAL PLAN (May meet one of these):

CHANGES OF CONDITIONS WARRANTING AMENDMENT OF THE LAND USE PLAN:

1. There have been no recent changes in the area that warrant an amendment to the sector plan.
2. There are no other properties in the vicinity with the LDR classification. The requested land use will be out of character with the surrounding area which has the AG (Agricultural) classification.

INTRODUCTION OF SIGNIFICANT NEW ROADS OR UTILITIES THAT WERE NOT ANTICIPATED IN THE PLAN AND MAKE DEVELOPMENT MORE FEASIBLE:

1. No new roads or additional utilities have been introduced in this area.

AN OBVIOUS OR SIGNIFICANT ERROR OR OMISSION IN THE PLAN:

1. There are no apparent errors or omissions in the sector plan with regards to the requested LDR classification here.
2. The adjacent residential development to the south, Mari-Ben Acres Subdivision, was approved for a sector plan amendment from AG/RR to LDR in 2002 (3-A-02-SP), though Planning staff had recommended denial. That property was reclassified as AG in a later sector plan update.
3. If a sector plan amendment were to be approved, staff recommends approval of the RR (Rural Residential) land use classification since this would be supported by the Growth Policy Plan. However, the Northeast County Sector Plan recommends a density of 1 du/ac for the RR classification, so an amendment to the RR classification will not grant any higher density than the present AG classification.

TRENDS IN DEVELOPMENT, POPULATION OR TRAFFIC THAT WARRANT RECONSIDERATION OF THE ORIGINAL PLAN PROPOSAL:

1. The area is mostly characterized by farmlands and rural residential uses. Over the last 20 years, several agricultural/vacant lands have been transformed into low density residential uses. However, those developments have been consistent with the current AG classification and the development pattern does not warrant reconsideration of the sector plan to the LDR land use classification.

OTHER CONSIDERATIONS:

1. The requested LDR classification is not compatible with the property's location within the Rural Area boundary of the Growth Policy Plan.
2. An amendment to either of the LDR or RR classification could be considered a 'spot' amendment for this location. If a sector plan amendment is contemplated in this vicinity, a larger area should be considered.

State law regarding amendments of the general plan (which includes Sector Plan amendments) was changed with passage of Public Chapter 1150 by the Tennessee Legislature in 2008. The law now provides for two methods to amend the plan at TCA 13-3-304:

- The Planning Commission may initiate an amendment by adopting a resolution and certifying the amendment to the Legislative Body. Once approved by majority vote of the Legislative Body, the amendment is operative.

- The Legislative Body may also initiate an amendment and transmit the amendment to the Planning Commission. Once the Planning Commission has considered the proposed amendment and approved, not approved, or taken no action, the Legislative Body may approve the amendment by majority vote and the amendment is operative.

PURSUANT TO THE KNOX COUNTY ZONING ORDINANCE, ARTICLE 6.30.01: THE FOLLOWING CONDITIONS MUST BE MET FOR ALL REZONINGS (must meet all of these):

THE PROPOSED AMENDMENT SHALL BE NECESSARY BECAUSE OF SUBSTANTIALLY CHANGED OR CHANGING CONDITIONS IN THE AREA AND DISTRICTS AFFECTED, OR IN THE COUNTY GENERALLY:

1. The area has experienced relatively slow growth over the last 20 years, with several agricultural/vacant lands transforming into low density residential uses. Nonetheless, the proposed rezoning will be a minor extension of the zone and the recommended density will be consistent with the surrounding area.

THE PROPOSED AMENDMENT SHALL BE CONSISTENT WITH THE INTENT AND PURPOSE OF THE APPLICABLE ZONING ORDINANCE:

1. The PR zone is intended to provide flexibility for different types of residential development.
2. Houses, duplexes, and multi-dwelling structures and developments are permitted in the PR zone along with some nonresidential uses. At the recommended density of 1 du/ac, a maximum of 74 dwelling units could be built. This is consistent with the minimum lot size requirement of the current Agricultural zone as well (1 acre for each house).
3. Rezoning should be based on the entire range of uses allowed within a zone to ensure that any development brought forth at a future time would be compatible with the surrounding land uses.

THE PROPOSED AMENDMENT SHALL NOT ADVERSELY AFFECT ANY OTHER PART OF THE COUNTY, NOR SHALL ANY DIRECT OR INDIRECT ADVERSE EFFECTS RESULT FROM SUCH AMENDMENT.

1. The proposed rezoning at the recommended density of 1 du/ac will be compatible with the surrounding rural residential and single family residential developments.
2. Any development under the PR zone would be subject to a Development Plan approval by the Planning Commission to ensure that the development does not have any significant adverse effects.
3. The existing pond on the property appears to be waters of the state which could be subject to Knox County Stormwater Ordinance regulations during the Development Plan phase.

THE PROPOSED AMENDMENT SHALL BE CONSISTENT WITH AND NOT IN CONFLICT WITH THE GENERAL PLAN OF KNOXVILLE AND KNOX COUNTY, INCLUDING ANY OF ITS ELEMENTS, MAJOR ROAD PLAN, LAND USE PLAN, COMMUNITY FACILITIES PLAN, AND OTHERS:

1. The proposed PR zone is consistent with the subject property's location in the Rural Area of The Growth Policy Plan.
2. The recommended density of 1 du/ac are consistent with the AG land use classification of the sector plan.
3. The proposed rezoning is consistent with the General Plan's development policy 9.3 that encourages new development to be compatible with existing neighborhoods and communities.

ESTIMATED TRAFFIC IMPACT: 2119 (average daily vehicle trips)

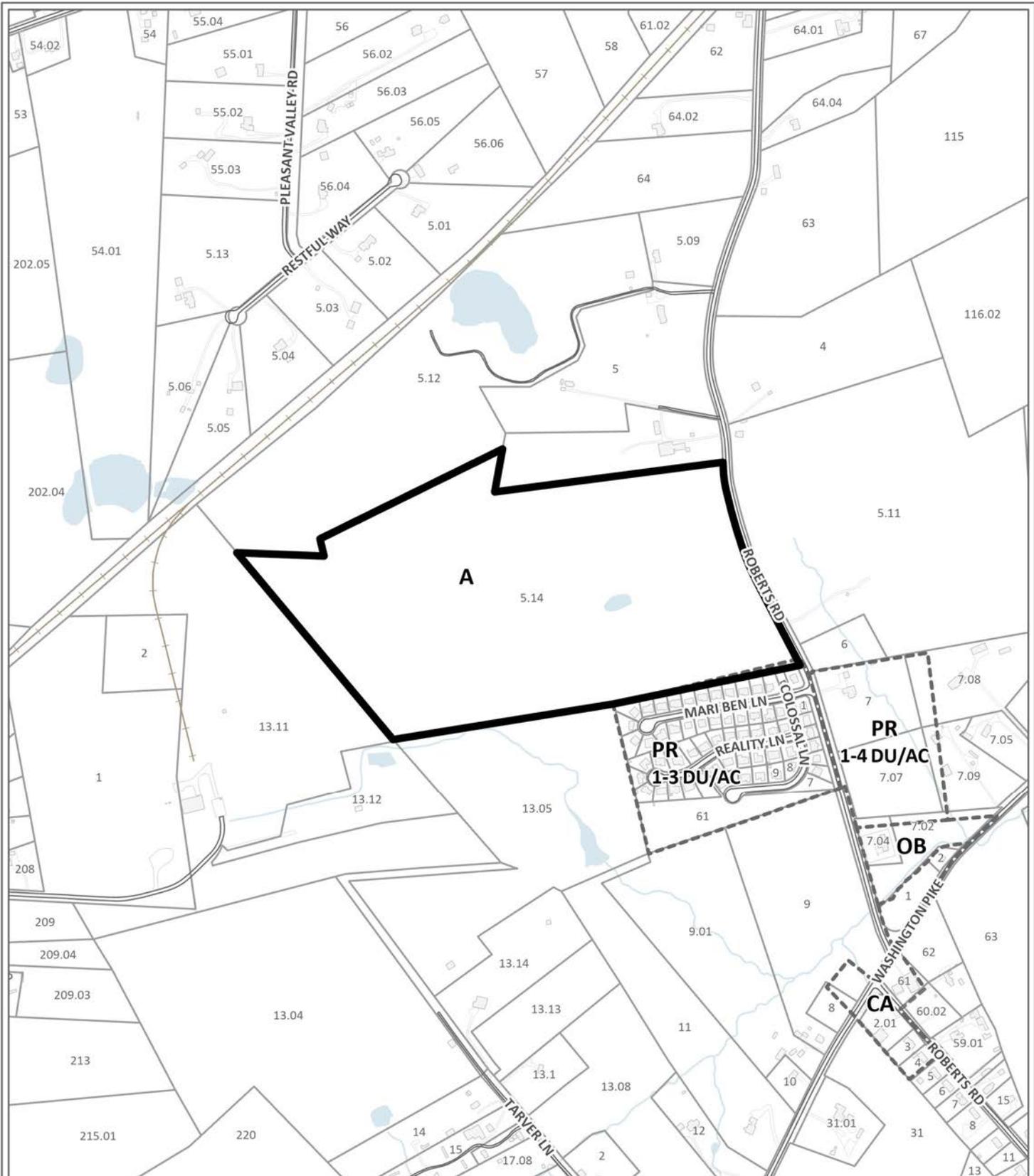
Average Daily Vehicle Trips are computed using national average trip rates reported in the latest edition of "Trip Generation," published by the Institute of Transportation Engineers. Average Daily Vehicle Trips represent the total number of trips that a particular land use can be expected to generate during a 24-hour day (Monday through Friday), with a "trip" counted each time a vehicle enters or exits a proposed development.

ESTIMATED STUDENT YIELD: 95 (public school children, grades K-12)

Schools affected by this proposal: Corryton Elementary, Gibbs Middle, and Gibbs 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.

If approved, this item will be forwarded to Knox County Commission for action on 3/25/2024. If denied, Knoxville-Knox County Planning Commission's action is final, unless the action to deny is appealed to Knox County Commission. The date of the appeal hearing will depend on when the appeal application is filed. Appellants have 30 days to appeal a Planning Commission decision in the County.



REZONING

2-J-24-RZ

Petitioner: Smithbilt Homes



From: A (Agricultural)
To: PR (Planned Residential)

Map No: 22
Jurisdiction: County

Original Print Date: 1/22/2024

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

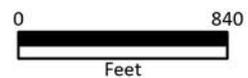
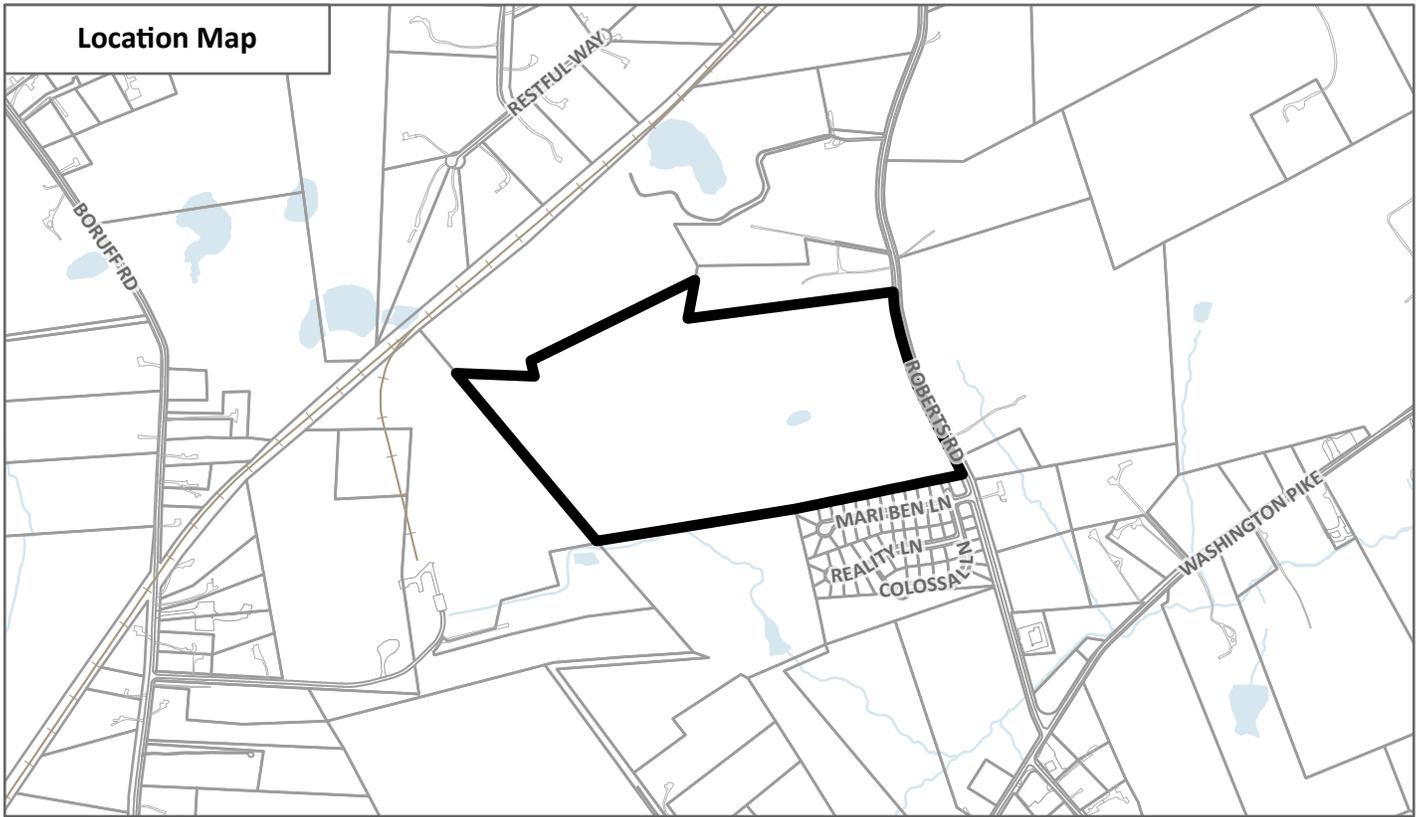
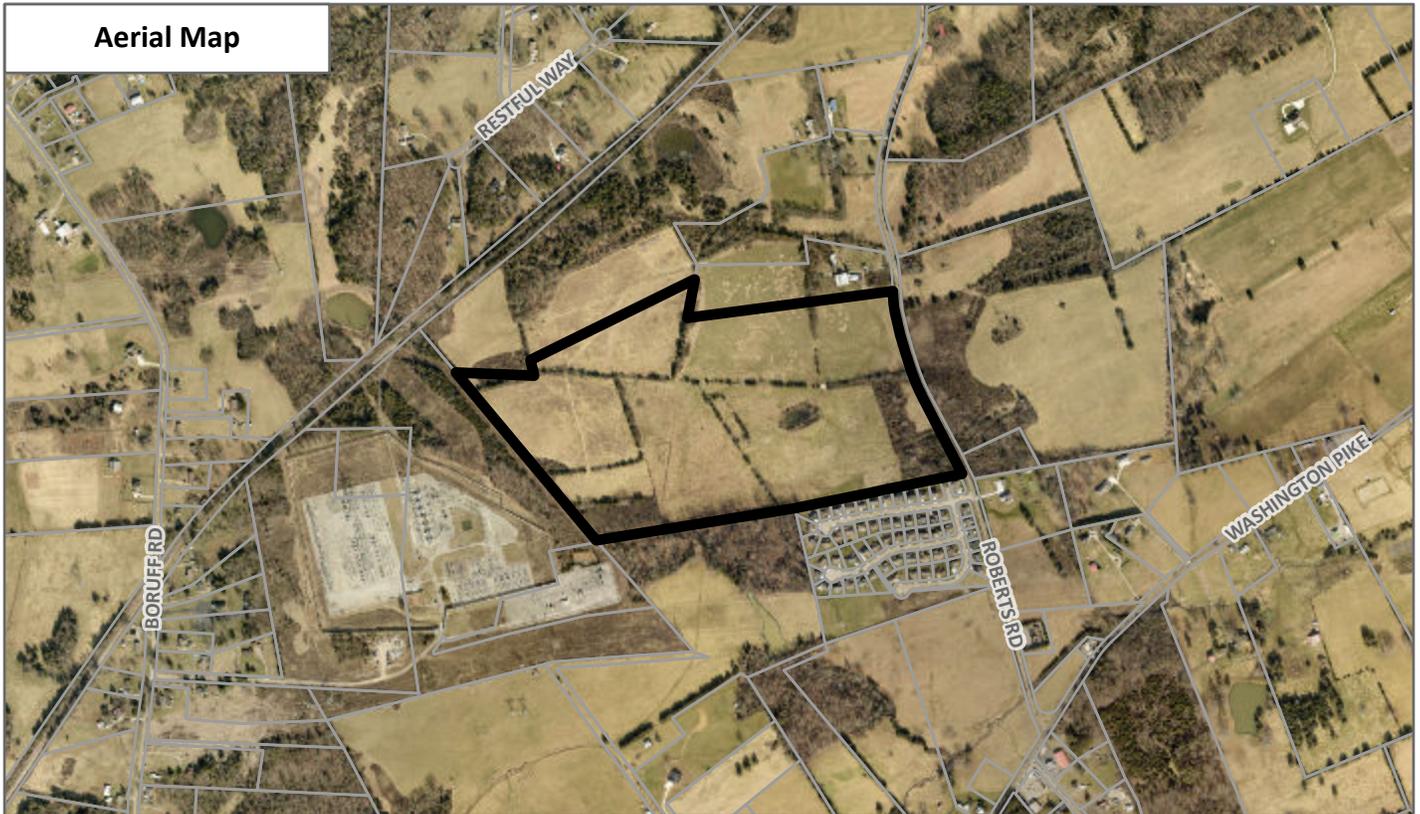


