



# USE ON REVIEW REPORT

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► **FILE #:** 4-A-19-UR **AGENDA ITEM #:** 38  
**POSTPONEMENT(S):** 4/11/2019, 5/9/2019 **AGENDA DATE:** 6/13/2019  
► **APPLICANT:** GRAHAM CORPORATION  
**OWNER(S):** Rob Graham / Graham Corporation

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**TAX ID NUMBER:** 67 L B 004, 005 [View map on KGIS](#)

**JURISDICTION:** City Council District 3

**STREET ADDRESS:** 6636 Clinton Hwy

► **LOCATION:** North side of Clinton Hwy., West side of Callahan Drive

► **APPX. SIZE OF TRACT:** 13.9 acres

**SECTOR PLAN:** Northwest City

**GROWTH POLICY PLAN:** Urban Growth Area (Inside City Limits)

**ACCESSIBILITY:** Access is via internal driveways within the Crown Point Plaza Shopping Center with access out to Clinton Hwy., a major arterial street and Callahan Drive, a minor arterial street.

**UTILITIES:** Water Source: Knoxville Utilities Board

Sewer Source: Knoxville Utilities Board

**WATERSHED:** Grassy Creek and Knob Fork Creek

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► **ZONING:** PC-1 (Retail and Office Park)

► **EXISTING LAND USE:** Commercial

► **PROPOSED USE:** Creation of 3 new retail structures in an existing shopping center development

**HISTORY OF ZONING:** The property was zoned PC (Planned Commercial) in 1989. The site plan for the first phase of the shopping center was approved in 1995.

**SURROUNDING LAND USE AND ZONING:**

North: Mixed businesses and vacant land - C-4 (Highway and Arterial Commercial) & PC-1 (Retail and Office Park)

South: Mixed businesses - C-4 (Highway and Arterial Commercial) & PC-1 (Retail and Office Park)

East: Shopping center - PC (Planned Commercial)

West: Shopping center - PC-1 (Retail and Office Park)

**NEIGHBORHOOD CONTEXT:** The site is located at the northwest quadrant of a major commercial node located at the intersection of Clinton Hwy. and Callahan Drive.

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## STAFF RECOMMENDATION:

► **APPROVE** the request for approximately 17,900 square feet of additional retail space at Crown Point Plaza Shopping Center as shown on the development plan subject to 12 conditions.

1. Connection to sanitary sewer and meeting all other applicable requirements of the Knox County Health Department.

2. Meeting all applicable requirements of the Knoxville Zoning Ordinance.
3. At Access #1 as identified on the development plan, the driveway connection between the Jiffy Lube site and the new 8,000 square foot retail building shall be revised to an east bound one-way connection.
4. At Access #2 as identified on the development plan, move the proposed driveway across from the Wendy's driveway north by 1 parking space. The median cut on Clinton Highway shall be modified as required by the Tennessee Department of Transportation. This modification may result in the elimination of the left turn movement out of the Target site.
5. Improvements at Access #3 (includes the intersection of Clinton Highway and Callahan Drive) as identified on the development plan shall include striping and signage to further control traffic flow in the west bound right turn lane along Clinton Highway as approved by the Tennessee Department of Transportation and the Knoxville Department of Engineering.
6. At Access #4 as identified on the development plan, the southern end of the driveway that is parallel and closest to Callahan Drive shall be closed at the connection to the interior frontage road. A turnaround area for the parking lot shall be placed in that area, which may require one parking space to be used as the turnaround.
7. Obtaining all applicable approvals and permits from the Tennessee Department of Transportation (TDOT). During the permitting process, the timing and financial responsibility for completing the street improvements shall be worked out with TDOT.
8. Modified parking areas shall meet the requirements of the Knoxville Zoning Ordinance regarding parking space depth, drive aisle width, landscape terminal islands at the end of parking rows that are appropriately sized and required bike parking (shown and labeled).
9. Installing all landscaping as shown on the landscape plan within six months of the issuance of an occupancy permit for this project or phase of the project.
10. Meeting all requirements of the Knoxville Tree Protection Ordinance and the Urban Forester.
11. Meeting all applicable requirements of the Knoxville Department of Engineering.
12. A revised development and landscape plan reflecting the conditions of approval must be submitted to Planning staff for certification prior to the issuance of any grading or building permits for this project

With the conditions noted, this plan meets the requirements for approval in the PC-1 zone, and the other criteria for approval of a use on review.

#### **COMMENTS:**

The applicant is proposing to build additional retail space in the Crown Point Plaza Shopping Center on portions of the site that are currently being used for parking within the development. Even with the elimination of these parking spaces, the number of required parking spaces per the Knoxville Zoning Ordinance will still be met. The applicant is proposing two stand-alone buildings on the site with a 2,400 square foot building with a drive-thru window along the Callahan Dr.. frontage just north of the SunTrust Bank, and an 8,000 square foot retail building with a drive-thru window along the Clinton Hwy. frontage just east of Jiffy Lube. An additional retail building with approximately 7,500 square feet will be located between Target and GB Shoes.

A traffic impact study was originally submitted for this site back in 1994. In early discussions with the applicant regarding the proposed new development at this shopping center, we had identified that an update would be needed to the previously approved traffic impact study. To address this issue Planning staff began meeting with the Tennessee Department of Transportation (TDOT) and Knoxville Department of Engineering staff prior to the application being submitted for the development in order to determine what type of traffic impact analysis would be required.

