



SPECIAL USE REPORT

► **FILE #:** 3-H-25-SU **AGENDA ITEM #:** 10

POSTPONEMENT(S): 3/13/2025, 5/8/2025 **AGENDA DATE:** 6/12/2025

► **APPLICANT:** SHAILESH PATEL / THE 9 GROUP

OWNER(S): Ocho Company

TAX ID NUMBER: 107 P C 008, 007, 005 (PART OF) [View map on KGIS](#)

JURISDICTION: City Council District 2

STREET ADDRESS: 6110 PAPERMILL DR (0, 6200 PAPERMILL DR)

► **LOCATION:** South side of Papermill Drive, west of North Northshore Drive

► **APPX. SIZE OF TRACT:** 2.01 acres

SECTOR PLAN: West City

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

ACCESSIBILITY: Access is via Papermill Drive, a major collector street with 4 lanes and a center turn lane within a right-of-way shared with I-40/I-75.

UTILITIES: Water Source: Knoxville Utilities Board

Sewer Source: Knoxville Utilities Board

FIRE DISTRICT: Knoxville Fire Department

WATERSHED: Fourth Creek

► **ZONING:** C-G-3 (General Commercial)

► **EXISTING LAND USE:** Agriculture/Forestry/Vacant Land, Commercial

► **PROPOSED USE:** Parking lot

HISTORY OF ZONING: In 2017 one of the subject parcels was rezoned from C-3 (General Commercial) to C-4 (Highway and Arterial Commercial) (5-H-17-RZ). There is an active rezoning request on the same parcel (005) from C-G-3 (General Commercial) to C-H-2 (Highway Commercial) that was approved by the Planning Commission and is pending City Council approval (2-G-25-RZ).

SURROUNDING LAND USE AND ZONING: North: Right-of-way - ROW
South: Commercial - C-G-3 (General Commercial)
East: Office - C-G-3 (General Commercial)
West: Commercial - C-G-3 (General Commercial)

NEIGHBORHOOD CONTEXT: The subject property is approximately 0.15 miles from the Papermill Drive exit off I-40/I-75, with the interstate running parallel to the north. This area of Papermill Drive features commercial and office uses, and there are some single family residential developments to the east of N Northshore Drive. Fourth Creek lies approximately 575 feet to the south.

STAFF RECOMMENDATION:

► **Approve the request for a parking lot in the C-G-3 (General Commercial) zoning district, subject to 3 conditions.**

1. Meeting all applicable requirements of the City of Knoxville Zoning Ordinance, including, but not limited to, Article 12 (Landscape) and Article 11 (Off-Street Parking).
2. Meeting all applicable requirements of the City of Knoxville Department of Engineering, including, but not limited to, obtaining approval of a Riparian Buffer Zone mitigation plan.
3. Meeting all applicable requirements of the City of Knoxville Department of Plans Review and Inspections.

COMMENTS:

A new hotel is being proposed on Papermill Drive with its parking lot being split into three separate parcels. This request is for the two parcels that are zoned C-G-3 and contain part of the parking lot with no structures.

STANDARDS FOR EVALUATING A SPECIAL USE (ARTICLE 16.2.F.2) 1)

THE USE IS CONSISTENT WITH ADOPTED PLANS AND POLICIES, INCLUDING THE GENERAL PLAN AND THE ONE-YEAR PLAN.

A. This segment of Papermill Drive mostly includes commercial and office use. The proposed parking lot on this auto-oriented corridor is consistent with the General Plan's development policy 8.11 that encourages to promote commercial infill development rather than greenfield development.

B. The proposed use in tandem with the hotel is consistent with the One Year Plan and West City Sector Plan's MU-SD WC-2 (Mixed Use Special District, Papermill Corridor) land use classification. Although the sector plan recommends parking areas to be located under, behind or to the side of buildings, the subject parcels include no buildings. A perimeter landscape yard will be provided along the right-of-way that would screen the parking lot from the street.

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

A. The C-G-3 district is intended to provide for a heterogeneous mix of retail, personal service, office, and residential uses within and along Knoxville's commercial nodes and corridors. The proposed parking lot is required to meet the parking space requirements of the proposed hotel.

B. A 10-ft perimeter landscape yard (Article 12.5) and interior parking lot landscape (Article 12.6) shall be provided to comply with the requirements of the zoning ordinance, subject to review and approval by the City's Plans Review & Inspection Department during the permitting phase.

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

A. The area is primarily characterized by commercial uses with several businesses with large parking lots. The proposed parking lot will be consistent with this automobile-oriented commercial area.

4) THE USE WILL NOT SIGNIFICANTLY INJURE THE VALUE OF ADJACENT PROPERTY OR BY NOISE, LIGHTS, FUMES, ODORS, VIBRATION, TRAFFIC, CONGESTION, OR OTHER IMPACTS DETRACT FROM THE IMMEDIATE ENVIRONMENT.

A. The proposed use is not expected to have any significant adverse impacts on adjacent properties.

B. The proposed parking lot encroaches into the Riparian Buffer Zone. A mitigation plan for the encroachment shall be approved by the City of Knoxville Engineering Department, as mentioned in condition 2.

5) THE USE IS NOT OF A NATURE OR SO LOCATED AS TO DRAW SUBSTANTIAL ADDITIONAL TRAFFIC THROUGH RESIDENTIAL STREETS.

A. Papermill Drive is a major collector street with easy access to the I-40 and the proposed use is not expected to draw substantial traffic through residential streets.

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

A. There are no known uses or environmental factors immediately surrounding the subject property that would pose a potential hazard or have an undesirable impact on the proposed use.

ESTIMATED TRAFFIC IMPACT: 877 (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: Not applicable.

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



Request to Postpone • Table • Withdraw

Shailesh Patel / The 9 Group

04/29/25

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

Date of Request

5/8/25

Scheduled Meeting Date

File Number(s)

3-H-25-SU

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 June 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

Shailesh Patel

Please Print

865-405-9999

Phone Number

Shailesh@the9.group

Email

STAFF ONLY

Staff Signature

Please Print

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

Shailesh Patel / The 9 Group

02/26/2025

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

Date of Request

3/13/25

Scheduled Meeting Date

File Number(s)

3-H-25-SU

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 May 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.

Shailesh Patel

Applicant Signature

Please Print

865-405-9999

shailesh@the9.group

Phone Number

Email

STAFF ONLY

Shelley Gray

03/03/2025

Staff Signature

Please Print

Date Paid

☐ No Fee

Eligible for Fee Refund? ☐ Yes ☐ No

Amount:

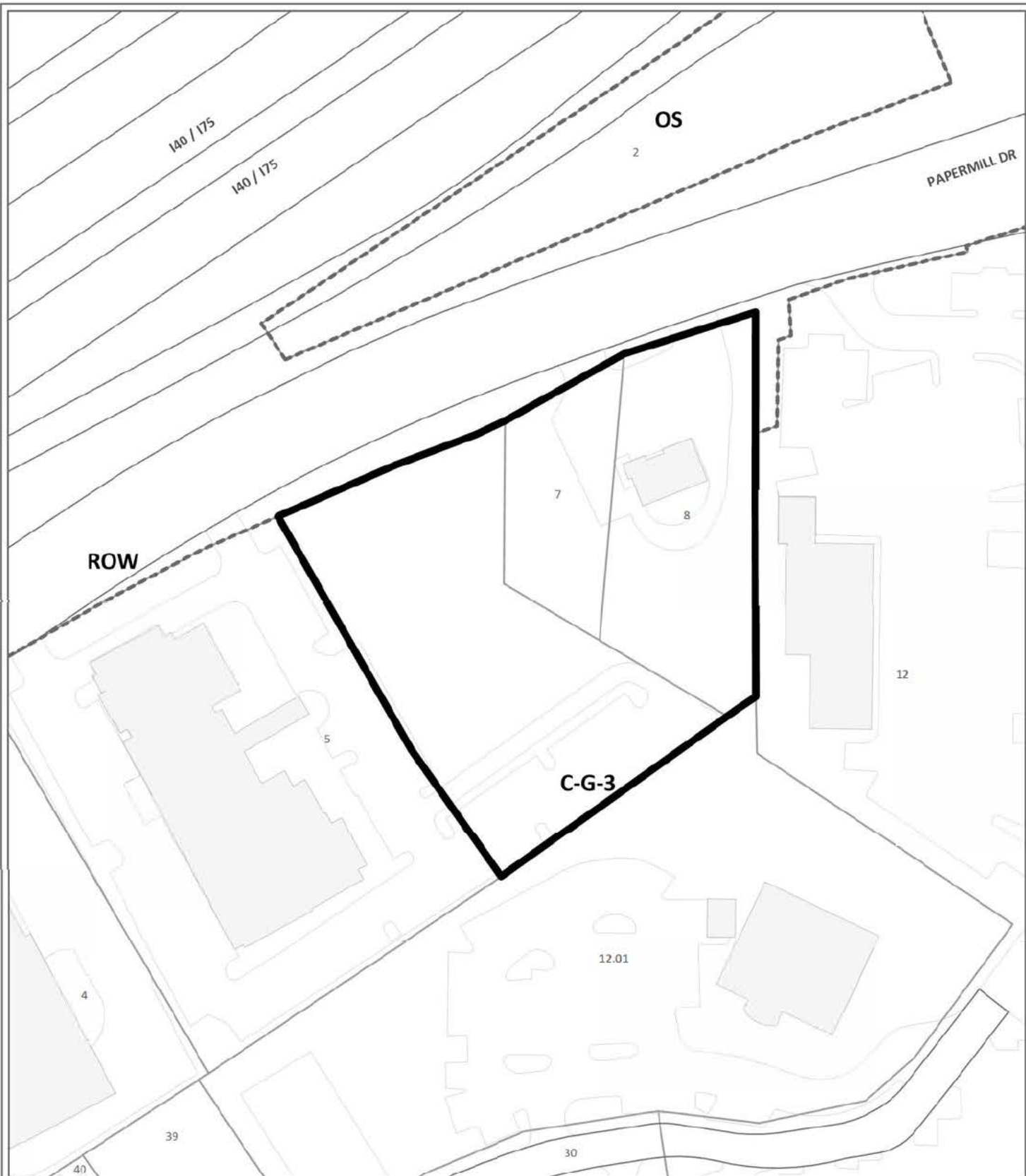
Approved by:

Date:

Payee Name

Payee Phone

Payee Address



SPECIAL USE

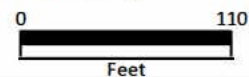
3-H-25-SU

Petitioner: Shailesh Patel / The 9 Group



Parking lot in C-G-3 (General Commercial)

Map No: 107
Jurisdiction: City

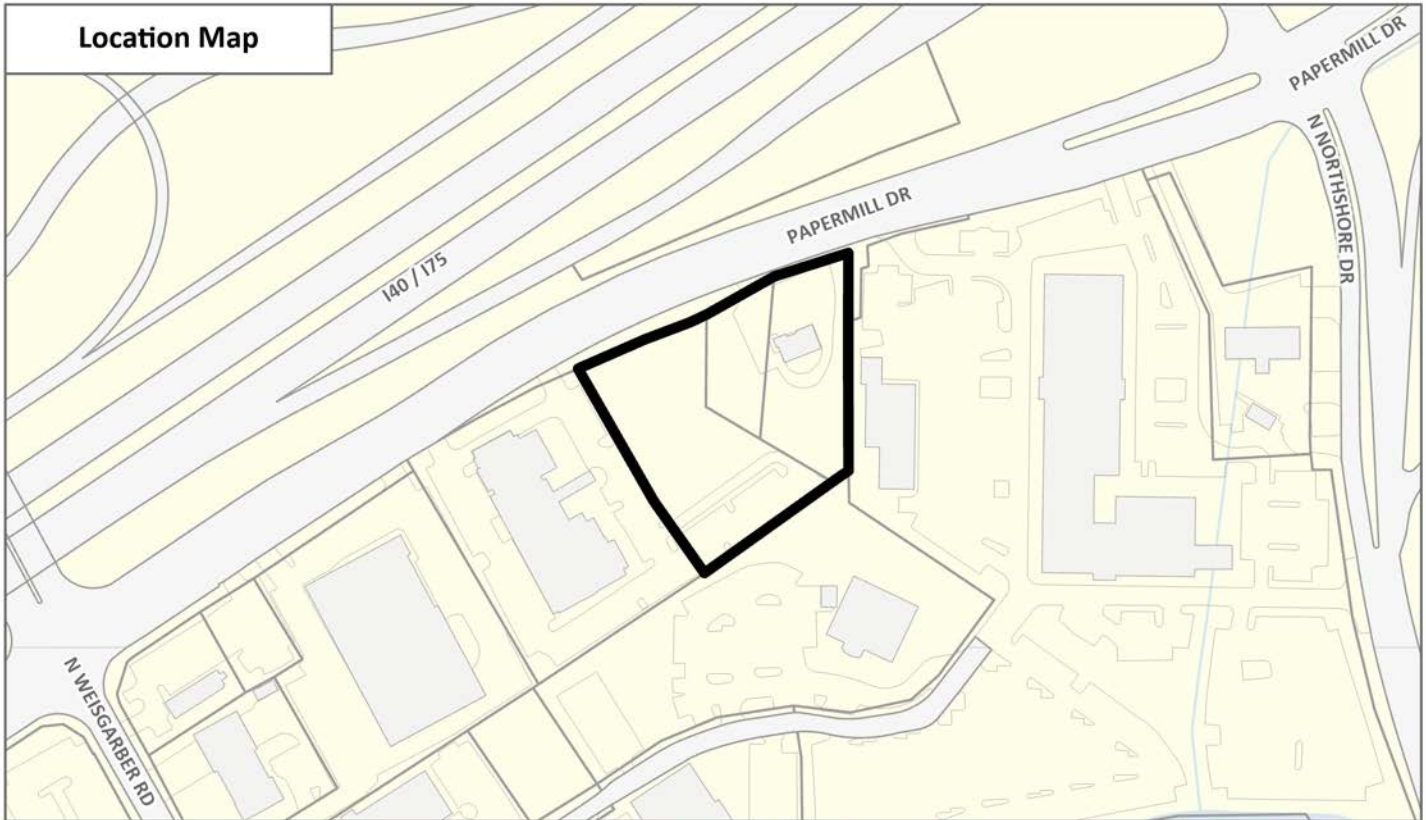


Original Print Date: 2/4/2025

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

Exhibit A. Contextual Images

Location Map



Aerial Map

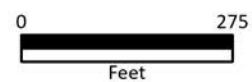


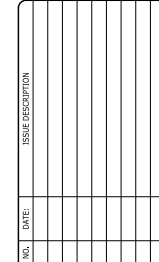
CONTEXTUAL MAPS 1

3-H-25-SU



Case boundary





IF THIS DOCUMENT IS NOT SIGNED, SEALED, AND
DATED, IT MAY NOT BE USED FOR CONSTRUCTION.

J

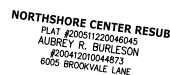


CLIENT:

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	101	102	103	104	105	106	107	108	109	110	111	112	113	114	115	116	117	118	119	120	121	122	123	124	125	126	127	128	129	130	131	132	133	134	135	136	137	138	139	140	141	142	143	144	145	146	147	148	149	150	151	152	153	154	155	156	157	158	159	160	161	162	163	164	165	166	167	168	169	170	171	172	173	174	175	176	177	178	179	180	181	182	183	184	185	186	187	188	189	190	191	192	193	194	195	196	197	198	199	200	201	202	203	204	205	206	207	208	209	210	211	212	213	214	215	216	217	218	219	220	221	222	223	224	225	226	227	228	229	230	231	232	233	234	235	236	237	238	239	240	241	242	243	244	245	246	247	248	249	250	251	252	253	254	255	256	257	258	259	260	261	262	263	264	265	266	267	268	269	270	271	272	273	274	275	276	277	278	279	280	281	282	283	284	285	286	287	288	289	290	291	292	293	294	295	296	297	298	299	300	301	302	303	304	305	306	307	308	309	310	311	312	313	314	315	316	317	318	319	320	321	322	323	324	325	326	327	328	329	330	331	332	333	334	335	336	337	338	339	340	341	342	343	344	345	346	347	348	349	350	351	352	353	354	355	356	357	358	359	360	361	362	363	364	365	366	367	368	369	370	371	372	373	374	375	376	377	378	379	380	381	382	383	384	385	386	387	388	389	390	391	392	393	394	395	396	397	398	399	400	401	402	403	404	405	406	407	408	409	410	411	412	413	414	415	416	417	418	419	420	421	422	423	424	425	426	427	428	429	430	431	432	433	434	435	436	437	438	439	440	441	442	443	444	445	446	447	448	449	450	451	452	453	454	455	456	457	458	459	460	461	462	463	464	465	466
---	---	---	---	---	---	---	---	---	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

--	--

C101



1. REFER TO SHEET C002 FOR GENERAL NOTES.

A SHARED PARKING AGREEMENT IS PROVIDED WITH 6005
BROOKVALE IN TO PROVIDE 27 SPACES





April 28, 2025

Shailesh Patel
The 9 Group
9128 Executive Park Drive
Knoxville, Tennessee 37928

RE: Home 2 Suites Drive Traffic Impact Letter
Papermill Drive, Tennessee

Dear Mr. Patel:

This correspondence summarizes the evaluation conducted at your request to assess the operational impacts of driveway access for the proposed Home 2 Suites hotel in Knoxville, Tennessee. The project site is located on the south side of Papermill Drive, between Northshore Drive and Weisgarber Road, and includes two proposed full accesses. The development plan for this site proposes an All-Suites Hotel with 120 guest rooms. Adjacent to the site is a Hilton Garden Inn, which also has two full accesses. This study focuses on the interaction between the Hilton Garden Inn's existing east access and the proposed west access for Home 2 Suites. Figure 1 below is a location map showing the site in proximity to major roadways in the area and Figure 2 in the Attachments is a Conceptual Site Plan.



Figure 1: Location Map



Existing Conditions

Papermill Drive, in the vicinity of the proposed development, is classified as a Major Collector per the Tennessee Department of Transportation (TDOT) *Functional Classification Maps*. In front of the proposed site, Papermill Drive is a 5-lane roadway with 2 12-foot travel lanes in each direction and a center two-way left-turn lane. The posted speed limit is 40 mph, and curb and gutter exist on both sides of the roadway. Sidewalk exists along the south side of the road in front of the proposed development.

The site is currently zoned Highway Commercial and General Commercial. The site is relatively flat with mostly grass and some impervious pavement; a creek runs along the east side of the proposed site. Commercial businesses currently exist all around the proposed site with a hotel directly adjacent to the west, office buildings directly adjacent to the east, and a restaurant directly adjacent to the south.

TDOT collects annual average daily traffic (AADT) data on roadways in the study area. Two count stations, one located on Papermill Drive and one located on Northshore Drive were found near the project site and were felt to have particular relevance for this study. The most currently available data from these stations can be found in Table 1.