Exhibit A. Contextual Images

Location Map



Aerial Map

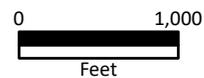


CONTEXTUAL MAPS 1

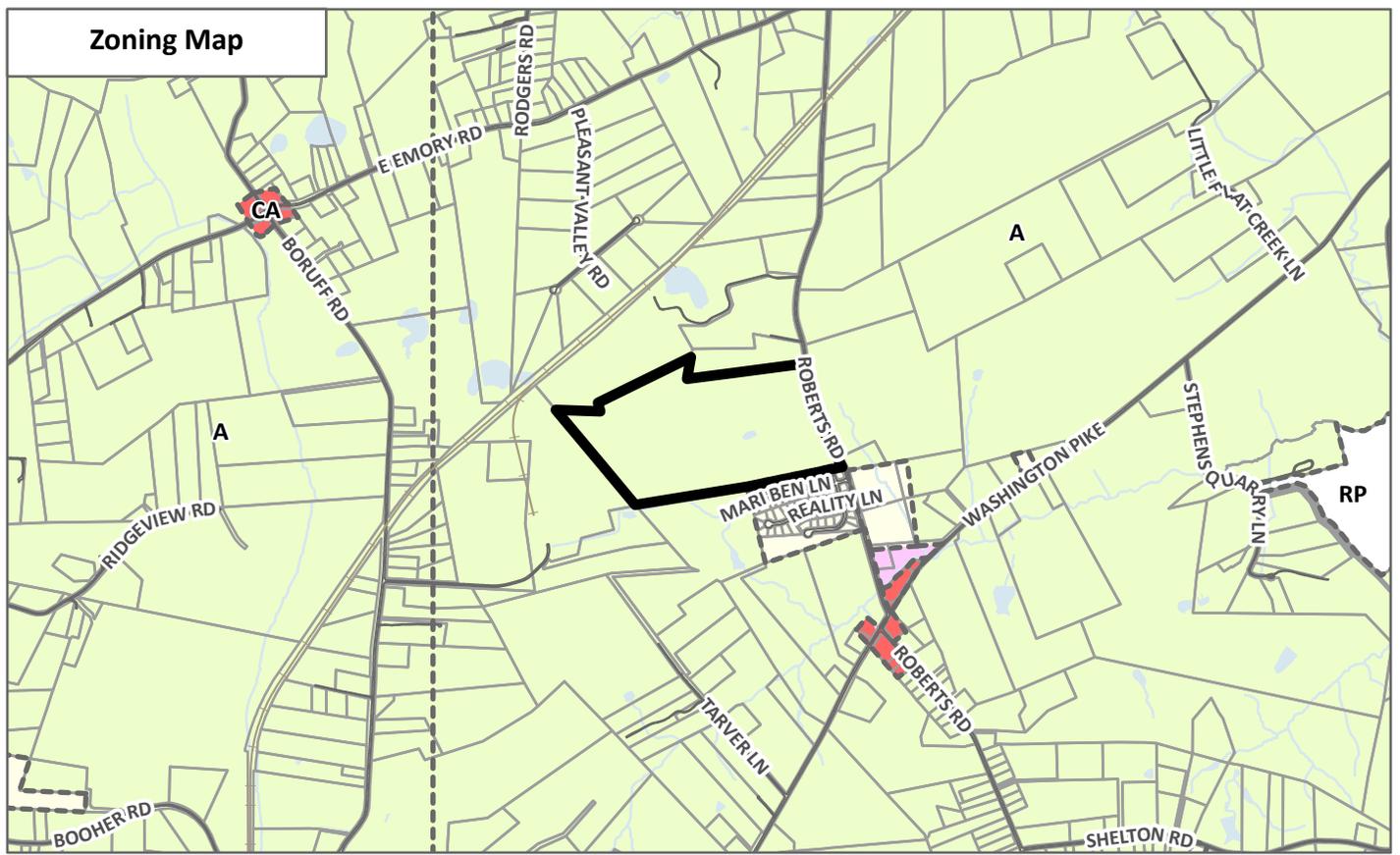
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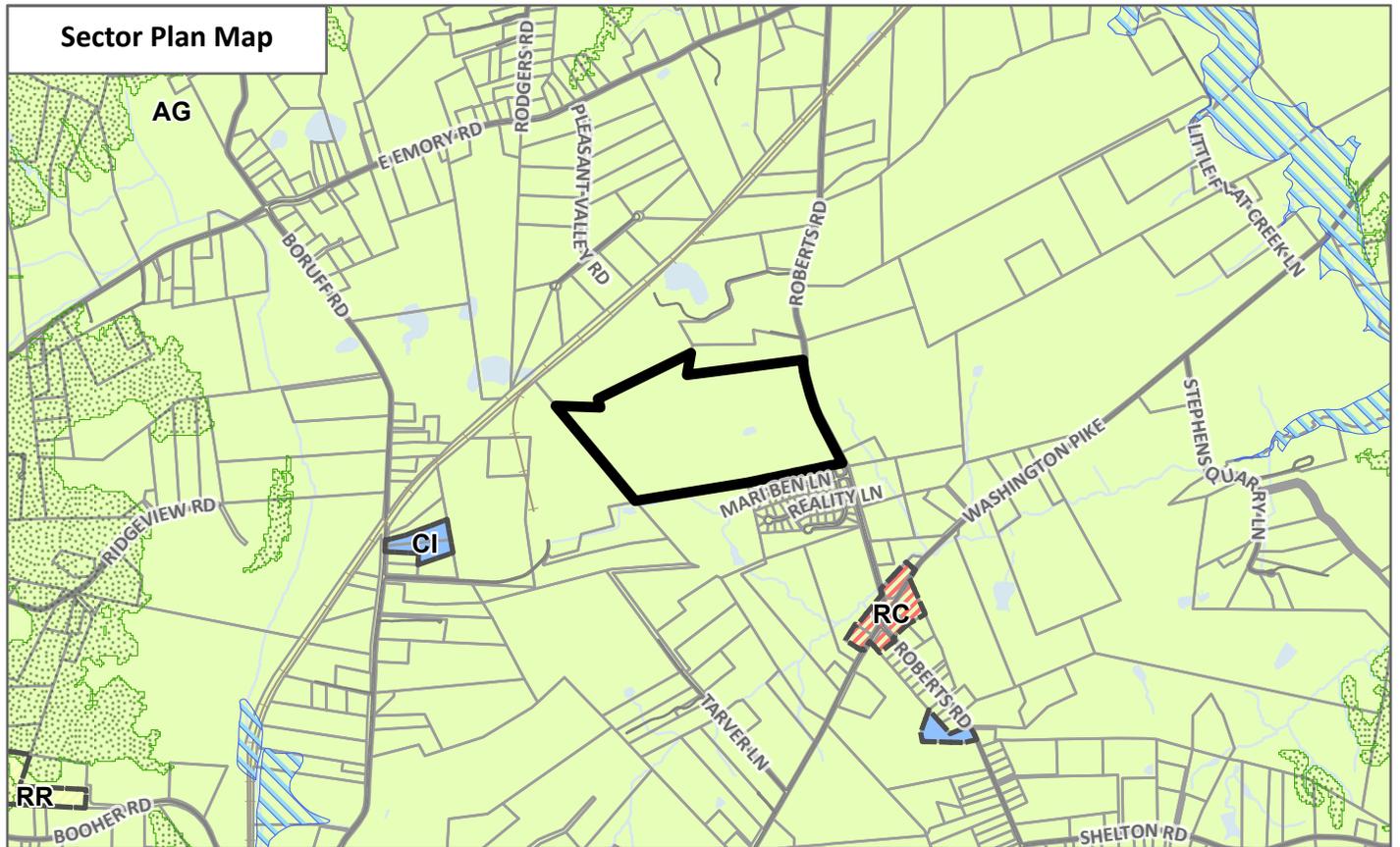
Case boundary



Zoning Map



Sector Plan Map

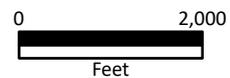


CONTEXTUAL MAPS 2

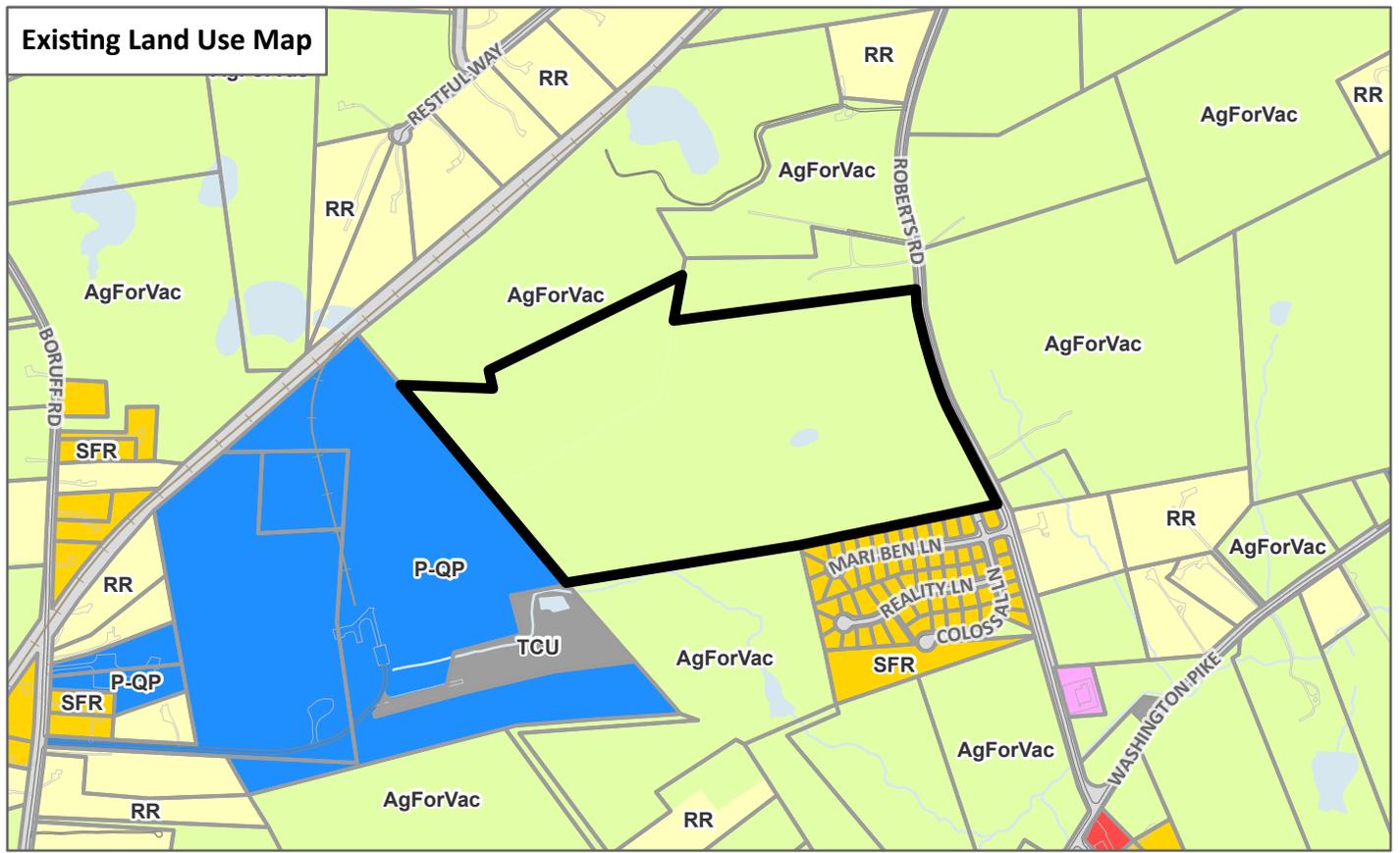
2-E-24-SP / 2-J-24-RZ



Case boundary



Existing Land Use Map



CONTEXTUAL MAPS 3

2-E-24-SP / 2-J-24-RZ



Case boundary



December 21, 2023

Mr. Josh Sanderson
Smithbilt Homes
4907 Ball Road
Knoxville, Tennessee 37931

RE: Traffic Impact Letter – Roberts Road Residential (Mari Ben Subdivision)
Parcel ID #022 00514
Knox County, Tennessee

Dear Mr. Sanderson:

Cannon & Cannon, Inc is pleased to provide a preliminary impact assessment for the proposed rezoning of a parcel adjacent to the existing Mari Ben Subdivision located in the Corryton community of Knox County, Tennessee. Discussions with Knoxville-Knox County Planning determined a Traffic Impact Letter (TIL) is required due to rezoning within the "Rural Area" portion of Knox County according to the Growth Policy Plan. The intent of this TIL is to determine the adequacy of the adjacent roadway network and evaluate anticipated traffic conditions for this development.

Please do not hesitate to contact us with any questions you may have or if you require additional information.

Sincerely,
Cannon & Cannon, Inc.

Wesley Stokes

Wesley Stokes, P.E.
Project Manager



Project Description and Site Location

The parcel under consideration for rezoning is currently zoned as Agricultural land use and is proposed to be rezoned to Rural Residential. The parcel has a recorded deeded acreage of 74.73 acres. Under existing Agricultural zoning, 1 unit per acre is allowed to be developed. A proposed rezoning to Rural Residential would allow up to 3 dwelling units per acre.

Although a site plan is not yet available for this proposed project, developer representatives have indicated that access to the project will occur via tying into an existing stub-out within the Mari Ben Subdivision and an additional full movement access onto Roberts Road north of Mari Ben Lane. FIGURE 1 is a Site Location Map that shows the proposed project site in relation to major roadways in the area.

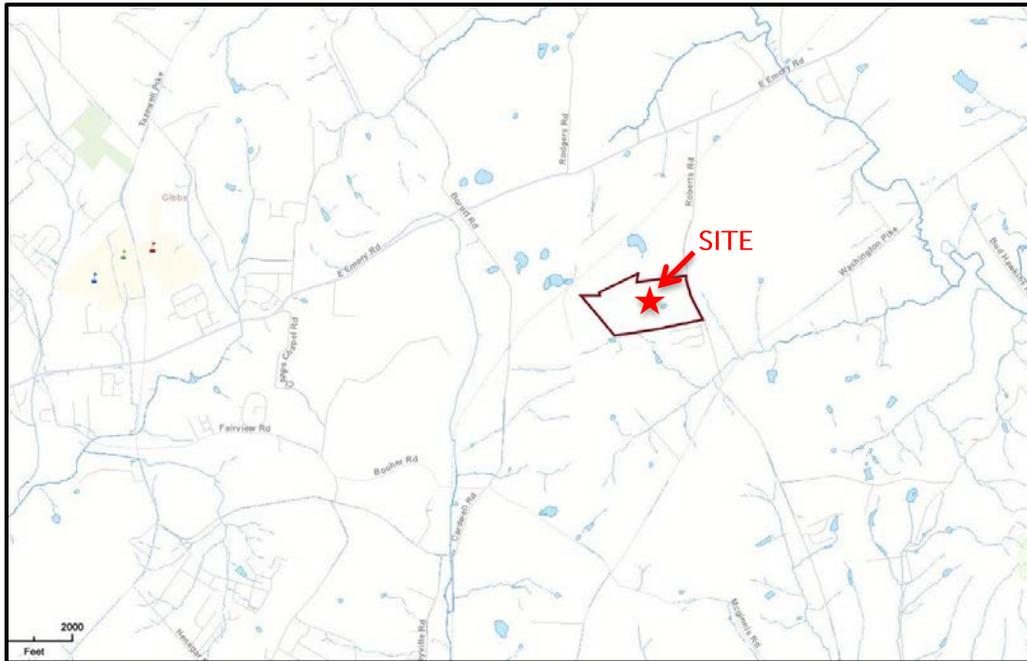


FIGURE 1 – SITE LOCATION MAP

Existing Roadway Conditions

Roberts Road is a two-lane marked roadway that extends from Emory Road (TN-331) to Rutledge Pike (US-11W). Within the vicinity of the proposed development, Roberts Road is classified as a Major Collector according to the Knox County Major Road Plan. The roadway width varies between 20 and 21 feet in the study vicinity with a posted speed limit of 40 mph and no curb and gutter.

