DEVELOPMENT PLAN REPORT

Planning
KNOXVILLE | KNOX COUNTY

▶ **FILE #:**	**3-I-25-DP**	**AGENDA ITEM #:**	**49**
POSTPONEMENT(S):	3/13/2025	**AGENDA DATE:**	**5/8/2025**
▶ **APPLICANT:**	**BRAD PRUITT**		
OWNER(S):	Ralph K. Moore II		

TAX ID NUMBER:	71 001	**View map on KGIS**
JURISDICTION:	County Commission District 8	
STREET ADDRESS:	6125 RIVERVIEW CROSSING DR	
▶ **LOCATION:**	**North side of Asheville Hwy across from its intersection with E Governor John Sevier Hwy, north side of the River Turn Rd and Riverview Crossing Dr intersection.**	
▶ **APPX. SIZE OF TRACT:**	**126.83 acres**	
GROWTH POLICY PLAN:	Urban Growth Area (Outside City Limits)	
ACCESSIBILITY:	Access is via Asheville Highway, a median-divided, major arterial road with a right-of-way width that varies from 150 ft to 230 ft, River Turn Road, a local street with a pavement width that varies from 20 ft to 40 ft within an 82-ft right-of-way, and Riverview Crossing Drive, a local street with 30 ft of pavement width within a right-of-way width that varies from 52 ft to 55 ft.	
UTILITIES:	Water Source: Knoxville Utilities Board	
	Sewer Source: Knoxville Utilities Board	
FIRE DISTRICT:	Rural Metro Fire	
WATERSHED:	Holston-French Broad, Fawver Creek	

▶ **ZONING:**	**PC (Planned Commercial), CA (General Business)**
▶ **EXISTING LAND USE:**	**Agriculture/Forestry/Vacant Land**
▶ **PROPOSED USE:**	**Master plan**

HISTORY OF ZONING:	None noted.	
SURROUNDING LAND USE AND ZONING:	North:	Holston River - F (Floodplain Overlay) in the City
	South:	Commercial, rural residential, office - CA (General Business), HZ (Historical Overlay), RB (General Residential) in the County, C-H-2 (Highway Commercial), HP (Hillside Protection Overlay) in the City
	East:	Single family residential, agriculture/forestry/vacant land - A (Agricultural), CA (General Business) in the County
	West:	Holston River, mining and landfills - F (Floodplain Overlay), I-H (Heavy Industrial), HP (Hillside Protection Overlay) in the City
NEIGHBORHOOD CONTEXT:	The surrounding area features a mix of commercial, residential, and office uses along Asheville Highway, interspersed with undeveloped land. The subject property is approximately 0.65 miles from the I-40 interchange to the west, and the antebellum Moses Armstrong House lies directly to the south. There is an active quarry across the river to the west.	

STAFF RECOMMENDATION:

Approve the master plan to establish the general site plan, permitted uses, and intensity of uses, as presented, subject to 4 conditions.

1) Submitting a concept plan application for extending an existing public road, proposing a new public road, and/or creating 6 or more lots.
2) Submitting a development plan application(s) for the proposed developments in the PC (Planned Commercial) zoning before land disturbance or building permits are issued.
3) A rough grading permit may be issued based on this master plan approval. The “approximate conservation area” must remain undisturbed, including the tree line that follows the bend of the river, approximately 150 ft from the riverbank, unless a subsequent development plan application is approved by the Planning Commission that allows this disturbance.
4) Revisions to the Asheville Highway Property Transportation Impact Analysis (TIS) may be required with each subsequent development plan application to update the proposed uses and intensity of uses, and to verify the conclusions and recommendations of the TIS and determine if certain recommended improvements are required with the particular request. This determination and, if needed, scope, must be made before each application is submitted.

With the conditions noted, this request meets the requirements for approval in the PC (Planned Commercial) district and the criteria for approval of a development plan.

COMMENTS:

This proposal is a “master plan” for a mixed-use development that includes a commercial sports complex, athletic training facilities, a recreational vehicle (RV) park, office and commercial uses, and a shared parking facility. The purpose of this master plan is to establish the general site plan, proposed uses, and intensity of uses. Unlike most zoning districts, the PC (Planned Commercial) zone does not provide a detailed list of uses permitted and uses permitted on review. In Section 5.33.02 (Uses permitted), the PC zone states, “It is not the intent of this zone to restrict potential development by limiting uses. In general, uses permitted shall include office, commercial services and light distribution centers.” Because the allowed uses are determined by the Planning Commission based on the characteristics of each site and recommendations of adopted plans, the applicant wants to obtain approval for the mix and intensity of uses before moving forward with detailed development plans, which must be reviewed and approved by the Planning Commission with future applications.

PROPOSED USES
The following uses are only for the portion of the property zoned PC. The Planning Commission may approve additional uses with future applications, if deemed appropriate for this site and mix of uses. The areas with different zoning follow those specific district standards.
1) Shared parking facility with approximately 3,000 spaces. This will be used by the on-site users and the River Breeze event venue on the south side of Asheville Highway.
2) Recreational sports fields.
3) Commercial and office uses.
4) Athletic training facility.
5) Public and private parks.
6) Recreational vehicle (RV) park (defined as a “transient mobile home park” in the Knox County Zoning Ordinance).

SHARED PARKING
The large parking lot is located in the site's southwest corner, so it can be shared with the River Breeze event center on the south side of Asheville Highway, which has very limited on-site parking. There is an existing connection between the two sites under the Asheville Highway bridge. Attendees of River Breeze events will not be required to cross Asheville Highway.

CONSERVATION AREA
The proposed conservation area along the river is approximately 100 ft deep from the riverbank. There is an existing grade change between the conservation area and the rest of the site, which closely matches the FEMA floodway and 100- and 500-year floodplains for the Holston River. The applicant is exploring options for using this area, including working with Knox County and non-profit organizations to make it open for public use. The Knoxville Utilities Board (KUB) has a utility easement in the western portion of the proposed conservation area, reducing the opportunity to use the river frontage for other purposes.