Table 1: Annual Average Daily Traffic Count Summary		
Count Year	TDOT Count Station 47000433 Papermill Drive	TDOT Count Station 47000429 Northshore Drive
2016	14,359	27,284
2017	16,595	29,740
2018	16,286	29,191
2019	16,300	27,615
2020	15,170	27,831
2021	17,931	30,660
2022	15,545	24,445
2023	16,222	20,964
2024	16,877	22,096

In addition to the available AADT Data, a turning movement count (TMC) was conducted at the intersection of Papermill Drive at the existing east access of the Hilton Graden Inn to determine the AM and PM peak hour volumes. These peak hour volumes are the traffic volumes with which the study's analyses are based. The TMC was collected on Thursday, February 6, 2025. The existing peak hour traffic volumes for 2025 are summarized in Figure 3 in the Attachments, as is the raw count data.

Background Conditions

The proposed development will be constructed in one general phase with completion anticipated by 2027. Therefore, Year 2027 was established as the appropriate analysis year for the study. In order to determine traffic volumes resulting solely from background traffic growth to Year 2027, it was necessary to establish an annual growth rate for existing traffic. The TDOT AADT values previously discussed, as well as knowledge of the area, were used to determine an approximate annual growth rate. Based on the available data, a background annual



growth rate of 1.5% was assumed. Figure 4 in the Attachments contains background traffic volumes that would result from this annual growth rate from Year 2025 to Year 2027.

Future Conditions

In order to estimate the expected traffic volumes to be generated by the proposed development, the procedures recommended by the Institute of Transportation Engineers (ITE) were utilized. The proposed development will be an All-Suites Hotel with 120 guest rooms. Land Use Code (LUC) 311, "All-Suites Hotel" was utilized from ITE's Trip Generation Manual, 11th Edition to estimate development-generated traffic. The generated traffic volumes were determined based on the data for the peak hours of adjacent street traffic. See Table 2 for a summary of the traffic generated for this project. More detailed information is contained in the Attachments.

Table 2: Trip Generation Summary					
Land Use	ITE Code	Size	Weekday (trips/day)	AM Peak Hour (trips/hr)	PM Peak Hour (trips/hr)
All Suites Hotel	311	120 Guest Rooms	507	41	42
Entering Trips			254 (50%)	22 (53%)	21 (49%)
Exiting Trips			253 (50%)	19 (47%)	21 (51%)
AM Peak Hour trip generation is based on Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 am. PM Peak Hour trip generation is based on Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 pm					

The proposed trip distribution for this development was determined through a review of existing travel patterns, local knowledge of the study area, proposed site location in relation to the surrounding roadway network, and engineering judgement. Figure 5 in the Attachments provides a summary of how the above site generated trips would be distributed to the study area. Figure 6 in the Attachments provides the proposed trip assignment volumes in the study area.

Future projected traffic volumes for the study intersections were developed by adding the generated and assigned trips shown in Figure 6 to the 2027 background traffic volumes developed in the previous section and shown in Figure 4. These combined 2027 volumes reflect the existing traffic, the background traffic growth, and the generated traffic from the proposed development. These future volumes are shown on Figure 7 in the Attachments and are the combined volumes used in the analyses of future conditions with the proposed development.

Evaluations

Intersection sight distance was assessed via field measurements at the proposed intersections of Papermill Drive at the proposed site accesses. The measurements were taken looking right and left from the east access and west access. Based on Knox County sight distance requirements for 40 mph roadways, 400 feet of sight distance is required looking left and right from the proposed site access onto Papermill Drive. The field measurements indicated that sight distance looking right from the east access is approximately 700 feet, and sight distance looking left is approximately 310 feet due to existing site grading. The field measurements indicated that sight distance looking right from the west access is approximately 1,000 feet, and sight distance looking left is approximately 750 feet. Sight distance in both directions from the west access exceeds the required minimums. Similarly, sight distance looking right from the east access is sufficient; however, sight distance looking left is currently inadequate due to the elevated site grade. This issue can be readily addressed through site grading improvements to achieve the required sight distance.



TDOT guidance permits up to two access points for properties with between 200 and 400 feet of road frontage, provided supporting traffic analysis justifies the need. The proposed development has approximately 350 feet of frontage along Papermill Drive, falling within this allowable range. Highway Capacity Software (HCS) evaluations were conducted for combined traffic conditions at the proposed intersection of Papermill Drive and the new west access for Home 2 Suites, as well as the existing east access serving the adjacent Hilton Garden Inn. While, in theory, some overlapping or conflicting vehicle movements could occur between the two driveways due to their proximity, the traffic volumes projected for both access points are extremely low. Additionally, queuing is expected to be minimal under all analyzed conditions. As a result, the likelihood of any significant vehicle interaction or operational conflict between the two driveways is minimal. HCS printouts of the analyses can be found in the Attachments.

Conclusions & Recommendations

Based on the results of this evaluation, no significant impacts are anticipated as a result of interaction between the existing Hilton Garden Inn east access and the proposed Home 2 Suites west access. Although the driveways are in close proximity, the projected traffic volumes are low and anticipated queuing is minimal, which significantly reduces the likelihood of any meaningful operational conflicts. Given the site's frontage and configuration, the two proposed access points are deemed both necessary and appropriate to ensure efficient ingress and egress for the development. Based on the conclusions and other discussions throughout the report, the only recommendation developed with this traffic impact letter is to grade the site in a way that the east access point meets sight distance requirements and maintain intersection sight distances at both proposed access points by ensuring that site grading, landscaping, signing, and other features do not restrict lines of sight.

Please let us know if you have questions or need additional information relating to this evaluation.