Emory Road (SR 331) and Washington Pike are two-lane marked roadways within the vicinity of the proposed development. Emory Road (SR 331) Road is classified as a Major Arterial and Washington Pike is classified as a Minor Arterial according to the Knox County Major Road Plan. The roadway widths vary between 20 and 22 feet in the study vicinity and have posted speed limits of 45 mph and no curb and gutter.

Existing Traffic Data

Two types of existing traffic data were gathered for this study - annual average daily traffic (AADT) and turning movement counts. The Tennessee Department of Transportation (TDOT) collects annual average daily traffic (AADT) data on roadways in the study area. Three count stations were found near the project site that were felt to have relevance for this study. The most currently available data from this station is contained in Table 1.

TABLE 1: ANNUAL AVERAGE DAILY TRAFFIC COUNT SUMMARY

COUNT YEAR	TDOT COUNT STATION 47000566 ROBERTS ROAD NORTH OF SITE	TDOT COUNT STATION 47000011 SR331 – EMORY ROAD NORTH OF SITE	TDOT COUNT STATION 47000018 WASHINGTON PIKE SOUTH OF SITE
2018	2,575	2,773	3,731
2019	2,397	2,520	3,812
2020	2,129	2,724	3,637
2021	2,391	1,972	3,456
2022	2,573	2,239	3,484

In addition to the available AADT data, intersection turning movement traffic counts were collected at the intersections of Roberts Road at Emory Road (SR 331), Mari Ben Lane at Roberts Road, and Roberts Road at Washington Pike on November 29, 2023. The count summary sheets are contained in the attached Supplemental Information.

Existing Average Daily Traffic Capacity Analysis

Average Daily Traffic level analysis was performed utilizing Florida Department of Transportation's (FDOT) Multimodal Quality/Level of Service Handbook. The information provided in this handbook provides a generalized level of service analysis for roadways based on AADT volumes. For the purposes of this TIL, the 2022 AADT data was utilized for the analysis. TABLE 2 provides a summary of the existing LOS for the project area roadways based on FDOT's "Table 4-1: Generalized Annual Average Daily Volumes."

TABLE 2: ANNUAL AVERAGE DAILY TRAFFIC – EXISTING ANALYSIS

ROADWAY NAME	ROADWAY CLASS	AVERAGE DAILY TRAFFIC	NEXT HIGHEST FDOT CAPACITY	LEVEL OF SERVICE
Roberts Road	Major Collector	2,573	7,280	Better than LOS C
Emory Road	Major Arterial	2,239	3,360	LOS B
Washington Pike	Minor Arterial	3,484	7,280	Better than LOS C

Trip Generation Summary

In order to estimate the expected traffic volumes to be generated by the proposed development, the procedures of *Trip Generation, 11th Edition* (Institute of Transportation Engineers-ITE) were utilized. The generated traffic volumes were determined based on the AM and PM peak hours of adjacent street traffic. A comparison was made between the existing Agricultural land use of 1 dwelling unit / acre and the proposed Rural Residential land use of 3 dwelling units / acre. The difference between the two land uses is shown in TABLE 3.

TABLE 3: TRIP GENERATION SUMMARY

ITE LAND USE CODE	LAND USE SCENARIO	SIZE	DAILY	AM PEAK HOUR			PM PEAK HOUR		
				Enter	Exit	Total	Enter	Exit	Total
210	Proposed Zoning	224 DU	2,112	39	118	157	133	78	211
	Existing Zoning	74 DU	698	13	39	52	44	26	70
DIFFERENCE		150 DU	1,414	26	79	105	89	52	141

Build-out Average Daily Traffic Capacity Analysis

In order to evaluate the build-out average daily traffic capacity analysis, the trip generation scenario for the proposed zoning was added to the existing AADT volumes for the surrounding roadway network. Since the proposed development is single-family residential, the anticipated trip distribution from the proposed residential development is believed to have a directional split like that of the existing Mari Ben Subdivision. Based on a review of the turning movement counts performed at the intersection of Mari Ben Lane at Roberts Road, roughly 30% of the proposed daily traffic will travel north to the intersection of Roberts Road at Emory Road and roughly 70% of the proposed daily traffic will travel south to the intersection of Roberts Road at Washington Pike. TABLE 4 provides a summary of the build-out LOS for the project area roadways based on FDOT's "Table 4-1: Generalized Annual Average Daily Volumes." (Provided in the Supplemental Information) As can be seen, the increase in traffic associated with the proposed rezoning remains within the same level of service for each of the roadways in the project study area.

TABLE 4: ANNUAL AVERAGE DAILY TRAFFIC – BUILD-OUT ANALYSIS

ROADWAY NAME	ROADWAY CLASS	AVERAGE DAILY TRAFFIC	NEXT HIGHEST FDOT CAPACITY	LEVEL OF SERVICE
Roberts Road	Major Collector	2,573 + 2,112 = 4,685	7,280	Better than LOS C
Emory Road	Major Arterial	2,239 + 634 = 2,873	3,360	LOS B
Washington Pike	Minor Arterial	3,484 + 1,478 = 4,962	7,280	Better than LOS C

Preliminary Turn Lane Assessments

The intersections of Roberts Road at Emory Road and Roberts Road at Washington Pike were preliminarily evaluated for turn lane needs. The intersection turning movement count data was utilized for baseline traffic volumes and the existing directional distribution splits at each intersection were mimicked for proposed traffic volumes utilized in the warrant determination. The resulting turn lane warrant analysis indicates that under existing conditions, neither a left turn lane nor right turn lane are warranted at either studied intersection.

Under build-out conditions, preliminary analysis indicates that right turn lanes will not be warranted during the AM and PM peak hours at either studied intersection. Preliminary analysis indicates that a left turn lane could potentially be warranted at the intersection of Roberts Road at Washington Pike during the PM peak hour. The resulting volumes do not meet the warrant thresholds for the AM peak hour. At the intersection of Roberts Road at Emory Road, the resulting volumes do not meet the left turn lane warrant thresholds for either peak hour.

The turn lane warrant sheets are provided in the Supplemental Information for Existing and Build-out conditions.

Sight Distance Assessment

As previously mentioned, developer representatives have indicated that an additional full movement access point will be provided onto Roberts Road north of the intersection of Mari Ben Lane at Roberts Road. The exact location of the proposed access is undetermined at the time of preparing this TIL. With a posted speed limit of 40 mph, typical Knox County sight distance requirements indicate 400 feet of sight distance (10x the posted speed limit) will be required for newly created intersections. A desktop review of the property frontage along Roberts Road reveals that 400 feet of sight distance is likely achievable with the existing horizontal and vertical geometry present along Roberts Road. When the site plan for this project is developed, it is recommended to locate the proposed site driveway where sight distance requirements will be able to be met.

Conclusions and Recommendations

It is concluded from this traffic impact letter that the proposed residential development will not result in any significant traffic operational concerns at the study intersections if the parcel were to be rezoned to Rural Residential at 3 dwelling units / acre. The AADT level of service analysis indicates similar roadway capacity operation between existing and build-out conditions. Additionally, the preliminary turn lane warrant assessment indicates a left turn lane at the intersection of Roberts Road at Washington Pike is potentially warranted during the PM peak hour under build-out conditions.

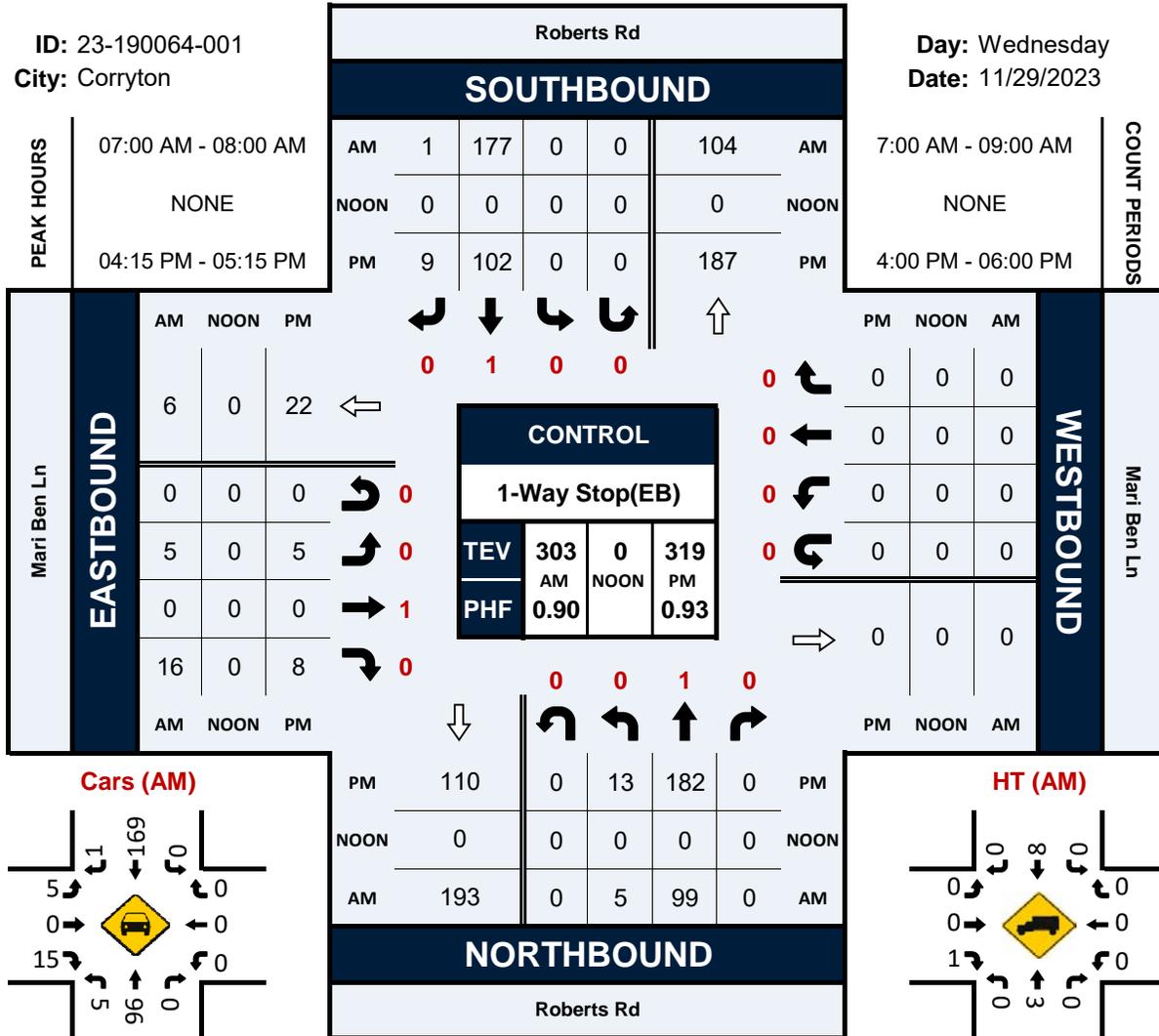
SUPPLEMENTAL INFORMATION

Roberts Rd & Mari Ben Ln

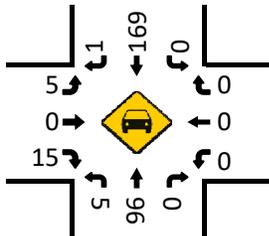
Peak Hour Turning Movement Count

ID: 23-190064-001
City: Corryton

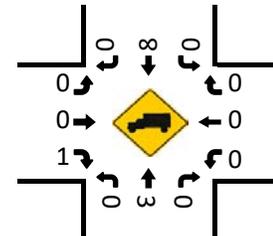
Day: Wednesday
Date: 11/29/2023



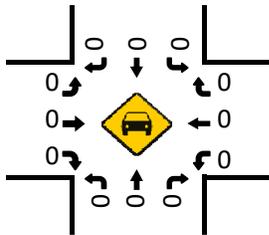
Cars (AM)



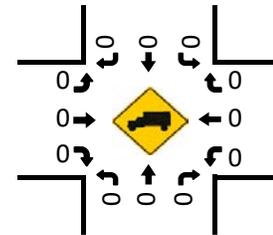
HT (AM)



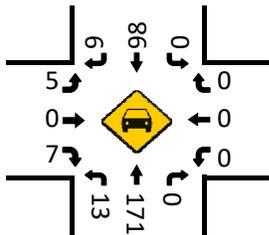
Cars (NOON)



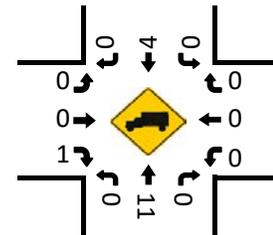
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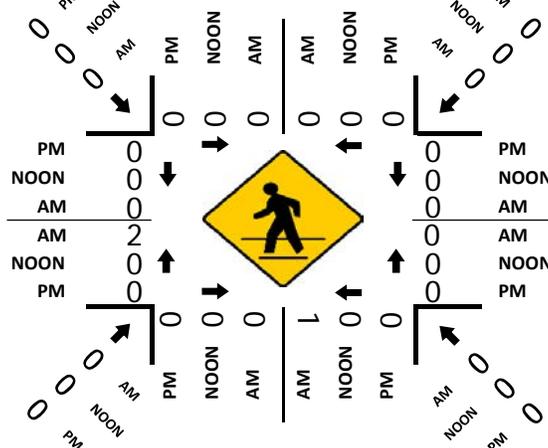
Cars (PM)



HT (PM)



Pedestrians (Crosswalks)



Project ID: 23-190064-001
 Location: Roberts Rd & Mari Ben Ln
 City: Corryton

PEAK HOURS

Day: Wednesday
 Date: 11/29/2023

AM

Start Time	Roberts Rd Northbound					Roberts Rd Southbound					Mari Ben Ln Eastbound					Mari Ben Ln Westbound					Int. Total
	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	
Peak Hour Analysis from 07:00 AM - 09:00 AM																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
7:00 AM	0	21	0	0	21	0	40	1	0	41	2	0	1	0	3	0	0	0	0	0	65
7:15 AM	0	18	0	0	18	0	43	0	0	43	2	0	9	0	11	0	0	0	0	0	72
7:30 AM	2	26	0	0	28	0	51	0	0	51	1	0	4	0	5	0	0	0	0	0	84
7:45 AM	3	34	0	0	37	0	43	0	0	43	0	0	2	0	2	0	0	0	0	0	82
Total Volume	5	99	0	0	104	0	177	1	0	178	5	0	16	0	21	0	0	0	0	0	303
% App. Total	4.8	95.2	0.0	0.0	100	0.0	99.4	0.6	0.0	100	23.8	0.0	76.2	0.0	100	0.0	0.0	0.0	0.0	0	
PHF	0.703					0.873					0.477					0.902					
Cars, PU, Vans	5	96	0	0	101	0	169	1	0	170	5	0	15	0	20	0	0	0	0	0	291
% Cars, PU, Vans	100.0	97.0	0.0	0.0	97.1	0.0	95.5	100.0	0.0	95.5	100.0	0.0	93.8	0.0	95.2	0.0	0.0	0.0	0.0	0.0	96.0
Heavy trucks	0	3	0	0	3	0	8	0	0	8	0	0	1	0	1	0	0	0	0	0	12
%Heavy trucks	0.0	3.0	0.0	0.0	2.9	0.0	4.5	0.0	0.0	4.5	0.0	0.0	6.3	0.0	4.8	0.0	0.0	0.0	0.0	0.0	4.0