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
PC (Planned Commercial):
A) The PC zone is intended for a unified grouping of commercial buildings which do not require or desire a central business district location. It is the objective of this zone to achieve the highest quality site design, building arrangement, landscaping and traffic circulation patterns possible. The administrative procedures for the PC zone require the Planning Commission to approve the development plan before permits can be issued (Article 5, Section 5.33.13).
B) The PC zone's permitted uses section states, "it is not the intent of this zone to restrict potential development by limiting uses. In general, uses permitted shall include office, commercial services and light distribution centers." Parking lots and commercial recreational (sports) facilities have been approved in the PC zone before, but it is unknown if an RV park has been approved in this zone. The CA (General Business) zone allows a "transient mobile home park" as a permitted use, which is defined as "any area, tract, site or plot of land open to the traveling public where temporary accommodations are provided for parking travel trailers, camp trailers, house cars, mobile homes or tents." A hotel is a similar use for temporary accommodations that has been approved in the PC zone. In the staff's opinion, an RV park can be considered in the PC zone, but it must be approved by the Planning Commission as appropriate in the proposed location.

2) KNOX COUNTY COMPREHENSIVE PLAN - IMPLEMENTATION POLICIES
A) The 50-ft tree buffer along Governor John Sevier Highway and the recommended Type B landscape screen along the eastern property boundary are consistent with Policy 2, which ensures that development is sensitive to existing community character.
B) The proposal adds multi-family dwellings to the area's housing mix, consistent with Policy 5, to create neighborhoods with a variety of housing types and amenities in close proximity.
C) The developer is required to widen Crenshaw Road and realign the intersection with Maryville Pike, consistent with Policy 9, to coordinate infrastructure improvements with development.
D) A sidewalk connection to the nearby commercial node is required, consistent with Policy 11, to promote connectivity with new development, increase mobility, and encourage active transportation and recreation.

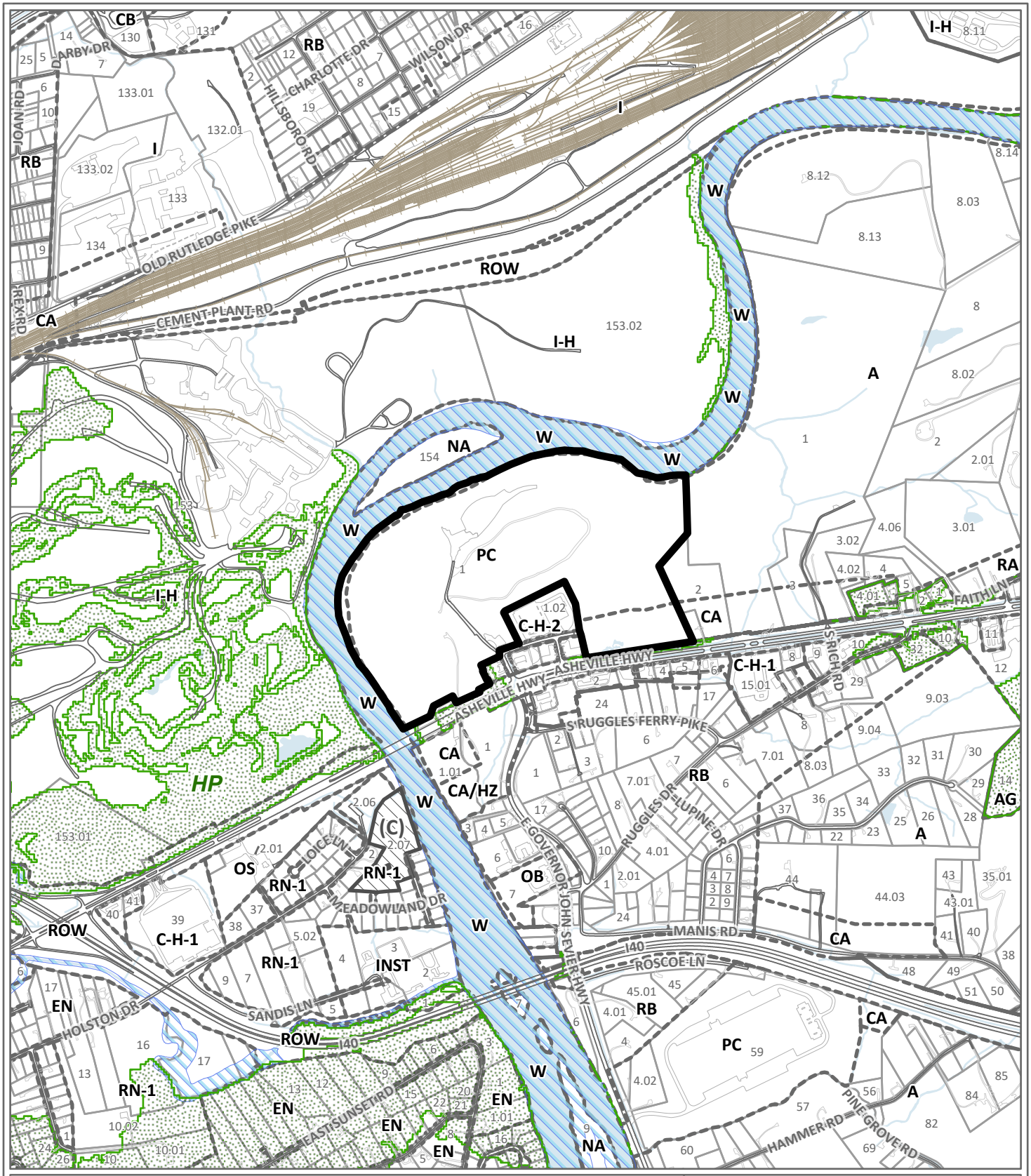
3) FUTURE LAND USE MAP
A) The property is classified as the CC (Corridor Commercial) place type. CC sites are situated along major transportation corridors that are appropriate for a mix of commercial development including shopping centers, large format retail, and auto-oriented uses. Development is composed of primarily one story, large footprint buildings, but may include a variety of building sizes, including multi-story hotels. These areas have an auto-oriented design but should be well connected with pedestrian accommodations. – The proposed mix and scale of uses are compatible with the CC place type. The primary access to the property is at the intersection of two arterial streets, Asheville Highway and Governor John Sevier Highway. The internal pedestrian accommodations will be reviewed when the details development plan applications are submitted for review and approval by the Planning Commission.
B) Commercial and office are considered primary uses in the CC place type. Primary uses are intended to be the predominant focus of the place. -- The proposed commercial development is consistent with the CC place type.

