

# **DEVELOPMENT PLAN REPORT**

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#### AGENDA ITEM #: 53

AGENDA DATE: 6/12/2025

►	APPLICANT:	KING PROPERTIES & DEVELOPMENT LLC					
	OWNER(S):	MCCLAIN CAROLYN J TRUST					
	TAX ID NUMBER:	104 17	'1, 172, 17201 (PARTIAL)	View map on KGIS			
	JURISDICTION:	County	county Commission District 3				
	STREET ADDRESS:	2220 L(	OVELL RD (2224, 2240 LOVELL RD)				
►	LOCATION:	South	side of Lovell Rd, west of its intersection	n with Hibbert Rd			
►	APPX. SIZE OF TRACT:	16.32 a	cres				
	GROWTH POLICY PLAN:	ROWTH POLICY PLAN: Planned Growth Area					
	ACCESSIBILITY:	Access 20 ft wit	would be via Lovell Road, a minor arterial hin a 55-ft right-of-way.	with a pavement width of			
	UTILITIES:	Water S	Source: West Knox Utility District				
		Sewer Source: West Knox Utility District					
	FIRE DISTRICT:	Rural M	etro Fire				
	WATERSHED:	Beaver	Creek				
►	ZONING:	PR (Pla	nned Residential) up to 5 du/ac				
Þ	EXISTING LAND USE:	Single Family Residential, Rural Residential, Agriculture/Forestry/Vacant Land					
►	PROPOSED USE:	Multifa	nily development				
	DENSITY PROPOSED:	4.79					
	HISTORY OF ZONING:	All three (Planne	e parcels were rezoned from A (Agricultura d Residential) up to 5 du/ac, F (Floodway)	l), F (Floodway) to PR in 2001 (7-K-01-RZ).			
	SURROUNDING LAND USE AND ZONING:	North:	Rural residential, agriculture/forestry/vaca residential - A (Agricultural), CB (Busines (Planned Residential) up to 16 du/ac	ant land, multifamily s and Manufacturing), PR			
		South:	Wholesale, multifamily residential - A (Ag	ricultural)			
		East:	Multifamily residential, single family reside Residential) up to 5 du/ac	ential - PR (Planned			
		West:	Single family residential - PR (Planned Re 4 du/ac, RA (Low Density Residential)	esidential) up to 12, 5, and			
	NEIGHBORHOOD CONTEXT:	This are dwelling Lovell F 1/2 mile mile to	ea is comprised of a mix of single family an is on small suburban lots as well as some coad and Middlebrook Pike. Ball Camp Ele north of the subject property, and Plumb ( he south.	d multifamily residential commercial uses along mentary School is about Creek Park is about 1/2			

#### **STAFF RECOMMENDATION:**

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#### Approve the development plan for 60 townhomes and 16 multifamily units and a peripheral setback reduction from 35 ft to 20 ft as shown on the plan, subject to 8 conditions.

1) If during design plan approval or construction of the development, it is discovered that unforeseen off-site improvements within the right-of-way are necessary as caused by the development, the developer will either enter into a memorandum of understanding (MOU) with the County for these improvements or reimburse the County for their direct expenses (if completed by County crews) to make corrections deemed necessary. 2) Multi-dwelling structures shall not exceed 35 ft in height.

3) Providing a greenway easement along the rear of the property.

5) Providing a Type B landscape screen along the eastern boundary adjacent to residential development (Exhibit B).

6) Implementing the recommendations of the Lovell Road Townhomes Transportation Impact Analysis (TIA) (Ardurra, 5/20/2025) as required by Knox County Engineering and Public Works during the design plan phase. If the TIA is further revised, it must be submitted to Planning staff for review and approval by all applicable agencies.

7) Meeting all other applicable requirements of the Knox County Zoning Ordinance.

8) Meeting all requirements of the Knox County Department of Engineering and Public Works.

With the conditions noted, this plan meets the requirements for approval in the PR district and the criteria for approval of a development plan.

#### COMMENTS:

This proposal is to create 60 townhomes and two 8-unit apartment buildings in the Planned Residential zone in the County. Access will be via a private driveway system from Lovell Road. The 2050 Mobility Plan lists expansion of Lovell Road from 2 lanes to 4-lanes, including pedestrian and bicycle facilities. However, the horizon year (expected completion) is not until 2035. This development would maintain the standard 35-ft peripheral boundary required in the PR zone along Lovell Road.

DEVELOPMENT PLAN ANALYSIS PER ARTICLE 6, SECTION 6.50.06 (APPROVAL OR DENIAL) In the exercise of its administrative judgment, the Planning Commission shall determine if the proposed plan is in harmony with the general purpose and intent of the zoning ordinance and adopted plans.

#### 1) ZONING ORDINANCE

PR (Planned Residential) up to 5 du/ac:

A. The PR zone allows multi-dwelling developments as a permitted use. The administrative procedures for the PR zone require the Planning Commission to approve the development plan before permits can be issued (Article 5, Section 5.13.15).

B. The Planning Commission determines the maximum height for any use other than houses and duplexes (Article 5, Section 5.13.12). Staff recommends a maximum height of 35 ft for all buildings, consistent with the maximum height allowed on surrounding properties.

C. The Planning Commission can reduce the 35-ft peripheral setback to 15 ft along shared lot lines with properties zoned A (Agricultural) and PR. The applicant requests a reduction from 35 ft to 20 ft along the north and south boundary lines which are adjacent to the A and PR zones.

D. This PR zone district is zoned for a maximum of 5 du/ac. The proposed density is 4.79 du/ac. E. Only a portion of one of the properties is included in this request. That parcel has the F zone. The F-zoned portion of the property is not included in this request, and the structures within would not be placed the Floodway.

#### 2) KNOX COUNTY COMPREHENSIVE PLAN - IMPLEMENTATION POLICIES

A. Policy 11: Promote connectivity with new development. The development is a private driveway system and does not connect to any adjacent properties. Still, internal connections have been provided and a stub out for future development to the rear of the property.

B. Policy 21: Connect a system of greenways. A greenway easement has been provided along the rear of the property that would go to Plumb Creek Park. This easement coincides with the County's proposed greenway trail, connecting to the existing greenway on the other side of Pellissippi Parkway.

#### 3) KNOX COUNTY COMPREHENSIVE PLAN - PLACE TYPE

A. The property is classified as TN (Traditional Neighborhood) and SP (Stream Protection). Traditional Neighborhoods are areas that feature a mix of housing ranging from single family to townhomes and small multifamily buildings. They have a walkable block pattern, a mix of housing types within the neighborhood, and neighborhood amenities such as parks and schools. The development contains 1-2 story townhomes and 2-

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story apartments. A greenway easement is provided at the rear of the property, and Plumb Creek Park is 0.3 miles away on Hickey Rd.

#### 4) KNOXVILLE - FARRAGUT - KNOX COUNTY GROWTH POLICY PLAN

A. The property is within the Planned Growth Boundary. The purposes of the Planned Growth Boundary designation are to encourage a reasonably compact pattern of development, promote the expansion of the Knox County economy, offer a wide range of housing choices, and coordinate the actions of the public and private sectors, particularly with regard to the provision of adequate roads, utilities, schools, drainage and other public facilities and services. This development is in alignment with these goals.

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

ESTIMATED STUDENT YIELD: 5 (public school children, grades K-12)

Schools affected by this proposal: Ball Camp Elementary, Cedar Bluff Middle, and Hardin Valley Academy.