On March 19, 2019, staff met with the applicant to discuss requested changes to the development plan that were outlined in the memorandum dated March 18, 2019. The memorandum outlined the following two options on addressing the traffic impact of the proposed development:

- a) Option 1: If you propose to move forward with this project using the existing site plan, you will need to complete a Level 2 Traffic Impact Study (TIS) for the entire site (shopping center and out-parcels). The study will need to address all access points to adjoining streets and include the intersections of Clinton Highway at Callahan Drive and Clinton Highway at Old Callahan Road.
- b) Option 2: Revise the development plan to address staff's safety concerns at the four access points (see attached map) with the recommended improvements identified below and complete a Traffic Impact Letter (TIL) analyzing any of the recommended improvements that you are not willing to make.

The applicant has submitted a revised site plan with a traffic impact letter. The revised plans have addressed some of the safety improvement changes that were recommended by staff under Option 2 but not all of them.

As identified in the attached letter from TDOT dated April 3, 2019, this section of Clinton Hwy., has a crash rate that was 4.5 times higher than the statewide average for facilities of this type. It is City Engineering, TDOT and Planning staff's position that the recommended safety improvements (Conditions 3-7) are necessary in order to allow this project to move forward.

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

1. The proposed commercial development will have minimal impact on local services since utilities are available to serve this site.
2. The proposed development is compatible with the scale and intensity of the surrounding development.
3. With the recommended safety improvements to the proposed site plan identified in conditions 3-7 above, the proposed development will improve traffic safety in this area.

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

1. This proposed commercial development 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 area 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,

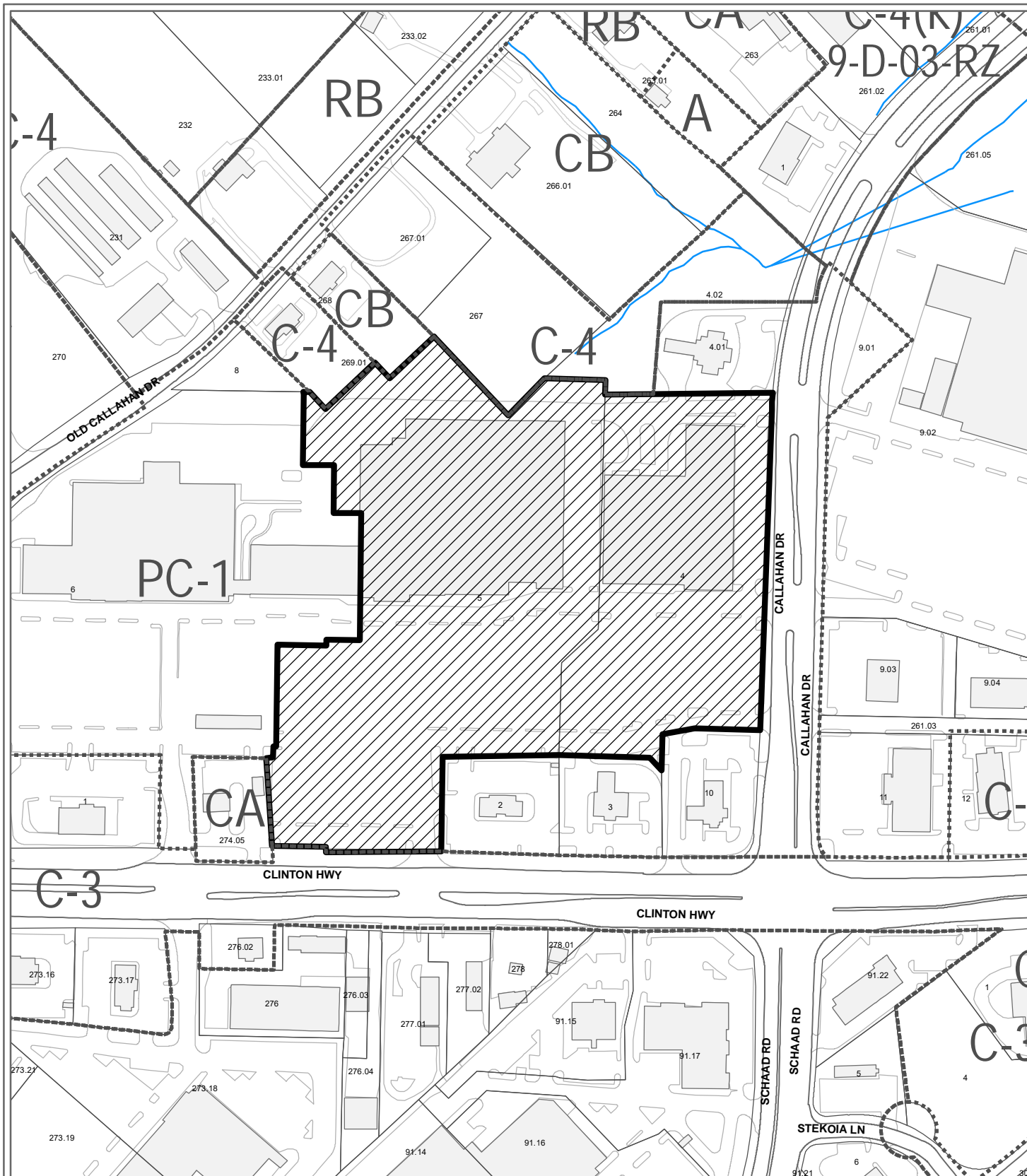
#### CONFORMITY OF THE PROPOSAL TO ADOPTED MPC PLANS

1. The proposal is consistent with the Northwest City Sector which proposes commercial uses for this site.
2. The site is located within the Urban Growth Area of the Knoxville-Knox County-Farragut Growth Policy Plan.