4) KNOXVILLE - FARRAGUT - KNOX COUNTY GROWTH POLICY PLAN
A) The property is within the Urban Growth Boundary. The purposes of the Urban Growth Boundary designation are to encourage a reasonably compact pattern of development, promote the expansion of the Knoxville-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. The proposed development meets the relevant standards of the Growth Policy Plan.— This proposal is consistent with the Growth Policy Plan.

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

ESTIMATED STUDENT YIELD: Not applicable.

The Planning Commission's approval or denial of this 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).



DEVELOPMENT PLAN

3-I-25-DP

Petitioner: Brad Pruitt

Master plan in CA (General Business), PC (Planned Commercial)

Map No: 71

Jurisdiction: County

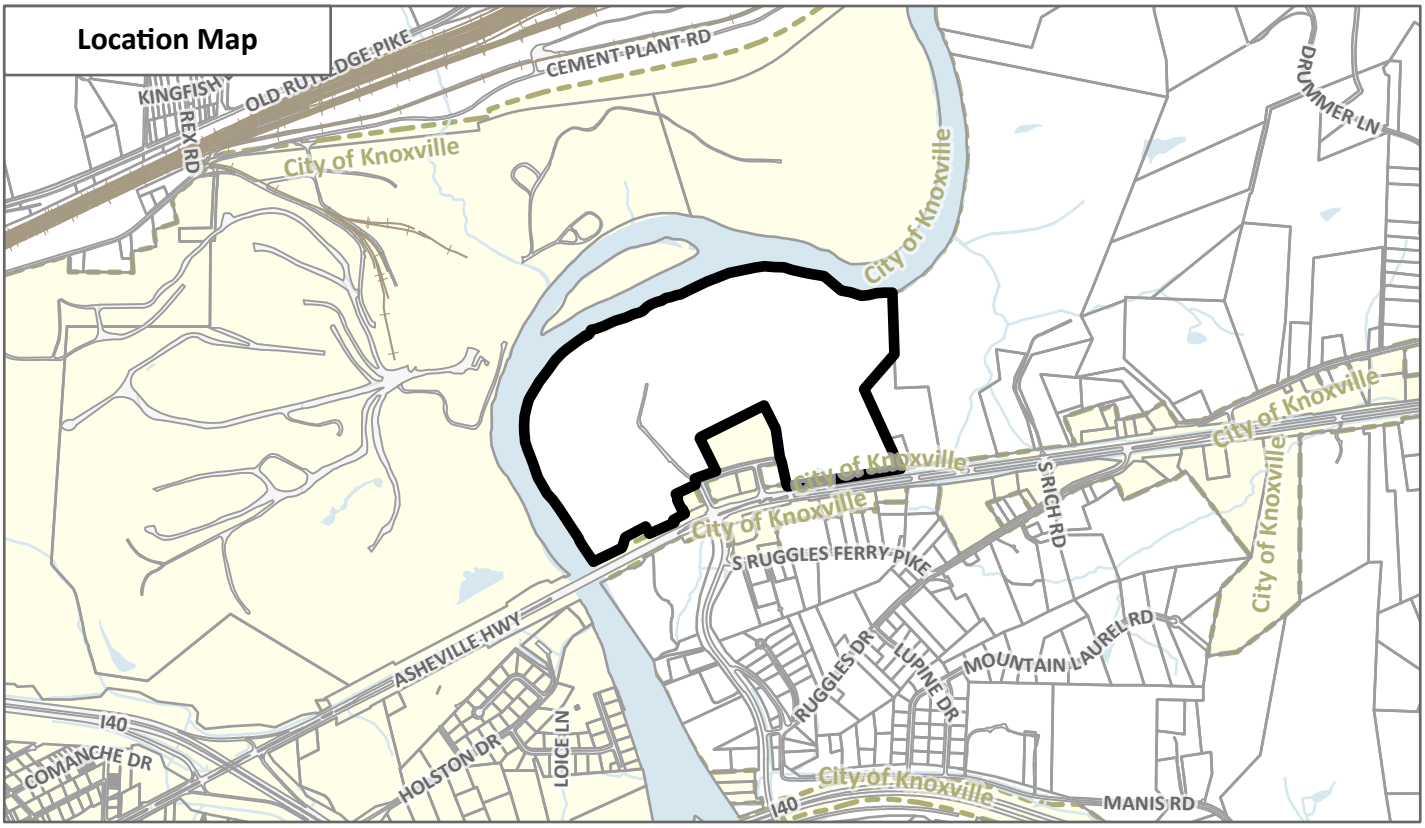
0 1,000 Feet

Original Print Date: 1/31/2025

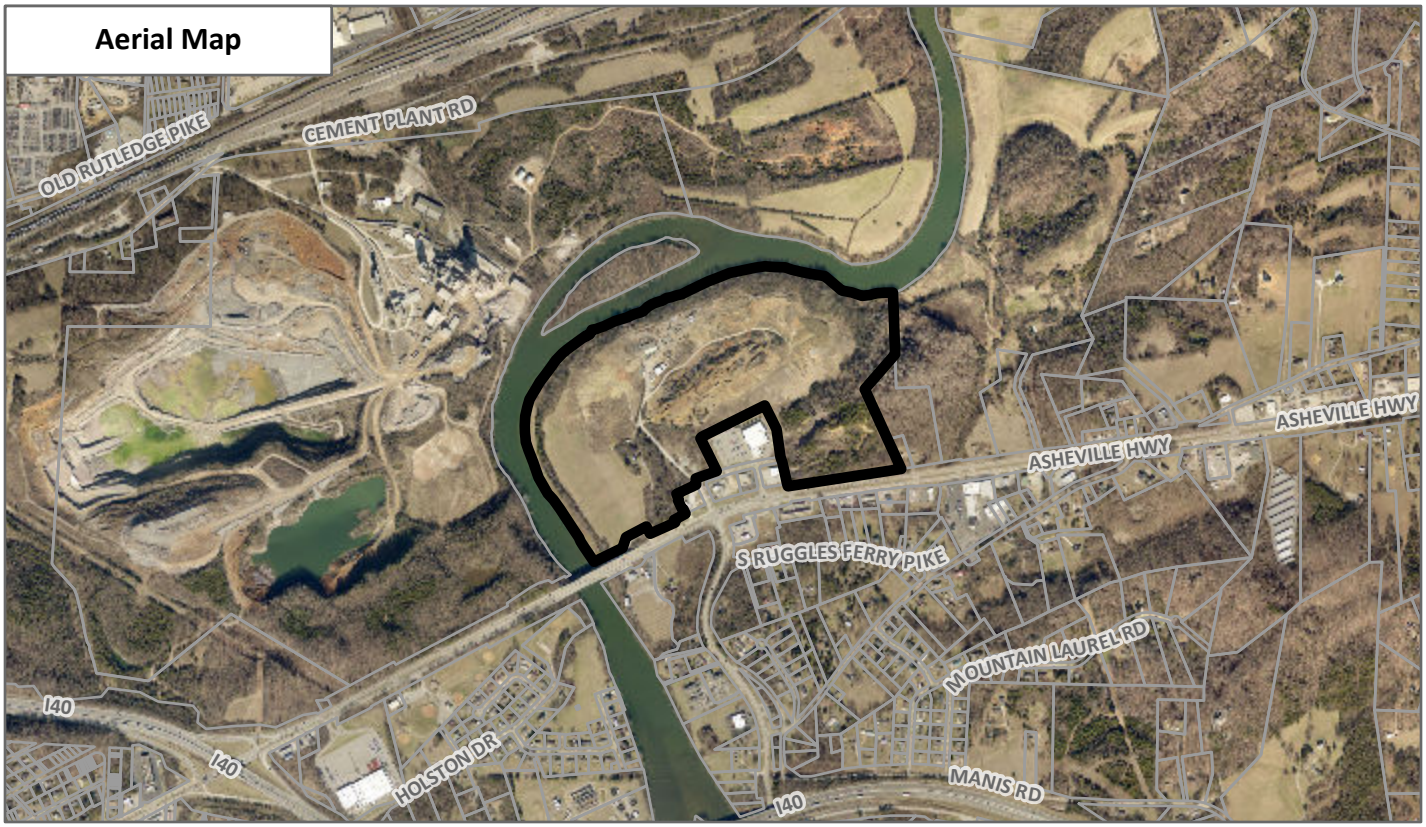
*Knoxville - Knox County Planning Commission * City / County Building * Knoxville, TN 37902*

