SUBDIVISION REPORT - CONCEPT/USE ON REVIEW

FILE #: 12-SC-20-C
AGENDA ITEM #: 17
12-E-20-UR
AGENDA DATE: 12/10/2020

SUBDIVISION: MILLER FARM SUBDIVISION
APPLICANT/DEVELOPER: PRIMOS LAND COMPANY, LLC
OWNER(S): Primos Land Company, LLC

TAX IDENTIFICATION: 78 038
JURISDICTION: County Commission District 6
STREET ADDRESS: 5913 W. Emory Rd.
LOCATION: North side of W. Emory Rd, west of Blacks Ferry Rd.

SECTOR PLAN: Northwest County
GROWTH POLICY PLAN: Planned Growth Area
WATERSHED: Beaver Creek
APPROXIMATE ACREAGE: 24.39 acres

ZONING: PR (Planned Residential)
EXISTING LAND USE: Agricultural
PROPOSED USE: Detached residential subdivision
SURROUNDING LAND USE AND ZONING: The area is a mix of large agricultural, rural residential lots and single family residential neighborhoods.

NUMBER OF LOTS: 95
SURVEYOR/ENGINEER: Wani Rgheni / SEC, LLC
ACCESSIBILITY: Access is via W Emory Road, major arterial street with 24 feet of pavement width within 55 feet of right-of-way, and via Blacks Ferry Road, a local street with 17.8 feet of pavement width within 50 feet of right-of-way.

SUBDIVISION VARIANCES REQUIRED:

VARiANCE

1) Reduce the minimum vertical curve on Road ‘A’ from STA 0+13 to 0+87 from K=25 to K=24.67.
2) Reduce the minimum vertical curve on Road ‘A’ from STA 4+90 to 7+60 from K=25 to K=18.35.
3) Reduce the minimum reverse curve tangent on Road ‘A’ from 150’ to 9’.
4) Reduce the minimum intersection spacing between Road ‘A’ and Northampton Blvd from 400’ to 372’.

ALTERNATIVE DESIGN STANDARDS REQUIRING APPROVE BY THE PLANNING COMMISSION
1) Reduce the minimum horizontal curve on Road ‘A’ from 250’ to 110’, from STA 0+61 to 1+35.94.

2) Reduce the minimum horizontal curve on Road ‘A’ from 250’ to 200’, from STA 1+45.8 to 2+92.78 and STA 12+79.32 to 16+22.57.

3) Reduce the minimum horizontal curve on Road ‘B’ from 250’ to 100’, from STA 1+52 to 3+07 and STA 8+82 to 10+39 (REQUESTED BY THE APPLICANT).

4) Reduce the minimum horizontal curve on Road ‘B’ from 250’ to 200’, at approximately STA 1+52 and approximately STA 8+82 (RECOMMENDED BY STAFF).

STAFF RECOMMENDATION:

► Approve variances 1-4 and alternative design standards 1, 2, and 4 based on the recommendations of the Knox County Department of Engineering and Public Works and because the site conditions restrict compliance with the Subdivision Regulations and the proposed variance will not create a traffic hazard. Deny alternative design standard #3 as requested by the applicant because it does not meet general engineering standards for a road of this length and design speed and could create a traffic hazard.

Approve the Concept Plan subject to 12 conditions.

1. Connection to sanitary sewer and meeting any other relevant requirements of the utility provider.

2. Provision of street names which are consistent with the Uniform Street Naming and Addressing System within Knox County (County Ord. 91-1-102).

3. Implementing the road improvements as recommended in the Miller Farm Subdivision Traffic Impact Study (Cannon & Cannon, Inc., revised 11/23/2020) with the final design of the improvements and timing of the installation reviewed and approved by Knox County Engineering and Public Works and the Tennessee Department of Transportation during design plan review (see Exhibit A).

4. Providing an improved shoulder on W. Emory Road as required by the Tennessee Department of Transportation.

5. Providing cross slope at the Road ‘A’ intersection with W. Emory Road that will accommodate an ADA compliant crosswalk for a future sidewalk to be installed along the W. Emory Road frontage, unless otherwise approved by Knox County Engineering and Public Works during the design plan phase.