Sincerely,

Wesley Stokes

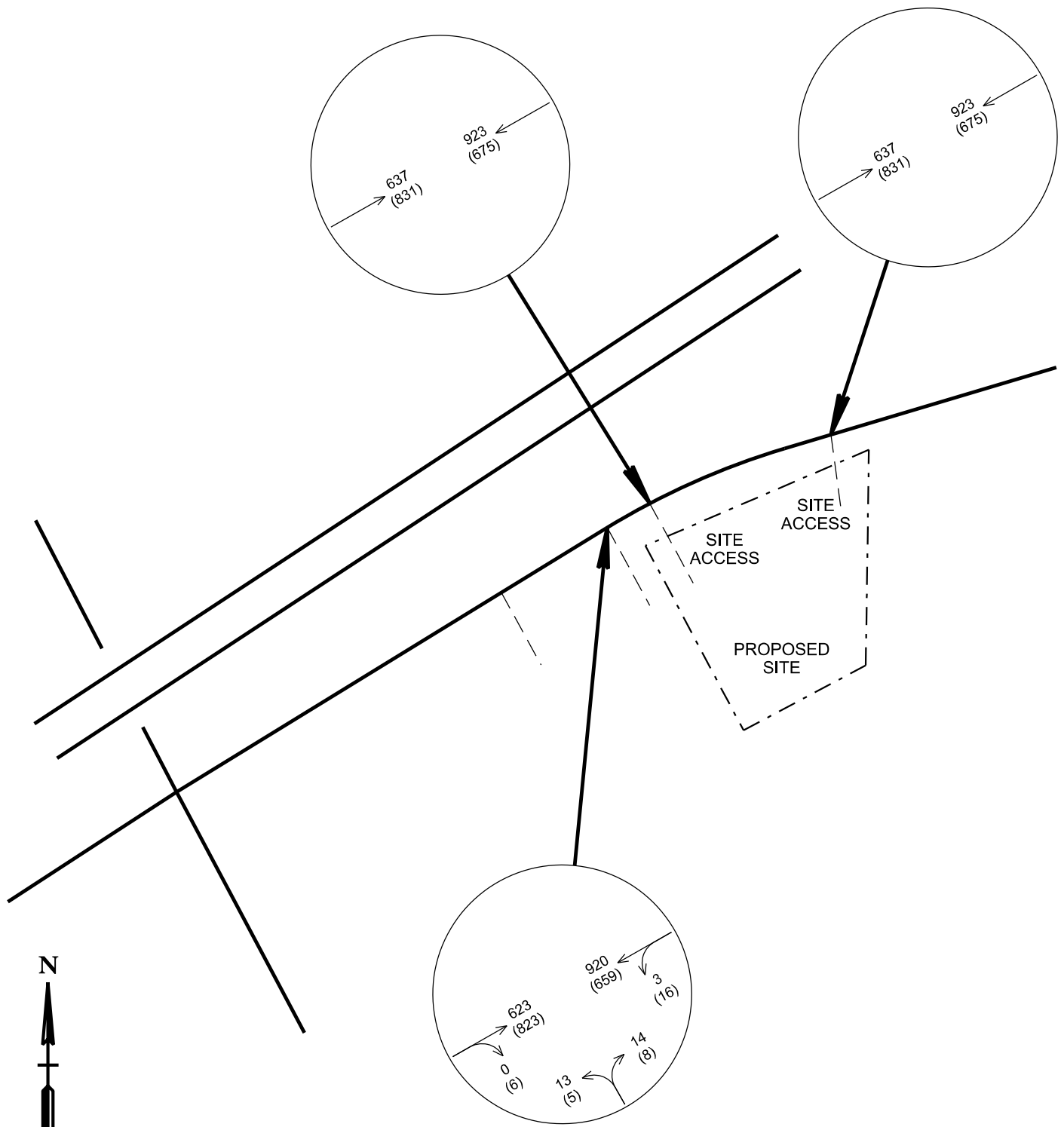
Wesley Stokes, P.E.
Project Manager

cc: CCI Project File: 01490-0004



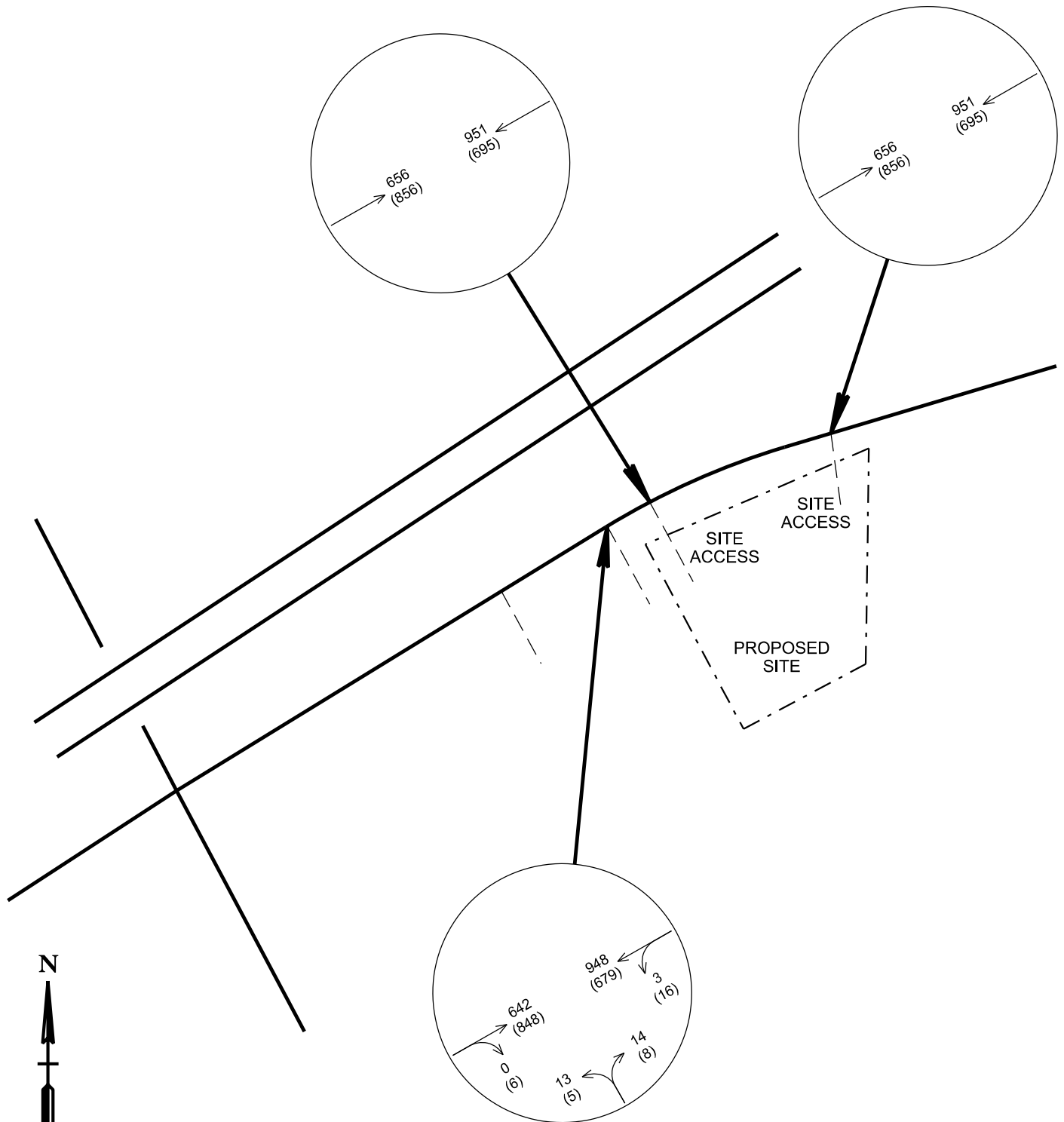
04-28-2025

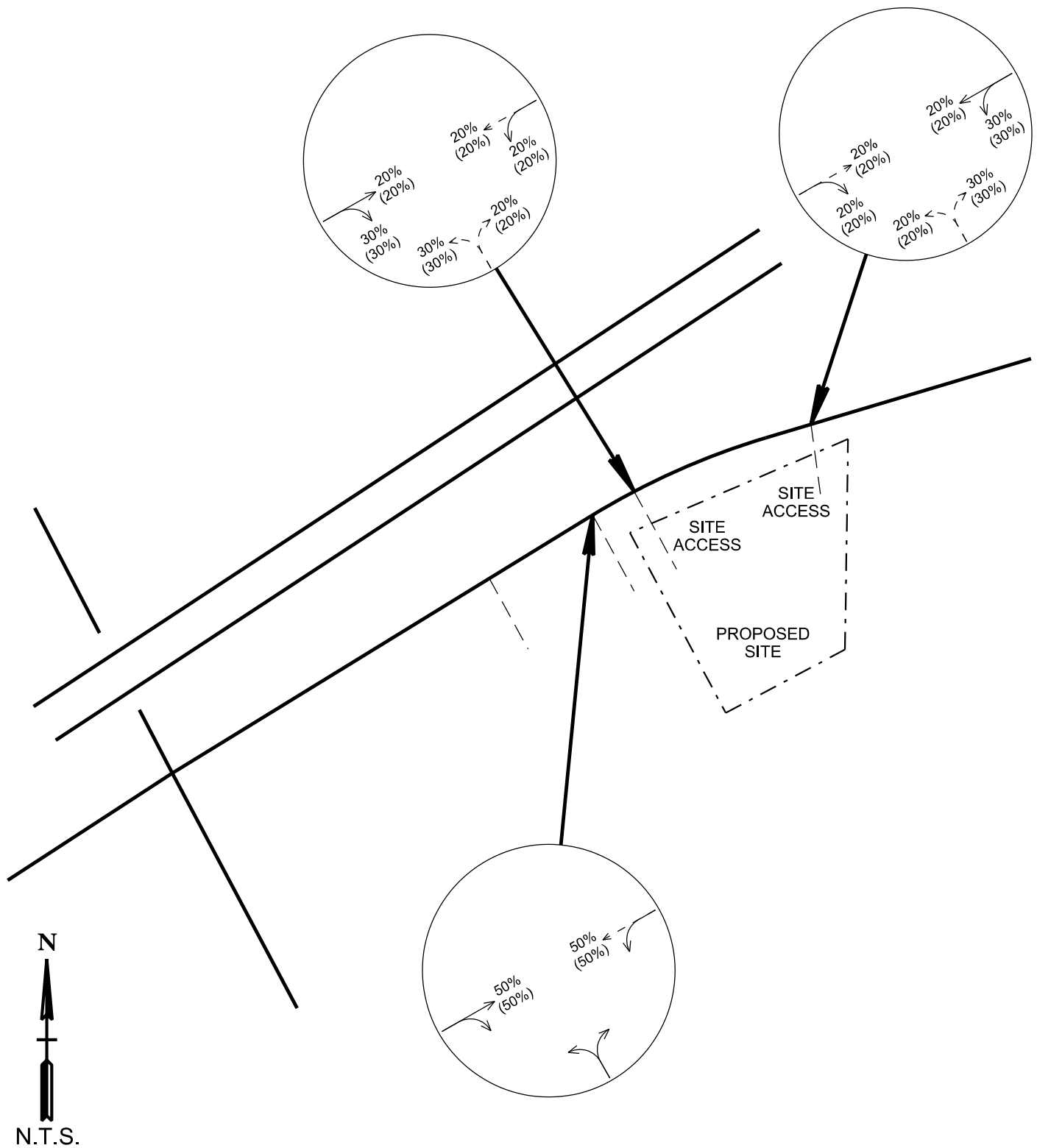
Attachments: Figures 2-7
Traffic Data
Trip Generation Information
HCS Analyses



LEGEND

XX = A.M. PEAK
(XX) = P.M. PEAK





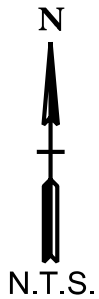
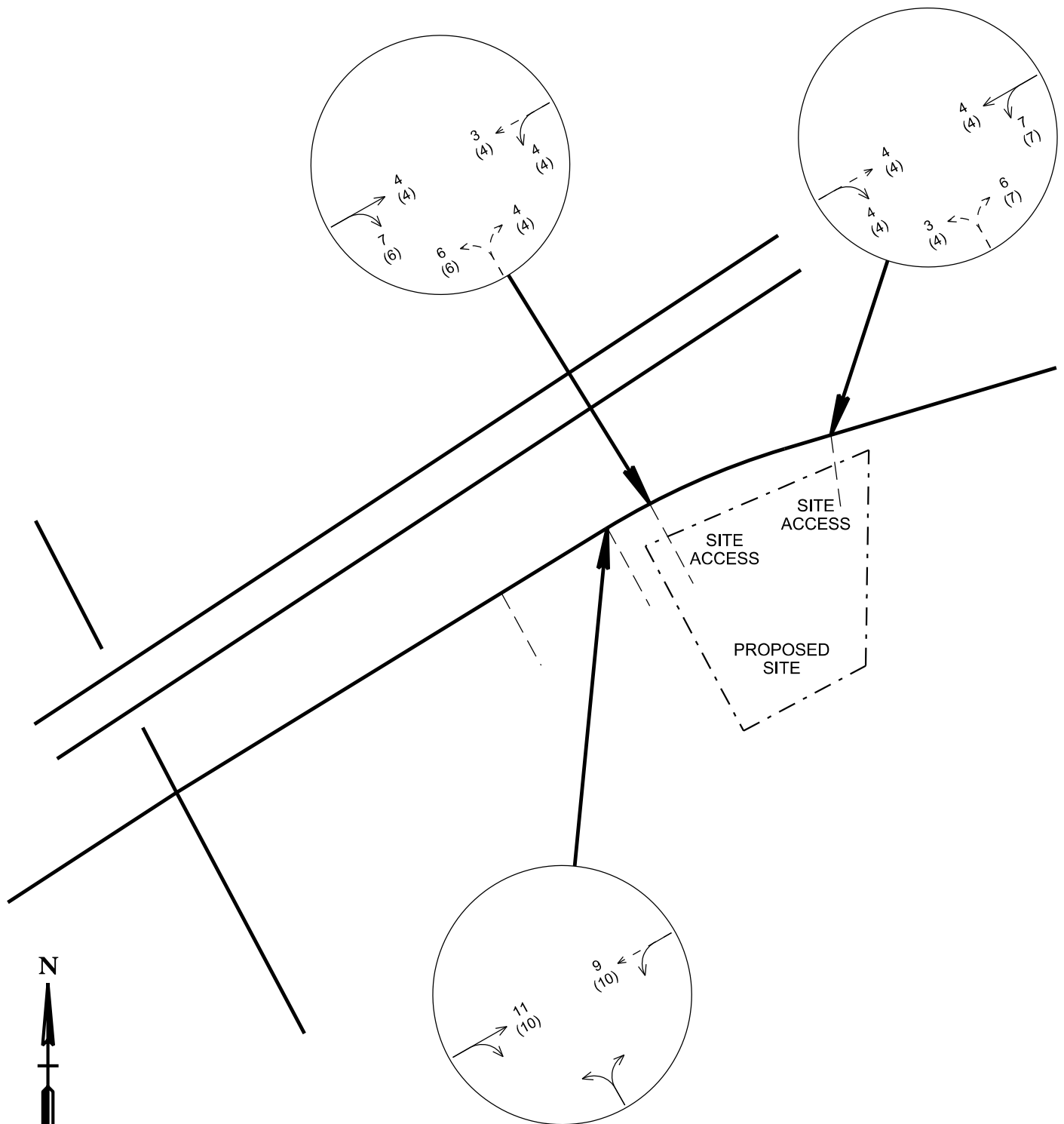
CANNON & CANNON INC