Exhibit A. Contextual Images

Location Map



Aerial Map



CONTEXTUAL MAPS 1 **3-I-25-DP**

Case boundary

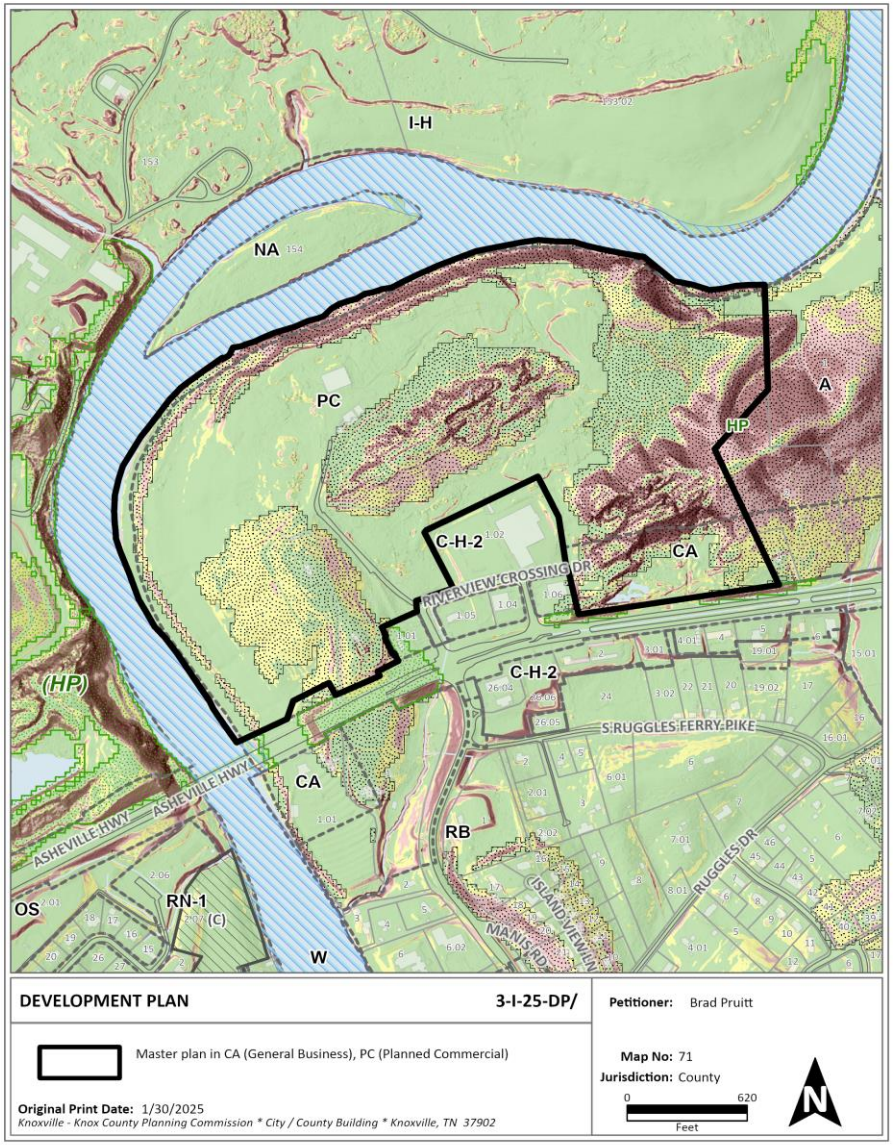
0 1,000
Feet

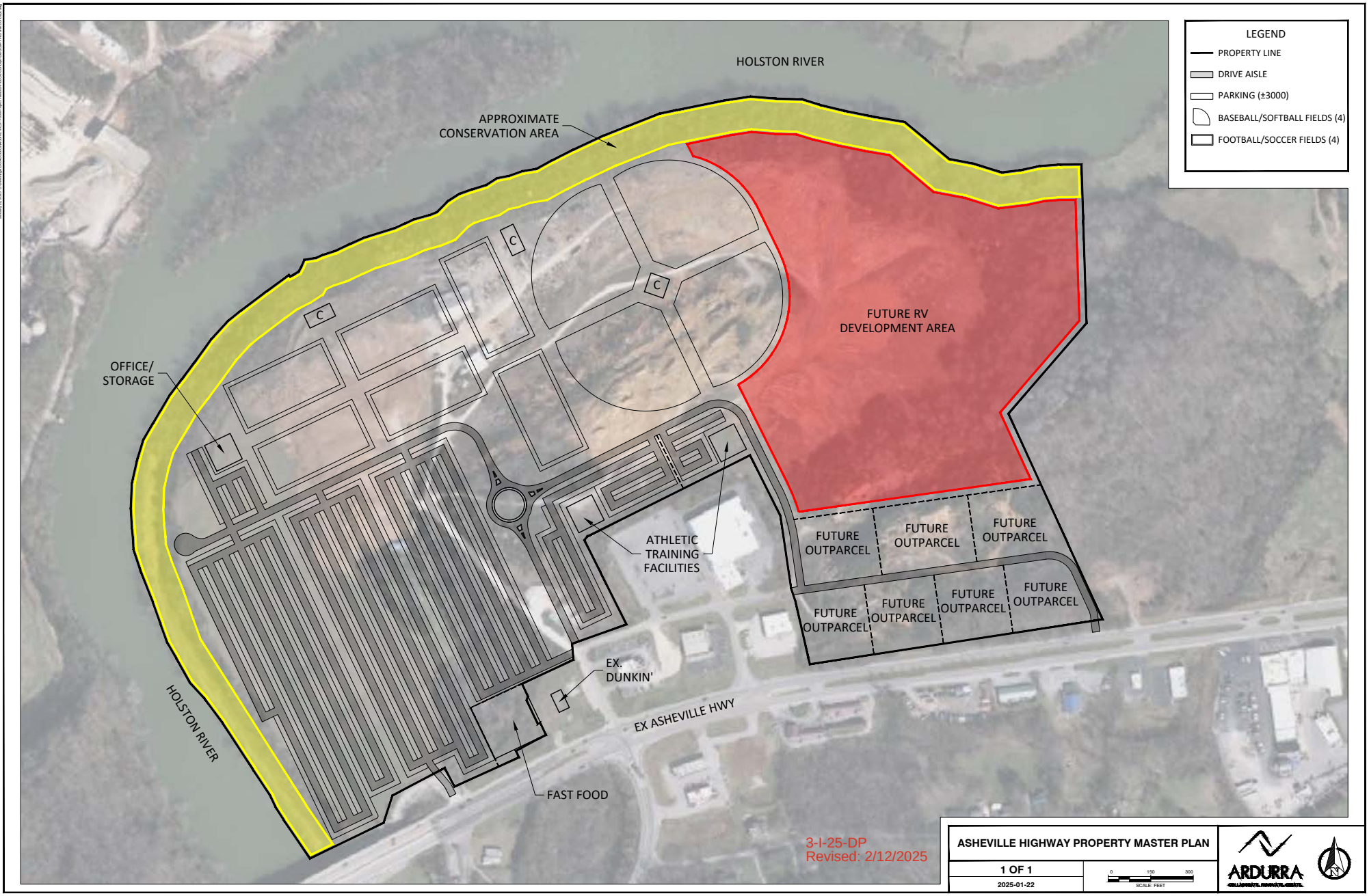
N

DEVELOPMENT REQUEST APPLICATION

Staff - Slope Analysis
Case: 3-I-25-DP

CATEGORY	ACRES	RECOMMENDED DISTURBANCE BUDGET (Percent)	DISTURBANCE AREA (Acres)
Total Area of Site	**126.83**		
Non-Hillside	56.77	N/A	
0-15% Slope	23.48	100%	23.48
15-25% Slope	17.83	50%	8.92
25-40% Slope	11.03	20%	2.21
Greater than 40% Slope	17.72	10%	1.77
Ridgetops			
Hillside Protection (HP) Area	70.06	Recommended disturbance budget within HP Area (acres)	**36.38**
		Percent of HP Area	**51.9%**




HOLSTON RIVER
APPROXIMATE CONSERVATION AREA
FUTURE RV DEVELOPMENT AREA
OFFICE/ STORAGE
ATHLETIC TRAINING FACILITIES
FUTURE OUTPARCEL
FUTURE OUTPARCEL
FUTURE OUTPARCEL
FUTURE OUTPARCEL
FUTURE OUTPARCEL
FUTURE OUTPARCEL
FUTURE OUTPARCEL
EX. DUNKIN'
EX ASHEVILLE HWY
HOLSTON RIVER
FAST FOOD
LEGEND
PROPERTY LINE
DRIVE AISLE
PARKING (±3000)
BASEBALL/SOFTBALL FIELDS (4)
FOOTBALL/SOCCER FIELDS (4)
3-I-25-DP
Revised: 2/12/2025
ASHEVILLE HIGHWAY PROPERTY MASTER PLAN
1 OF 1
2025-01-22
SCALE: FEET
ARDURRA

ASHEVILLE HIGHWAY PROPERTY

Transportation Impact Analysis

Asheville Highway

Knoxville, TN

A Transportation Impact Analysis for the Asheville Highway Property Mixed-Use Development

Submitted to

Knoxville-Knox County Planning

Updated April 28, 2025
January 27, 2025
Ardurra Project No. 377.030

Submitted By:

ARDURRA

2160 LAKESIDE CENTRE WAY, SUITE 201 KNOXVILLE, TN 37922 T 865.690.6419 F 865.690.6448 www.ardurra.com

The MUTCD states that "The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal."

The traffic signal warrant worksheet is included in Attachment 12.

9 Conclusions and Recommendations

9.1 Asheville Highway at I-40 Eastbound Ramp

The existing, background and full buildout conditions at the signalized intersection of Asheville Highway at I-40 Eastbound Ramp were analyzed using the Synchro 11 software. The existing intersection of Asheville Highway at I-40 Eastbound Ramp is a signalized three-way intersection.

The existing and background traffic conditions for the signalized intersection of Asheville Highway at I-40 Eastbound Ramp operate at an overall LOS C during the AM and PM peak hours.

After the completion of the full buildout of the Asheville Highway Property Mixed-Use Development the traffic conditions for the intersection of Asheville Highway at I-40 Eastbound Ramp operate at an overall LOS C during both the AM and PM peak hours.