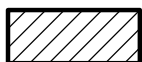
ESTIMATED TRAFFIC IMPACT: Not required.

ESTIMATED STUDENT YIELD: Not applicable.

The Planning Commission's approval or denial of this request is final, unless the action is appealed to the Knoxville City Council. The date of the Knoxville City Council hearing will depend on when the appeal application is filed. Appellants have 15 days to appeal a Planning Commission decision in the City.



**4-A-19-UR  
USE ON REVIEW**



Creation of 3 new retail structures in existing development in PC-1 (Retail and Office Park)

Original Print Date: 3/18/2019  
Metropolitan Planning Commission \* City / County Building \* Knoxville, TN 37902

Revised:

Petitioner: Graham Corporation

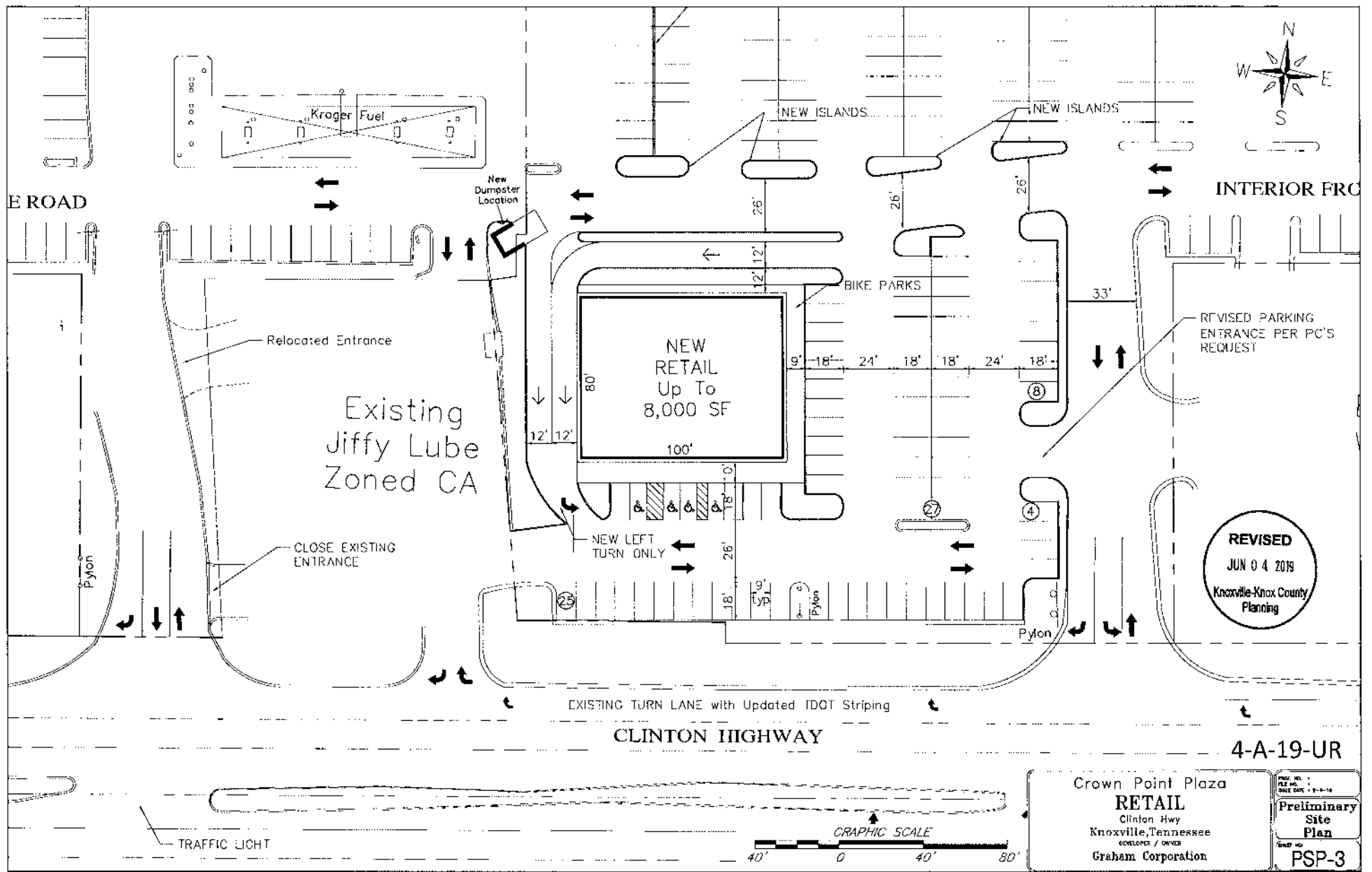
Map No: 67

Jurisdiction: City

0 250  
Feet









CALLAHAN DRIVE

ACCESS #4

REVISED  
JUN 03 2019  
Knoxville-Knox County  
Planning

4-A-19-UR

Crown Point Plaza  
**RETAIL**  
Clinton Hwy  
Knoxville, Tennessee  
DEVELOPER / OWNER  
Graham Corporation