• 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.

The Planning Commission's approval or denial of this development plan request is final, unless the action is appealed either to the Board of Zoning Appeals or to a court of competent jurisdiction within thirty (30) days of the decision being appealed (Knox County, Tennessee Code of Ordinances, Appendix A, Zoning, 6.50.08).

















## Design Guidelines Landscape Screening

# Type "A" Screen: Dense

**APPROPRIATE LOCATION:** Boundaries of commercial and industrial developments adjoining residential areas

**NOTE:** Landscape buffer strips should be a minimum of 15 feet in width, and sown with grass or ground cover for their full width, allowing for mulch at the base of plantings.

• Two offset rows of deciduous or evergreen canopy trees with a 6 ft. high continuous dense evergreen hedge, fence, wall or earth berm

SHRUB HEIGHT TREE HEIGHT Installed: 4 ft. Installed: 8 ft. Mature: 6 ft. Mature: 40 ft.



Maximum 4' Centers

• Two offset rows of evergreen trees with branches touching the ground

TREE HEIGHT Installed: 8 ft. Mature: 30 ft.



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#### INTRODUCTION

Landscape screening reduces the impact of intense development upon adjacent land uses by providing visual separation, reducing the transmission of glare and air pollution, and limiting access. Screening also promotes the aesthetic appeal of a neighborhood and promotes higher property values.

This series of design guidelines defines several types of landscape screen. Each type is applicable to a certain intensity of conflict between adjacent land uses. Each screen type is illustrated by several planting schemes with an equivalent height, density and opacity of landscaping.

Planning uses these guidelines to illustrate desirable levels of screening appropriate to various site planning situations. Creative alternatives which achieve a comparable effect are encouraged.

The contents of these guidelines are advisory and are intended to supplement, but not replace, the requirements of the Knoxville Zoning Ordinance and the Knox County Zoning Ordinance.



# Design Guidelines Landscape Screening

# Type "B" Screen: Continuous

**APPROPRIATE LOCATION:** Screening parking and loading areas from adjoining residential and office districts

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**NOTE:** Landscape buffer strips should be a minimum of 12 feet in width, and sown with grass or ground cover for their full width, allowing for mulch at the base of plantings.



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# Design Guidelines Landscape Screening

# Type "C" Screen: Partial

**APPROPRIATE LOCATION:** Between parking lots and public streets; boundaries of industrial and office development

**NOTE:** Landscape buffer strips should be a minimum of 8 feet in width, and sown with grass or ground cover for their full width, allowing for mulch at the base of plantings.

A row of small evergreen trees



• A row of large broad leaf evergreen trees with a 3 ft. high wall or hedge (deciduous species of similar size & form could be used for every second tree)



**TREE HEIGHT** 



• A row of evergreen conifers with a 3 ft. high earth berm or solid fence or wall

TREE HEIGHT Installed: 6 ft. Mature: 15 ft.



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## LOVELL ROAD TOWNHOMES

Transportation Impact Analysis Lovell Road (SR 131) Knoxville, TN

A Transportation Impact Analysis for the Lovell Road Townhomes

Submitted to

## **Knoxville-Knox County Planning**

Updated May 20, 2025 April 25, 2025 Ardurra Project No. 792.001



Submitted By:



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### ATTACHMENTS

- 1 AERIAL PHOTOS
- 2 TRAFFIC COUNTS
- 3 ADT TRENDS
- 4 TRIP GENERATION
- 5 INTERSECTION WORKSHEETS FULL BUILDOUT AM/PM PEAKS
- 6 TURN LANE WARRANTS
- 7 SIGHT DISTANCE

## **Executive Summary**

King Properties & Development, LLC is proposing a residential development. The Lovell Road Townhomes proposes 76 single-family attached residential lots. The project is located south of the intersection of Middlebrook Pike (SR 169) at Lovell Road (SR 131) and north of the Site One Landscape Supply Store in Knox County, Tennessee. Construction is proposed to take place this year and this study assumes full build out for the development will occur in 2028.

The Lovell Road Townhomes has a proposed single roadway connection to Lovell Road (SR 131).

The Lovell Road (SR 131) Widening project was identified in the "FY 2023-2026 Transportation Improvement Plan (TIP)" that was adopted by the Knoxville Regional TPO in October 2022. The project identifies the section of Lovell Road (SR 131) from Cedardale Lane to Middlebrook Pike or approximately 1.7 miles to be widened from the existing 2-lane road to 4-lanes including pedestrian and bicycle facilities. The Horizon Year is listed as 2030; however, the project is not listed in the current TDOT 10-year project plan and was not factored into the full buildout analysis for the Lovell Road Townhomes.

In order to maintain or provide an acceptable level-of-service for each of the intersections studied, some recommendations are presented.

#### Lovell Road (SR 131) at McClain Farm Way

After the completion of the full buildout of the Lovell Road Townhomes the intersection of Lovell Road (SR 131) at McClain Farm Way will operate as follows. The westbound approach (McClain Farm Way) will operate at a LOS E during the AM peak hour and a LOS F during the PM peak hour and the southbound approach (Lovell Road) will operate at a LOS A during both the AM and PM peak hours.

The result of the queue analysis is that the proposed geometry at the intersection of Lovell Road (SR 131) at McClain Farm Way is adequate and there are no recommended improvements.

At the intersection of Lovell Road (SR 131) at McClain Farm Way neither a northbound right turn lane nor a southbound left turn lane are recommended per the TDOT Highway System Access Manual (HSAM) Volume 3: Geometric Design Criteria dated April 2021.

## 1 Introduction

### **1.1 Project Description**

This report provides a summary of a transportation impact analysis that was performed for the Lovell Road Townhomes residential development. The Lovell Road Townhomes proposes 76 single-family attached units. The project is located south of the intersection of Lovell Road (SR 131) at Hibbert Road in Knox County, Tennessee. The location of the site is shown in Figure 1.

Construction is proposed to take place this year and this study assumes full build out for the subdivision will occur in 2028.

The Lovell Road Townhomes has a proposed single roadway connection (McClain Farm Way) to Lovell Road (SR 131) located approximately 235 feet south of Hibbert Road and approximately 100 feet north of the Gravel Drive and 290 feet north of Lovell Landing Lane / Site One Landscape Supply driveway connection.

Knox County Schools provides free bus transportation except for students that live in the Parent Responsibility Zone (PRZ). Students who live in the PRZ are not eligible for transportation services. The PRZ for Grades K-5 is "an area of one (1) mile from the school, by the shortest route" and the PRZ for Grades 6-12 is "an area of one and one-half (1 ½) miles from the school, by the shortest route". The distance measurements for transportation purposes shall include only publicly maintained roads.

The proposed Lovell Road Townhomes will be located within the Parent Responsibility Zone (PRZ) of Ball Camp Elementary School.

The proposed site layout is shown in Figure 2.

Lovell Road Townhomes Transportation Impact Analysis May 20, 2025



Figure 1: Location Map

Lovell Road Townhomes Transportation Impact Analysis May 20, 2025





Figure 2: Site Plan

### **1.2** Study Area

The purpose of this study is to evaluate the impacts to the traffic conditions caused by the proposed development. Hibbert Road and Lovell Landing Lane are considered east-west orientated roadways and Lovell Road (SR 131) is considered a north-south oriented roadway. The existing intersections and existing traffic control are summarized in Table 1.2-1 Study Area.