TEL 865.670.8555
WWW.CANNON-CANNON.COM

10025 Investment Drive
Suite 120
Knoxville, TN 37932

FIGURE 5
TRIP DISTRIBUTION

HOME 2 SUITES TIL



LEGEND

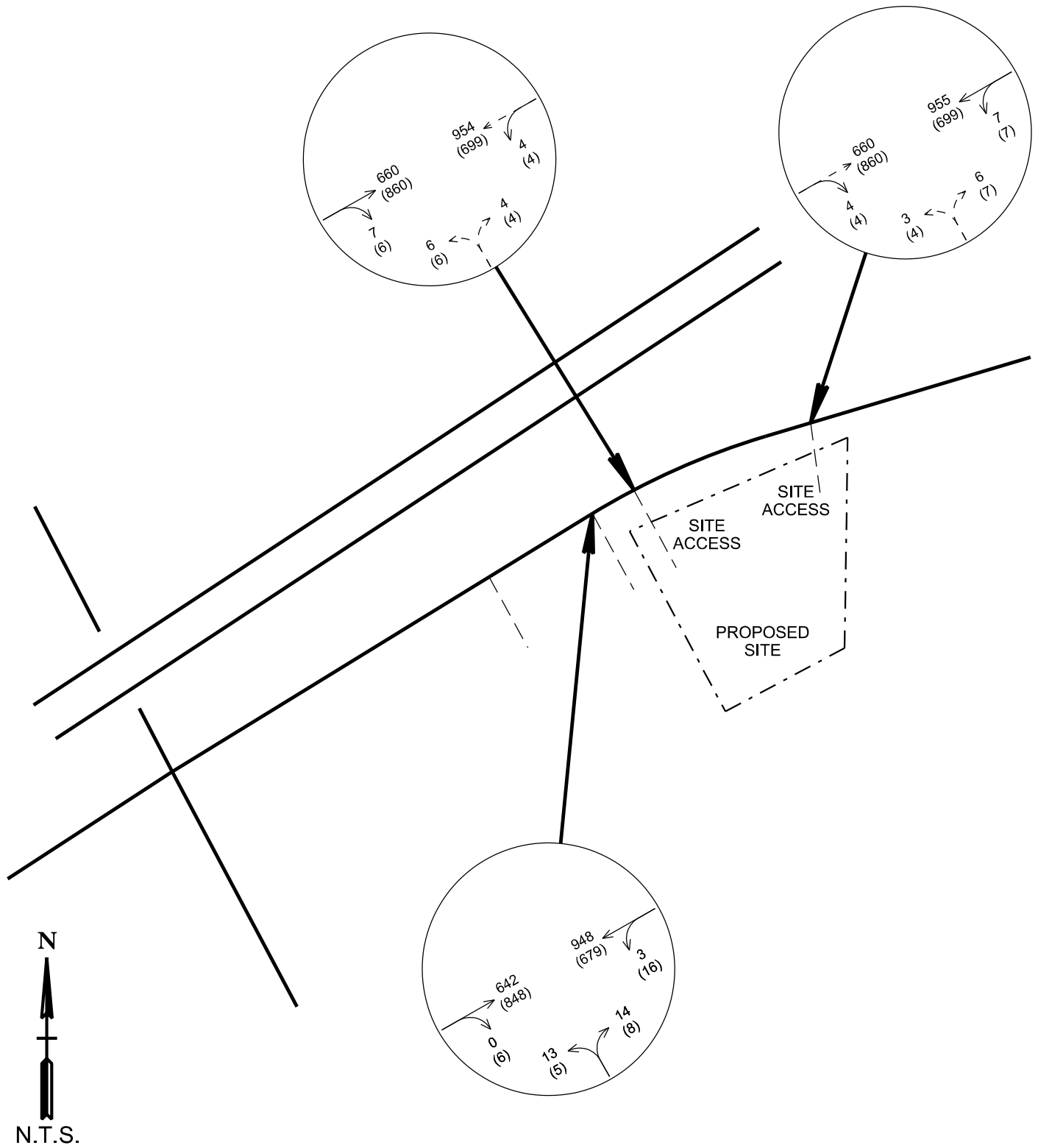
XX = A.M. PEAK
 (XX) = P.M. PEAK

— ↗ = ENTERING TRIP
 - - ↘ = EXITING TRIP

TRIP GENERATION		
	AM	PM
ENTERING	22	21
EXITING	19	21
TOTAL	41	42

FIGURE 6
 TRIP ASSIGNMENT

HOME 2 SUITES TIL



LEGEND

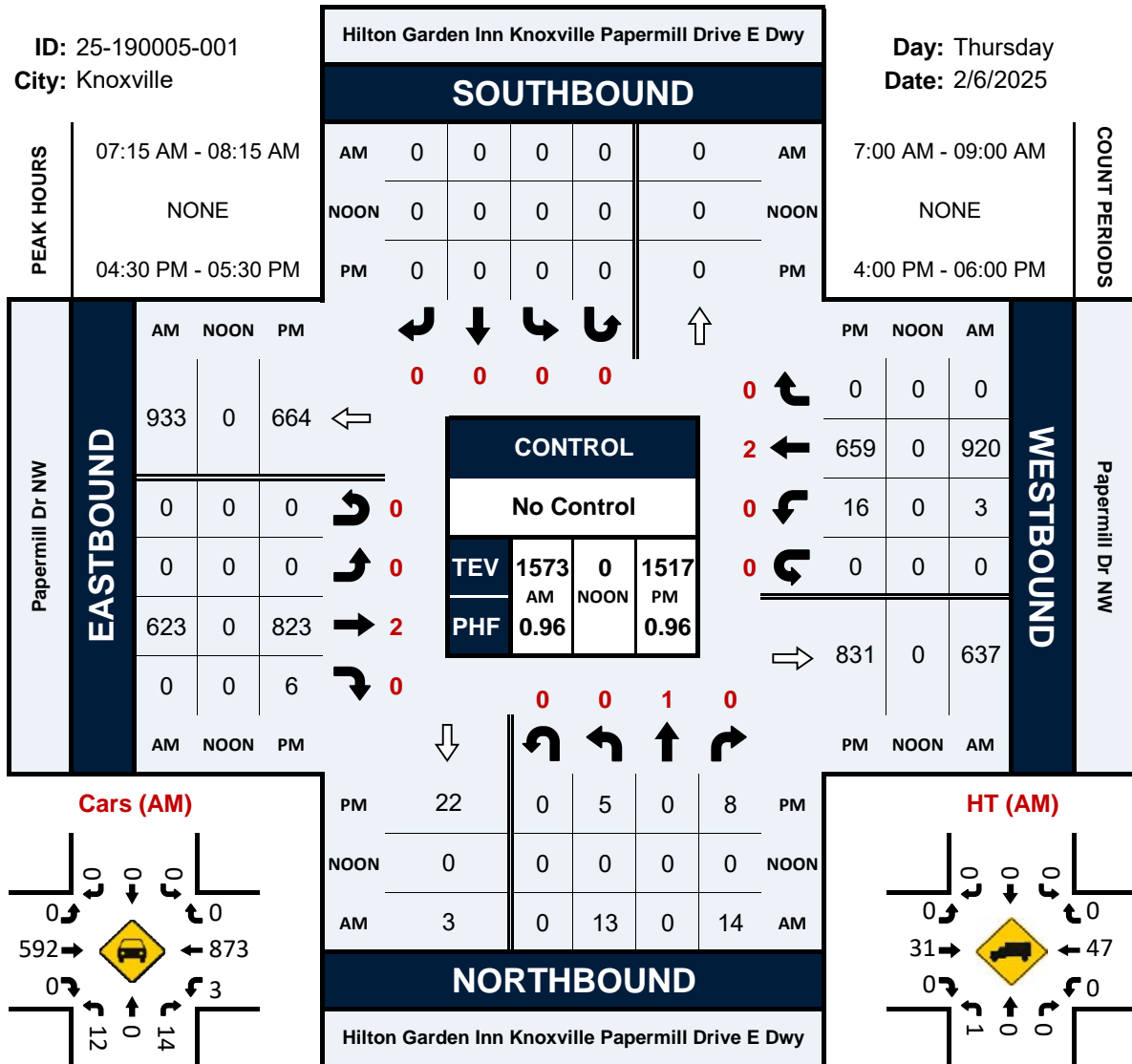
XX = A.M. PEAK
(XX) = P.M. PEAK

Hilton Garden Inn Knoxville Papermill Drive E Dwy & Papermill Dr NW

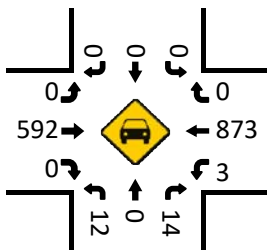
Peak Hour Turning Movement Count

ID: 25-190005-001
City: Knoxville

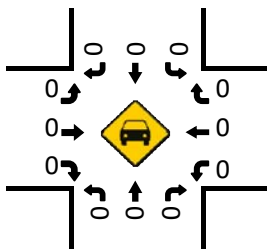
Day: Thursday
Date: 2/6/2025



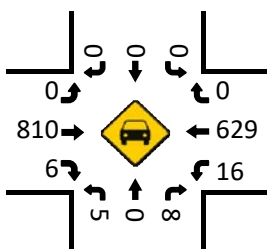
Cars (AM)