PROJ. NO. :  
PLAC. NO. :  
DATE : 7-9-19  
**Preliminary  
Site  
Plan**  
SHEET NO.  
**PSP-3**



NEW STRIPING

NEW  
RETAIL Up To  
2,400 SF

Bike  
Parks

Pylon

NEW LEFT  
TURN ONLY

13

24'

18'

12'

15'

24'

18'

7'

9'

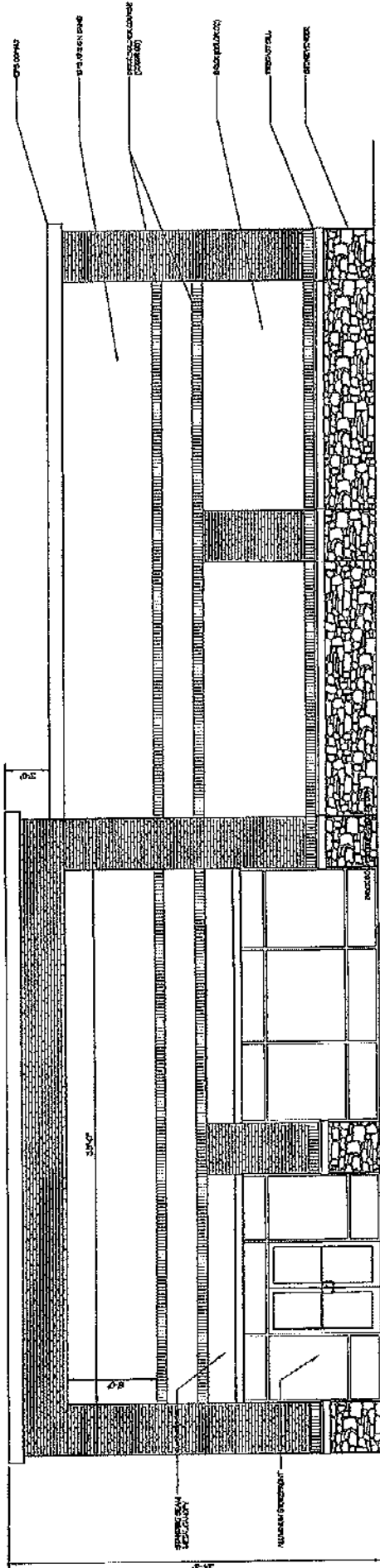
16'

24'

18'

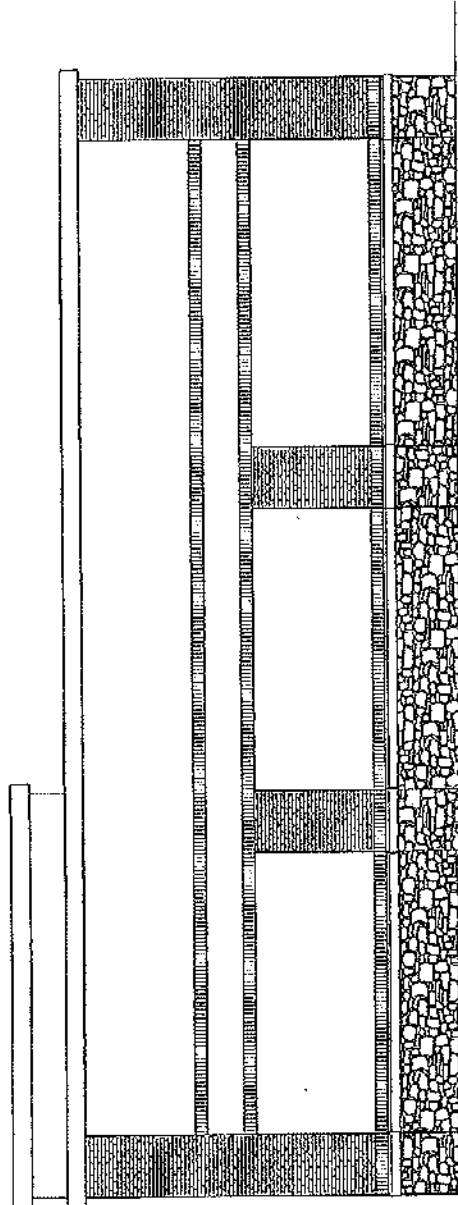
27'

12'



1 West Elevation

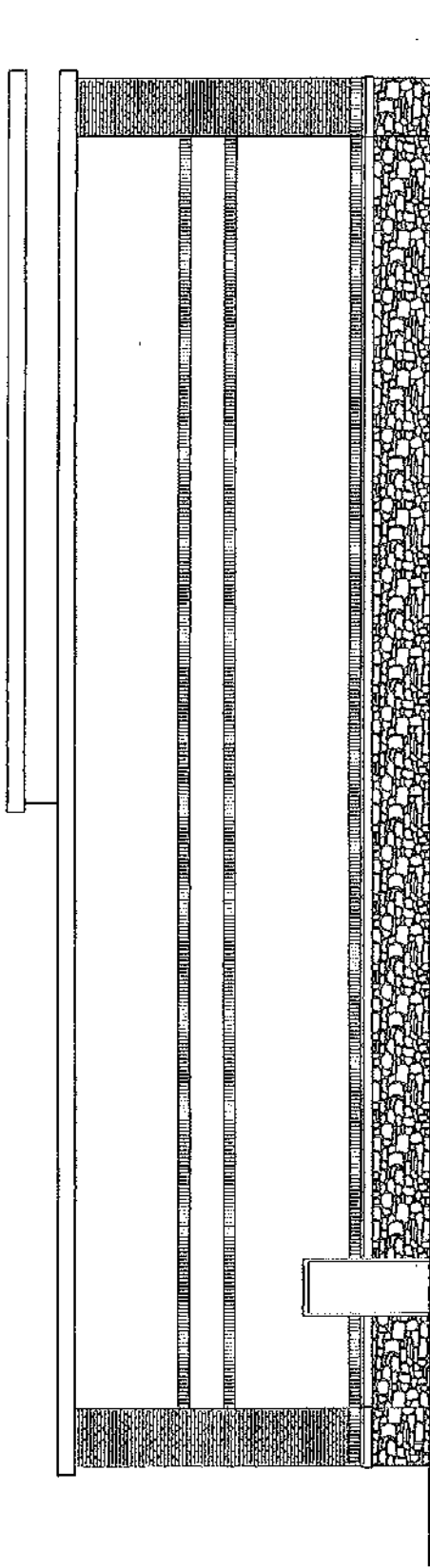
10'-0"