Table 1.2-1
Lovell Road Townhomes
Study Area

Intersection	Existing Traffic Control
Lovell Road (SR 131) at Hibbert Road	Two-Way Stop-Controlled
Lovell Road (SR 131) at Lovell Landing Lane	Two-Way Stop-Controlled

## **1.3 Existing Site Conditions**

Roadway geometry and posted speed limits were obtained by field observations. The Knoxville-Knox County Planning "2018 Major Road Plan" was used to determine road classification. This information is summarized in Table 1.3-1 Existing Site Conditions.

Table 1.3-1 Lovell Road Townhomes Existing Site Conditions						
Roadway	Speed Limit	Lanes	Road Width	Major Road Plan		
Lovell Road (SR 131)	35 mph	2	~20 feet	Minor Arterial – 100ft ROW		
Hibbert Road	25 mph	2	∼19 feet	Local Street		
Lovell Landing Lane	25 mph	2	∼26 feet	Local Street		

There are no sidewalks or bike infrastructure in the vicinity of the proposed development.

An aerial photo of the property roadway frontage along Lovell Road (SR 131) is included in Attachment 1.

## 2 Existing Traffic Volumes

Ardurra conducted a peak hour turning movement count at the two-way stopcontrolled intersection of Lovell Road (SR 131) at Hibbert Road on Wednesday April 16, 2025. The AM peak hour occurred between 7:15 a.m. and 8:15 a.m. with an AM PHF of 0.93 and an hourly volume of 1,507 vehicles. The PM peak hour occurred between 4:30 p.m. and 5:30 p.m. with a PM PHF of 0.95 and an hourly volume of 1,733 vehicles.

The existing volumes including the AM and PM peak hour traffic volumes at the count locations are shown in Figure 3, and the count data collected is included in Attachment 2.



← 5 (16) TURNING MOVEMENT VOLUME AM (PM)

Figure 3: 2025 Existing Peak Hour Traffic

## 3 Background Growth

The Tennessee Department of Transportation (TDOT) maintain a count station in the vicinity of the proposed development.

TDOT count station ID 47000085 is located on Lovell Road (SR 131) south of the intersection of Middlebrook Pike and the proposed development in Knoxville, TN The annual growth rate for this station over the last twenty years is approximately 1.41%. The 2024 ADT was 12,730 vehicles per day.

For the purpose of this study, an annual growth rate of 1.5% was assumed for traffic at the studied intersections until full occupancy is reached in 2028. Attachment 3 shows the trend line growth charts for the TDOT count stations.

Figure 4 demonstrates the projected background peak hour volumes at the studied intersections after applying the background growth rate to the existing conditions.



— 5 (16) TURNING MOVEMENT VOLUME AM (PM)

Figure 4: 2028 Background Peak Hour Traffic

### 3.1 Future Roadway Improvements

The Knoxville Regional Planning Organization compiles a Transportation Improvement Program (TIP) that identifies the region's long-range Metropolitan Transportation Plan "Mobility Plan 2045". The projects listed in the TIP are developed in cooperation with the Tennessee Department of Transportation (TDOT), regional public transportation providers, member jurisdictions and the public. The resulting document provides an overview of transportation investments in the region over a four-year period. All projects in the TIP must be consistent with, or selected from the current Metropolitan Transportation Plan and the TIP must be fiscally constrained based on estimated revenues.

The "FY 2023-2026 Transportation Improvement Plan (TIP)" was adopted by the Knoxville Regional TPO in October 2022.

Project ID: 09-637 Lovell Road Widening (SR 131) was included on the list of potential projects in Knox County. The project identifies the section of Lovell Road (SR 131) from Cedardale Lane to Middlebrook Pike or approximately 1.7 miles to be widened from the existing 2-lane road to 4-lanes including pedestrian and bicycle facilities. The Horizon Year is listed as 2030 with an estimated cost of \$25,490,954.

The Lovell Road (SR 131) Road Widening project is not currently listed in the TDOT 10-year project plan; therefore, the project was not factored into the full buildout analysis for the Lovell Road Townhomes.

## 4 Trip Generation and Trip Distribution

Lovell Road Townhomes proposes 76 single-family attached residential lots.

The Knoxville-Knox County Planning Commission published a memorandum ("Local Trip Generation Rates for Multi-Family Residential Uses", August 14, 2000) for the purpose of providing locally collected data for all multi-family residential developments. The fitted curve equations from the local study were used to calculate site trips for the Lovell Road Townhomes development.

The land use worksheets are included in Attachment 4. A trip generation summary is shown in Table 4-1.

Trip Generation Summary						
Land Use	Density	Daily Trips	AM Pe Enter	ak Hour Exit	PM Pea Enter	k Hour Exit
Multi-Family Residential (Local Study)	76 Lots	746	9	32	34	27

#### Table 4-1 Lovell Road Townhomes Trip Generation Summary

The total new trips generated by the Lovell Road Townhomes were estimated to be 746 daily trips. The estimated trips are 41 trips during the AM peak hour and 61 trips during the PM peak hour.

Lovell Road (SR 131) at the intersection with the proposed roadway connection has an existing trip distribution of 40% northbound and 60% southbound during the AM peak hour and 60% northbound and 40% southbound during the PM peak hour.

The directional distribution of the traffic generated by the Lovell Road Townhomes was determined using the existing traffic volumes in combination with the concept plan layout. The entering/exiting traffic was assumed to be 40% Lovell Road (SR 131) northbound to/from Middlebrook Pike (SR 169) and 60% Lovell Road (SR 131) southbound towards Pellissippi Parkway (SR 162).

Figure 5 and Figure 6 show the Lovell Road Townhomes peak hour trip distribution and subdivision peak hour site trips. Figure 7 shows the 2028 full buildout peak hour traffic including the background growth and the peak hour site trips for the Lovell Road Townhomes.



Figure 5: Subdivision Peak Hour Trip Distribution



LEGEND: ← 50% (50%) TRIP DISTRIBUTION ENTERING (EXITING)

**Figure 6: Subdivision Peak Hour Site Trips** 



— 5 (16) TURNING MOVEMENT VOLUME AM (PM)

Figure 7: 2028 Full Buildout Peak Hour Traffic

#### 5 **Projected Capacity and Level of Service**

Unsignalized intersection capacity analyses were performed using the Synchro 11 Software at the intersection of Lovell Road (SR 131) at McClain Farm Way in order to evaluate the AM and PM peak hours for the full buildout conditions.

#### **Level of Service**

The results from the analyses are expressed with a term "level of service" (LOS), which is based on the amount of delay experienced at the intersection. The LOS index ranges from LOS A, indicating excellent traffic conditions with minimal delay, to LOS F indicating very congested conditions with excessive delay. LOS D generally is considered the minimum acceptable condition in urban areas. Table 5-1 shows the LOS index range for signalized and unsignalized intersections as defined by the Highway Capacity Manual (HCM).

Level of Service (LOS) Index					
Level of Service	Signalized Intersection	Unsignalized Intersection			
LOS A	≤ 10 sec	≤ 10 sec			
LOS B	10 – 20 sec	10 – 15 sec			
LOS C	20 – 35 sec	15 – 25 sec			
LOS D	35 – 55 sec	25 – 35 sec			
LOS E	55 – 80 sec	35 – 50 sec			
LOS F	> 80 sec	> 50 sec			

Table 5-1

The Synchro 11 worksheets are included in Attachments 5. Table 5-2 shows the results of the capacity analyses.