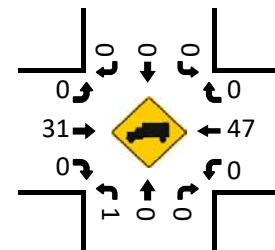
Cars (NOON)



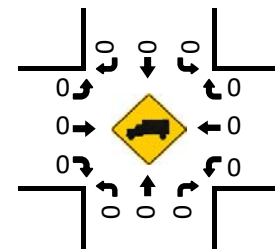
Cars (PM)



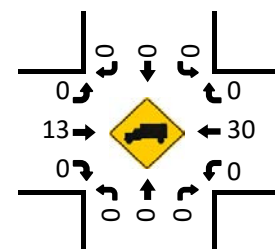
HT (AM)



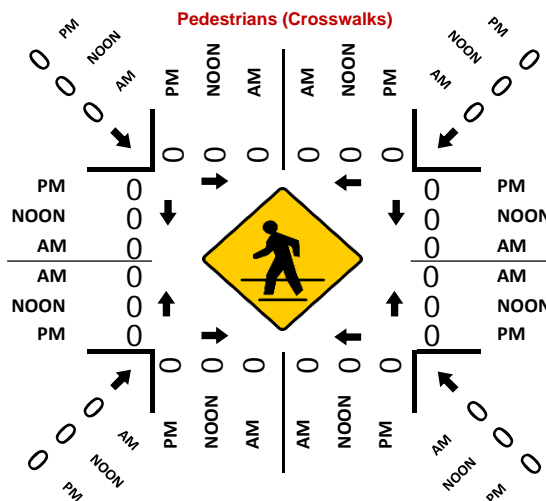
HT (NOON)



HT (PM)



Pedestrians (Crosswalks)



National Data & Surveying Services

Intersection Turning Movement Count

Location: Hilton Garden Inn Knoxville Papermill Drive E Dwy & Papermill Dr NW
City: Knoxville
Control: No Control

Project ID: 25-190005-001
Date: 2/6/2025

Data - Total

NS/EW Streets:	Hilton Garden Inn Knoxville Papermill Drive E Dwy				Hilton Garden Inn Knoxville Papermill Drive E Dwy				Papermill Dr NW				Papermill Dr NW				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	2 ET	0 ER	0 EU	0 WL	2 WT	0 WR	0 WU	
7:00 AM	1	0	5	0	0	0	0	0	0	82	0	0	1	133	0	0	222
7:15 AM	4	0	2	0	0	0	0	0	0	146	0	0	0	213	0	0	365
7:30 AM	3	0	3	0	0	0	0	0	0	161	0	0	2	240	0	0	409
7:45 AM	3	0	5	0	0	0	0	0	0	168	0	0	0	234	0	0	410
8:00 AM	3	0	4	0	0	0	0	0	0	148	0	0	1	233	0	0	389
8:15 AM	0	0	5	0	0	0	0	0	0	138	1	0	1	202	0	0	347
8:30 AM	1	0	1	0	0	0	0	0	0	154	0	0	2	180	0	0	338
8:45 AM	3	0	1	0	0	0	0	0	0	152	0	0	3	203	0	0	362
TOTAL VOLUMES :	NL 18	NT 0	NR 26	NU 0	SL 0	ST 0	SR 0	SU 0	EL 0	ET 1149	ER 1	EU 0	WL 10	WT 1638	WR 0	WU 0	TOTAL 2842
APPROACH %'s :	40.91%	0.00%	59.09%	0.00%					0.00%	99.91%	0.09%	0.00%	0.61%	99.39%	0.00%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	13	0	14	0	0	0	0	0	0	623	0	0	3	920	0	0	1573
PEAK HR FACTOR :	0.813	0.000	0.700	0.000	0.000	0.000	0.000	0.000	0.000	0.927	0.000	0.000	0.375	0.958	0.000	0.000	0.959
	0.844								0.927				0.954				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	2 ET	0 ER	0 EU	0 WL	2 WT	0 WR	0 WU	
4:00 PM	1	0	0	0	0	0	0	0	0	187	0	0	3	159	0	1	351
4:15 PM	0	0	0	0	0	0	0	0	0	193	0	0	4	157	0	0	354
4:30 PM	1	0	3	0	0	0	0	0	0	215	2	0	4	163	0	0	388
4:45 PM	0	0	4	0	0	0	0	0	0	188	1	0	2	168	0	0	363
5:00 PM	1	0	1	0	0	0	0	0	0	226	1	0	6	159	0	0	394
5:15 PM	3	0	0	0	0	0	0	0	0	194	2	0	4	169	0	0	372
5:30 PM	1	0	1	0	0	0	0	0	0	193	1	0	8	151	0	0	355
5:45 PM	2	0	4	0	0	0	0	0	0	178	0	0	3	140	0	0	327
TOTAL VOLUMES :	NL 9	NT 0	NR 13	NU 0	SL 0	ST 0	SR 0	SU 0	EL 0	ET 1574	ER 7	EU 0	WL 34	WT 1266	WR 0	WU 1	TOTAL 2904
APPROACH %'s :	40.91%	0.00%	59.09%	0.00%					0.00%	99.56%	0.44%	0.00%	2.61%	97.31%	0.00%	0.08%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	5	0	8	0	0	0	0	0	0	823	6	0	16	659	0	0	1517
PEAK HR FACTOR :	0.417	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.910	0.750	0.000	0.667	0.975	0.000	0.000	0.963
	0.813								0.913				0.975				

TRAFFIC GROWTH

Source:	TDOT
Location:	PAPERMILL RD
Route #:	
Route Type:	
Station:	47000433
Capacity:	

Count Year	Volume	Growth Rate
2004	14,711	
2005	15,152	3.00
2006	15,256	0.69
2007	12,680	-16.89
2008	13,981	10.26
2009	13,429	-3.95
2010	14,961	11.41
2011	14,170	-5.29
2012	14,485	2.22
2013	14,941	3.15
2014	14,668	-1.83
2015	14,815	1.00
2016	14,359	-3.08
2017	16,595	15.57
2018	16,286	-1.86
2019	16,300	0.09
2020	15,170	-6.93
2021	17,931	18.20
2022	15,545	-13.31
2023	16,222	4.36
2024	16,877	4.04

Avg. 1 Year Rate 2004-2024	1.04
Avg. 1 Year Rate 2014-2024	1.81
Avg. 1 Year Rate 2019-2024	1.27

Source:	TDOT
Location:	NORTHSHORE DR
Route #:	
Route Type:	
Station:	47000429
Capacity:	

Count Year	Volume	Growth Rate
2004	29,791	
2005	30,315	1.76
2006	30,949	2.09
2007	29,673	-4.12
2008	27,907	-5.95
2009	26,296	-5.77
2010	31,896	21.30
2011	27,693	-13.18
2012	28,753	3.83
2013	29,925	4.08
2014	29,653	-0.91
2015	26,110	-11.95
2016	27,284	4.50
2017	29,740	9.00
2018	29,191	-1.85
2019	27,615	-5.40
2020	27,831	0.78
2021	30,660	10.16
2022	24,445	-20.27
2023	20,964	-14.24
2024	22,096	5.40

Avg. 1 Year Rate 2004-2024	-1.04
Avg. 1 Year Rate 2014-2024	-2.39
Avg. 1 Year Rate 2019-2024	-3.63

Land Use: 311

All Suites Hotel

Description

An all suites hotel is a place of lodging that provides sleeping accommodations, a small restaurant and lounge, and small amounts of meeting space. Each suite includes a sitting room and separate bedroom. An in-room kitchen is often provided. Hotel (Land Use 310), business hotel (Land Use 312), motel (Land Use 320), and resort hotel (Land Use 330) are related uses.

Additional Data

Six studies provided information on occupancy rates at the time the studies were conducted. The average occupancy rate for these studies was approximately 74 percent.

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (<https://www.ite.org/technical-resources/topics/trip-and-parking-generation/>).

The sites were surveyed in the 1980s, the 1990s, and the 2010s in Florida, Georgia, Minnesota, Montana, Virginia, and Washington.

For all lodging uses, it is important to collect data on occupied rooms as well as total rooms in order to accurately predict trip generation characteristics for the site.