PM

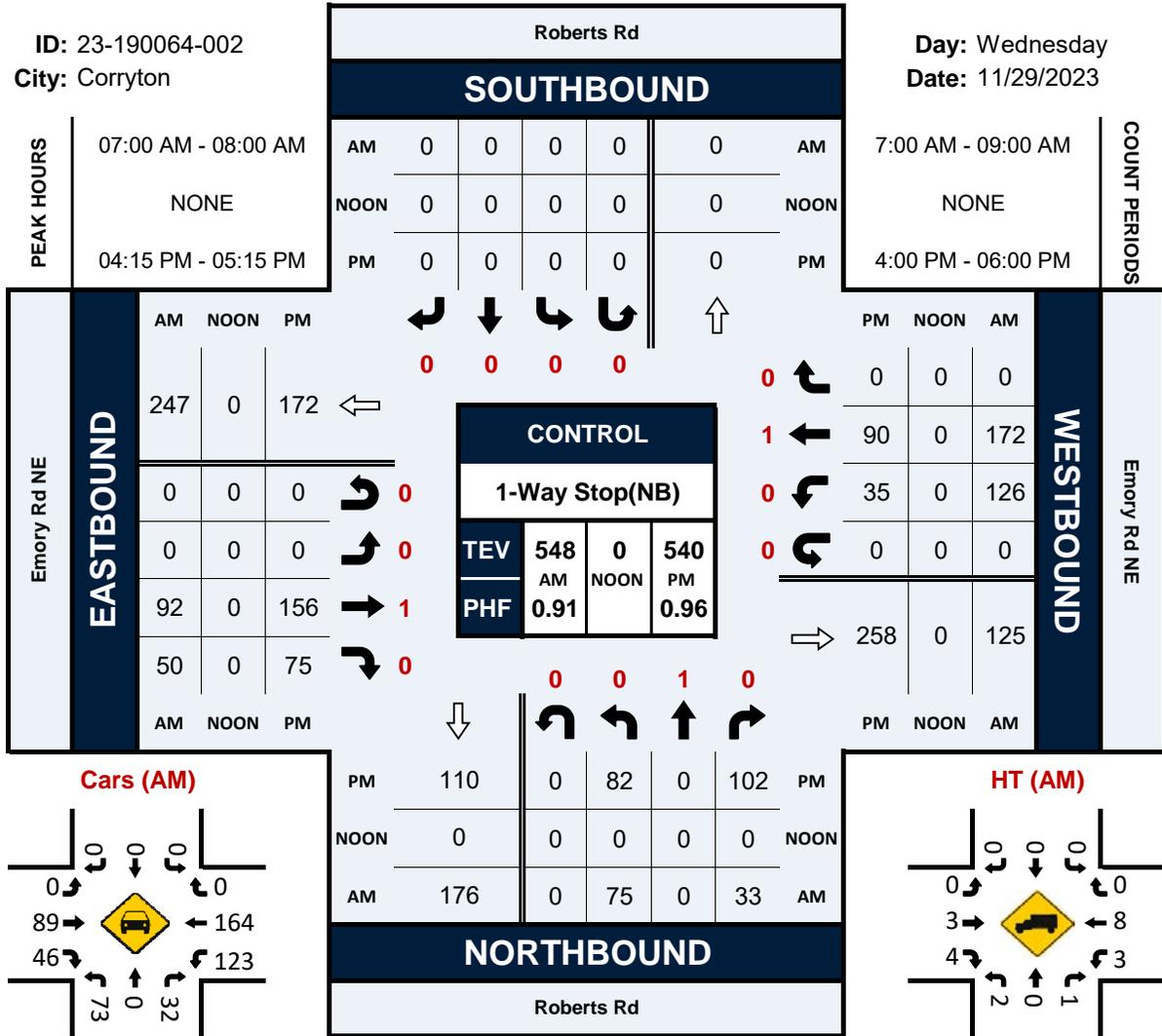
Start Time	Roberts Rd Northbound					Roberts Rd Southbound					Mari Ben Ln Eastbound					Mari Ben Ln Westbound					Int. Total
	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	
Peak Hour Analysis from 04:00 PM - 06:00 PM																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
4:15 PM	1	50	0	0	51	0	23	1	0	24	1	0	3	0	4	0	0	0	0	0	79
4:30 PM	6	45	0	0	51	0	29	2	0	31	1	0	3	0	4	0	0	0	0	0	86
4:45 PM	3	39	0	0	42	0	26	3	0	29	1	0	1	0	2	0	0	0	0	0	73
5:00 PM	3	48	0	0	51	0	24	3	0	27	2	0	1	0	3	0	0	0	0	0	81
Total Volume	13	182	0	0	195	0	102	9	0	111	5	0	8	0	13	0	0	0	0	0	319
% App. Total	6.7	93.3	0.0	0.0	100	0.0	91.9	8.1	0.0	100	38.5	0.0	61.5	0.0	100	0.0	0.0	0.0	0.0	0	
PHF	0.956					0.895					0.813					0.927					
Cars, PU, Vans	13	171	0	0	184	0	98	9	0	107	5	0	7	0	12	0	0	0	0	0	303
% Cars, PU, Vans	100.0	94.0	0.0	0.0	94.4	0.0	96.1	100.0	0.0	96.4	100.0	0.0	87.5	0.0	92.3	0.0	0.0	0.0	0.0	0.0	95.0
Heavy trucks	0	11	0	0	11	0	4	0	0	4	0	0	1	0	1	0	0	0	0	0	16
%Heavy trucks	0.0	6.0	0.0	0.0	5.6	0.0	3.9	0.0	0.0	3.6	0.0	0.0	12.5	0.0	7.7	0.0	0.0	0.0	0.0	0.0	5.0

Roberts Rd & Emory Rd NE

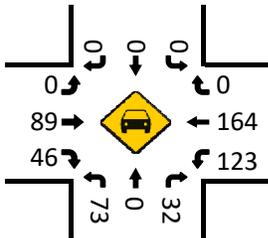
Peak Hour Turning Movement Count

ID: 23-190064-002
City: Corryton

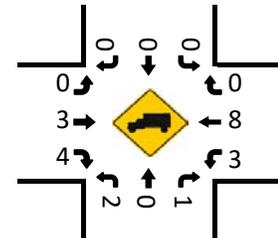
Day: Wednesday
Date: 11/29/2023



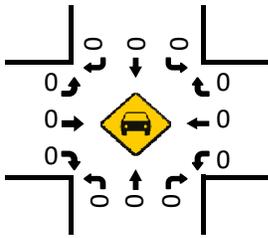
Cars (AM)



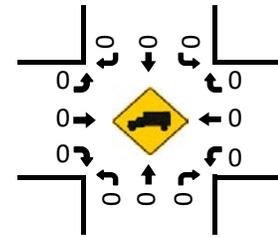
HT (AM)



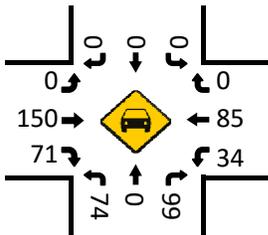
Cars (NOON)



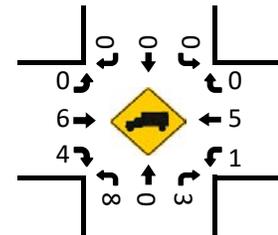
HT (NOON)



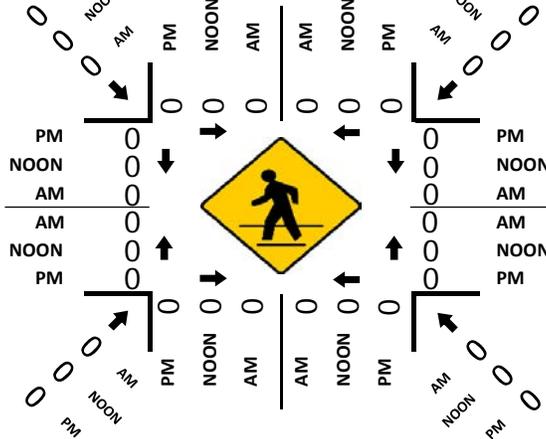
Cars (PM)



HT (PM)



Pedestrians (Crosswalks)



Project ID: 23-190064-002
 Location: Roberts Rd & Emory Rd NE
 City: Corryton

Day: Wednesday
 Date: 11/29/2023

Groups Printed - Cars, PU, Vans - Heavy Trucks

Start Time	Roberts Rd Northbound						Roberts Rd Southbound						Emory Rd NE Eastbound						Emory Rd NE Westbound						Int. Total
	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	
7:00 AM	15	0	7	0	0	22	0	0	0	0	0	0	0	15	5	0	0	20	35	41	0	0	0	76	118
7:15 AM	16	0	7	0	0	23	0	0	0	0	0	0	0	22	14	0	0	36	32	43	0	0	0	75	134
7:30 AM	17	0	7	0	0	24	0	0	0	0	0	0	0	28	20	0	0	48	31	43	0	0	0	74	146
7:45 AM	27	0	12	0	0	39	0	0	0	0	0	0	0	27	11	0	0	38	28	45	0	0	0	73	150
Total	75	0	33	0	0	108	0	0	0	0	0	0	0	92	50	0	0	142	126	172	0	0	0	298	548
8:00 AM	16	0	3	0	0	19	0	0	0	0	0	0	0	14	16	0	0	30	18	25	0	0	0	43	92
8:15 AM	13	0	8	0	0	21	0	0	0	0	0	0	0	17	13	0	0	30	15	24	0	0	0	39	90
8:30 AM	10	0	1	0	0	11	0	0	0	0	0	0	0	19	12	0	0	31	10	22	0	0	0	32	74
8:45 AM	13	0	16	0	0	29	0	0	0	0	0	0	0	14	6	0	0	20	9	18	0	0	0	27	76
Total	52	0	28	0	0	80	0	0	0	0	0	0	0	64	47	0	0	111	52	89	0	0	0	141	332
BREAK																									
4:00 PM	13	0	29	0	0	42	0	0	0	0	0	0	0	38	17	0	0	55	15	19	0	0	0	34	131
4:15 PM	23	0	28	0	0	51	0	0	0	0	0	0	0	37	20	0	0	57	6	20	0	0	0	26	134
4:30 PM	20	0	22	0	0	42	0	0	0	0	0	0	0	37	17	0	0	54	15	30	0	0	0	45	141
4:45 PM	19	0	22	0	0	41	0	0	0	0	0	0	0	40	21	0	0	61	6	22	0	0	0	28	130
Total	75	0	101	0	0	176	0	0	0	0	0	0	0	152	75	0	0	227	42	91	0	0	0	133	536
5:00 PM	20	0	30	0	0	50	0	0	0	0	0	0	0	42	17	0	0	59	8	18	0	0	0	26	135
5:15 PM	15	0	22	0	0	37	0	0	0	0	0	0	0	30	17	0	0	47	10	29	0	0	0	39	123
5:30 PM	21	0	29	0	0	50	0	0	0	0	0	0	0	34	21	0	0	55	10	27	0	0	0	37	142
5:45 PM	15	0	36	0	0	51	0	0	0	0	0	0	0	27	12	0	0	39	10	24	0	0	0	34	124
Total	71	0	117	0	0	188	0	0	0	0	0	0	0	133	67	0	0	200	38	98	0	0	0	136	524
Grand Total	273	0	279	0	0	552	0	0	0	0	0	0	0	441	239	0	0	680	258	450	0	0	0	708	1940
Apprch %	49.5	0.0	50.5	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	64.9	35.1	0.0	0.0		36.4	63.6	0.0	0.0	0.0		
Total %	14.1	0.0	14.4	0.0	0.0	28.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22.7	12.3	0.0	0.0	35.1	13.3	23.2	0.0	0.0	0.0	36.5	
Cars, PU, Vans	258	0	272	0	0	530	0	0	0	0	0	0	0	422	227	0	0	649	252	425	0	0	0	677	1856
% Cars, PU, Vans	94.5	0.0	97.5	0.0	0.0	96.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	95.7	95.0	0.0	0.0	95.4	97.7	94.4	0.0	0.0	0.0	95.6	95.7
Heavy trucks	15	0	7	0	0	22	0	0	0	0	0	0	0	19	12	0	0	31	6	25	0	0	0	31	84
%Heavy trucks	5.5	0.0	2.5	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.3	5.0	0.0	4.6	2.3	5.6	0.0	0.0	0.0	4.4	4.3	

Project ID: 23-190064-002
 Location: Roberts Rd & Emory Rd NE
 City: Corryton

PEAK HOURS

Day: Wednesday
 Date: 11/29/2023

AM

Start Time	Roberts Rd Northbound					Roberts Rd Southbound					Emory Rd NE Eastbound					Emory Rd NE Westbound					Int. Total
	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	
Peak Hour Analysis from 07:00 AM - 09:00 AM																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
7:00 AM	15	0	7	0	22	0	0	0	0	0	0	15	5	0	20	35	41	0	0	76	118
7:15 AM	16	0	7	0	23	0	0	0	0	0	0	22	14	0	36	32	43	0	0	75	134
7:30 AM	17	0	7	0	24	0	0	0	0	0	0	28	20	0	48	31	43	0	0	74	146
7:45 AM	27	0	12	0	39	0	0	0	0	0	0	27	11	0	38	28	45	0	0	73	150
Total Volume	75	0	33	0	108	0	0	0	0	0	0	92	50	0	142	126	172	0	0	298	548
% App. Total	69.4	0.0	30.6	0.0	100	0.0	0.0	0.0	0.0	0	0.0	64.8	35.2	0.0	100	42.3	57.7	0.0	0.0	100	
PHF	0.692										0.740					0.980					0.913
Cars, PU, Vans	73	0	32	0	105	0	0	0	0	0	0	89	46	0	135	123	164	0	0	287	527
% Cars, PU, Vans	97.3	0.0	97.0	0.0	97.2	0.0	0.0	0.0	0.0	0.0	0.0	96.7	92.0	0.0	95.1	97.6	95.3	0.0	0.0	96.3	96.2
Heavy trucks	2	0	1	0	3	0	0	0	0	0	0	3	4	0	7	3	8	0	0	11	21
%Heavy trucks	2.7	0.0	3.0	0.0	2.8	0.0	0.0	0.0	0.0	0.0	0.0	3.3	8.0	0.0	4.9	2.4	4.7	0.0	0.0	3.7	3.8

PM

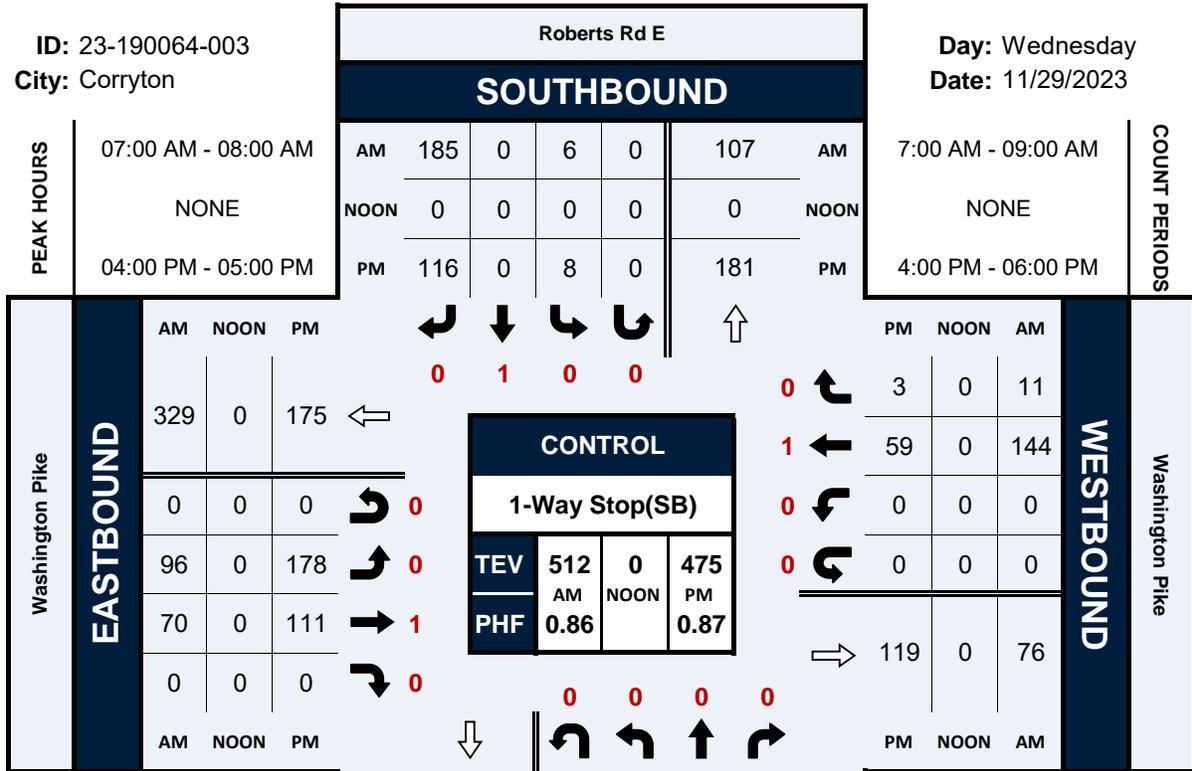
Start Time	Roberts Rd Northbound					Roberts Rd Southbound					Emory Rd NE Eastbound					Emory Rd NE Westbound					Int. Total
	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	
Peak Hour Analysis from 04:00 PM - 06:00 PM																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
4:15 PM	23	0	28	0	51	0	0	0	0	0	0	37	20	0	57	6	20	0	0	26	134
4:30 PM	20	0	22	0	42	0	0	0	0	0	0	37	17	0	54	15	30	0	0	45	141
4:45 PM	19	0	22	0	41	0	0	0	0	0	0	40	21	0	61	6	22	0	0	28	130
5:00 PM	20	0	30	0	50	0	0	0	0	0	0	42	17	0	59	8	18	0	0	26	135
Total Volume	82	0	102	0	184	0	0	0	0	0	0	156	75	0	231	35	90	0	0	125	540
% App. Total	44.6	0.0	55.4	0.0	100	0.0	0.0	0.0	0.0	0	0.0	67.5	32.5	0.0	100	28.0	72.0	0.0	0.0	100	
PHF	0.902										0.947					0.694					0.957
Cars, PU, Vans	74	0	99	0	173	0	0	0	0	0	0	150	71	0	221	34	85	0	0	119	513
% Cars, PU, Vans	90.2	0.0	97.1	0.0	94.0	0.0	0.0	0.0	0.0	0.0	0.0	96.2	94.7	0.0	95.7	97.1	94.4	0.0	0.0	95.2	95.0
Heavy trucks	8	0	3	0	11	0	0	0	0	0	0	6	4	0	10	1	5	0	0	6	27
%Heavy trucks	9.8	0.0	2.9	0.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	3.8	5.3	0.0	4.3	2.9	5.6	0.0	0.0	4.8	5.0