Intersection	Time Period	Year 2025 Existing (Delay/LOS)	Year 2028 Background (Delay/LOS)	Year 2028 Full Buildout (Delay/LOS)
Lovell Road (SR 131) @ McClain Farm Way	AM Peak WB Approach SB Approach PM Peak WB Approach			35.9 / E 0.1 / A 54.6 / E
	SB Approach			0.7 / A

Table 5-2 Level of Service (LOS) Summary

## 6 Turn Lane Warrant Analysis

The intersection of Lovell Road (SR 131) at McClain Farm Way was evaluated to determine if a northbound right turn lane or a southbound left turn lane are warranted. The TDOT Highway System Access Manual (HSAM) Volume 3: Geometric Design Criteria dated April 2021 was used to analyze the information. TDOT recommends that a turn lane be installed at an intersection when the turn lane warrants are met during both the AM and PM peak hours.

In order to evaluate a right turn lane warrant, the Major-Road Volume, (one direction), veh/h and Right-Turn Volume, veh/h were reference from Figure 7: 2028 Full Buildout Peak Hour Traffic. Per Figure 3-18: Right-Turn Warrant along Two-Lane Roadway (Unsignalized Intersection with Two-Way Stop-Control) the full buildout conditions at the intersection of Lovell Road (SR 131) at McClain Farm Way will only warrant a right turn lane during the PM peak hour; therefore, a northbound right turn lane on Lovell Road (SR 131) is not recommended.

In order to evaluate a left turn lane warrant, the Major Highway Volume (veh/h/ln) and the Left-Turn Volume (veh/h) were referenced from Figure 7: 2028 Full Buildout Peak Hour Traffic. Per Figure 3-15: Left-Turn Lane Warrant for Urban and Suburban Arterials (Unsignalized) the full buildout conditions at the intersection of Lovell Road (SR 131) at McClain Farm Way will only warrant a left turn lane during the PM peak hour; therefore, a southbound left turn lane on Lovell Road (SR 131) is not recommended.

The turn lane worksheets and TDOT Highway System Access Manual Figures are included in Attachment 6.

## 7 Conclusions and Recommendations

### 7.1 Lovell Road (SR 131) at McClain Farm Way

The proposed intersection of Lovell Road (SR 131) at McClain Farm Way is threelegged two-way stop-controlled intersection with the stop sign located on the westbound minor approach (McClain Farm Way).

After the completion of the full buildout of the Lovell Road Townhomes the intersection of Lovell Road (SR 131) at McClain Farm Way will operate as follows. The westbound approach (McClain Farm Way) will operate at a LOS E during the AM peak hour and a LOS F during the PM peak hour and the southbound approach (Lovell Road) will operate at a LOS A during both the AM and PM peak hours.

#### Queue Analysis

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

The McClain Farm Way has a proposed storage length of 125 feet before the vehicle queue would block the intersection with Drift Road Way. The unsignalized intersection capacity analysis shows the full buildout 95% queue length for McClain Farm Way of 21 feet (one vehicle) during the AM peak hour and 27 feet (two vehicles) during the PM peak hour; therefore, the queue is not expected to block access to Drift Rose Way or the residential driveways along McClain Farm Way.

#### Turn Lane Warrant Analysis

At the intersection of Lovell Road (SR 131) at McClain Farm Way neither a northbound right turn lane nor a southbound left turn lane are recommended per the TDOT Highway System Access Manual (HSAM) Volume 3: Geometric Design Criteria dated April 2021.

#### **Intersection Spacing**

Lovell Road (SR 131) is classified as Minor Arterial per the Major Road Plan. The minimum intersection spacing required on an arterial road is 400 feet per the "Knoxville-Knox County Subdivision Regulations" amended through January 9, 2025. The proposed roadway McClain Farm Way is located approximately 235 feet south of Hibbert Road and approximately 100 feet north of the Gravel Drive and 290 feet north of Lovell Landing Lane / Site One Landscape Supply driveway connection; therefore, the minimum separation on a Minor Arterial is not met.

The current roadway connection was determined after consulting with Knox County Engineering & Public Works and the Tennessee Department of Transportation after evaluating the site to determine the safest option for access to the development.

#### Sight Distance

The TDOT Roadway Design Standards revised April 30, 2025, reference the recommended intersection sight distance for a 2-Lane Undivided Roadway - Symmetrical on drawing "RD11-SD-3" as 390 feet in both directions for a passenger vehicle on a roadway with a design speed of 35 mph.

The minimum required stopping sight distance for the intersection of Lovell Road (SR 131) at McClain Farm Way was determined using the AASHTO "Geometric Design of Highways and Streets". The required stopping sight distance is 250 feet for a roadway with a 35 mph design speed.

Attachment 7 includes pictures of the intersection sight distance at the intersection of Lovell Road (SR 131) at the proposed roadway McClain Farm Way. Removal and/or clearing of vegetation located within the site frontage is the responsibility of the property owner. The removal of vegetation should be sufficient to provide adequate intersection sight distance to the proposed roadway connection.

Ardurra recommends that the intersection sight distance be certified by a land surveyor prior to construction in order to verify that Lovell Road (SR 131) has adequate intersection sight distance at the proposed subdivision entrance to comply with the Tennessee Department of Transportation and AASHTO guidelines.

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

Any future improvements to the intersection or the various traffic management infrastructure, would need to be reviewed, coordinated, and approved by both Tennessee Department of Transportation and Knox County Engineering and Public Works.

Attachment 1	
<b>Aerial Photos</b>	



## Attachment 2 Traffic Counts

#### Project: 792.001 Lovell Road Townhomes Intersection: Lovell Road (SR 131) at Hibbert Road Date Conducted: Wednesday April 16, 2025