Source Numbers

216, 436, 818, 870, 872, 1048

All Suites Hotel (311)

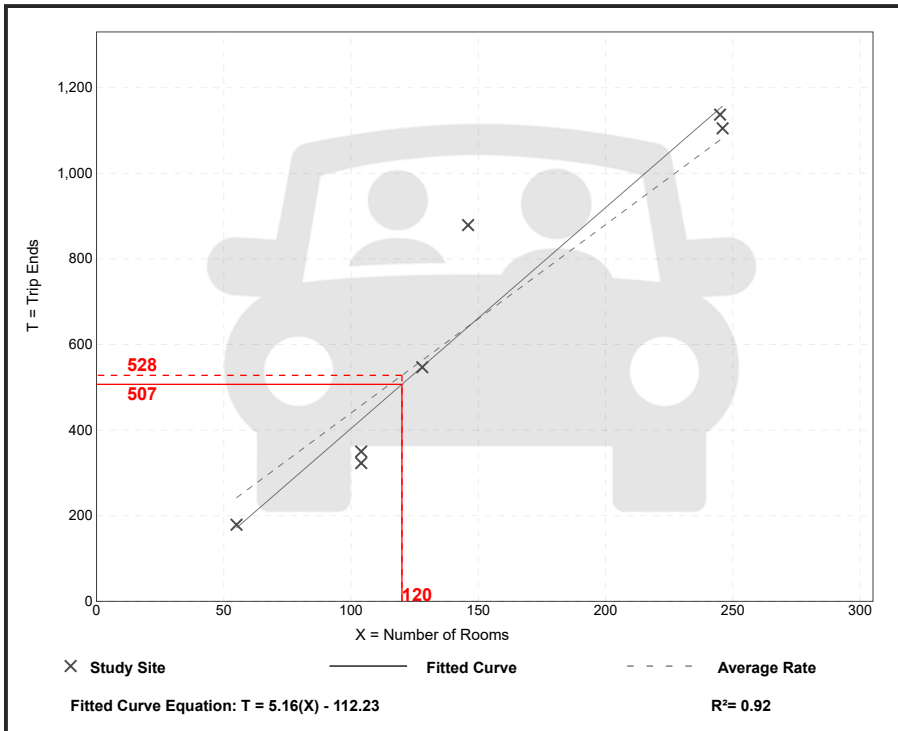
Vehicle Trip Ends vs: Rooms
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 7
Avg. Num. of Rooms: 147
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
4.40	3.11 - 6.02	0.93

Data Plot and Equation



Trip Gen Manual, 11th Edition

● Institute of Transportation Engineers

All Suites Hotel (311)

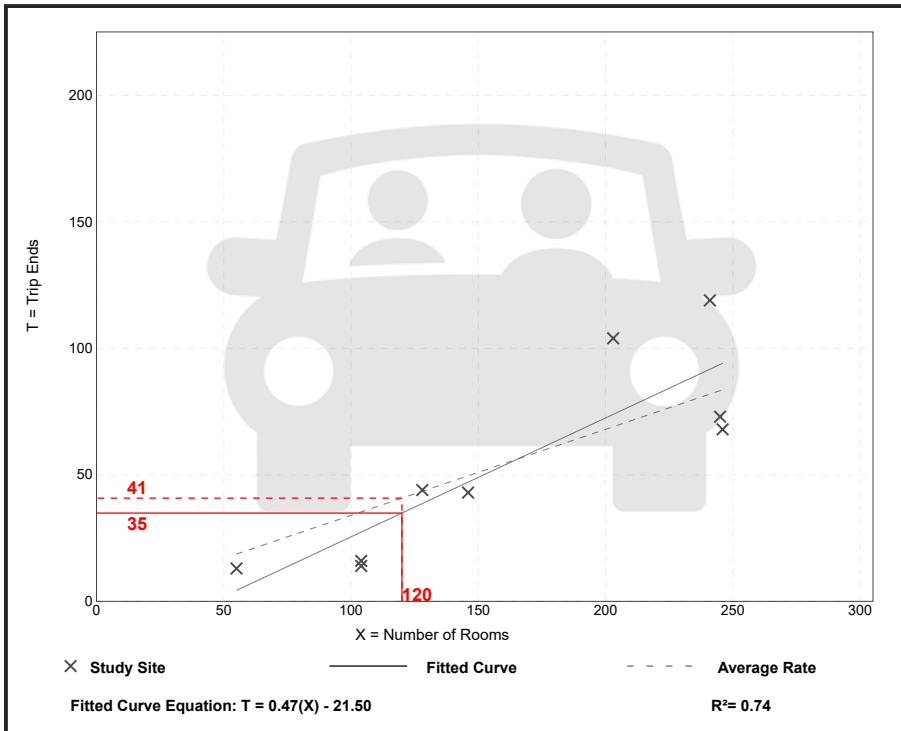
Vehicle Trip Ends vs: Rooms
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban
 Number of Studies: 9
 Avg. Num. of Rooms: 164
 Directional Distribution: 53% entering, 47% exiting

Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
0.34	0.13 - 0.51	0.13

Data Plot and Equation



Trip Gen Manual, 11th Edition

● Institute of Transportation Engineers

All Suites Hotel (311)

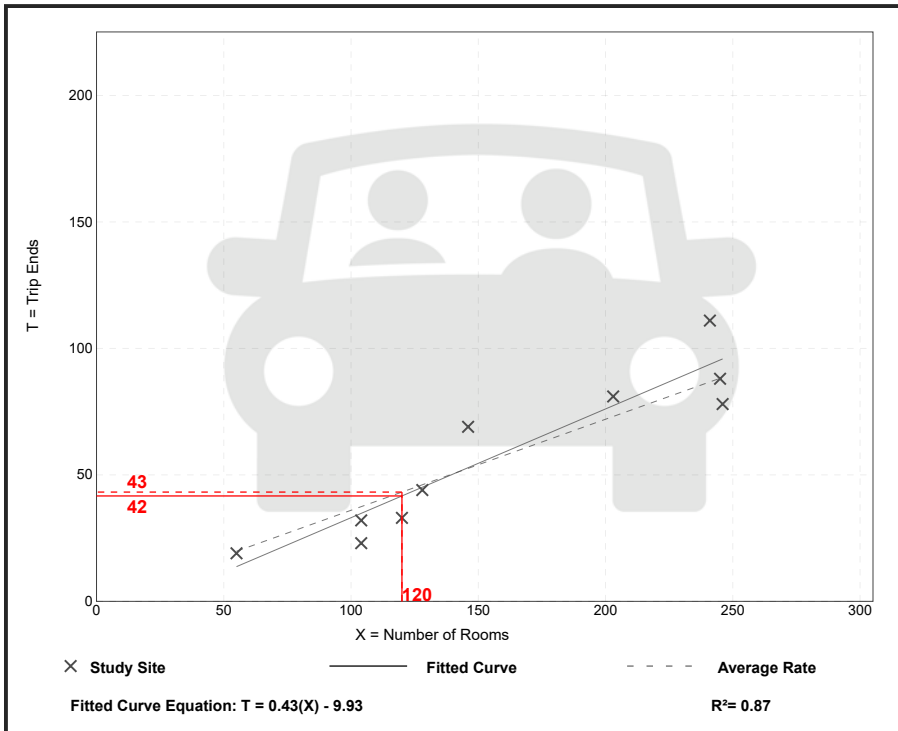
Vehicle Trip Ends vs: Rooms
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban
 Number of Studies: 10
 Avg. Num. of Rooms: 159
 Directional Distribution: 49% entering, 51% exiting

Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
0.36	0.22 - 0.47	0.08

Data Plot and Equation

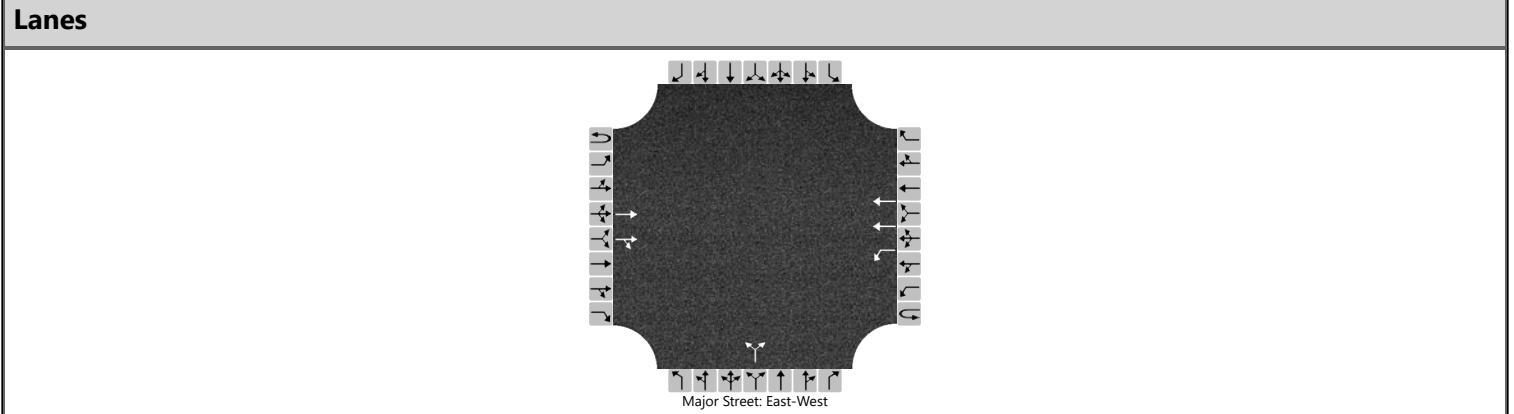


Trip Gen Manual, 11th Edition

● Institute of Transportation Engineers

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	WDR	Intersection	Papermill Drive at Hilton Garden Inn East Ac...
Agency/Co.	Cannon & Cannon, Inc	Jurisdiction	Knoxville
Date Performed	4/16/2025	East/West Street	Papermill Drive
Analysis Year	2027	North/South Street	Hilton Garden Inn East Access
Time Analyzed	AM Peak	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Combined 2027		