6. Certifying that the required sight distance is available at the southern intersection of Road ‘B’ with Road ‘A’. This documentation is to be provided to Knox County Engineering and Public Works for review and approval during the design plan phase.

7. Providing a note on the final plat that lots 1 & 67-69 are to have a minimum driveway depth of 30 feet.

8. Meeting all applicable requirements of the Tennessee Department of Transportation.

9. Meeting all applicable requirements of Knox County Engineering and Public Works.

10. Meeting all applicable requirements of the Knox County Zoning Ordinance.

11. Submitting to Planning staff prior to final plat review by the Planning Commission or Planning staff, the certification of design plan approval form as required by the Knoxville-Knox County Subdivision Regulations.

12. Prior to certification of the final plat for the subdivision, establishing a property owners association that will be responsible for the maintenance of the common areas, drainage system, and any recreational amenities.

► Approve the development plan for up to 93 detached residential lots and a reduction of the peripheral setback from 35 feet to 25 feet for lots 1, 53, and 94, as shown, subject to 1 condition.

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

With the conditions noted, this plan meets the requirements for approval in the PR district, the zoning conditions, and the other criteria for approval of a use on review.

COMMENTS:

This proposal is for a 93-lot subdivision on this 24.39-acre site with access to W. Emory Road. The property was recently rezoned by County Commission to PR up to 4 du/ac with the following conditions: 1) there be deed restrictions for the common area, and 2) the only entrance and exit being on W. Emory Road. There is a common area (lot 18) at the terminus of Patriot Way, which is located in the adjacent Northampton Commons subdivision. This common area will restrict a future road from connecting to Patriot Way but would potentially allow the installation of a pedestrian connection between the two subdivisions. The developer has stated the use of the common area has not been determined but one option being considered is playground equipment.
The Miller Farm Subdivision Traffic Impact Study (Cannon & Cannon, revised November 23, 2020) was prepared to address the impact of the proposed development on W. Emory Road (see Exhibit A). The main recommendation is to “construct an eastbound left-turn lane on W. Emory Road at the Road ‘A’ intersection with a minimum storage length of seventy-five feet and proper tapers in accordance with TDOT and Knox County standards. In addition, TDOT requests that a paved shoulder be constructed on the westbound side for the right-turn movement into the site” (see sheet 3 of the Concept Plan and Appendix D of the TIS). The final design of this turn lane will be determined during the design plan phase with review and approval by Knox County Engineering and Public Works and Tennessee Department of Transportation.

EFFECT OF THE PROPOSAL ON THE SUBJECT PROPERTY, SURROUNDING PROPERTY AND THE COMMUNITY AS A WHOLE

1) Utilities are available to service the site.
2) With the installation of the required turn lane and paved shoulder on W. Emory Road, the development should have minimal impact on the road system.
3) As required by Knox County Commission, the access to this site will only be from W. Emory Road so this development will not draw traffic through a residential area.

CONFORMITY OF THE PROPOSAL TO CRITERIA ESTABLISHED BY THE KNOX COUNTY ZONING ORDINANCE

1) With the stated conditions, the proposal meets the standards for development within a PR (Planned Residential) Zone, the zoning conditions, and all other requirements of the Zoning Ordinance.
2) The proposed subdivision is consistent with the general standards for uses permitted on review: The proposed development is consistent with the adopted plans and policies of the General Plan and Sector Plan. The use is in harmony with the general purpose and intent of the Zoning Ordinance. The use is compatible with the character of the neighborhood where it is proposed. The use will not significantly injure the value of adjacent property. The use will not draw additional traffic through residential areas.

CONFORMITY OF THE PROPOSAL TO ADOPTED PLANS

1) The Northwest County Sector Plan designates this property for low density residential use with a maximum density of 5 du/ac. At a proposed density of 3.81 du/ac, the proposed development is consistent with the Sector Plan.
2) The site is located within the Planned Growth Area on the Knoxville-Knox County-Farragut Growth Policy Plan map.