	Lov	ell Roa	d (SR 1	31)			Lovell Road (SR 131)			Hibbert Road							
		Southb	ound			Westb	ound			Northk	oound			Eastb	ound		
Start	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Int. Total
7:00 AM	0	160	1	161	0	0	0	0	0	97	0	97	2	0	2	4	262
7:15 AM	0	240	0	240	0	0	0	0	1	141	0	142	4	0	3	7	389
7:30 AM	0	239	0	239	0	0	0	0	0	128	0	128	1	0	4	5	372
7:45 AM	0	272	0	272	0	0	0	0	2	127	0	129	2	0	3	5	406
Total	0	911	1	912	0	0	0	0	3	493	0	496	9	0	12	21	1429
																	1
8:00 AM	0	175	0	175	0	0	0	0	0	165	0	165	0	0	0	0	340
8:15 AM	0	198	0	198	0	0	0	0	0	123	0	123	2	0	3	5	326
8:30 AM	0	167	0	167	0	0	0	0	1	120	0	121	0	0	1	1	289
8:45 AM	0	149	1	150	0	0	0	0	0	105	0	105	1	0	4	5	260
Total	0	689	1	690	0	0	0	0	1	513	0	514	3	0	8	11	1215
2.00 DM		124	0	124	0	0	0	ما	0	101	0	121	1	0	1	2	247
2:00 PM	0	124	0	124	0	0	0	0	0	121	0	121	1	0	1	2	247
2:15 PM	0	113	1	114	0	0	0	0	0	107	0	107	0	0	1	1	222
2:30 PM	0	139	0	139	0	0	0	0	1	130	0	137	0	0	0	0	276
Z:45 PM	0	<u> </u>	<u> </u>	132 E00	0	0	0	0	<u> </u>	134	0	<u> </u>	1	0			269
TOLA	0	507	2	509	0	0	0	0	2	490	0	500	1	0	4	5	1014
3:00 PM	0	143	1	144	0	0	0	ol	0	132	0	132	0	0	1	1	277
3:15 PM	0	139	0	139	0	0	0	0	2	164	0	166	0	0	0	0	305
3:30 PM	0	165	1	166	0	0	0	0	2	135	0	137	0	0	0	0	303
3:45 PM	0	143	2	145	0	0	0	0	0	156	0	156	3	0	0	3	304
Total	0	590	4	594	0	0	0	0	4	587	0	591	3	0	1	4	1189
4:00 PM	0	145	3	148	0	0	0	0	1	186	0	187	0	0	1	1	336
4:15 PM	0	158	4	162	0	0	0	0	5	241	0	246	1	0	0	1	409
4:30 PM	0	162	2	164	0	0	0	0	1	248	0	249	1	0	3	4	417
4:45 PM	0	205	2	207	0	0	0	0	2	247	0	249	1	0	1	2	458
Total	0	670	11	681	0	0	0	0	9	922	0	931	3	0	5	8	1620
			-									1					
5:00 PM	0	176	2	178	0	0	0	0	3	263	0	266	0	0	1	1	445
5:15 PM	0	165	4	169	0	0	0	0	2	240	0	242	1	0	1	2	413
5:30 PM	0	176	2	178	0	0	0	0	1	151	0	152	1	0	1	2	332
5:45 PM	0	161	4	165	0	0	0	0	0	234	0	234	1	0	1	2	401
Total	0	678	12	690	0	0	0	0	6	888	0	894	3	0	4	7	1591
Grand Total		404F	21	4076	0	0	0	ام	25	3001	0	2024	22	0	34	54	8058
		4040	0 0	40/0	0	0	0	0	25	3901	0	3920	20.2	0	54 60 7	oc	0000
Approach %	0.0	99.2 E0.2	0.8	50.6	-	-	-	0.0	0.6	99.4 10 1	0.0	10 7	39.3	0.0	00.7	0.7	
Total %	0.0	50.2	0.4	50.6	0.0	0.0	0.0	0.0	0.3	48.4	0.0	40./	0.3	0.0	0.4	0.7	

#### Project: 792.001 Lovell Road Townhomes Intersection: Lovell Road (SR 131) at Hibbert Road Date Conducted: Wednesday April 16, 2025

AM Peak Hour	7:15 AM - 8:15 AM	1507
PM Peak Hour	4:30 PM - 5:30 PM	1733

	Lov	ell Roa	d (SR 1	31)					Lov	ell Roa	d (SR 1	31)		Hibber	t Road		1
	LOV			51)		<b>11</b> /1			LOV			JI)			i Koau		
r		South	ound			vvest	bound			North	bound			Eastb	ound		
Start	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Int. Total
Peak Hour Analysis from 2	7:00 AM	to 9:00	AM														
AM Peak Hour begins at 7	':15 AM																
7:15 AM	0	240	0	240	0	0	0	0	1	141	0	142	4	0	3	7	389
7:30 AM	0	239	0	239	0	0	0	0	0	128	0	128	1	0	4	5	372
7:45 AM	0	272	0	272	0	0	0	0	2	127	0	129	2	0	3	5	406
8:00 AM	0	175	0	175	0	0	0	0	0	165	0	165	0	0	0	0	340
Total Volume	0	926	0	926	0	0	0	0	3	561	0	564	7	0	10	17	1507
Future (1.5% over 3 yrs)	0	968	0		0	0	0		3	587	0		7	0	10		1576
PHF	-	0.85	-		-	-	-		0.38	0.85	-		0.44	-	0.63		0.93
Peak Hour Analysis from 2	2:00 PM	to 6:00	PM														
PM Peak Hour begins at 4	:30 PM																
4:30 PM	0	162	2	164	0	0	0	0	1	248	0	249	1	0	3	4	417
4:45 PM	0	205	2	207	0	0	0	0	2	247	0	249	1	0	1	2	458
5:00 PM	0	176	2	178	0	0	0	0	3	263	0	266	0	0	1	1	445
5:15 PM	0	165	4	169	0	0	0	0	2	240	0	242	1	0	1	2	413
Total Volume	0	708	10	718	0	0	0	0	8	998	0	1006	3	0	6	9	1733
Future (1.5% over 3 yrs)	0	740	10		0	0	0		8	1044	0		3	0	6		1812
PHF	-	0.86	0.63		-	-	-		0.67	0.95	-		0.75	-	0.50		0.95

Attac	hment	3
ADT	Trend	S



Most Recent Trend Line Growth

Year	ADT
2004	9137
2024	12739

**Annual Percent Growth** 

1.41%

Project: Lovell Road Townhomes Date Conducted: 5/20/2025

Local Apartment Trip Generation Study 76 units

### **Average Daily Traffic**

 $T = 15.193(X)^{0.899}$ T = 15.193(76)^0.899 T = 746

### Peak Hour of Adjacent Street Traffic

One Hour Between 7 and 9 a.m.

 $T = 0.758(X)^{0.924}$ T = 0.758(76)^{0.924}

T = 41

### Peak Hour of Adjacent Street Traffic One Hour Between 4 and 6 p.m.

T = 0.669(X) + 10.069T = 0.669(76) + 10.069 T = 61

		Per	cent	Nun	nber
Time Period	Total Trips	Enter	Exit	Enter	Exit
Weekday (24 hours)	746	50%	50%	373	373
AM Peak Hour	41	22%	78%	9	32
PM Peak Hour	61	55%	45%	34	27



## MEMORANDUM

To: Traffic Impact Study Reviewers and Preparers (see attached list)

From: Mike Conger  $M^{U}$ 

**Date:** August 14, 2000

Subject: Local Trip Generation Rates for Multi-Family Residential Uses

Attached please find a summary of the final report with data plots for the Knox County Local Apartment Trip Generation Study. As you will recall, this report was discussed when the traffic impact study group last convened this past February. A consensus was reached at that meeting that the trip generation rates developed in the local study should be used for new apartment complexes <u>and</u> any other "multi-family" residential uses that are being proposed.

The MPC voted at its July 2000 meeting to officially amend the Traffic Impact Study Guidelines with language which reads that "trip generation rates for proposed uses shall be calculated using the latest edition of the ITE Trip Generation Manual, or using local data when it is available". This amendment allows the full implementation of the new rates, and they should be used for future proposed multi-family developments unless it can be demonstrated otherwise.

Thanks for your assistance and cooperation in this matter, if there are any questions or comments, please let me know.