Roberts Rd E & Washington Pike

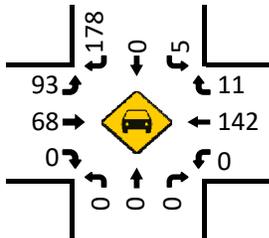
Peak Hour Turning Movement Count

ID: 23-190064-003
City: Corryton

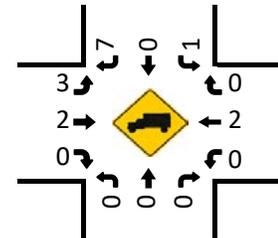
Day: Wednesday
Date: 11/29/2023



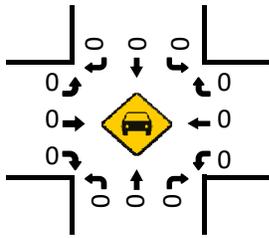
Cars (AM)



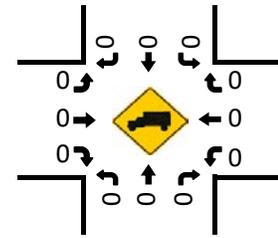
HT (AM)



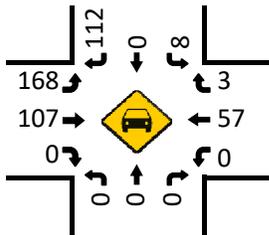
Cars (NOON)



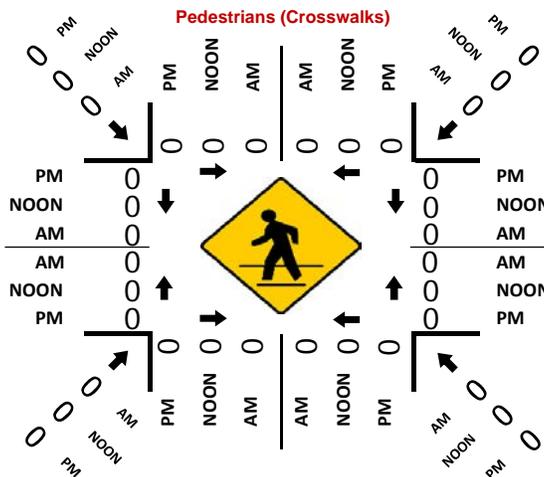
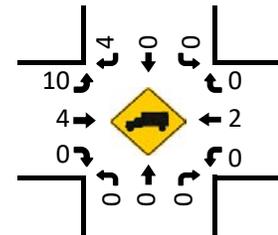
HT (NOON)



Cars (PM)



HT (PM)



Project ID: 23-190064-003
 Location: Roberts Rd E & Washington Pike
 City: Corryton

Day: Wednesday
 Date: 11/29/2023

Groups Printed - Cars, PU, Vans - Heavy Trucks

Start Time	Roberts Rd E Northbound						Roberts Rd E Southbound						Washington Pike Eastbound						Washington Pike Westbound						Int. Total
	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	
7:00 AM	0	0	0	0	0	0	0	0	40	0	0	40	21	14	0	0	0	35	0	28	0	0	0	28	103
7:15 AM	0	0	0	0	0	0	2	0	50	0	0	52	19	22	0	0	0	41	0	43	2	0	0	45	138
7:30 AM	0	0	0	0	0	0	2	0	50	0	0	52	26	22	0	0	0	48	0	45	3	0	0	48	148
7:45 AM	0	0	0	0	0	0	2	0	45	0	0	47	30	12	0	0	0	42	0	28	6	0	0	34	123
Total	0	0	0	0	0	0	6	0	185	0	0	191	96	70	0	0	0	166	0	144	11	0	0	155	512
8:00 AM	0	0	0	0	0	0	2	0	34	0	0	36	17	5	0	0	0	22	0	26	1	0	0	27	85
8:15 AM	0	0	0	0	0	0	1	0	27	0	0	28	22	11	0	0	0	33	0	22	0	0	0	22	83
8:30 AM	0	0	0	0	0	0	1	0	22	0	0	23	17	9	0	0	0	26	0	11	1	0	0	12	61
8:45 AM	0	0	0	0	0	0	0	0	20	0	0	20	22	4	0	0	0	26	0	13	2	0	0	15	61
Total	0	0	0	0	0	0	4	0	103	0	0	107	78	29	0	0	0	107	0	72	4	0	0	76	290
BREAK																									
4:00 PM	0	0	0	0	0	0	1	0	37	0	0	38	38	24	0	0	0	62	0	18	0	0	0	18	118
4:15 PM	0	0	0	0	0	0	4	0	23	0	0	27	50	21	0	0	0	71	0	13	0	0	0	13	111
4:30 PM	0	0	0	0	0	0	0	0	32	0	0	32	50	37	0	0	0	87	0	16	2	0	0	18	137
4:45 PM	0	0	0	0	0	0	3	0	24	0	0	27	40	29	0	0	0	69	0	12	1	0	0	13	109
Total	0	0	0	0	0	0	8	0	116	0	0	124	178	111	0	0	0	289	0	59	3	0	0	62	475
5:00 PM	0	0	0	0	0	0	1	0	23	0	0	24	53	28	0	0	0	81	0	9	0	0	0	9	114
5:15 PM	0	0	0	0	0	0	1	0	28	0	0	29	37	28	0	0	0	65	0	14	0	0	0	14	108
5:30 PM	0	0	0	0	0	0	1	0	32	0	0	33	50	25	0	0	0	75	0	15	5	0	0	20	128
5:45 PM	0	0	0	0	0	0	0	0	19	0	0	19	51	31	0	0	0	82	0	9	0	0	0	9	110
Total	0	0	0	0	0	0	3	0	102	0	0	105	191	112	0	0	0	303	0	47	5	0	0	52	460
Grand Total	0	0	0	0	0	0	21	0	506	0	0	527	543	322	0	0	0	865	0	322	23	0	0	345	1737
Apprch %	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	96.0	0.0	0.0	62.8	37.2	0.0	0.0	0.0	0.0	93.3	6.7	0.0	0.0				
Total %	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	29.1	0.0	0.0	30.3	31.3	18.5	0.0	0.0	49.8	0.0	18.5	1.3	0.0	0.0	19.9		
Cars, PU, Vans	0	0	0	0	0	0	20	0	489	0	0	509	525	309	0	0	834	0	314	21	0	0	335	1678	
% Cars, PU, Vans	0.0	0.0	0.0	0.0	0.0	0.0	95.2	0.0	96.6	0.0	0.0	96.6	96.7	96.0	0.0	0.0	96.4	0.0	97.5	91.3	0.0	0.0	97.1	96.6	
Heavy trucks	0	0	0	0	0	0	1	0	17	0	0	18	18	13	0	0	31	0	8	2	0	0	10	59	
%Heavy trucks	0.0	0.0	0.0	0.0	0.0	0.0	4.8	0.0	3.4	0.0	0.0	3.4	3.3	4.0	0.0	0.0	3.6	0.0	2.5	8.7	0.0	0.0	2.9	3.4	

Project ID: 23-190064-003
 Location: Roberts Rd E & Washington Pike
 City: Corryton

PEAK HOURS

Day: Wednesday
 Date: 11/29/2023

AM

Start Time	Roberts Rd E Northbound					Roberts Rd E Southbound					Washington Pike Eastbound					Washington Pike Westbound					Int. Total
	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	
Peak Hour Analysis from 07:00 AM - 09:00 AM																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
7:00 AM	0	0	0	0	0	0	0	40	0	40	21	14	0	0	35	0	28	0	0	28	103
7:15 AM	0	0	0	0	0	2	0	50	0	52	19	22	0	0	41	0	43	2	0	45	138
7:30 AM	0	0	0	0	0	2	0	50	0	52	26	22	0	0	48	0	45	3	0	48	148
7:45 AM	0	0	0	0	0	2	0	45	0	47	30	12	0	0	42	0	28	6	0	34	123
Total Volume	0	0	0	0	0	6	0	185	0	191	96	70	0	0	166	0	144	11	0	155	512
% App. Total	0.0	0.0	0.0	0.0	0	3.1	0.0	96.9	0.0	100	57.8	42.2	0.0	0.0	100	0.0	92.9	7.1	0.0	100	
PHF	0.918										0.865					0.807					0.865
Cars, PU, Vans	0	0	0	0	0	5	0	178	0	183	93	68	0	0	161	0	142	11	0	153	497
% Cars, PU, Vans	0.0	0.0	0.0	0.0	0.0	83.3	0.0	96.2	0.0	95.8	96.9	97.1	0.0	0.0	97.0	0.0	98.6	100.0	0.0	98.7	97.1
Heavy trucks	0	0	0	0	0	1	0	7	0	8	3	2	0	0	5	0	2	0	0	2	15
%Heavy trucks	0.0	0.0	0.0	0.0	0.0	16.7	0.0	3.8	0.0	4.2	3.1	2.9	0.0	0.0	3.0	0.0	1.4	0.0	0.0	1.3	2.9

PM

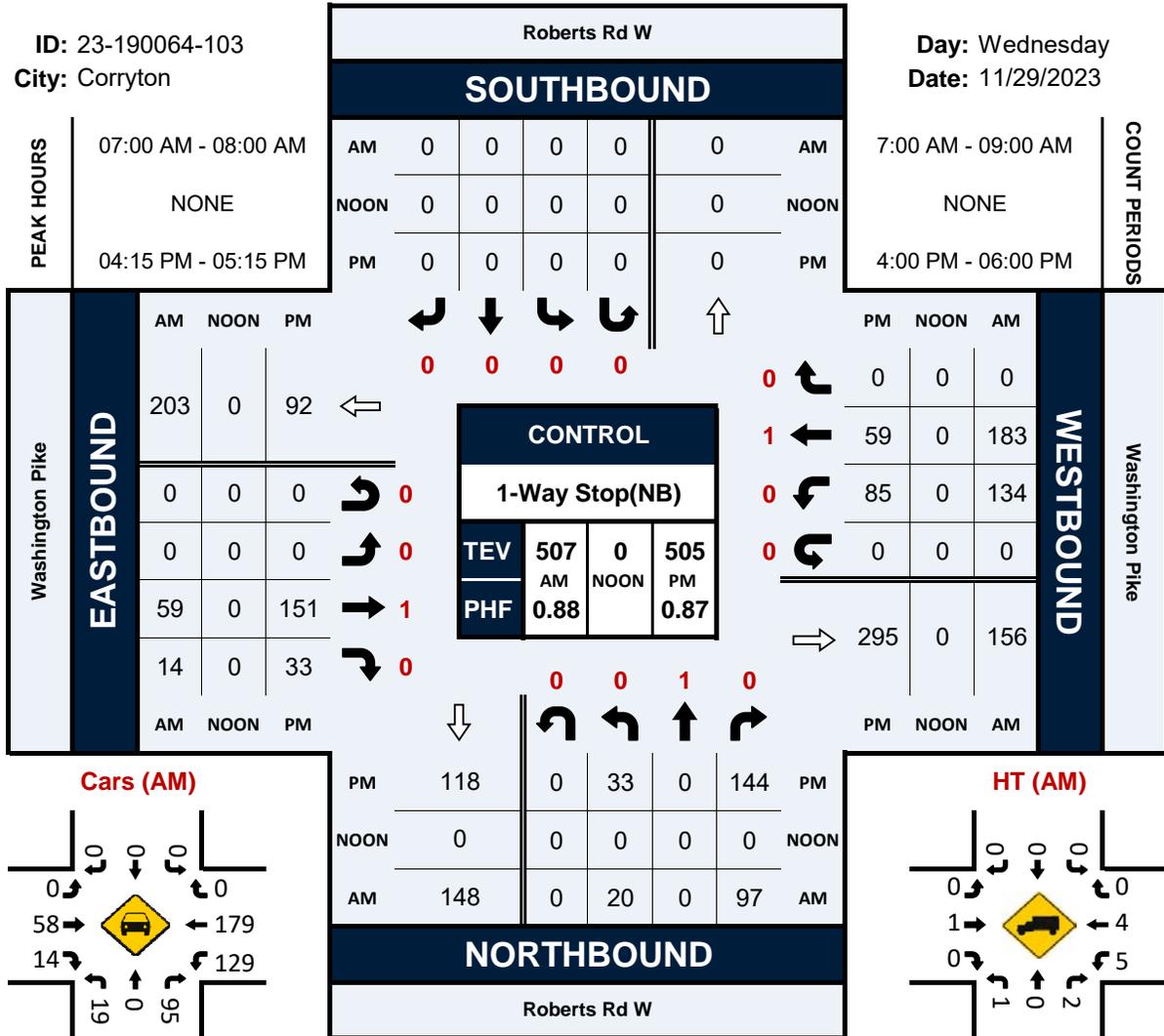
Start Time	Roberts Rd E Northbound					Roberts Rd E Southbound					Washington Pike Eastbound					Washington Pike Westbound					Int. Total
	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	
Peak Hour Analysis from 04:00 PM - 06:00 PM																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
4:00 PM	0	0	0	0	0	1	0	37	0	38	38	24	0	0	62	0	18	0	0	18	118
4:15 PM	0	0	0	0	0	4	0	23	0	27	50	21	0	0	71	0	13	0	0	13	111
4:30 PM	0	0	0	0	0	0	0	32	0	32	50	37	0	0	87	0	16	2	0	18	137
4:45 PM	0	0	0	0	0	3	0	24	0	27	40	29	0	0	69	0	12	1	0	13	109
Total Volume	0	0	0	0	0	8	0	116	0	124	178	111	0	0	289	0	59	3	0	62	475
% App. Total	0.0	0.0	0.0	0.0	0	6.5	0.0	93.5	0.0	100	61.6	38.4	0.0	0.0	100	0.0	95.2	4.8	0.0	100	
PHF	0.816										0.830					0.861					0.867
Cars, PU, Vans	0	0	0	0	0	8	0	112	0	120	168	107	0	0	275	0	57	3	0	60	455
% Cars, PU, Vans	0.0	0.0	0.0	0.0	0.0	100.0	0.0	96.6	0.0	96.8	94.4	96.4	0.0	0.0	95.2	0.0	96.6	100.0	0.0	96.8	95.8
Heavy trucks	0	0	0	0	0	0	0	4	0	4	10	4	0	0	14	0	2	0	0	2	20
%Heavy trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.4	0.0	3.2	5.6	3.6	0.0	0.0	4.8	0.0	3.4	0.0	0.0	3.2	4.2

Roberts Rd W & Washington Pike

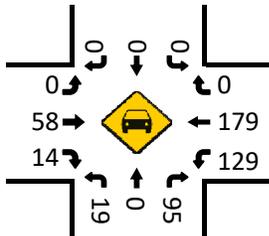
Peak Hour Turning Movement Count

ID: 23-190064-103
City: Corryton

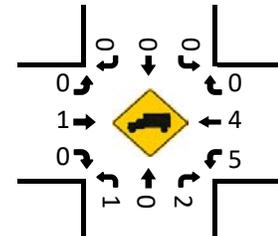
Day: Wednesday
Date: 11/29/2023



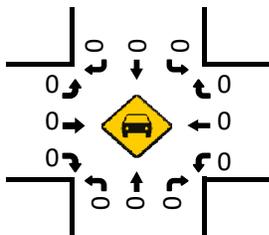
Cars (AM)



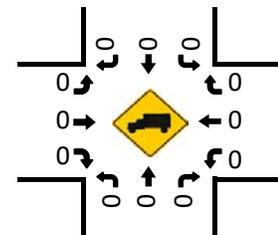
HT (AM)



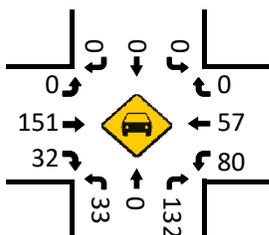
Cars (NOON)



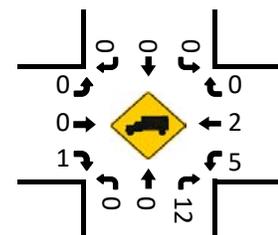
HT (NOON)



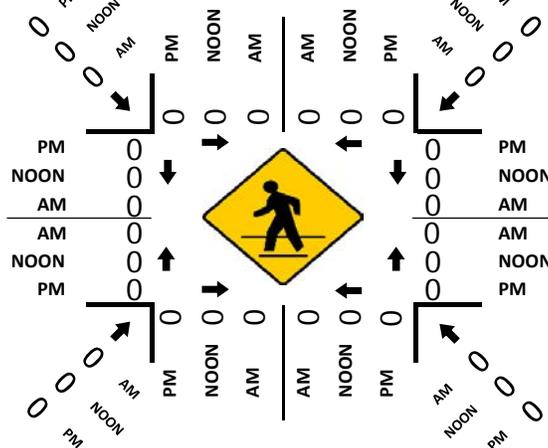
Cars (PM)