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

Schools affected by this proposal: Karns Elementary, Karns Middle, and Karns High.

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

Knoxville-Knox County Planning Commission's approval or denial of this concept plan request is final, unless the action is appealed to Knox County Chancery Court. The date of the Knox County Chancery Court hearing will depend on when the appeal application is filed.
Knoxville-Knox County Planning Commission's approval or denial of this use on review request is final, unless the action is appealed to the Knox County Board of Zoning Appeals. The date of the Knox County Board of Zoning Appeals hearing will depend on when the appeal application is filed.
MILLER FARM SUBDIVISION

TRAFFIC IMPACT STUDY

W. EMORY ROAD (SR 131)
KNOX COUNTY, TENNESSEE

CCI PROJECT NO. 00773-0013

PREPARED FOR:
Southland Engineering Consultants
4909 Ball Road
Knoxville, TN 37931

SUBMITTED BY
Cannon & Cannon, Inc.
8550 Kingston Pike
Knoxville, TN 37919
865.670.8555

REVISED
NOVEMBER 23
2020

12-SC-20-C / 12-E-20-UR
Revised: 11/23/2020
MILLER FARM SUBDIVISION

TRAFFIC IMPACT STUDY

W. EMORY ROAD (SR 131)
KNOX COUNTY, TENNESSEE

CCI PROJECT NO. 00773-0013

REVISED
NOVEMBER 23
2020

REVISION 2 (11/23/20)
This report replaces the previous versions of the traffic impact study dated 06/26/20 and 11/06/20 prepared for this project in their entirety. The associated changes are a result of a revised site plan and site access.

PREPARED FOR:
Southland Engineering Consultants
4909 Ball Road
Knoxville, TN 37931

SUBMITTED BY
Cannon & Cannon, Inc.
8550 Kingston Pike
Knoxville, TN 37919
865.670.8555
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EXECUTIVE SUMMARY

This report provides a summary of a traffic impact study that was performed for a proposed single-family residential subdivision to be located on W. Emory Road (SR 131) in north Knox County. The project site is located on the north side of W. Emory Road, approximately two and one-quarter miles west of the intersection of W. Emory with Clinton Highway. The conceptual development plan for this project, Miller Farm Subdivision, proposes a maximum of 95 residential lots. The project is proposed to have a single access roadway onto W. Emory Road.

The purpose of this study was the evaluation of the traffic operational and safety impacts of the proposed Miller Farm Subdivision development upon roadways in the vicinity of the project site. Of particular interest was the intersection of W. Emory Road with the site entrance roadway (Miller Farms Road “A”), which is considered the project study intersection. This intersection was the primary location for intersection evaluations which were conducted in order to determine the anticipated impacts of traffic generated from the project, and whether or not improvements will be justified to mitigate these impacts. These evaluations included intersection capacity analyses, turn lane assessments and a sight distance review.

The primary conclusion of this study is that the traffic generated from the proposed Miller Farm Subdivision will have a relatively minor impact on the study intersection of W. Emory Road and Miller Farms Road “A”, which is the proposed single access point to this development. The primary impact will be the need for an eastbound left-turn lane on W. Emory Road.

The following listing is a summary of improvement recommendations that resulted from this study:

1. Install a 30-inch STOP sign on the Miller Farms Road “A” southbound approach to W. Emory Road in accordance with the requirements of the Manual on Uniform Traffic Control Devices.
2. Ensure that the intersection corner sight distances at the study intersection are maintained along W. Emory Road via the removal of any conflicting vegetation and the installation of all project signage and landscaping in proper locations.
3. Construct an eastbound left-turn lane on W. Emory Road at the study intersection with a minimum storage length of seventy-five feet and proper tapers in accordance with TDOT and Knox County standards. In addition, TDOT requests that a paved shoulder be constructed on the westbound side for the right-turn movement into the site. A sketch is provided in APPENDIX D showing these proposed improvements, including recommended dimensions.
INTRODUCTION & PURPOSE OF STUDY

This report provides a summary of a traffic impact study that was performed for a proposed single-family residential subdivision to be located on W. Emory Road (SR 131) in north Knox County. The project site is located on the north side of W. Emory Road, approximately two and one-quarter miles west of the intersection of W. Emory with Clinton Highway. FIGURE 1 is a location map identifying the major roadways in the vicinity of the site.