The 95% queue length is defined as the queue length that has only a 5-percent probability of being exceeded during the analysis time period. The 95% queue length is typically used to determine the length of turning lanes in order to minimize the risk of blockage. Synchro 11 assumes a vehicle length of 25 feet for a passenger vehicle and a vehicle length of 45 feet for a heavy vehicle.

The existing westbound left turn lane at the signalized intersection of Asheville Highway at I-40 Eastbound Ramp has an available storage length of 75 feet. The signalized intersection capacity analysis for the full buildout conditions shows the 95% queue length for the westbound left turn lane (Asheville Highway) of 11 feet (one vehicle) during the AM peak hour and 19 feet (one vehicle) during the PM peak hour.

The existing southbound left/thru lanes at the signalized intersection of Asheville Highway at I-40 Eastbound Ramp have an available storage length of 800 feet with an additional 1,275 feet of storage as a part of the Interstate 40 exit only lane. The signalized intersection capacity analysis for the full buildout conditions shows the 95% queue length for the southbound left/thru lanes (I-40 Eastbound Ramp) of 309 feet (13 vehicles) during the AM peak hour and 733 feet (30 vehicles) during the PM peak hour; therefore, the queue will remain within the interstate ramp and the queue is not expected to impede flow on Interstate 40.

The result of the queue analysis is that the existing storage lengths at the intersection of Asheville Highway at I-40 Eastbound Ramp are adequate, and no additional improvements are necessary in order to accommodate the Asheville Highway Property Mixed-Use Development.

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

9.2 Asheville Highway at I-40 Westbound Ramp

The existing, background and full buildout conditions at the unsignalized intersection of Asheville Highway at I-40 Westbound Ramp were analyzed using the Synchro 11 software. Asheville Highway at I-40 Westbound Ramp is a signalized three-way intersection.

The existing traffic conditions for the signalized intersection of Asheville Highway at I-40 Westbound Ramp operate at an overall LOS C during the AM peak hour and a LOS A during the PM peak hour.

The background traffic conditions for the signalized intersection of Asheville Highway at I-40 Westbound Ramp operate at an overall LOS D during the AM peak hour and a LOS B during the PM peak hour.

After the completion of the full buildout of the Asheville Highway Property Mixed-Use Development the traffic conditions for the intersection of Asheville Highway at I-40 Westbound Ramp operate at an overall LOS B during the both the AM and PM peak hours.

The 95% queue length is defined as the queue length that has only a 5-percent probability of being exceeded during the analysis time period. The 95% queue length is typically used to determine the length of turning lanes in order to minimize the risk of blockage. Synchro 11 assume a vehicle length of 25 feet for a passenger vehicle and a vehicle length of 45 feet for a heavy vehicle.

The existing eastbound left turn lane at the intersection of Asheville Highway at I-40 Westbound Ramp has an available storage length of 55 feet. The signalized intersection capacity analysis for the full buildout conditions shows the 95% queue length for the eastbound left turn lane (Asheville Highway) of 117 feet (5 vehicles) during the AM peak hour and 16 feet (one vehicle) during the PM peak hour. The eastbound left turn lane exceeds capacity during the AM peak hour for the existing, background and full buildout conditions.

The existing northbound approach at the intersection of Asheville Highway at I-40 Westbound Ramp has an available storage length of 620 feet before the queue will back up onto Interstate 40. The signalized intersection capacity analysis for the full buildout conditions shows the 95% queue length for the northbound approach (I-40 Westbound Ramp) of 65 feet (3 vehicles) during the AM peak hour and 107 feet (5 vehicles) during the PM peak hour.

The result of the queue analysis is that the existing eastbound left turn lane exceeds capacity during the existing, background and full buildout conditions. The existing geometry including the location of the Interstate 40 Bridge prohibits increasing the storage length for the eastbound left turn lane; therefore, there are no additional recommended improvements at this intersection.

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

9.3 Asheville Highway at E Governor John Sevier Highway / River Turn Road

The existing, background and full buildout conditions at the signalized intersection of Asheville Highway at E Governor John Sevier Highway / River Turn Road were analyzed using the Synchro 11 software. The existing intersection of Asheville Highway at E Governor John Sevier Highway / River Turn Road is a signalized four-way intersection. The existing signal timing was used to analyze the intersection during existing and background conditions and optimized signal timing was used to analyze the full buildout conditions.

The existing traffic conditions for the signalized intersection of Asheville Highway at E Governor John Sevier Highway / River Turn Road operate at an overall LOS C during the AM peak hour and a LOS D during the PM peak hour.

The background traffic conditions for the signalized intersection of Asheville Highway at E Governor John Sevier Highway / River Turn Road operate at an overall LOS D during the AM and PM peak hours.

After the completion of the full buildout of the Asheville Highway Property Mixed-Use Development the traffic conditions for the intersection of Asheville Highway at E Governor John Sevier Highway / River Turn Road operate at an overall LOS D during both the AM and PM peak hours.

The 95% queue length is defined as the queue length that has only a 5-percent probability of being exceeded during the analysis time period. The 95% queue length

is typically used to determine the length of turning lanes in order to minimize the risk of blockage. Synchro 11 assumes a vehicle length of 25 feet for a passenger vehicle and a vehicle length of 45 feet for a heavy vehicle.

The existing eastbound left turn lane at the intersection of Asheville Highway at E Governor John Sevier Highway / River Turn Road has an available storage length of 80 feet. The signalized intersection capacity analysis for the full buildout conditions shows the 95% queue length for the eastbound left turn lane (Asheville Highway) of 139 feet (6 vehicles) during the AM peak hour and 125 feet (5 vehicles) during the PM peak hour.

Ardurra recommends increasing the storage capacity of the eastbound left turn lane from 80 feet to 150 feet in order to accommodate the Asheville Highway Property Mixed Use Development.

The existing southbound approach has a left/thru lane and a separate right turn lane that extends approximately 250 feet to the stop-controlled intersection of Riverview Crossing Drive. The signalized intersection capacity analysis for the full buildout condition shows the 95% queue length for the southbound left/thru lane of 161 feet (7 vehicles) during the AM peak hour and 295 feet (12 vehicles) during the PM peak hour. And the 95% queue for the southbound right turn lane of 60 feet (3 vehicles) during the AM peak hour and 85 feet (4 vehicles) during the PM peak hour. Therefore, the queue from the signalized intersection will queue past the stop-controlled intersection of Riverview Crossing Drive.