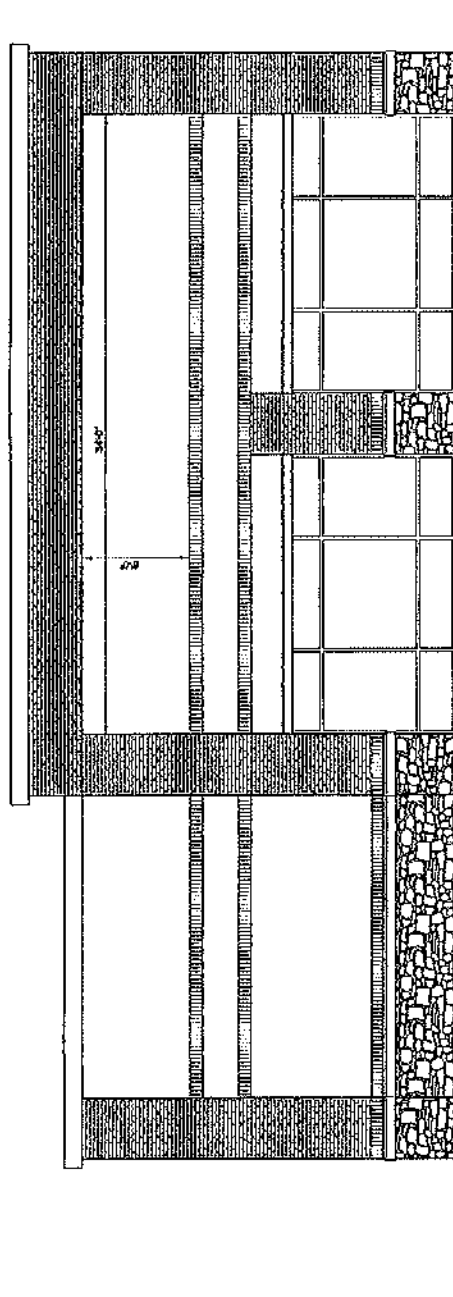
2 South Elevation

10'-0"

4-A-19-UR



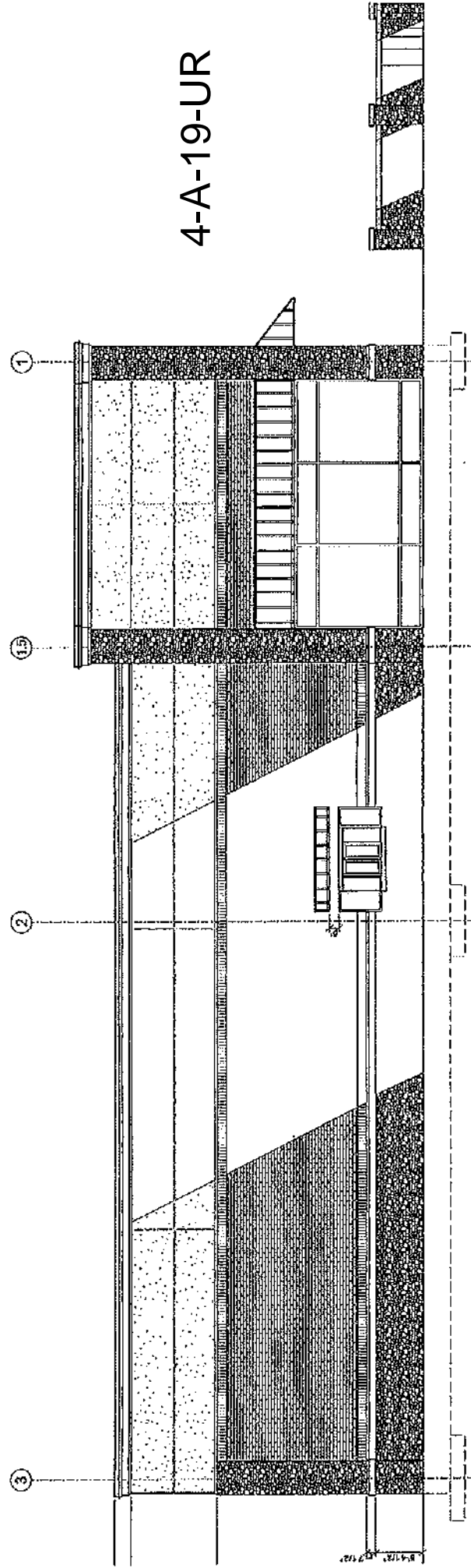
**3 East Elevation**  
1/8" = 1'-0"