Suite 403 • City County Building 4 0 0 M a i n S t reet Knoxville, Tennessee 37902 8 6 5 • 2 1 5 • 2 5 0 0 F A X • 2 1 5 • 2 0 6 8 w w • k n o x m p c • o rg w w • k n o x m p c • o rg

### **TRAFFIC IMPACT STUDY REVIEWER & PREPARER GROUP**

Name	Organization	Phone Number
Daniel Armstrong	Wilbur Smith	584-8584
Rusty Baksa	Land Dev. Solutions	671-2281
Kim Henry Begg	SITE, inc.	693-5010
Mark Best	TDOT	594-9170
Alan Childers	Cannon & Cannon	988-4818
Steve Drummer	Barge Waggoner	637-2810
Mark Geldmeier	City of Knoxville	215-6100
John Gould	Wilbur Smith	584-8584
Barbara Hatcher	SITE, inc.	693-5010
John Heid	AR/TEC	681-8848
Bill Kervin	Allen Hoshall	694-1834
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David McGinley	City of Knoxville	215-2148
David Moore	TDOT	594-9170
Linda Mosch	Consultant	777-2025
Amanda Rule	TDOT	594-9170
Cindy Pionke	Knox County	215-5800
Pam Porter	TDOT	594-9170
John Sexton	Allen Hoshall	694-1834
Jim Snowden	Knox County	215-5800
Darcy Sullivan	SITE, inc.	693-5010
Jeff Welch	MPC	215-2500

#### KNOX COUNTY LOCAL APARTMENT TRIP GENERATION STUDY

#### PURPOSE

A Traffic Impact Study (TIS) is currently required in Knox County when a proposed development is projected to generate in excess of 750 trips per day. The determinations of when the threshold is met as well as all subsequent analyses in the TIS are performed using the rates and equations given in the Institute of Transportation Engineers (ITE) Trip Generation Manual. Local governmental agencies rely heavily on the accuracy of these trip generation rates in order to correctly predict the impacts of a proposed development on the transportation system. Therefore, in certain instances, it is logical to verify whether the "national" rates and equations given in the ITE Trip Generation Manual are appropriate for use in a specific local area or region.

The decision was made to study the local trip-making characteristics of apartments because of the discrepancy between the trip generation rates for apartments and single family residential land uses as given in the ITE Trip Generation Manual. While these two land uses are similar in nature, the Trip Generation Manual predicts about three less trips per dwelling unit generated by apartments for the average weekday. Additionally the Trip Generation Manual points out that due to the age of their database, which dates back to the 1960's, "the rates for apartments probably had changed over time". It is also assumed that some of the ITE data had come from larger metropolitan areas with denser development and greater transit use than Knox County, which would contribute to lower trip generation Manual or generate new ones that can be applied to locally proposed apartment developments.

#### PROCEDURE

The procedures recommended by ITE in conducting local trip generation studies were generally followed for this study, along with some important assumptions that have made. ITE has published a proposed recommended practice entitled "Trip Generation Handbook" which specifically outlines procedures for conducting local trip generation studies and establishing new rates and equations.

The first step in the study was to define the number and location of the sites to be studied, as well as the counting methodology. Initially 14 sites were selected, although one apartment complex – the College Park Apartments – was later omitted due to uncharacteristically high traffic generation numbers. The number of sites used in this study far exceeds the recommended minimum amount suggested by ITE, which is five sites. Traffic counts were taken for week-long periods at 15-minute intervals between July 22, 1996 and August 9, 1996 at the access points to the apartment complexes. A Technical Appendix to this report contains the traffic count data collected at each apartment complex.

#### RESULTS

The traffic count data was analyzed using spreadsheets in order to determine the weighted average rates and regression equations. In order to be considered valid, the local rates and equations for each time period of analysis that were generated must meet certain statistical criteria. First, the standard deviation of the independent variable (dwelling units) should be no more than 110 percent of the weighted average rate; and secondly, the regression equations require a computed coefficient of determination ( $\mathbb{R}^2$ ) value of at least 0.75 before good data fit is indicated. This statistical criteria is met by the local data results, and in fact it often exceeds the level of data fit given by their counterparts in the ITE Trip Generation Manual. Finally, in order to simplify the use of the local data, plots were generated that appear identical to the actual ones in the ITE Trip Generation Manual.

The resulting rates and equations calculated from the local data indicate that the average weekday trip generation of apartments in this area is well above the national rates reported in the ITE manual. For example, the locally computed average rate for number of trips generated during a weekday is 35% higher than the rate given by ITE (increase from 6.63 trips per dwelling unit to 9.03 trips per dwelling unit). The trip generation rates do not increase as much for the AM and PM peak hours however. The local rate is roughly 8% higher for the AM peak, and 16% higher for the PM peak. The plots from the ITE Trip Generation Manual are included in the Technical Appendix for comparison purposes.

#### ASSUMPTIONS MADE

Some important assumptions have been made which may affect the results of the local data that was collected:

- It is important to note that the local trip generation rates were computed for the *total* number of dwelling units in the apartment complex, and <u>not</u> necessarily for the number of *occupied* dwelling units. There are several reasons why this was done, chiefly because of the need for comparability with the rates given in ITE Trip Generation Manual, as it does not specify whether the dwelling units are occupied. According to ITE procedures the selected sites must only be of "reasonably full occupancy (i.e. at least 85%)". The Apartment Association of Greater Knoxville (AAGK) publishes quarterly reports on occupancy levels of apartment complexes, and the report covering the period of the data collection was reviewed to determine occupancy levels. According to the AAGK report from July 1, 1996 September 30, 1996 all of the apartment complexes surveyed in this study met the minimum 85% occupancy level, with an average occupancy rate for all sites studied of 94%.
- The count data that was collected at each apartment complex was used "raw" meaning that it was not factored for possible daily or seasonal variations. Once again, according to an ITE representative it is not known whether the data used in the Trip Generation Manual was factored or not, so therefore in order to be able to compare

local rates to those in the manual you must assume that count data should not be factored. Additionally, it was felt that apartment complexes would generally not be as susceptible to major seasonal fluctuations as other land uses might be. The local rates were also developed using count data that was collected and averaged over an entire week, which should limit some of the daily variations. Finally, reliable local daily and seasonal variation factors do not truly exist.

#### CONCLUSION

The local apartment study methodology and results were distributed for comment to a group of local transportation professionals who are directly responsible for either preparing or reviewing traffic impact studies. A meeting was held between this group on February 16, 2000 in order to gather comments and discuss the study in greater detail. The following conclusions are based on the discussion and consensus reached at this meeting:

- 1. The trip generation rates and equations meet statistical requirements and resulted from a study that followed accepted procedures; therefore they should be adopted for future use. Furthermore, the rates and equations are recommended for use in reviewing the traffic impact of any development termed as "multi-family", such as townhouse and condominium developments due to their similarity to apartment complexes.
- 2. The Traffic Access and Impact Study Guidelines and Procedures adopted by MPC should be amended with the language that local data should be used when available, which will allow the implementation of these new multi-family trip generation rates.
- 3. The following suggestions were made for future consideration:
  - This study should be updated with data collected from local townhouse and condominium developments in order to further justify the use of the new trip generation rates.
  - A statistical comparison should be made between any newly developed rates and the ITE single family trip generation rates to determine if there is a significant difference. If there is no difference then perhaps ITE single-family rates could be used for any residential development proposed in Knox County.