The conceptual development plan for this project, Miller Farm Subdivision, proposes a maximum of 95 residential lots. The project is proposed to have a single access roadway onto W. Emory Road. FIGURE 2 is a Conceptual Site Plan which illustrates the proposed site configuration.

The purpose of this study was the evaluation of the traffic operational and safety impacts of the proposed Miller Farm Subdivision development upon roadways in the vicinity of the project site. Of particular interest was the intersection of W. Emory Road with the site entrance roadway (Miller Farms Road “A”), which is considered the project study intersection. This intersection was the primary location for intersection evaluations which were conducted in order to determine the anticipated impacts of traffic generated from the project, and whether or not improvements will be justified to mitigate these impacts. These evaluations included intersection capacity analyses, turn lane assessments and a sight distance review.
FIGURE 2
CONCEPTUAL SITE PLAN
EXISTING CONDITIONS

EXISTING ROADWAY CONDITIONS

W. Emory Road (SR 131) is a TDOT maintained state highway that is classified as a Major Arterial roadway by Knox County and the Knoxville/Knox County MPC. In the vicinity of the proposed development, the roadway consists of one through asphalt travel lane in each direction with a width of approximately eleven feet each. Varying shoulders that average about two feet on each side are also present. The speed limit in the vicinity of the proposed project is posted as 40 mph.

EXISTING SITE CONDITIONS

The existing site is located on the north side of W. Emory Road, approximately two and one-quarter miles west of Clinton Highway. Blacks Ferry Road lies just to the east. The site is currently mostly undeveloped and is covered by some pasture land with some small areas of trees and brush. A few small structures are also located on the site. It is bordered to the west and south by Northampton Commons subdivision, with the general vicinity consisting of large lot single-family homes, small farms and other subdivisions. FIGURE 3 provides an overview of the study site and immediate surrounding area.
EXISTING TRAFFIC DATA

Available traffic volume data was gathered for this study, including annual average daily traffic (AADT) data collected by the Tennessee Department of Transportation (TDOT). Two count stations were found in the vicinity of the project site that were felt to have particular relevance for this study. The most currently available data from these stations are contained in Table 1.

<table>
<thead>
<tr>
<th>COUNT YEAR</th>
<th>TDOT COUNT STATION 0047*</th>
<th>TDOT COUNT STATION 0468**</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>SR 131 NEAR ANDERSON CO. LINE</td>
<td>KARNS VALLEY DRIVE JUST N. OF SR 62</td>
</tr>
<tr>
<td>2019</td>
<td>10,440</td>
<td>6,814</td>
</tr>
<tr>
<td>2018</td>
<td>10,161</td>
<td>4,894</td>
</tr>
<tr>
<td>2017</td>
<td>10,620</td>
<td>4,336</td>
</tr>
<tr>
<td>2016</td>
<td>9,985</td>
<td>4,258</td>
</tr>
<tr>
<td>2015</td>
<td>10,074</td>
<td>4,216</td>
</tr>
<tr>
<td>2014</td>
<td>8,866</td>
<td>4,183</td>
</tr>
<tr>
<td>2013</td>
<td>9,480</td>
<td>4,061</td>
</tr>
<tr>
<td>2012</td>
<td>9,336</td>
<td>3,943</td>
</tr>
</tbody>
</table>

* This station is located on S.R. 131 about one and one-half miles east of the project site.
** This station is located on an extension of S.R. 131 about three and one-half miles west of the site.