**4 North Elevation**  
1/8" = 1'-0"

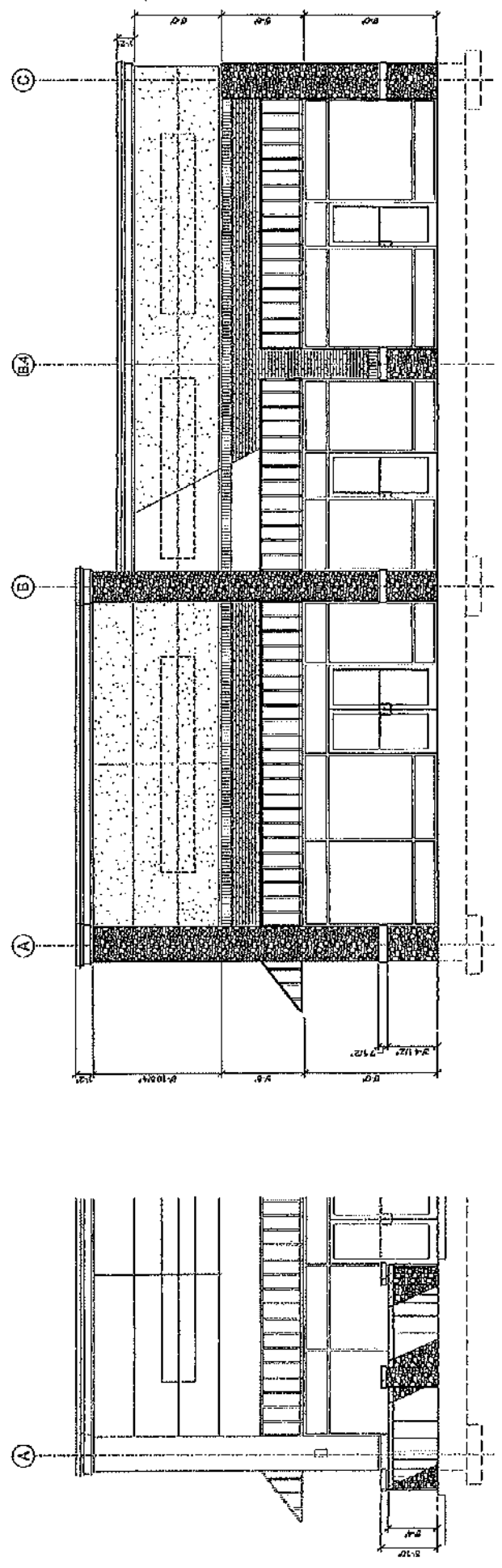
4-A-19-UR

4-A-19-UR