HT (PM)



Pedestrians (Crosswalks)



Project ID: 23-190064-103
 Location: Roberts Rd W & Washington Pike
 City: Corryton

Day: Wednesday
 Date: 11/29/2023

Groups Printed - Cars, PU, Vans - Heavy Trucks

Start Time	Roberts Rd W Northbound						Roberts Rd W Southbound						Washington Pike Eastbound						Washington Pike Westbound						Int. Total
	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	
7:00 AM	4	0	20	0	0	24	0	0	0	0	0	0	0	10	4	0	0	14	21	47	0	0	0	68	106
7:15 AM	7	0	22	0	0	29	0	0	0	0	0	0	0	15	5	0	0	20	37	49	0	0	0	86	135
7:30 AM	6	0	31	0	0	37	0	0	0	0	0	0	0	17	2	0	0	19	45	49	0	0	0	94	150
7:45 AM	3	0	24	0	0	27	0	0	0	0	0	0	0	17	3	0	0	20	31	38	0	0	0	69	116
Total	20	0	97	0	0	117	0	0	0	0	0	0	0	59	14	0	0	73	134	183	0	0	0	317	507
8:00 AM	10	0	8	0	0	18	0	0	0	0	0	0	0	11	2	0	0	13	23	32	0	0	0	55	86
8:15 AM	8	0	17	0	0	25	0	0	0	0	0	0	0	15	3	0	0	18	18	30	0	0	0	48	91
8:30 AM	8	0	11	0	0	19	0	0	0	0	0	0	0	13	7	0	0	20	16	16	0	0	0	32	71
8:45 AM	4	0	15	0	0	19	0	0	0	0	0	0	0	9	7	0	0	16	9	22	0	0	0	31	66
Total	30	0	51	0	0	81	0	0	0	0	0	0	0	48	19	0	0	67	66	100	0	0	0	166	314
BREAK																									
4:00 PM	3	0	30	0	0	33	0	0	0	0	0	0	0	30	5	0	0	35	26	26	0	0	0	52	120
4:15 PM	11	0	37	0	0	48	0	0	0	0	0	0	0	30	7	0	0	37	21	12	0	0	0	33	118
4:30 PM	9	0	35	0	0	44	0	0	0	0	0	0	0	47	7	0	0	54	22	21	0	0	0	43	141
4:45 PM	7	0	31	0	0	38	0	0	0	0	0	0	0	36	11	0	0	47	23	13	0	0	0	36	121
Total	30	0	133	0	0	163	0	0	0	0	0	0	0	143	30	0	0	173	92	72	0	0	0	164	500
5:00 PM	6	0	41	0	0	47	0	0	0	0	0	0	0	38	8	0	0	46	19	13	0	0	0	32	125
5:15 PM	4	0	33	0	0	37	0	0	0	0	0	0	0	32	4	0	0	36	18	22	0	0	0	40	113
5:30 PM	5	0	30	0	0	35	0	0	0	0	0	0	0	38	4	0	0	42	23	20	0	0	0	43	120
5:45 PM	4	0	29	0	0	33	0	0	0	0	0	0	0	50	2	0	0	52	14	13	0	0	0	27	112
Total	19	0	133	0	0	152	0	0	0	0	0	0	0	158	18	0	0	176	74	68	0	0	0	142	470
Grand Total	99	0	414	0	0	513	0	0	0	0	0	0	0	408	81	0	0	489	366	423	0	0	0	789	1791
Apprch %	19.3	0.0	80.7	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	83.4	16.6	0.0	0.0		46.4	53.6	0.0	0.0	0.0		
Total %	5.5	0.0	23.1	0.0	0.0	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22.8	4.5	0.0	0.0	27.3	20.4	23.6	0.0	0.0	0.0	44.1	
Cars, PU, Vans	98	0	395	0	0	493	0	0	0	0	0	0	0	401	80	0	0	481	351	413	0	0	0	764	1738
% Cars, PU, Vans	99.0	0.0	95.4	0.0	0.0	96.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	98.3	98.8	0.0	0.0	98.4	95.9	97.6	0.0	0.0	0.0	96.8	97.0
Heavy trucks	1	0	19	0	0	20	0	0	0	0	0	0	0	7	1	0	0	8	15	10	0	0	0	25	53
%Heavy trucks	1.0	0.0	4.6	0.0	0.0	3.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.7	1.2	0.0	1.6	4.1	2.4	0.0	0.0	0.0	3.2	3.0	

Project ID: 23-190064-103
 Location: Roberts Rd W & Washington Pike
 City: Corryton

PEAK HOURS

Day: Wednesday
 Date: 11/29/2023

AM

Start Time	Roberts Rd W Northbound					Roberts Rd W Southbound					Washington Pike Eastbound					Washington Pike Westbound					Int. Total
	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	
Peak Hour Analysis from 07:00 AM - 09:00 AM																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
7:00 AM	4	0	20	0	24	0	0	0	0	0	0	10	4	0	14	21	47	0	0	68	106
7:15 AM	7	0	22	0	29	0	0	0	0	0	0	15	5	0	20	37	49	0	0	86	135
7:30 AM	6	0	31	0	37	0	0	0	0	0	0	17	2	0	19	45	49	0	0	94	150
7:45 AM	3	0	24	0	27	0	0	0	0	0	0	17	3	0	20	31	38	0	0	69	116
Total Volume	20	0	97	0	117	0	0	0	0	0	0	59	14	0	73	134	183	0	0	317	507
% App. Total	17.1	0.0	82.9	0.0	100	0.0	0.0	0.0	0.0	0	0.0	80.8	19.2	0.0	100	42.3	57.7	0.0	0.0	100	
PHF	0.797										0.864					0.853					0.875
Cars, PU, Vans	19	0	95	0	114	0	0	0	0	0	0	58	14	0	72	129	179	0	0	308	494
% Cars, PU, Vans	95.0	0.0	97.9	0.0	97.4	0.0	0.0	0.0	0.0	0.0	0.0	98.3	100.0	0.0	98.6	96.3	97.8	0.0	0.0	97.2	97.4
Heavy trucks	1	0	2	0	3	0	0	0	0	0	0	1	0	0	1	5	4	0	0	9	13
%Heavy trucks	5.0	0.0	2.1	0.0	2.6	0.0	0.0	0.0	0.0	0.0	0.0	1.7	0.0	0.0	1.4	3.7	2.2	0.0	0.0	2.8	2.6

PM

Start Time	Roberts Rd W Northbound					Roberts Rd W Southbound					Washington Pike Eastbound					Washington Pike Westbound					Int. Total
	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	
Peak Hour Analysis from 04:00 PM - 06:00 PM																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
4:15 PM	11	0	37	0	48	0	0	0	0	0	0	30	7	0	37	21	12	0	0	33	118
4:30 PM	9	0	35	0	44	0	0	0	0	0	0	47	7	0	54	22	21	0	0	43	141
4:45 PM	7	0	31	0	38	0	0	0	0	0	0	36	11	0	47	23	13	0	0	36	121
5:00 PM	6	0	41	0	47	0	0	0	0	0	0	38	8	0	46	19	13	0	0	32	125
Total Volume	33	0	144	0	177	0	0	0	0	0	0	151	33	0	184	85	59	0	0	144	505
% App. Total	18.6	0.0	81.4	0.0	100	0.0	0.0	0.0	0.0	0	0.0	82.1	17.9	0.0	100	59.0	41.0	0.0	0.0	100	
PHF	0.922										0.829					0.809					0.868
Cars, PU, Vans	33	0	132	0	165	0	0	0	0	0	0	151	32	0	183	80	57	0	0	137	485
% Cars, PU, Vans	100.0	0.0	91.7	0.0	93.2	0.0	0.0	0.0	0.0	0.0	0.0	100.0	97.0	0.0	99.5	94.1	96.6	0.0	0.0	95.1	96.0
Heavy trucks	0	0	12	0	12	0	0	0	0	0	0	0	1	0	1	5	2	0	0	7	20
%Heavy trucks	0.0	0.0	8.3	0.0	6.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.5	5.9	3.4	0.0	0.0	4.9	4.0

**TABLE 4 - 1
GENERALIZED ANNUAL AVERAGE DAILY VOLUMES FOR FLORIDA'S
URBANIZED AREAS***

UNINTERRUPTED FLOW HIGHWAYS							FREEWAYS																																																																																			
<p align="center">Level of Service</p> <table border="1"> <thead> <tr> <th>Lanes Divided</th> <th>A</th> <th>B</th> <th>C</th> <th>D</th> <th>E</th> </tr> </thead> <tbody> <tr> <td>2 Undivided</td> <td>2,000</td> <td>7,000</td> <td>13,800</td> <td>19,600</td> <td>27,000</td> </tr> <tr> <td>4 Divided</td> <td>20,400</td> <td>33,000</td> <td>47,800</td> <td>61,800</td> <td>70,200</td> </tr> <tr> <td>6 Divided</td> <td>30,500</td> <td>49,500</td> <td>71,600</td> <td>92,700</td> <td>105,400</td> </tr> </tbody> </table>							Lanes Divided	A	B	C	D	E	2 Undivided	2,000	7,000	13,800	19,600	27,000	4 Divided	20,400	33,000	47,800	61,800	70,200	6 Divided	30,500	49,500	71,600	92,700	105,400	<p align="center">Interchange spacing ≥ 2 mi. apart</p> <table border="1"> <thead> <tr> <th>Lanes</th> <th colspan="5">Level of Service</th> </tr> <tr> <th></th> <th>A</th> <th>B</th> <th>C</th> <th>D</th> <th>E</th> </tr> </thead> <tbody> <tr> <td>4</td> <td>23,800</td> <td>39,600</td> <td>55,200</td> <td>67,100</td> <td>74,600</td> </tr> <tr> <td>6</td> <td>36,900</td> <td>61,100</td> <td>85,300</td> <td>103,600</td> <td>115,300</td> </tr> <tr> <td>8</td> <td>49,900</td> <td>82,700</td> <td>115,300</td> <td>140,200</td> <td>156,000</td> </tr> <tr> <td>10</td> <td>63,000</td> <td>104,200</td> <td>145,500</td> <td>176,900</td> <td>196,400</td> </tr> <tr> <td>12</td> <td>75,900</td> <td>125,800</td> <td>175,500</td> <td>213,500</td> <td>237,100</td> </tr> </tbody> </table>						Lanes	Level of Service						A	B	C	D	E	4	23,800	39,600	55,200	67,100	74,600	6	36,900	61,100	85,300	103,600	115,300	8	49,900	82,700	115,300	140,200	156,000	10	63,000	104,200	145,500	176,900	196,400	12	75,900	125,800	175,500	213,500	237,100												
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<p>Source: Florida Department of Transportation Systems Planning Office 605 Suwannee Street, MS 19 Tallahassee, FL 32399-0450 http://www11.myflorida.com/planning/systems/sm/los/default.htm 02/22/02</p>																																																																																										

*This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Values shown are two-way annual average daily volumes (based on K₁₀₀ factors) for levels of service and are for the automobile/truck modes unless specifically stated. Level of service letter grade thresholds are probably not comparable across modes and, therefore, cross modal comparisons should be made with caution. Furthermore, combining levels of service of different modes into one overall roadway level of service is not recommended. The table's input value defaults and level of service criteria appear on the following page. Calculations are based on planning applications of the Highway Capacity Manual, Bicycle LOS Model, Pedestrian LOS Model and Transit Capacity and Quality of Service Manual, respectively for the automobile/truck, bicycle, pedestrian and bus modes.

**Cannot be achieved using table input value defaults.

***Not applicable for that level of service letter grade. For automobile/truck modes, volumes greater than level of service D become F because intersection capacities have been reached. For bicycle and pedestrian modes, the level of service letter grade (including F) is not achievable, because there is no maximum vehicle volume threshold using table input value defaults.

Single-Family Detached Housing (210)

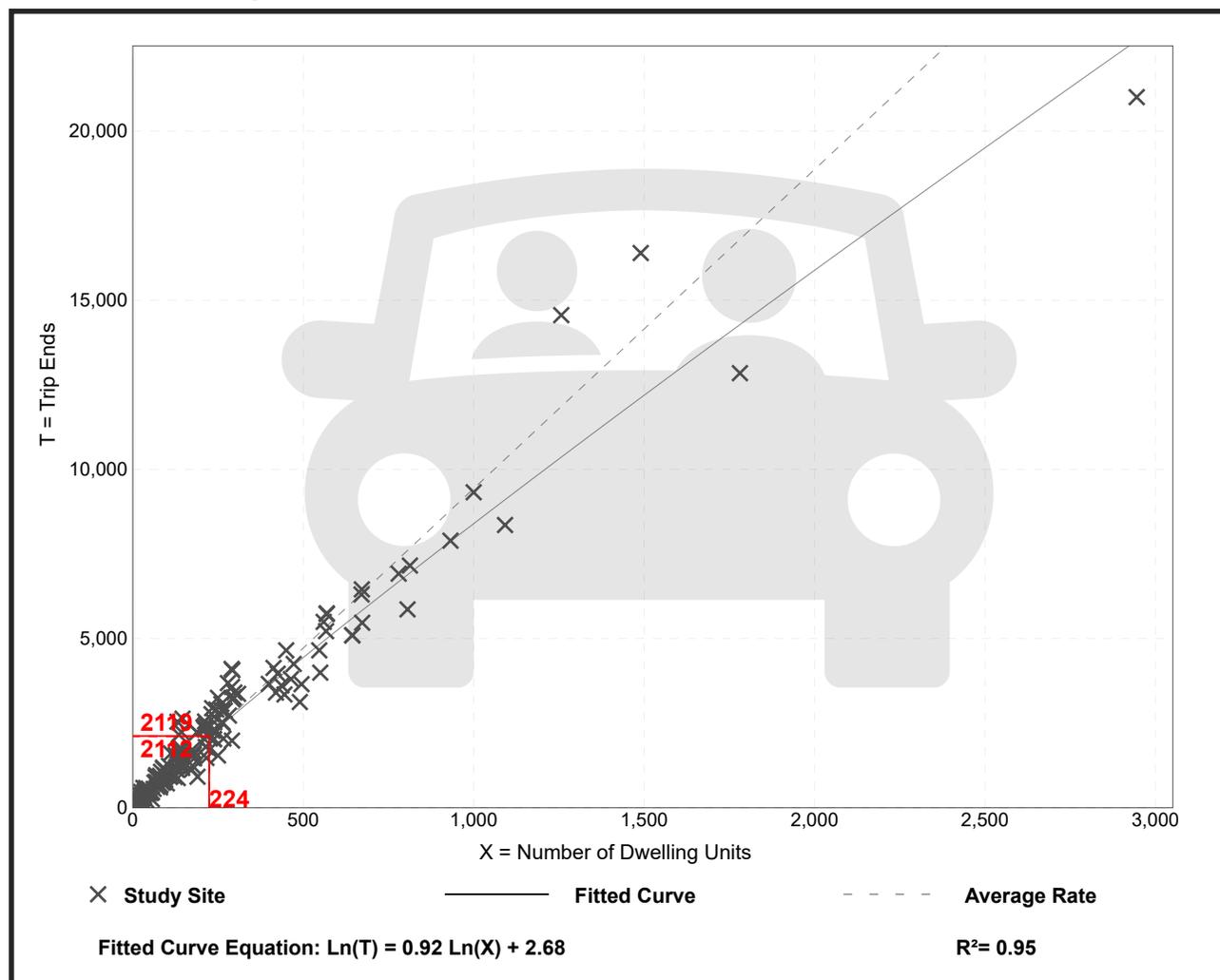
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 174
Avg. Num. of Dwelling Units: 246
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
9.43	4.45 - 22.61	2.13

Data Plot and Equation



Single-Family Detached Housing (210)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 192