In addition to the available AADT data, intersection turning movement traffic counts are typically collected for these types of studies. Because of the nationwide COVID-19 pandemic, it was determined that any counts taken during the time frame of this study would not be reflective of normal conditions. Therefore, it was decided to derive estimated traffic volumes for the study intersection by taking the most recent area traffic counts from a nearby study and “transferring” this data to the study intersection. This was done by starting with the old counts factored by an annual growth rate, then applying trip generation data for the subdivisions and housing located between the previously counted location and the study intersection. This process was used to establish the existing volumes at the study intersection and to establish trip distribution patterns. The existing traffic counts derived for the study intersection are summarized on FIGURE 4. The raw data traffic count summary sheets and sheets summarizing the traffic volume derivation process are contained in APPENDIX A.
EXISTING CONDITIONS

SECTION 3

MILLER FARM SUBDIVISION TRAFFIC IMPACT STUDY
CCI PROJECT NO. 00773-0013   REV 2 NOVEMBER 2020

FIGURE 4
EXISTING TRAFFIC VOLUMES (2020)

NOTES:
1. SEE APPENDIX A FOR TRIP GENERATION RELATED DERIVATION OF EXISTING TRAFFIC VOLUMES FOR STUDY INTERSECTION.

<table>
<thead>
<tr>
<th>VOLUME LEGEND</th>
<th>PEAK HOURS</th>
<th>PHF</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>AM-7:00-8:00</td>
<td>0.89</td>
</tr>
<tr>
<td></td>
<td>PM-4:45-5:45</td>
<td>0.96</td>
</tr>
</tbody>
</table>
BACKGROUND CONDITIONS

BACKGROUND TRAFFIC GROWTH

The proposed single-family subdivision development is anticipated to be constructed in one general phase with anticipated completion in approximately four years. Therefore, year 2024 was established as the appropriate analysis year for this study. In order to determine traffic volumes resulting solely from background traffic growth to year 2024, it was necessary to establish an annual growth rate for existing traffic. Based on the TDOT ADT traffic counts, as well as knowledge of the area, a background annual traffic growth rate of 2.0% was established. Figure 5 contains the background traffic volumes that would result from a 2.0% annual growth rate from year 2020, which is the existing traffic volume year, to year 2024. The background traffic volumes shown on Figure 5 represent year 2024 background growth conditions without traffic related to the proposed development.
FIGURE 5
BACKGROUND TRAFFIC VOLUMES (2024)

NOTES:
1. EXISTING S.R. 13: VOLUMES GROWN AT 2% PER YEAR FOR 4 YEARS. GROWTH FACTOR = 1.0824

VOLUME LEGEND
PEAK HOURS
AM-7:00-8:00
(PM)-4:45-5:45
FUTURE CONDITIONS

TRIP GENERATION

In order to estimate the expected traffic volumes to be generated by the proposed development, the procedures recommended by the Institute of Transportation Engineers (ITE) were utilized. Trip generation rates developed by ITE for single-family detached housing were employed to generate the estimated trips for the proposed subdivision. The generated traffic volumes were determined based on the data for the peak hours of adjacent street traffic. See TABLE 2 for a summary of the traffic generated for this project. More detailed information is contained in APPENDIX B.

TABLE 2: TRIP GENERATION SUMMARY

<table>
<thead>
<tr>
<th>LAND USE</th>
<th>NO. UNITS</th>
<th>TRIP DESCRIPTION</th>
<th>WEEKDAY (TRIPS/DAY)</th>
<th>AM PEAK HOUR (TRIPS/HR)</th>
<th>PM PEAK HOUR (TRIPS/HR)</th>
</tr>
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<tbody>
<tr>
<td>Single Family Detached Housing (ITE CODE 210)</td>
<td>95</td>
<td>Entering Trips</td>
<td>496 (50%)</td>
<td>18 (25%)</td>
<td>61 (63%)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Exiting Trips</td>
<td>496 (50%)</td>
<td>54 (75%)</td>
<td>36 (37%)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>TOTAL</td>
<td>992</td>
<td>72</td>
<td>97</td>
</tr>
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</table>

TRIP DISTRIBUTION AND ASSIGNMENT

FIGURE 6 provides a summary of how the above site generated trips would be assigned to the study intersection. The basic trip distribution patterns were taken from the 2017 W. Emory Road at Cate Road traffic counts.