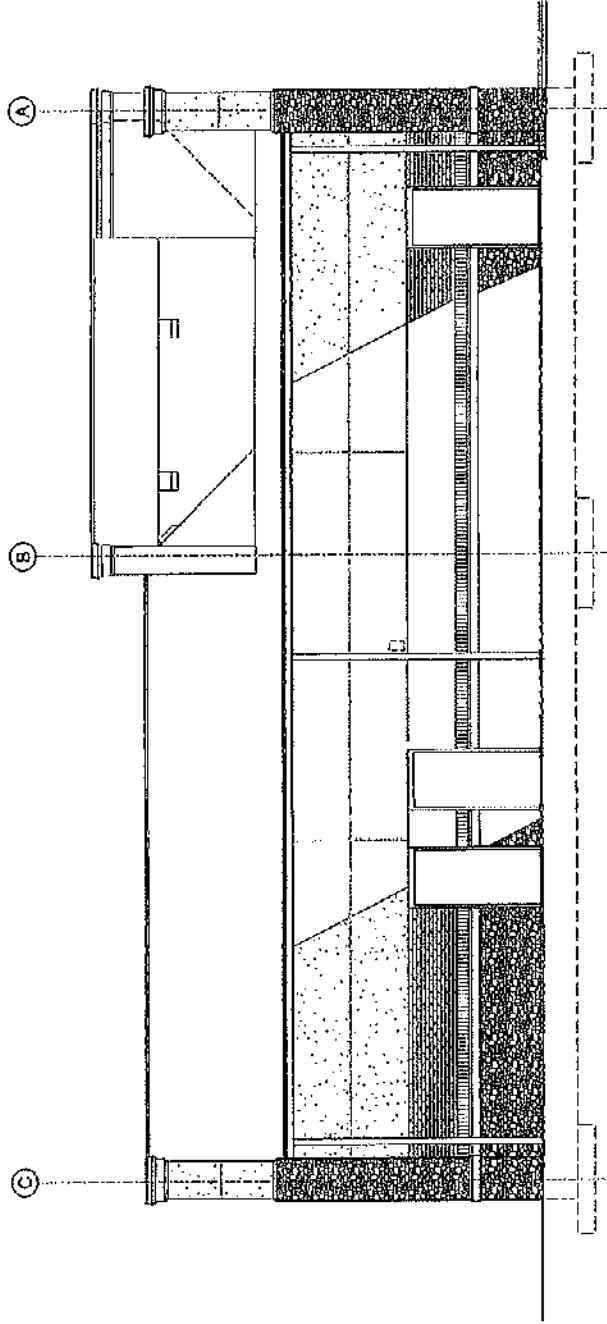


Exterior Elevation

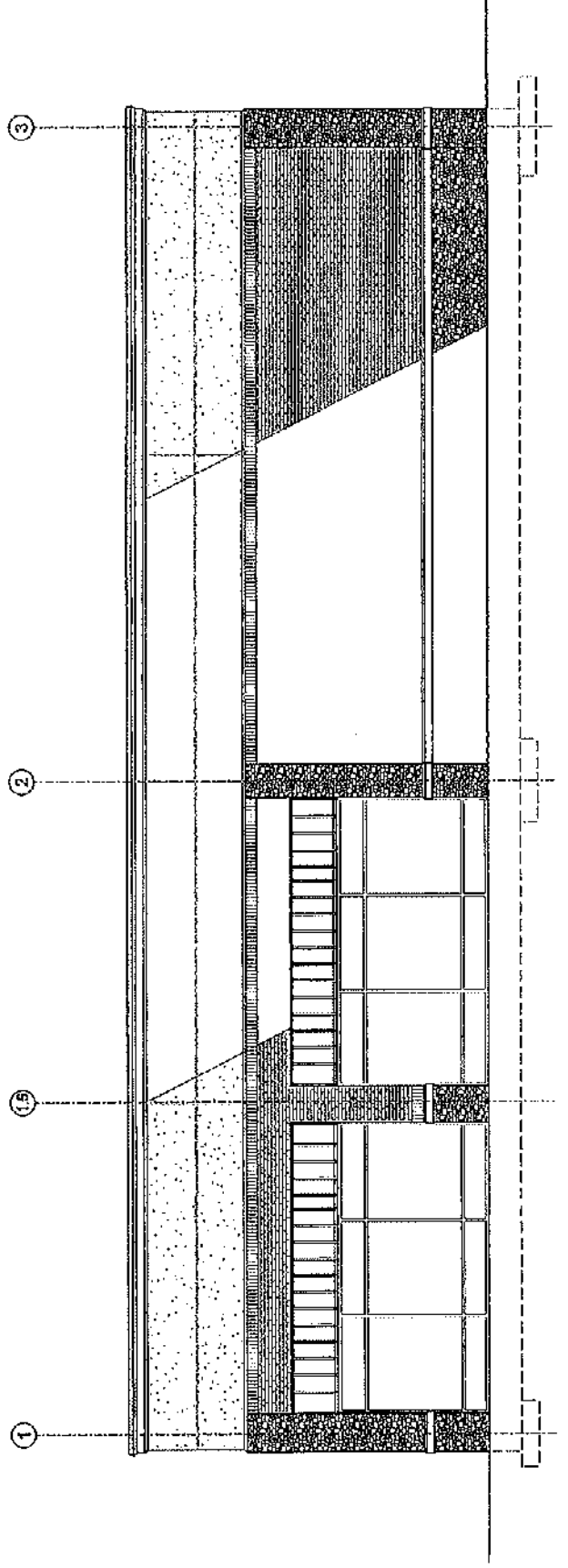
1/8" = 1'-0"