Ardurra recommends that the pavement markings on River Turn Road at the signalized intersection be striped to indicate a separate left/thru lane and right turn lane between Asheville Highway and Riverview Crossing Drive.

Consideration should be made to the addition of either a southbound right turn lane on River Turn Lane at the signalized intersection or a separate exit only right turn lane for the parcel designated for a fast-food restaurant west of the signalized intersection. Either roadway improvement would help alleviate the southbound queue at the signalized intersection. Ardurra recommends re-evaluating the need for a southbound right turn lane on River Turn Road once the Commercial Land Uses along Asheville Highway are known.

The minimum required stopping sight distance and intersection sight distance for the left turn from the Major Road (Case F) at the signalized intersection of Asheville Highway at Governor John Sevier Highway was determined using the AASHTO "Geometric Design of Highways and Streets". The required stopping sight distance is 360 feet for a road with a 45 mph design speed. The required intersection sight

distance for a left turn from the major approach on a roadway with a 45 mph design speed is 480 feet, accounting for crossing two lanes of traffic and a median.

Attachment 11 shows the intersection sight distance triangles for the eastbound and westbound left turns at the signalized intersection of Asheville Highway at E Governor John Sevier Highway.

Based on the intersection sight triangles the westbound left turn lane has the potential for compromised sight distance when the eastbound left turn lane has vehicles queued at the signal.

Per the recommendation of the Knoxville-Knox County Planning Commission an alternative scenario was analyzed for the westbound left turn to operate as a protected only phase due to the potential for limited sight distance from the left turn lanes not being directly opposite from one another.

Attachment 11 includes the Synchro 11 capacity analysis worksheets for an alternative scenario at the signalized intersection of Asheville Highway at E Governor John Sevier Highway. The result of the capacity analysis is that the intersection will operate at a LOS D during the AM peak hour and a LOS E during the PM peak hour and the westbound left turn 95% queue would be contained within the existing turn lane dimensions.

Ardurra recommends that the signal timing be updated after the buildout of the Asheville Highway Property Mixed-Use Development and that consideration be made to adding a protected westbound left turn phase.

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

9.4 Asheville Highway at Holston Ferry Road

The existing, background and full buildout conditions at the two-way stop-controlled intersection of Asheville Highway at Holston Ferry Road were analyzed using the Synchro 11 software.

The existing intersection of Asheville Highway at Holston Ferry Road is a four-way intersection with existing stop signs located on the southbound approach (Holston Ferry Road) and northbound approach (driveway). The curbed median allows for eastbound and westbound left turns and U-turns but does not allow thru traffic to cross Asheville Highway between Holston Ferry Road and the access driveway.

The existing traffic conditions for the two-way stop-controlled intersection of Asheville Highway at Holston Ferry Road operates as follows. The eastbound left turn lane (Asheville Highway) operates at a LOS B during the AM peak hour and a LOS A during the PM peak hour, the westbound left turn lane (Asheville Highway) operates at a LOS A during the AM peak hour and a LOS B during the PM peak hour, the northbound approach (driveway) operates at a LOS A during the AM peak hour and a LOS B during the PM peak hour and the southbound approach (Holston Ferry Road) operates at a LOS C during the AM peak hour and a LOS B during the PM peak hour.

The background traffic conditions for the two-way stop-controlled intersection of Asheville Highway at Holston Ferry Road operates as follows. The eastbound left turn lane (Asheville Highway) operates at a LOS B during both the AM and PM peak hours, the westbound left turn lane (Asheville Highway) operates at a LOS A during the AM peak hour and a LOS B during the PM peak hour, the northbound approach (driveway) operates at a LOS A during the AM peak hour and a LOS B during the PM peak hour and the southbound approach (Holston Ferry Road) operates at a LOS C during the AM peak hour and a LOS B during the PM peak hour.

After the completion of the full buildout of the Asheville Highway Property Mixed-Use Development the traffic conditions for the two-way stop-controlled intersection of Asheville Highway at Holston Ferry Road operates as follows. The eastbound left turn lane (Asheville Highway) operates at a LOS C during the AM peak hour and a LOS B during the PM peak hours, the westbound left turn lane (Asheville Highway) operates at a LOS A during the AM peak hour and a LOS B during the PM peak hour, the northbound approach (driveway) operates at a LOS A during the AM peak hour and a LOS B during the PM peak hour and the southbound approach (Holston Ferry Road) operates at a LOS C during the AM peak hour and a LOS B during the PM peak hour.

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. Synchro 11 assumes a vehicle length of 25 feet for a passenger vehicle and a vehicle length of 45 feet for a heavy vehicle.

The existing eastbound left turn lane at the intersection of Asheville Highway at Holston Ferry Road has an available storage length of 150 feet. The unsignalized intersection capacity analysis for the full buildout conditions shows the 95% queue length for the eastbound left turn lane (Asheville Highway) of 8 feet (one vehicle) during the AM peak hour and 10 feet (one vehicle) during the PM peak hour.

The existing westbound left turn lane at the intersection of Asheville Highway at Holston Ferry Road has an available storage length of 180 feet. The unsignalized

intersection capacity analysis for the full buildout conditions shows the 95% queue length for the westbound left turn lane (Asheville Highway) of 1 foot (one vehicle) during the AM peak hour and 1 foot (one vehicle) during the PM peak hour.

The result of the queue analysis is that the existing storage lengths at the intersection of Asheville Highway at Holston Ferry Road are adequate, and no additional improvements are necessary in order to accommodate the Asheville Highway Property Mixed-Use Development.

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

9.5 Asheville Highway at Driveway Connection

The proposed full buildout conditions at the unsignalized intersection of Asheville Highway at the Driveway Connection were analyzed using the Synchro 11 software.

After the completion of the full buildout of the Asheville Highway Property Mixed-Use Development the intersection of Asheville Highway at the proposed Driveway Connection will operate as follows. The eastbound left turn lane (Asheville Highway) will operate at a LOS A during both the AM and PM peak hours and the southbound approach (Driveway) will operate at a LOS F during both the AM and PM peak hours.