FUTURE TRAFFIC VOLUMES

Future projected traffic volumes for the study intersection were developed by adding the generated and assigned trips shown in FIGURE 6 to the 2024 W. Emory Road background traffic volumes developed in the previous section and shown in FIGURE 5. These combined year 2024 volumes reflect the existing traffic, the background traffic growth, and the generated traffic from the proposed subdivision. These future volumes are shown on FIGURE 7, and are the combined volumes used in the analyses of future conditions with the proposed development.

FUTURE CAPACITY ANALYSES / LEVELS-OF-SERVICE

Capacity analyses employing the methods of the Highway Capacity Manual (HCM2010) were conducted for the combined A.M. and P.M. peak hour traffic and existing roadway conditions at the study intersection of W. Emory Road and Miller Farms Road “A”. The results of these analyses are contained in the EVALUATIONS section of this report, along with discussion of the implications of the results.
Figure 6
Trip Distribution and Assignment

Notes:
1. Trip distribution is based on turning volumes from 201T count at Emory Road and Cate Road.

Volume Legend
Peak Hours
AM-7:00-8:00
(PM)-4:45-5:45
FIGURE 7
COMBINED TRAFFIC VOLUMES (2024)
EVALUATIONS

INTERSECTION CAPACITY ANALYSES

As discussed in the preceding section of this report, capacity analyses employing the methods of the Highway Capacity Manual (HCM) were conducted for the study intersection, for the combined traffic conditions. These analyses employed the existing roadway conditions, with the Miller Farms Road “A” added. A second set of analyses were also conducted which added an eastbound left-turn lane. A summary of the capacity analyses results is shown in TABLE 3.

<table>
<thead>
<tr>
<th>INTERSECTION</th>
<th>TIME PERIOD</th>
<th>YEAR 2024 COMBINED NO LEFT TURN LANE (LOS - DELAY)</th>
<th>YEAR 2024 COMBINED WITH EBLT LANE (LOS - DELAY)</th>
</tr>
</thead>
<tbody>
<tr>
<td>W. Emory Road (SR 131) at Miller Farms Road “A” (SIDE-STREET STOP CONTROLLED)¹</td>
<td>A.M.</td>
<td>D - 28.8 s.</td>
<td>D - 28.7 s.</td>
</tr>
<tr>
<td></td>
<td>P.M.</td>
<td>D - 25.2 s.</td>
<td>C - 24.7 s.</td>
</tr>
</tbody>
</table>

¹ SIDE-STREET STOP CONTROLLED – Level-of-service and Average Vehicular Delay (seconds) for the southbound side street approach utilizing HCM methodology. See Appendix C for detailed computer print-out summaries and discussion of Capacity and Level-of-Service concepts.

SIGHT DISTANCE ASSESSMENT

A sight distance field review was performed and the sight distance appears to be more than adequate. The subdivision designer has placed the study intersection as far to the west on the project site as possible in order to maximize the sight distance looking east. Field measurements found that looking east from the study intersection the sight distance exceeds 450 feet, while looking west the sight distance is significantly greater. The posted speed limit is 40 mph, which makes the required minimum sight distance in accordance with Knoxville-Knox County MPC regulations to be 400 feet.

TURN LANE ASSESSMENT

Left-turn lane and right-turn lane volume thresholds were evaluated for the study intersection using the combined traffic volumes shown in FIGURE 7, which assumes full build-out of the proposed development. These analyses employed TABLE 5A and TABLE 5B from the Knox County Access Control and Driveway Design Policy, which is based on turn lane criteria developed by Harmelink. The results were that an eastbound left-turn lane on W. Emory Road is anticipated to be justified, while a westbound right-turn lane is not. The turn lane warrant worksheets are located in APPENDIX C.
CONCLUSIONS & RECOMMENDATIONS

The primary conclusion of this study is that the traffic generated from the proposed Miller Farm Subdivision will have a relatively minor impact on the study intersection of W. Emory Road and Miller Farms Road “A”, which is the proposed single access point to this development. The primary impact will be the need for an eastbound left-turn lane on W. Emory Road.