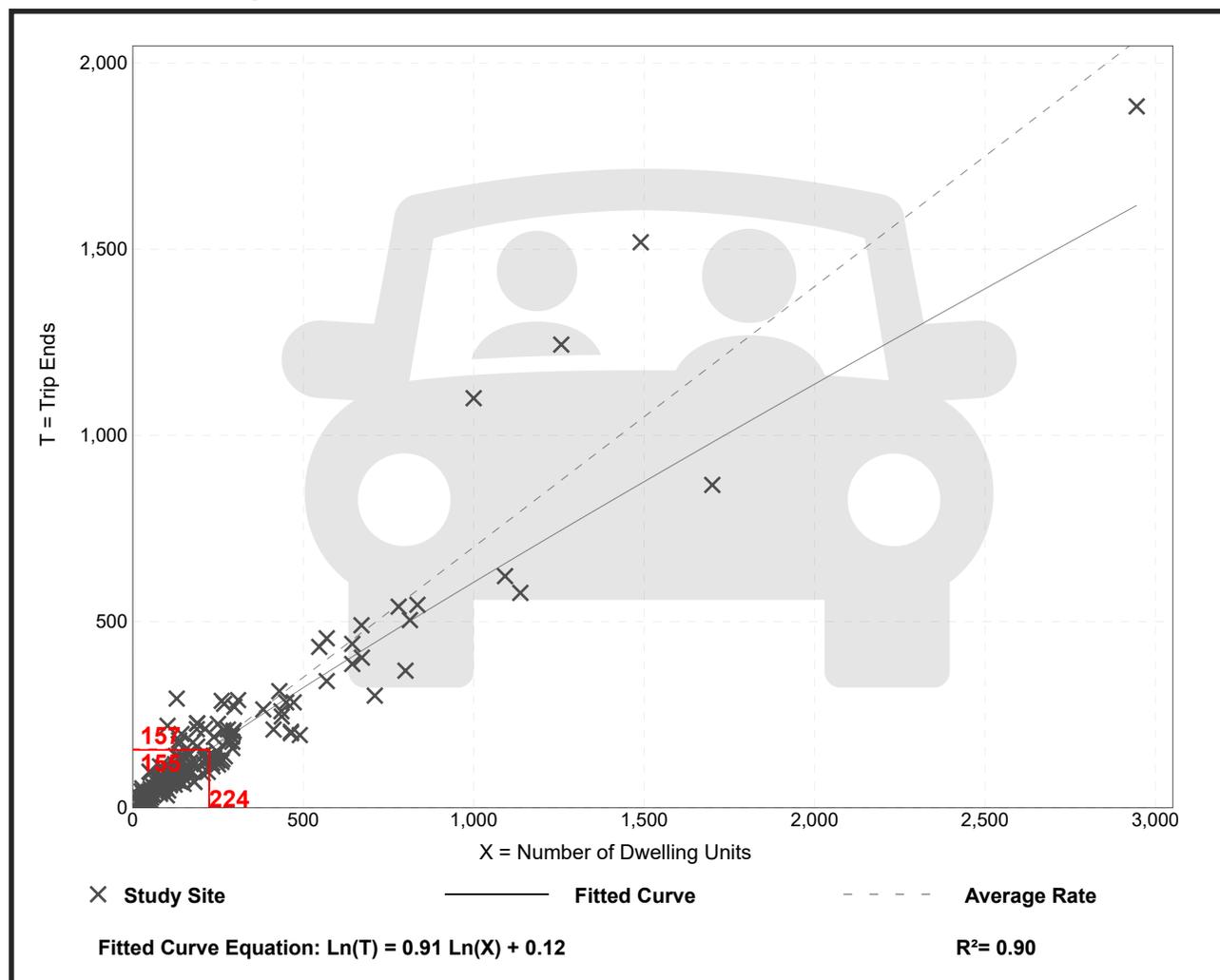
Avg. Num. of Dwelling Units: 226

Directional Distribution: 25% entering, 75% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.70	0.27 - 2.27	0.24

Data Plot and Equation



Single-Family Detached Housing (210)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 208

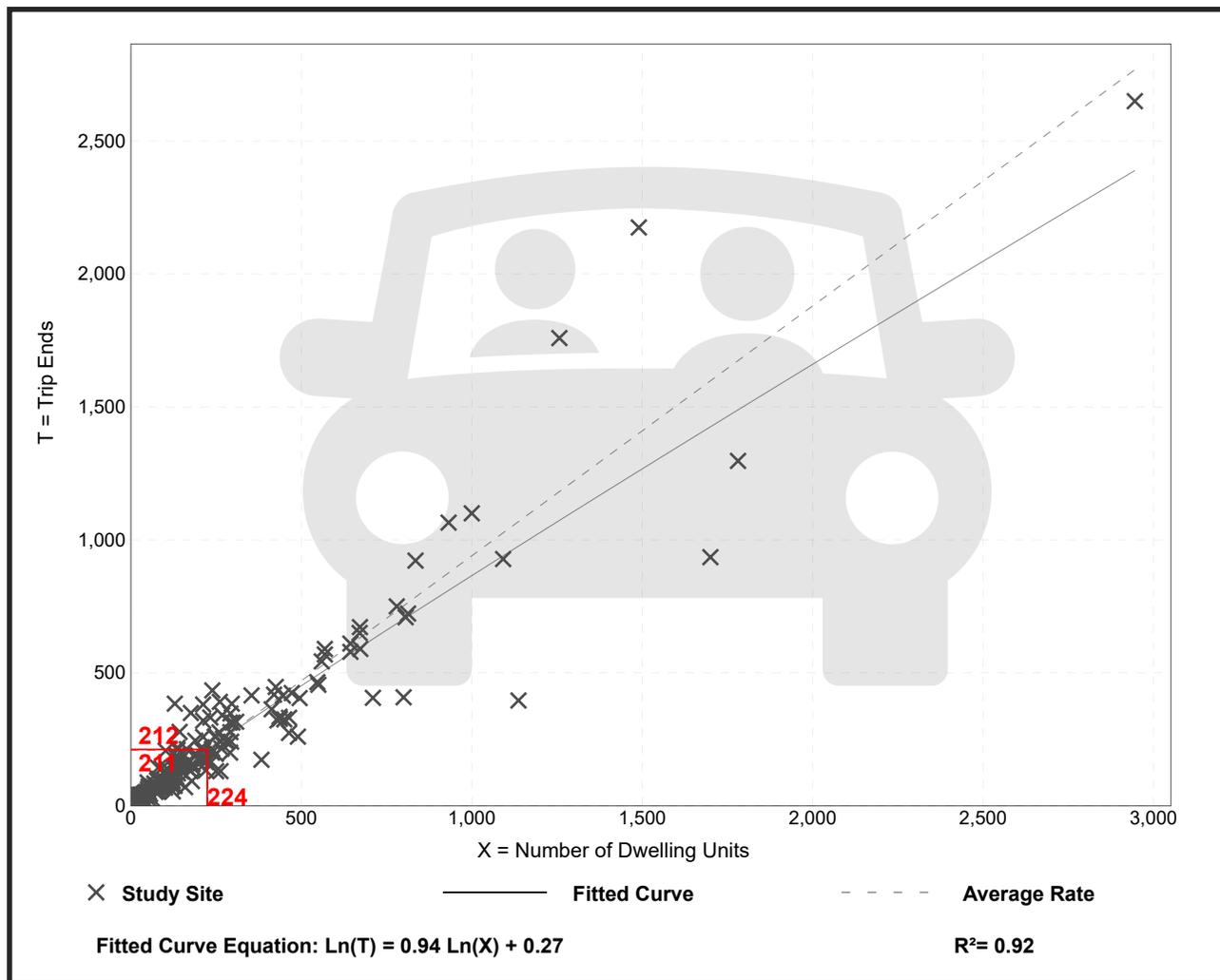
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Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
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Data Plot and Equation



Single-Family Detached Housing (210)

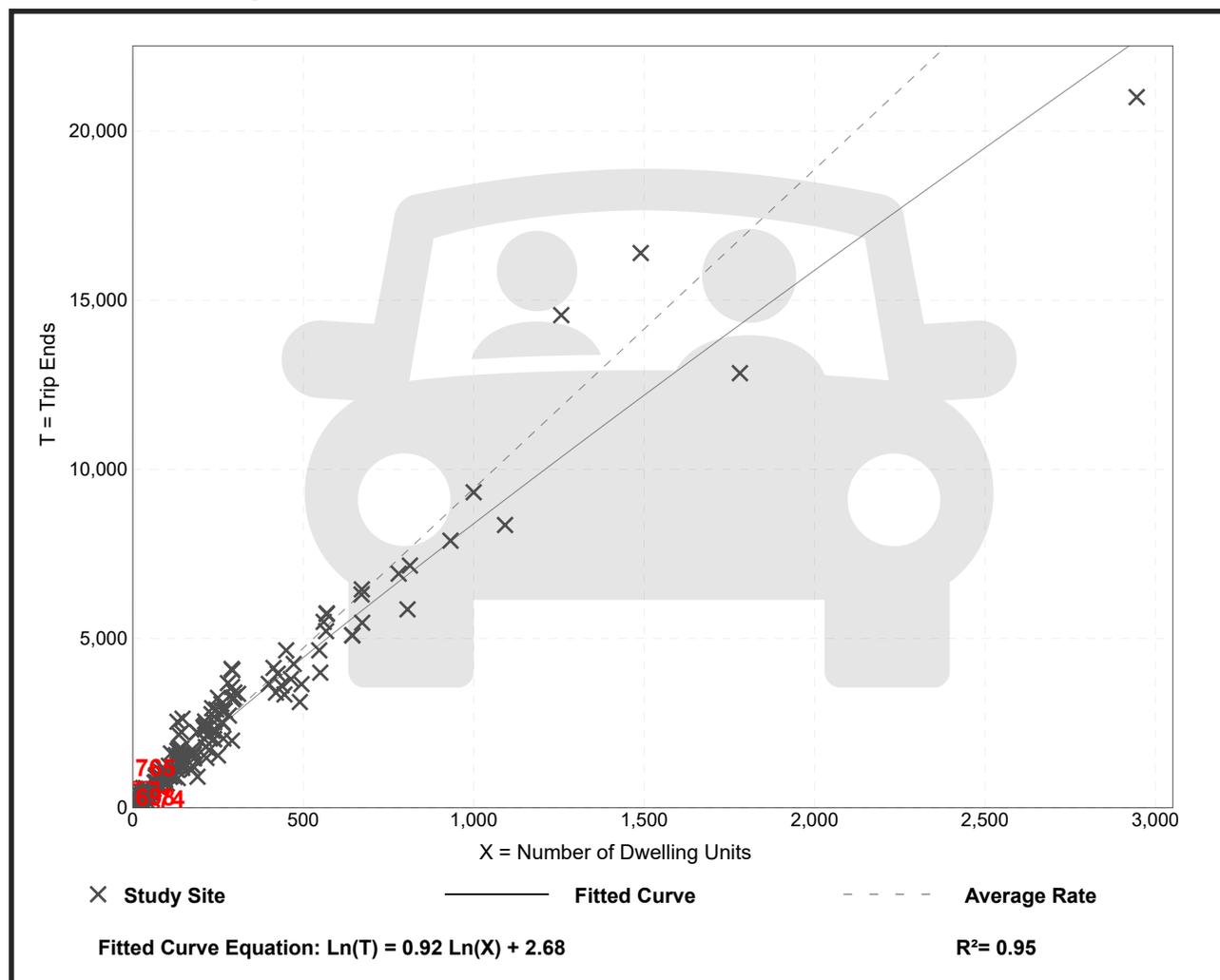
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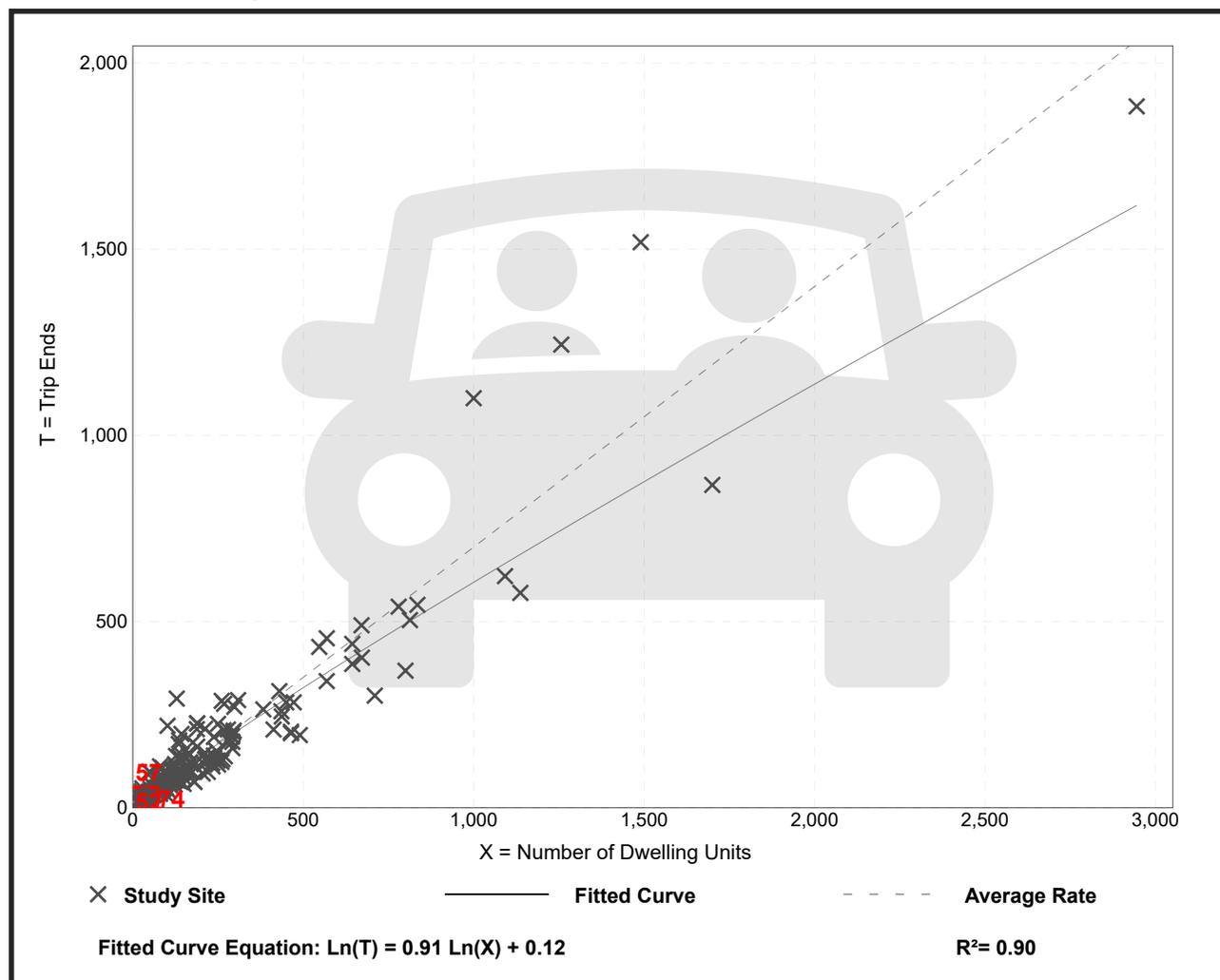
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Data Plot and Equation



Single-Family Detached Housing (210)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 208

Avg. Num. of Dwelling Units: 248

Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
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Data Plot and Equation

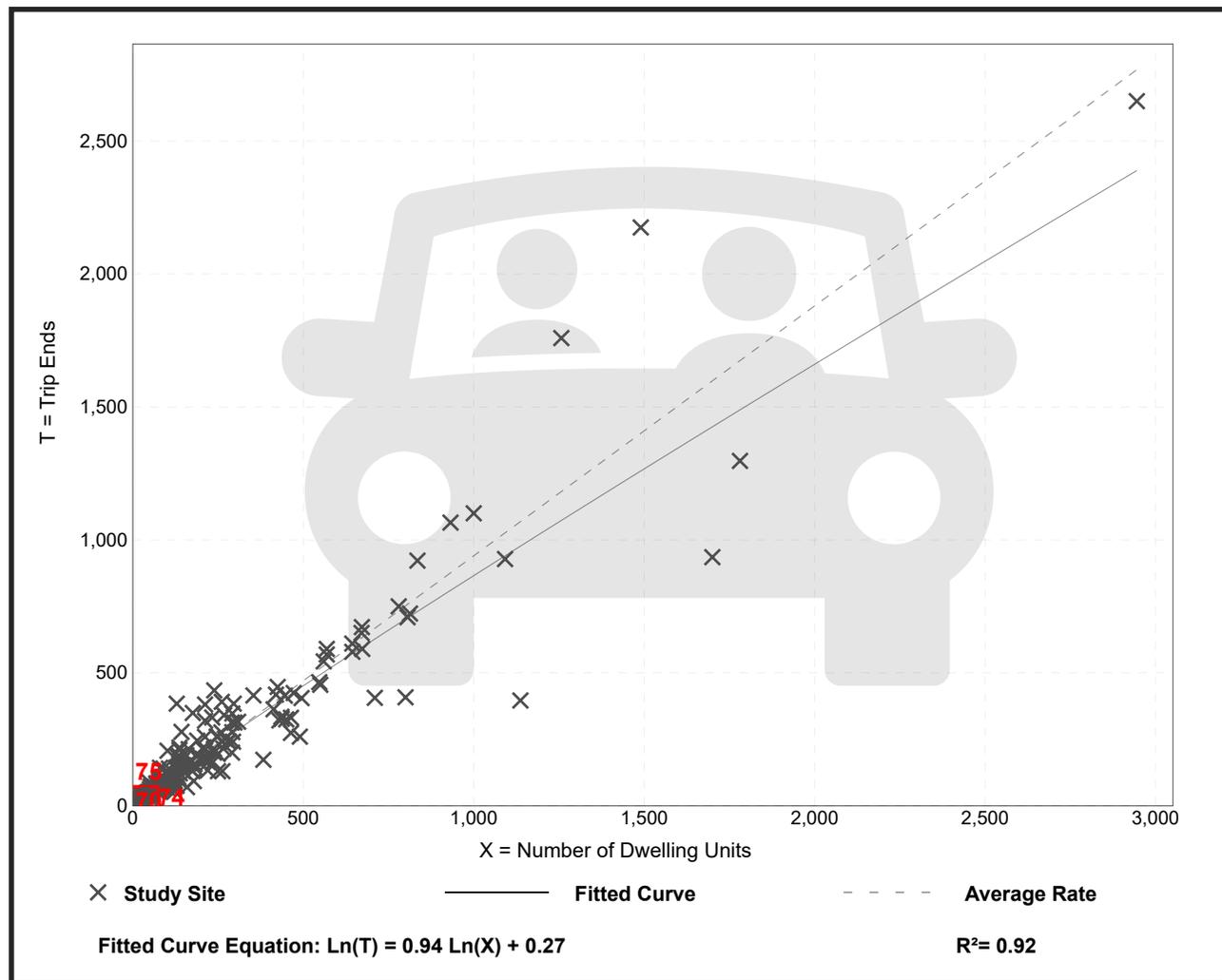


TABLE 5A KNOX COUNTY LEFT-TURN LANE VOLUME THRESHOLDS FOR 2-LANE ROADWAYS WITH A PREVAILING SPEED OF 36 TO 45 MPH	Project No: 01203-0003 Project Name: Roberts Rd Residential TIL Notes: Existing Traffic
--	--