The 95% queue length is defined as the queue length that has only a 5-percent probability of being exceeded during the analysis time period. The 95% queue length is typically used to determine the length of turning lanes in order to minimize the risk of blockage. Synchro 11 assumes a vehicle length of 25 feet for a passenger vehicle and a vehicle length of 45 feet for a heavy vehicle.

The southbound approach (Driveway) at the unsignalized intersection of Asheville Highway at the proposed Driveway Connection has an approximate storage length of 250 feet. The unsignalized intersection capacity analysis for the full buildout condition shows the 95% queue length for the southbound approach (Driveway) of 105 feet (five vehicles) during the AM peak hour and 260 feet (11 vehicles) during the PM peak hour; therefore, the queue will exceed capacity during the PM peak hour. Ardurra recommends consideration of separate right and left turn lanes at the driveway connection.

A westbound right turn lane and an eastbound left turn are both warranted at the intersection of Asheville Highway at the Driveway Connection during both the AM and PM peak hours per the TDOT Highway System Access Manual (HSAM) Volume 3: Geometric Design Criteria dated April 2021.

Per the TDOT HSAM the total recommended turn lane length for a roadway with a speed limit of 45 mph is 390 feet or 255 feet under constrained conditions including both storage length and lane change and deceleration distance.

The minimum required driveway spacing on a Principal Arterial in a suburban area is 660 feet for a full access driveway and 330 feet for a restricted access with a non-traversable median per the TDOT Highway System Access Manual.

Depending on the final design of the driveway connection the total recommended turn lane length can be shortened to the minimum allowed under constrained conditions to ensure no portion of the turn lane interferes with the existing driveway connections along Asheville Highway.

The need for a traffic control signal was analyzed using the "Manual of Uniform Traffic Control Devices, 11th Edition" (MUTCD) published by the Federal Highway Administration in 2023.

The intersection of Asheville Highway at Driveway Connection does not meet the requirements for Warrant 1, Eight-Hour Vehicular Volume, Warrant 2, Four-Hour Vehicular Volume or Warrant 3, Peak Hour after the full buildout of the Asheville Highway Mixed-Use Development; therefore, Ardurra does not recommend the installation of a traffic signal during this phase of the development.

The minimum required stopping sight distance and intersection sight distance for the intersection of Asheville Highway at the Driveway Connection was determined using the AASHTO "Geometric Design of Highways and Streets". The required stopping sight distance is 360 feet for a road with a 45 mph design speed. The required intersection sight distance on a road with a 45 mph design speed is 430 feet a passenger vehicle turning right and 630 feet for a passenger vehicle turning left across the existing median.

Ardurra recommends that the intersection sight distance be certified by a land surveyor prior to construction in order to verify that the driveway connection has adequate intersection sight distance to comply with City of Knoxville and AASHTO requirements.

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 the

Tennessee Department of Transportation and the City of Knoxville Department of Engineering.

9.6 Recommendations

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

- Asheville Highway at E Governor John Sevier Highway / River Turn Road
    - Extend the storage length of the existing eastbound left turn lane from 80 feet to 150 feet.
    - Recommended taper length of 50 – 100 feet (to be coordinated with COK Engineering). Turn lane length is limited by existing geometry.
    - Ardurra recommends that the pavement markings on River Turn Road at the signalized intersection be striped to indicate a separate left/thru lane and right turn lane between Asheville Highway and Riverview Crossing Drive.
    - Ardurra recommends that the signal timing be updated after the buildout of the Asheville Highway Property Mixed-Use Development and that consideration be made to adding a protected westbound left turn phase.
    - Ardurra recommends re-evaluating the need for a short southbound right turn lane on River Turn Road once the Commercial Land Uses along Asheville Highway are known.
- Asheville Highway at Driveway Connection
    - Install a westbound right turn lane with a minimum total length of 275 feet per the TDOT Highway System Access Manual.
    - Install an eastbound left turn lane with a minimum total length of 275 feet per the TDOT Highway System Access Manual.
    - Recommended taper length of 50 – 100 feet (to be coordinated with COK Engineering).
    - Ardurra recommends consideration of separate southbound right and left turn lanes at the driveway connection.
    - A traffic signal is not warranted during this phase of development.
- Ardurra recommends that the intersection sight distance be certified by a land surveyor prior to construction to verify that Asheville Highway at the Driveway Connection has adequate intersection sight distance to comply with City of Knoxville and AASHTO requirements.
- 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).

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Planning
KNOXVILLE | KNOX COUNTY

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

Brad Pruitt	Clarion REI, LLC
Applicant Name	Affiliation

January 27, 2025	March 13, 2025	File Number(s)
Date Filed	Meeting Date (if applicable)	

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

Brad Pruitt	Clarion REI, LLC		
Name	Company		
6125 Cedar Springs Lane - Suite 100	Knoxville	TN	37923
Address	City	State	ZIP
865-603-0987	[redacted]		
Phone	Email		

CURRENT PROPERTY INFO

Ralph K. Moore II	847 Mallard Baye - Rutledge, TN 37861	865-406-1967
Property Owner Name (if different)	Property Owner Address	Property Owner Phone

6125 Riverview Crossing - Knoxville, TN 37924	071 001
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.***

DEVELOPMENT REQUEST

Related City Permit Number(s)

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

☐ Residential ☐ Non-Residential

Home Occupation (specify) _____

Other (specify) _____

SUBDIVISION REQUEST

Related Rezoning File Number

Proposed Subdivision Name

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

☐ Other (specify) _____

☐ Attachments / Additional Requirements

ZONING REQUEST

Pending Plat File Number

☐ Zoning Change _____ Proposed Zoning

☐ Plan Amendment Change _____ Proposed Plan Designation(s)

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
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.***

[signature]	Brad Pruitt / Clarion REI, LLC	1/27/2025
Applicant Signature	Print Name / Affiliation	Date
865-603-0987	[redacted]	
Phone Number	Email	
DocuSigned by: [signature] B0CB58209C8B4A4	[redacted]	
Property Owner Signature	Please Print	Date Paid

Planning
KNOXVILLE | KNOX COUNTY

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.*

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

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

Date to be Posted

Date to be Removed

Applicant Signature

Brad Pruitt

Applicant Name

1/27/2025

Date

FILE NUMBER