The following listing is a summary of improvement recommendations that resulted from this study:

1. Install a 30-inch STOP sign on the Miller Farms Road “A” southbound approach to W. Emory Road in accordance with the requirements of the *Manual on Uniform Traffic Control Devices*.
2. Ensure that the intersection corner sight distances at the study intersection are maintained along W. Emory Road via the removal of any conflicting vegetation and the installation of all project signage and landscaping in proper locations.
3. Construct an eastbound left-turn lane on W. Emory Road at the study intersection with a minimum storage length of seventy-five feet and proper tapers in accordance with TDOT and Knox County standards. In addition, TDOT requests that a paved shoulder be constructed on the westbound side for the right-turn movement into the site. A sketch is provided in APPENDIX D showing these proposed improvements, including recommended dimensions.
APPENDIX D – TURN LANE IMPROVEMENTS
# Development Request

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

**SUBDIVISION**
- ☑ Concept Plan
- ☐ Final Plat

**ZONING**
- ☐ Plan Amendment
- ☐ SP  ☐ OYP
- ☐ Rezoning

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**Applicant Name**

Primos Land Company, LLC

**Date Filed**

10/26/2020

**Meeting Date (if applicable)**

12/10/2020

**File Number(s)**

12-SC-20-C

12-E-20-UR

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**CORRESPONDENCE**

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

- ☐ Applicant
- ☐ Owner
- ☐ Option Holder
- ☑ Project Surveyor
- ☐ Engineer
- ☐ Architect/Landscape Architect

**Name**

Wanis A. Rghelbi

**Company**

SEG, LLC

**Address**

4909 Ball Rd

**City**

Knoxville

**State**

TN

**ZIP**

37931

**Phone**

865-694-7756

**Email**

wrghelbi@segconsultants.com

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**CURRENT PROPERTY INFO**

**Owner Name (if different)**

Primos Land Company, LLC

**Owner Address**

865-694-7756

**Property Address**

5913 W Emory Rd

**City**

Powell

**State**

TN

**ZIP**

37849

**Parcel ID**

Tax Map 078, Parcel 038

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**STAFF USE ONLY**

**General Location**

N/S W Emory Rd due west of Blacks Ferry Rd

**Tract Size**

24.39 ac +/-

**Jurisdiction (specify district above)**

□ City

☑ County

**Zoning District**

CA . A

**Planning Sector**

Northwest County

**Sector Plan Land Use Classification**

LDR

**Growth Policy Plan Designation**

Planned Growth

**Existing Land Use**

AgForVac

**Septic (Y/N)**

N

**Sewer Provider**

WKRD

**Water Provider**

WKRD
DEVELOPMENT REQUEST

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

Home Occupation (specify)

Other (specify)

SUBDIVISION REQUEST

Miller Farm S10

Proposed Subdivision Name

Related Rezoning File Number

Related City Permit Number(s)

Unit / Phase Number  ☐ Combine Parcels  ☒ Divide Parcel

Total Number of Lots Created

95

☐ Other (specify)

☐ Attachments / Additional Requirements

ZONING REQUEST

☐ Zoning Change

Proposed Zoning

☐ Plan Amendment Change

Proposed Plan Designation(s)

Pending Plat File Number

Proposed Density (units/acre)  Previous Rezoning Requests

☐ Other (specify)

STAFF USE ONLY

PLAT TYPE

☐ Staff Review  ☒ Planning Commission

ATTACHMENTS

☐ Property Owners / Option Holders  ☐ Variance Request

ADDITIONAL REQUIREMENTS

☐ Design Plan Certification (Final Plat)
☒ Use on Review / Special Use (Concept Plan)
☐ Traffic Impact Study
☐ COA Checklist (Hillside Protection)

Fee 1  Fee 2  Fee 3

$3739.00

Total

$3739.00

AUTHORIZATION

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

Warrick A. Reheis
Applicant Signature

Phone Number

Wright@bengconsultants.com

Email

Marc Payne
Staff Signature

10/26/2020

Please Print

Date