# Local Apartment Trip Generation Study

Average Vehicle Trip Ends vs: On a:

Dwelling Units Weekday

Number of Studies:	13
Average Number of Dwelling Units:	193
Directional Distribution:	50% entering, 50% exiting

#### **Trip Generation Per Dwelling Unit**

Average Rate	Ranges of Rates	Standard Deviation
9.03	6.59 - 17.41	2.47



#### **Data Plot and Equation**

## Local Apartment Trip Generation Study

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

Number of Studies: Average Number of Dwelling Units: Directional Distribution: 13 193 22% entering, 78% exiting

**Trip Generation Per Dwelling Unit** 

Average Rate	Ranges of Rates	Standard Deviation
0.55	0.14 - 0.78	0.18

#### **Data Plot and Equation**



# Local Apartment Trip Generation Study

Average Vehicle Trip Ends vs: On a:	Dwelling Units Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.
Number of Studies:	13
Average Number of Dwelling Units:	193
Directional Distribution:	55% entering, 45% exiting

#### **Trip Generation Per Dwelling Unit**

Average Rate	Ranges of Rates	Standard Deviation
0.72	0.32 - 1.66	0.25



#### **Data Plot and Equation**

## Attachment 5 Intersection Worksheets – Full Buildout AM/PM Peaks

	-	*	1	1	1	Ŧ
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	¥		1.		-	្ឋ
Traffic Volume (veh/h)	19	13	590	5	4	978
Future Volume (Veh/h)	19	13	590	5	4	978
Sign Control	Stop		Free	-		Free
Grade	0%		0%			0%
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	20	14	634	5	4	1052
Pedestrians				-		
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1696	636			639	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1696	636			639	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	80	97			100	
cM capacity (veh/h)	101	478			945	
Direction. Lane #	WB 1	NB 1	SB 1			
Volume Total	34	639	1056			
Volume Left	20	0	4			
Volume Right	14	5	0			
cSH	150	1700	945			
Volume to Capacity	0.23	0.38	0.00			
Queue Length 95th (ft)	21	0	0			
Control Delay (s)	35.9	0.0	0.1			
Lane LOS	E		Α			
Approach Delay (s)	35.9	0.0	0.1			
Approach LOS	Е					
Intersection Summary						
Average Delay			0.8			
Intersection Capacity Util	ization		64.7%	IC	U Level o	of Service
Analysis Period (min)			15			

	-	*	1	1	1	ŧ
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	¥		1.		-	4
Traffic Volume (veh/h)	16	11	1052	20	14	746
Future Volume (Veh/h)	16	11	1052	20	14	746
Sign Control	Stop		Free	_•		Free
Grade	0%		0%			0%
Peak Hour Factor	0.95	0.95	0.95	0.95	0 95	0.95
Hourly flow rate (yph)	17	12	1107	21	15	785
Pedestrians	17	12	1107	21	10	100
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)			None			NONE
Unstream signal (ff)						
nX platoon unblocked						
vC. conflicting volume	1032	1118			1128	
vC1_stage 1 conf vol	1352	1110			1120	
vC1, stage 1 confivol						
	1932	1118			1128	
tC single (s)	6/	62			/ 1	
$tC_2 \text{ stage}(s)$	0.4	0.2			7.1	
tF (c)	35	33			22	
n (s)	76	95			08	
cM capacity (yeh/h)	70	252			610	
	I I	252			013	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	29	1128	800			
Volume Left	17	0	15			
Volume Right	12	21	0			
cSH	101	1700	619			
Volume to Capacity	0.29	0.66	0.02			
Queue Length 95th (ft)	27	0	2			
Control Delay (s)	54.6	0.0	0.7			
Lane LOS	F		А			
Approach Delay (s)	54.6	0.0	0.7			
Approach LOS	F					
Intersection Summary						
			11			
Intersection Canacity Litili	zation		66.6%	IC		of Service
Analysis Period (min)	Lation		15	i C		
Analysis Fendu (IIIII)			10			

## Attachment 6 Turn Lane Warrants



Figure 3-18: Right-Turn Lane Warrant along Two-Lane Roadway (Unsignalized Intersection with Two-Way Stop-Control)<sup>24</sup>



Figure 3-15: Left-Turn Lane Warrant for Urban and Suburban Arterials (Unsignalized)<sup>20, 21</sup>

## Attachment 7 Sight Distance



Lovell Road (SR 131) at Roadway – Looking Right (Northbound)



Lovell Road (SR 131) at Roadway – Looking Left (Southbound)



Date: May 20, 2025

To: Knoxville-Knox County Planning

#### Subject: Lovell Road Townhomes TIS Comments (6-L-25-DP)

Dear Knoxville-Knox County Planning staff,

The following comment response document is submitted to address comments dated May 16, 2025:

1. **Reviewer Comment:** There is a long-standing policy that any multifamily residential dwelling unit project should use the "Local Apartment" trip generation rates instead of the ITE rates which were used in this study. Please update the TIS to use the Local Rate and determine if any changes to recommendations result.

<u>Response:</u> Updated the Trip Generation to use the "Local Apartment" trip generation rates and updated the figures and capacity analysis to reflect the change. There were no changes to the recommendations.

2. Reviewer Comment: The sight distance analysis needs to use TDOT requirements since Lovell Road is a state route instead of using the County 10 times posted speed limit.

<u>Response:</u> Updated the recommended sight distance to TDOT and AASHTO guidelines of 250 feet stopping sight distance and 390 feet intersection sight distance on a roadway with a 35 mph design speed.

3. **Reviewer Comment:** There appear to be inconsistencies in the use of east/west and north/south designations of the roadways referenced in the TIS, please update as necessary to be consistent.

<u>Response:</u> Updated to designate Lovell Road as North/South and the Roadway Connection (McClain Farm Way) to East/West.

Mr. Conger May 20, 2025 Page 2 of 2

Sincerely,



Subdivision	Concept Plan*	🔲 Final Plat				keques
Zoning	Rezoning	D Plan Amend	ment*			
Development	🔳 Development Pla	an* 🔲 Planned Dev	elopment* 🔲 Use	on Review / Specia	l Use* 🔲 Hi	llside Protection COA
*These applicatio	on types require a pre-	-application consulta	tion with Planning st	taff.		
King Propertie	es & Development	t. LLC	Γ	)eveloper		
Applicant Name		,	Af	filiation		19.
04/28/2025		June 12,	2025			File Number(s
Date Filed		Meeting Date	(if applicable)		6-L-25	DP
Corresp	ondence		All corresponder	ce will be directed i	to the approve	ed contact listed below
Applicant [	Property Owner	Option Holder	Project Survey	or 🔳 Engineer	Archite	ct/Landscape Archite
Garrett M. Tu	cker		Rober	rt G. Campbell 8	Associates	, LP
Name			Compar	ny		
7523 Taggart I	Lane		Knoxv	ville	TN	37938
Address			City		State	ZIP
(865) 947-599	6					
Current Pro	operty Info	Email				
Carolyn J. McC	Clain Trust	1534	1 Ballantrae Ct Pc	ort Saint Lucie Fl	L 3495	
	lame (if different)	Prope	rty Owner Address		Prop	erty Owner Phone
Property Owner N	2240 Lovell Road	, Knoxville, TN 37	/932	CLT 104 Parce	ls 171, 172,	& 172.01
Property Owner N 2220, 2224, &				Descal ID		
Property Owner N 2220, 2224, & Property Address				ParcellD		
Property Owner N 2220, 2224, & Property Address WKUD			WKUD	Parcel ID		N
Property Owner N 2220, 2224, & Property Address WKUD Sewer Provider			WKUD Water Provider	ParcellD		N Septic (Y/N
Property Owner N 2220, 2224, & Property Address WKUD Sewer Provider Developme	ent Request		WKUD Water Provider	Parcel ID		N Septic (Y/N
Property Owner N 2220, 2224, & Property Address WKUD Sewer Provider Developme	ent Request		WKUD Water Provider	Parcel ID	RELATED	N Septic (Y/N
Property Owner N 2220, 2224, & Property Address WKUD Sewer Provider Developme Residential	ent Request ] Non-Residential ulti-family townho	omes with private	WKUD Water Provider	Parcel ID	RELATED	N Septic (Y/N