(If the left-turn volume exceeds the table value a left-turn lane is needed)

OPPOSING VOLUME	THROUGH VOLUME PLUS RIGHT-TURN VOLUME *					
	100 - 149	150 - 199	200 - 249	250 - 299	300 - 349	350 - 399
100 - 149	250	180	140	110	80	70
150 - 199	200	140	105	90	70	60
200 - 249	160	115	85	75	65	55
250 - 299	130	100	75	65	60	50
300 - 349	110	90	70	60	55	45
350 - 399	100	80	65	55	50	40
400 - 449	90	70	60	50	45	35
450 - 499	80	65	55	45	40	30
500 - 549	70	60	45	35	35	25
550 - 599	65	55	40	35	30	25
600 - 649	60	45	35	30	25	25
650 - 699	55	35	35	30	25	20
700 - 749	50	35	30	25	20	20
750 or More	45	35	25	25	20	20

OPPOSING VOLUME	THROUGH VOLUME PLUS RIGHT-TURN VOLUME *					
	350 - 399	400 - 449	450 - 499	500 - 549	550 - 599	= / > 600
100 - 149	70	60	50	45	40	35
150 - 199	60	55	45	40	35	30
200 - 249	55	50	40	35	30	30
250 - 299	50	45	35	30	30	30
300 - 349	45	40	35	30	25	25
350 - 399	40	35	30	25	25	20
400 - 449	35	30	30	25	20	20
450 - 499	30	25	25	20	20	20
500 - 549	25	25	20	20	20	15
550 - 599	25	20	20	20	20	15
600 - 649	25	20	20	20	20	15
650 - 699	20	20	20	20	20	15
700 - 749	20	20	20	15	15	15
750 or More	20	20	20	15	15	15

* Or through volume only if a right-turn lane exists

Intersection	Time Period	Opposing Volume	Through Volume	Left-Turn Volume	Warrant Threshold	Left-Turn Lane Warranted (Yes / No)
Rob. @ Wash	AM Peak	155	70	96	200	NO
Rob. @ Wash	PM Peak	62	111	178	250	NO
Rob. @ Emory	AM Peak	142	172	126	180	NO
Rob. @ Emory	PM Peak	231	90	35	160	NO

TABLE 5B KNOX COUNTY RIGHT-TURN LANE VOLUME THRESHOLDS FOR 2-LANE ROADWAYS WITH A PREVAILING SPEED OF 36 TO 45 MPH	Project No: 01203-0003 Project Name: Roberts Rd Residential TIL Notes: Existing Traffic
---	---

RIGHT-TURN VOLUME	THROUGH VOLUME PLUS LEFT-TURN VOLUME *					
	< 100	100 - 199	200 - 249	250 - 299	300 - 349	350 - 399
Fewer Than 25						
25 - 49						
50 - 99						
100 - 149						
150 - 199						
200 - 249						Yes
250 - 299					Yes	Yes
300 - 349				Yes	Yes	Yes
350 - 399			Yes	Yes	Yes	Yes
400 - 449			Yes	Yes	Yes	Yes
450 - 499		Yes	Yes	Yes	Yes	Yes
500 - 549		Yes	Yes	Yes	Yes	Yes
550 - 599	Yes	Yes	Yes	Yes	Yes	Yes
600 or More	Yes	Yes	Yes	Yes	Yes	Yes

RIGHT-TURN VOLUME	THROUGH VOLUME PLUS LEFT-TURN VOLUME *					
	350 - 399	400 - 449	450 - 499	500 - 549	550 - 599	= / > 600
Fewer Than 25						
25 - 49					Yes	Yes
50 - 99				Yes	Yes	Yes
100 - 149			Yes	Yes	Yes	Yes
150 - 199		Yes	Yes	Yes	Yes	Yes
200 - 249	Yes	Yes	Yes	Yes	Yes	Yes
250 - 299	Yes	Yes	Yes	Yes	Yes	Yes
300 - 349	Yes	Yes	Yes	Yes	Yes	Yes
350 - 399	Yes	Yes	Yes	Yes	Yes	Yes
400 - 449	Yes	Yes	Yes	Yes	Yes	Yes
450 - 499	Yes	Yes	Yes	Yes	Yes	Yes
500 - 549	Yes	Yes	Yes	Yes	Yes	Yes
550 - 599	Yes	Yes	Yes	Yes	Yes	Yes
600 or More	Yes	Yes	Yes	Yes	Yes	Yes

* Or through volume only if a left-turn lane exists

Intersection	Time Period	Through Volume	Right-Turn Volume	Right-Turn Lane Warranted (Yes / No)
Rob. @ Wash	AM Peak	144	11	NO
Rob. @ Wash	PM Peak	59	3	NO
Rob. @ Emory	AM Peak	92	50	NO
Rob. @ Emory	PM Peak	156	75	NO

TABLE 5A KNOX COUNTY LEFT-TURN LANE VOLUME THRESHOLDS FOR 2-LANE ROADWAYS WITH A PREVAILING SPEED OF 36 TO 45 MPH	Project No: 01203-0003 Project Name: Roberts Rd Residential TIL Notes: Build-out Traffic
--	---

(If the left-turn volume exceeds the table value a left-turn lane is needed)

OPPOSING VOLUME	THROUGH VOLUME PLUS RIGHT-TURN VOLUME *					
	100 - 149	150 - 199	200 - 249	250 - 299	300 - 349	350 - 399
100 - 149	250	180	140	110	80	70
150 - 199	200	140	105	90	70	60
200 - 249	160	115	85	75	65	55
250 - 299	130	100	75	65	60	50
300 - 349	110	90	70	60	55	45
350 - 399	100	80	65	55	50	40
400 - 449	90	70	60	50	45	35
450 - 499	80	65	55	45	40	30
500 - 549	70	60	45	35	35	25
550 - 599	65	55	40	35	30	25
600 - 649	60	45	35	30	25	25
650 - 699	55	35	35	30	25	20
700 - 749	50	35	30	25	20	20
750 or More	45	35	25	25	20	20

OPPOSING VOLUME	THROUGH VOLUME PLUS RIGHT-TURN VOLUME *					
	350 - 399	400 - 449	450 - 499	500 - 549	550 - 599	= / > 600
100 - 149	70	60	50	45	40	35
150 - 199	60	55	45	40	35	30
200 - 249	55	50	40	35	30	30
250 - 299	50	45	35	30	30	30
300 - 349	45	40	35	30	25	25
350 - 399	40	35	30	25	25	20
400 - 449	35	30	30	25	20	20
450 - 499	30	25	25	20	20	20
500 - 549	25	25	20	20	20	15
550 - 599	25	20	20	20	20	15
600 - 649	25	20	20	20	20	15
650 - 699	20	20	20	20	20	15
700 - 749	20	20	20	15	15	15
750 or More	20	20	20	15	15	15

* Or through volume only if a right-turn lane exists

Intersection	Time Period	Opposing Volume	Through Volume	Left-Turn Volume	Warrant Threshold	Left-Turn Lane Warranted (Yes / No)
Rob. @ Wash	AM Peak	158	70	120	180	NO
Rob. @ Wash	PM Peak	63	111	270	250	YES
Rob. @ Emory	AM Peak	145	172	135	180	NO
Rob. @ Emory	PM Peak	258	90	48	110	NO

TABLE 5B KNOX COUNTY RIGHT-TURN LANE VOLUME THRESHOLDS FOR 2-LANE ROADWAYS WITH A PREVAILING SPEED OF 36 TO 45 MPH	Project No: 01203-0003 Project Name: Roberts Rd Residential TIL Notes: Build-out Traffic
---	---

RIGHT-TURN VOLUME	THROUGH VOLUME PLUS LEFT-TURN VOLUME *					
	< 100	100 - 199	200 - 249	250 - 299	300 - 349	350 - 399
Fewer Than 25						
25 - 49						
50 - 99						
100 - 149						
150 - 199						
200 - 249						Yes
250 - 299					Yes	Yes
300 - 349				Yes	Yes	Yes
350 - 399			Yes	Yes	Yes	Yes
400 - 449			Yes	Yes	Yes	Yes
450 - 499		Yes	Yes	Yes	Yes	Yes
500 - 549		Yes	Yes	Yes	Yes	Yes
550 - 599	Yes	Yes	Yes	Yes	Yes	Yes
600 or More	Yes	Yes	Yes	Yes	Yes	Yes

RIGHT-TURN VOLUME	THROUGH VOLUME PLUS LEFT-TURN VOLUME *					
	350 - 399	400 - 449	450 - 499	500 - 549	550 - 599	= / > 600
Fewer Than 25						
25 - 49					Yes	Yes
50 - 99				Yes	Yes	Yes
100 - 149			Yes	Yes	Yes	Yes
150 - 199		Yes	Yes	Yes	Yes	Yes
200 - 249	Yes	Yes	Yes	Yes	Yes	Yes
250 - 299	Yes	Yes	Yes	Yes	Yes	Yes
300 - 349	Yes	Yes	Yes	Yes	Yes	Yes
350 - 399	Yes	Yes	Yes	Yes	Yes	Yes
400 - 449	Yes	Yes	Yes	Yes	Yes	Yes
450 - 499	Yes	Yes	Yes	Yes	Yes	Yes
500 - 549	Yes	Yes	Yes	Yes	Yes	Yes
550 - 599	Yes	Yes	Yes	Yes	Yes	Yes
600 or More	Yes	Yes	Yes	Yes	Yes	Yes

* Or through volume only if a left-turn lane exists

Intersection	Time Period	Through Volume	Right-Turn Volume	Right-Turn Lane Warranted (Yes / No)
Rob. @ Wash	AM Peak	144	14	NO
Rob. @ Wash	PM Peak	59	4	NO
Rob. @ Emory	AM Peak	92	53	NO
Rob. @ Emory	PM Peak	75	102	NO

Source: Knox County Department of Engineering and Public Works "Access Control and Driveway Design Policy"



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

Smithbilt Homes

Applicant Name Affiliation

12/27/2023

2/8/2024

2-E-24-SP / 2-J-24-RZ

Date Filed

Meeting Date (if applicable)

File Number(s)

CORRESPONDENCE

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

Josh Sanderson Smithbilt Homes

Name / Company

4909 Ball Rd Knoxville TN 37931

Address

865-694-7756 / josh@smithbilthomes.com

Phone / Email

CURRENT PROPERTY INFO

Josh Sanderson Smithbilt Homes

4909 Ball Rd Knoxville TN 37931

865-694-7756 / josh@smithbilt

Owner Name (if different)

Owner Address

Owner Phone / Email

6701 ROBERTS RD

Property Address

22 005 14

Parcel ID

Part of Parcel (Y/N)?

74.08 acres

Tract Size

Knoxville Utilities Board

Sewer Provider

Northeast Knox Utility District

Water Provider

Septic (Y/N)

STAFF USE ONLY

West side of Roberts Rd, north of Washington Pike

General Location

City **Commission District 8 A (Agricultural)**

Agriculture/Forestry/Vacant Land

County District Zoning District

Existing Land Use

Northeast County AG (Agricultural)

Rural Area

Planning Sector Sector Plan Land Use Classification

Growth Policy Plan Designation

DEVELOPMENT REQUEST

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

Related City Permit Number(s)

Home Occupation (specify) _____

Other (specify) _____

SUBDIVISION REQUEST

Proposed Subdivision Name

Related Rezoning File Number

Unit / Phase Number

Total Number of Lots Created

Additional Information _____

- Attachments / Additional Requirements

ZONING REQUEST

- Zoning Change **PR (Planned Residential)**

Proposed Zoning

Pending Plat File Number

- Plan **LDR (Low Density Residential)**

Amendment

Proposed Plan Designation(s)

3 du/ac

Proposed Density (units/acre) Previous Zoning Requests

Additional Information _____

STAFF USE ONLY

PLAT TYPE

- Staff Review Planning Commission

ATTACHMENTS

- Property Owners / Option Holders Variance Request

ADDITIONAL REQUIREMENTS

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

Fee 1

\$5,204.00

Fee 2

Fee 3

Total

AUTHORIZATION

- I declare under penalty of perjury the foregoing is true and correct: 1) He/she/it is the owner of the property, AND 2) the application and all associated materials are being submitted with his/her/its consent.

Applicant Signature **Smithbilt Homes**
Please Print

12/27/2023

Date

Phone / Email

Property Owner Signature **Josh Sanderson Smithbilt Homes**
Please Print

12/27/2023

Date



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

Smithbilt Homes

Applicant Name

Affiliation

12/27/2023

2/8/2024

Date Filed

Meeting Date (if applicable)

File Number(s)

2-J-24-RZ
2-E-24-SP

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

Josh Sanderson

Smithbilt Homes

Name

Company

4909 Ball Road

Knoxville

TN

37931

Address

City

State

ZIP

865-694-7756

josh@smithbilthomes.com

Phone

Email

CURRENT PROPERTY INFO

Property Owner Name (if different)

Property Owner Address

Property Owner Phone

6701 Roberts Road

022 00514

Property Address

Parcel ID

KUB

NEKnox

Sewer Provider

Water Provider

Septic (Y/N)

STAFF USE ONLY

General Location

Tract Size

City County

District

Zoning District

Existing Land Use

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 **Planned Residential**
Proposed Zoning
- Plan Amendment Change **LDR (Low Density Residential)**
Proposed Plan Designation(s)

3 DU/AC **N/A**
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		Total
0802	\$4354.00	\$5,204.00
Fee 2		
0604	\$850.00	
Fee 3		

AUTHORIZATION

- I declare under penalty of perjury the foregoing is true and correct:**
1) He/she/it is the owner of the property AND 2) The application and all associated materials are being submitted with his/her/its consent

Josh Sanderson
Digitally signed by Josh Sanderson
DN: C=US, E=josh@smithbilthomes.com, CN=Josh Sanderson
Date: 2023.11.27 15:27:49-05'00'

Applicant Signature

865-680-2321

Phone Number

Smithbilt Homes

Please Print

josh@smithbilthomes.com

Email

12/27/2023

Date

Josh Sanderson
Digitally signed by Josh Sanderson
DN: C=US, E=josh@smithbilthomes.com, CN=Josh Sanderson
Date: 2023.11.27 15:27:58-05'00'

Property Owner Signature

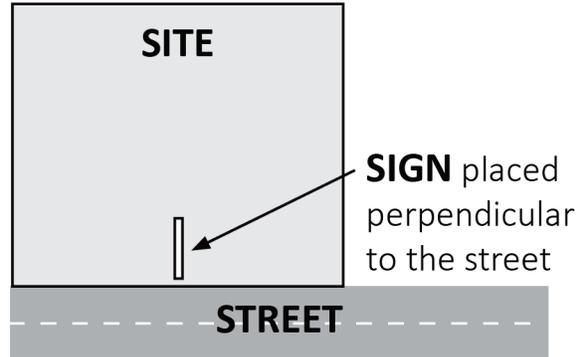
Josh Sanderson

Please Print

12/28/23, SG

Date Paid

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:

_____ 01/26/2023 _____ and _____ 02/09/2024 _____
 (applicant or staff to post sign) (applicant to remove sign)

Applicant Name: Smithbilt Homes

Date: 12/28/2023

File Number: 2-J-24-RZ & 2-E-24-SP

- Sign posted by Staff
- Sign posted by Applicant