Vehicle Volumes and Adjustments																	
Approach	Eastbound				Westbound				Northbound				Southbound				
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12	
Number of Lanes	0	0	2	0	0	1	2	0		0	1	0		0	0	0	
Configuration			T	TR		L	T				LR						
Volume (veh/h)			642	0	0	3	948			13		14					
Percent Heavy Vehicles (%)					3	3				3		3					
Proportion Time Blocked																	
Percent Grade (%)									0								
Right Turn Channelized																	
Median Type Storage	Left Only								1								

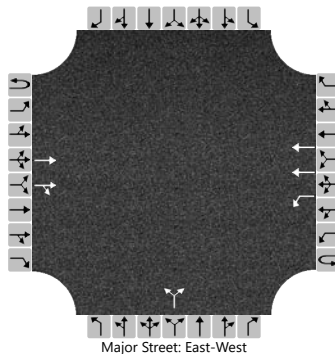
Critical and Follow-up Headways																	
Base Critical Headway (sec)						4.1				7.5		6.9					
Critical Headway (sec)						4.16				6.86		6.96					
Base Follow-Up Headway (sec)						2.2				3.5		3.3					
Follow-Up Headway (sec)						2.23				3.53		3.33					

Delay, Queue Length, and Level of Service																	
Flow Rate, v (veh/h)						3					29						
Capacity, c (veh/h)						888					419						
v/c Ratio						0.00					0.07						
95% Queue Length, Q ₉₅ (veh)						0.0					0.2						
Control Delay (s/veh)						9.1					14.2						
Level of Service (LOS)						A					B						
Approach Delay (s/veh)					0.0				14.2								
Approach LOS					A				B								

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	WDR	Intersection	Papermill Drive at Hilton Garden Inn East Ac...
Agency/Co.	Cannon & Cannon, Inc	Jurisdiction	Knoxville
Date Performed	4/16/2025	East/West Street	Papermill Drive
Analysis Year	2027	North/South Street	Hilton Garden Inn East Access
Time Analyzed	PM Peak	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Combined 2027		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	1	2	0		0	1	0		0	0	0
Configuration			T	TR		L	T				LR					
Volume (veh/h)			848	6	0	16	679			5		8				
Percent Heavy Vehicles (%)					3	3				3		3				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized																
Median Type Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1					7.5		6.9			
Critical Headway (sec)						4.16					6.86		6.96			
Base Follow-Up Headway (sec)						2.2					3.5		3.3			
Follow-Up Headway (sec)						2.23					3.53		3.33			

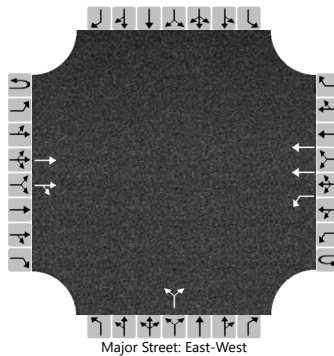
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						17					14					
Capacity, c (veh/h)						726					382					
v/c Ratio						0.02					0.04					
95% Queue Length, Q ₉₅ (veh)						0.1					0.1					
Control Delay (s/veh)						10.1					14.8					
Level of Service (LOS)						B					B					
Approach Delay (s/veh)					0.2				14.8							
Approach LOS					A				B							

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	WDR	Intersection	Papermill Drive at Home 2 Suites West Access
Agency/Co.	Cannon & Cannon, Inc	Jurisdiction	Knoxville
Date Performed	4/16/2025	East/West Street	Papermill Drive
Analysis Year	2027	North/South Street	Home 2 Suites West Access
Time Analyzed	AM Peak	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Combined 2027		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	1	2	0		0	1	0		0	0	0
Configuration			T	TR		L	T				LR					
Volume (veh/h)			660	7	0	4	954			6		4				
Percent Heavy Vehicles (%)					3	3				3		3				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized																
Median Type Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.5		6.9				
Critical Headway (sec)						4.16				6.86		6.96				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.53		3.33				

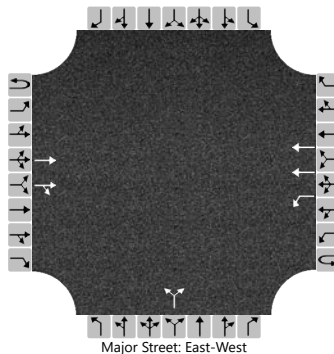
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						4					11					
Capacity, c (veh/h)						867					376					
v/c Ratio						0.01					0.03					
95% Queue Length, Q ₉₅ (veh)						0.0					0.1					
Control Delay (s/veh)						9.2					14.9					
Level of Service (LOS)						A					B					
Approach Delay (s/veh)					0.0				14.9							
Approach LOS					A				B							

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	WDR	Intersection	Papermill Drive at Home 2 Suites West Access
Agency/Co.	Cannon & Cannon, Inc	Jurisdiction	Knoxville
Date Performed	4/16/2025	East/West Street	Papermill Drive
Analysis Year	2027	North/South Street	Home 2 Suites West Access
Time Analyzed	AM Peak	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Combined 2027		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	1	2	0		0	1	0		0	0	0
Configuration			T	TR		L	T				LR					
Volume (veh/h)			860	6	0	4	699			6		4				
Percent Heavy Vehicles (%)					3	3				3		3				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized																
Median Type Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1					7.5		6.9			
Critical Headway (sec)						4.16					6.86		6.96			
Base Follow-Up Headway (sec)						2.2					3.5		3.3			
Follow-Up Headway (sec)						2.23					3.53		3.33			

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						4					11					
Capacity, c (veh/h)						718					327					
v/c Ratio						0.01					0.03					
95% Queue Length, Q ₉₅ (veh)						0.0					0.1					
Control Delay (s/veh)						10.0					16.4					
Level of Service (LOS)						B					C					
Approach Delay (s/veh)					0.1				16.4							
Approach LOS					A				C							



Development Request

DEVELOPMENT

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

SUBDIVISION

- ☐ Concept Plan
☐ Final Plat

ZONING

- ☐ Plan Amendment
☐ SP ☐ PA
☐ Rezoning

Shailesh Patel / The 9 Group

Lessee

Applicant Name

Affiliation

1/27/2025

March 13, 2025

File Number(s)

Date Filed

Meeting Date (if applicable)

3-H-25-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

Adam Thomas Kohntopp

Cannon and Cannon, Inc.

Name

Company

10025 Investment Dr Suite 120

Knoxville

TN

37932

Address

City

State

ZIP

865-343-0019

Phone

Email

CURRENT PROPERTY INFO

Ocho Company

PO Box 51058 Knoxville, TN 37950

Property Owner Name (if different)

Property Owner Address

Property Owner Phone

6110 Papermill Dr

107PC007, 107PC008

Property Address

Parcel ID

KUB

KUB

N

Sewer Provider

Water Provider

Septic (Y/N)

COMMUNITY ENGAGEMENT

Sign and return the **Public Notice & Community Engagement** form with this application.

Planning strives to provide community members with information about upcoming cases in a variety of ways. In addition to posting public notice signs, our agency encourages applicants to provide information and offer opportunities for dialogue related to their upcoming case(s). **We require applicants to acknowledge their role in this process.**

View Form

JULY 2024

DEVELOPMENT REQUEST

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

Home Occupation (specify) _____

Other (specify) stand alone parking lot in C-G-3

Related City Permit Number(s)

TBD

SUBDIVISION REQUEST

Proposed Subdivision Name _____

Unit / Phase Number ☐ Combine Parcels ☐ Divide Parcel _____
Total Number of Lots Created _____

☐ Other (specify) _____

☐ Attachments / Additional Requirements _____

Related Rezoning File Number

ZONING REQUEST

☐ Zoning Change _____
Proposed Zoning _____

☐ Plan Amendment Change _____
Proposed Plan Designation(s) _____

Pending Plat File Number

Proposed Density (units/acre) _____ Previous Rezoning Requests _____

☐ Other (specify) _____

STAFF USE ONLY

PLAT TYPE

- ☐ Staff Review ☒ Planning Commission

ATTACHMENTS

- ☐ Property Owners / Option Holders ☐ Variance Request
☐ Amendment Request (*Comprehensive Plan*)

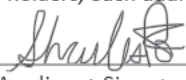
ADDITIONAL REQUIREMENTS

- ☐ Use on Review / Special Use (*Concept Plan*)
☐ Traffic Impact Study
☐ COA Checklist (*Hillside Protection*)

Fee 1	Total \$1,600.00
0405	
Fee 2	
Fee 3	

AUTHORIZATION

By signing below, 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. If there are additional owners or options holders, each additional individual must sign the Property Owners/Option Holders Form.


Applicant Signature

Shailesh Patel / Principal

Print Name / Affiliation

1/16/25

Date

865-405-9999

Phone Number

Email

1/27/2025, SG

Property Owner Signature

Please Print

Date Paid


Michael Schaad

1/17/25



Public Notice and Community Engagement

Sign Posting and Removal

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.

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.

Community Engagement

Planning strives to provide community members with information about upcoming cases in a variety of ways. In addition to posting public notice signs, our agency encourages applicants to provide information and offer opportunities for dialogue related to their upcoming case(s).

Acknowledgement

By signing below, you acknowledge that public notice signs must be posted and visible on the property consistent with the guidelines above and between the dates listed below.

02/28/2025

Date to be Posted

03/14/2025

Date to be Removed

**Have you engaged the
surrounding property owners
to discuss your request?**

☐ Yes ☐ No

☐ No, but I plan to prior to the
Planning Commission meeting

A handwritten signature in black ink, appearing to read "Shaleshi", written over a horizontal line.

Applicant Signature

Applicant Name

Date

FILE NUMBER
3-H-25-SU