	Subc	livis	ion R	eau	est
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Proposed Subdivision Name Unit / Phase Number Combine Parcels Divide Parcel Proposed Number of Lots (total) Cother (specify) Specify if requesting: Variance Alternative design standard Specify if a traffic impact study is required: Ves (required to be submitted with application) No Coning Request Coning Request Coning Change Proposed Zoning Proposed Density (units/acre, for PR zone only) Sector Plan One Year Plan Comprehensive Plan Proposed Plan Designation(s) If in Knox county, submit plan arendment request with application I declare under penalty of perjury the foregoing is true and correct: 1) He/she/it is the owner of property AND 2) The application and all associated materials are being submitted with higher/its Authorization I declare under penalty of perjury the foregoing is true and correct: 1) He/she/it is the owner of property AND 2) The application and all associated materials are being submitted with higher/its 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 higher/its Appleant Signature Dohn King / King Properties & Development 4//28/2025, SG Prome Number Frequency Carolyn J. McClain 4/28/2025, SG Please Print Date Paid			RELATED REZONING FILE NUMBE
Unit / Phase Number       Combine Parcels       Divide Parcel         Proposed Number of Lots (total)       Proposed Number of Lots (total)         Other (specify)	Proposed Subdivision Name		
Init / Phase Number       Combine Parcels       Divide Parcel       Proposed Number of Lots (total)         Other (specify)	-		
Other (specify)   ipecify if requesting:   ipecify if requesting:   ipecify if a traffic impact study is required:   ipecify:   if a traffic impact study is required:   if in Knox county, submit plan   amendment Change   Proposed Plan Designation(s)   if in Knox county, submit plan   amendment request with application   Previous Rezoning Requests   if other (specify)     Authorization   Proposed Data Plan Designation(s)   if in Knox county, submit plan   amendment request with application   Previous Rezoning Requests   if other (specify)     Authorization   Print Name / Affiliation   Date   (£5) 539 - 5985   hone Number   Imail   Carolyn J. McClain   4/28/2025, SG   Please Print   Date Paid	Jnit / Phase Number	Divide Parcel Proposed Number of Lots (t	otal)
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Zoning Request       PENDING PLAT FILE NUMBER         Coning Change       Proposed Zoning       Proposed Density (units/acre, for PR zone only)         Sector Plan       One Year Plan       Comprehensive Plan         Plan Amendment Change       Proposed Plan Designation(s)         If, in Knox county, submit plan       mendment request with application       Previous Rezoning Requests         Other (specify)       I declare under penolty of perjury the foregoing is true and correct: 1) He/she/it is the owner of 1 property AND 2) The application and all associated materials are being submitted with his/her/its         Authorization       I declare under penolty of perjury the foregoing is true and correct: 1) He/she/it is the owner of 1 property AND 2) The application and all associated materials are being submitted with his/her/its         Authorization       I declare under penolty of perjury the foregoing is true and correct: 1) He/she/it is the owner of 1 property AND 2) The application and all associated materials are being submitted with his/her/its         Authorization       I declare under penolty of perjury the foregoing is true and correct: 1) He/she/it is the owner of 1 property AND 2) The application and all associated materials are being submitted with his/her/its         Authorization       I declare under penolty of perjury the foregoing is true and correct: 1) He/she/it is the owner of 1 property AND 2) The application and all associated materials are being submitted with his/her/its         Authorization       Email       Carolyn J. McClain       4/28/2025, SG	Specify if a traffic impact study is required: [	Yes (required to be submitted with application)	□ No
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Plan Amendment Change       Proposed Plan Designation(s)         If, in Knox county, submit plan amendment request with application       Previous Rezoning Requests         Other (specify)       I declare under penalty of perjury the foregoing is true and correct: 1) He/she/it is the owner of in property AND 2) The application and all associated materials are being submitted with his/her/its         Authorization       I declare under penalty of perjury the foregoing is true and correct: 1) He/she/it is the owner of in property AND 2) The application and all associated materials are being submitted with his/her/its         Authorization       I declare under penalty of perjury the foregoing is true and correct: 1) He/she/it is the owner of in property AND 2) The application and all associated materials are being submitted with his/her/its         Authorization       I declare under penalty of perjury the foregoing is true and correct: 1) He/she/it is the owner of in property AND 2) The application and all associated materials are being submitted with his/her/its         Authorization       I declare under penalty of perjury the foregoing is true and correct: 1) He/she/it is the owner of in property AND 2) The application and all associated materials are being submitted with his/her/its         Apply       John King / King Properties & Development       4/28/2025, SG         Thome Number       Email       Carolyn J. McClain       4/28/2025, SG         Material       Please Print       Date Paid       Date Paid         Staff Use Only       Administrative Review       Addininist	🛾 Sector Plan 🔲 One Year Plan 🔲 Comp	rehensive Plan	
If, in Knox county, submit plan amendment request with application       Previous Rezoning Requests         Other (specify)       I declare under penalty of perjury the foregoing is true and correct: 1) He/she/it is the owner of i property AND 2) The application and all associated materials are being submitted with his/her/its         Authorization       I declare under penalty of perjury the foregoing is true and correct: 1) He/she/it is the owner of i property AND 2) The application and all associated materials are being submitted with his/her/its         Authorization       I declare under penalty of perjury the foregoing is true and correct: 1) He/she/it is the owner of i property AND 2) The application and all associated materials are being submitted with his/her/its         Authorization       I declare under penalty of perjury the foregoing is true and correct: 1) He/she/it is the owner of i property AND 2) The application and all associated materials are being submitted with his/her/its         Authorization       I declare         Figure 4       Print Name / Affiliation         Date       Email         Carolyn J. McClain       4/28/2025, SG         Please Print       Date Paid         Staff Use Only       Administrative Review         Administrative Review       Additional Requirements       Property Owners / Option Hol	Plan Amendment Change	Design ships (s)	
If, in Knox county, submit plan amendment request with application       Previous Rezoning Requests         Other (specify)       I declare under penalty of perjury the foregoing is true and correct: 1) He/she/it is the owner of it property AND 2) The application and all associated materials are being submitted with his/her/its         Authorization       I declare under penalty of perjury the foregoing is true and correct: 1) He/she/it is the owner of it property AND 2) The application and all associated materials are being submitted with his/her/its         Authorization       I declare under penalty of perjury the foregoing is true and correct: 1) He/she/it is the owner of it property AND 2) The application and all associated materials are being submitted with his/her/its         Authorization       I declare under penalty of perjury the foregoing is true and correct: 1) He/she/it is the owner of it property AND 2) The application and all associated materials are being submitted with his/her/its         Authorization       John King / King Properties & Development       4/28/2025         Applicant Signature       Print Name / Affiliation       Date         (865) 539 - 5989       Email       Carolyn J. McClain       4/28/2025, SG         Authorizative Review       Please Print       Date Paid         Staff Use Only       Administrative Review       Additional Requirements       Property Owners / Option Hol	Proposed Plan L	Jesignation(s)	
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## Public Notice and 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). We require applicants to acknowledge their role in this process.

## **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.

#### 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.

#### 05/30/2025

06/13/2025

Date to be Posted

Date to be Removed

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

Ves No

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

John King Applicant Name

4/28/2025