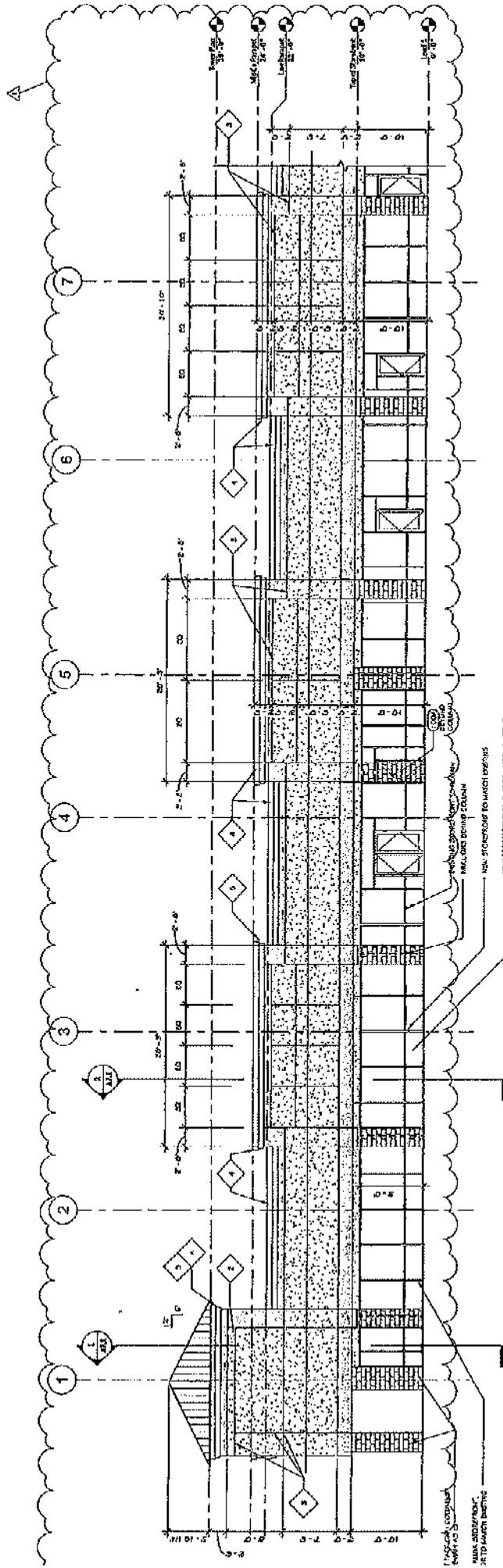


# 4-A-19-UR

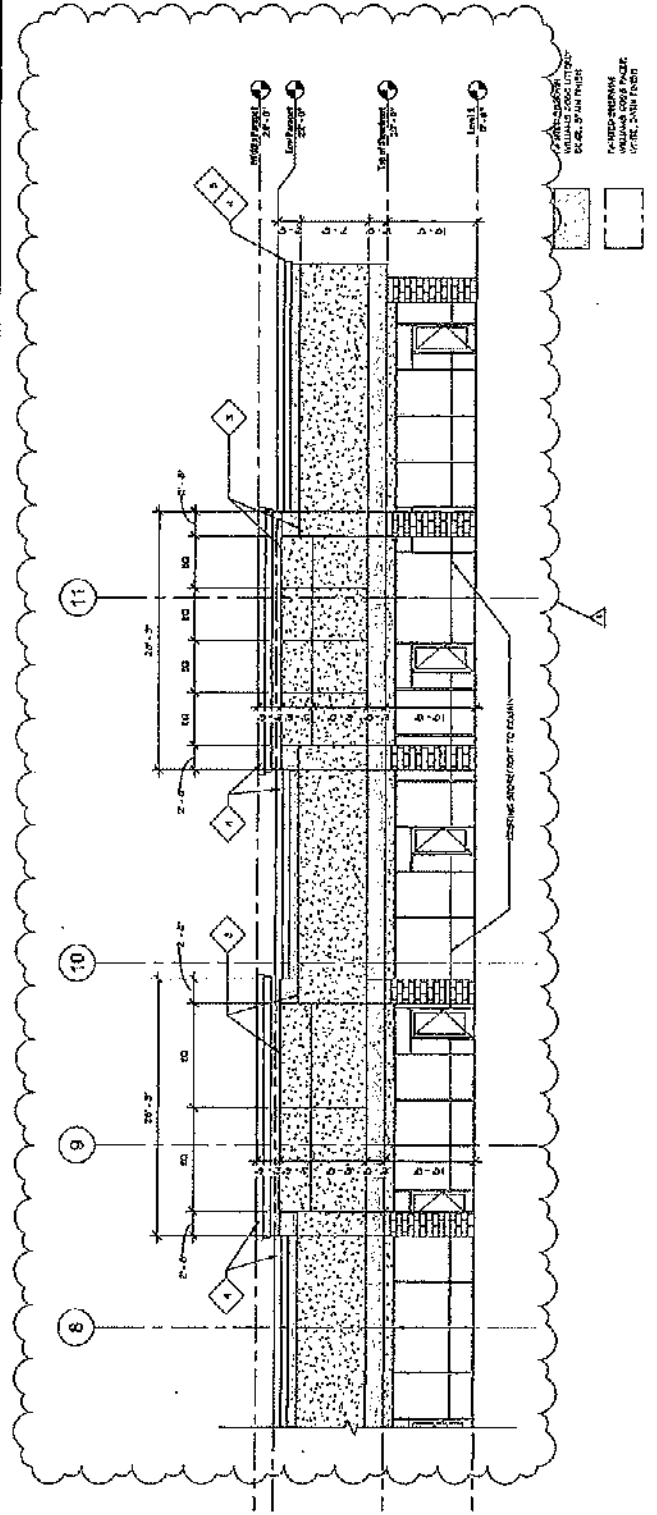


Exterior Elevation





East Elevation - South



East Elevation - North

4-A-19-UR



Dori Caron &lt;dori.caron@knoxplanning.org&gt;

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**Fwd: [SPAM?] Staff recommendation on 4-A-19-UR**

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**Tom Brechko** <tom.brechko@knoxplanning.org>

Thu, Apr 11, 2019 at 12:17 PM

To: Dori Caron &lt;dori.caron@knoxplanning.org&gt;, Laura Edmonds &lt;laura.edmonds@knoxplanning.org&gt;

FYI

----- Forwarded message -----

From: **Tim Graham** <tg@grahamcorporation.com>

Date: Tue, Apr 9, 2019 at 3:51 PM

Subject: Re: [SPAM?] Staff recommendation on 4-A-19-UR

To: Tom Brechko &lt;tom.brechko@knoxplanning.org&gt;

Cc: Rob Graham &lt;rob@grahamcorporation.com&gt;

Tom,

We will agree to a postponement till the May 9th meeting. Can you confirm it will be on consent so we do not have to show up?

Tim Graham

On Apr 9, 2019, at 11:49 AM, Tom Brechko &lt;tom.brechko@knoxplanning.org&gt; wrote:

Rob and Tim,

If you haven't received staff's postponement recommendation on your application it is available on the Planning website.

Tom

--

Thomas Brechko, AICP  
Principle Planner  
865-215-3794



**Knoxville-Knox County Planning** | [KnoxPlanning.org](http://KnoxPlanning.org)  
400 Main Street, Suite 403 | Knoxville, TN 37902

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Thomas Brechko, AICP  
Principle Planner  
865-215-3794



**STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION**

REGION 1 TRAFFIC OFFICE  
P. O. BOX 58  
7238 REGION LANE  
KNOXVILLE, TENNESSEE 37901  
(865) 594-2458

**CLAY BRIGHT**  
COMMISSIONER

**BILL LEE**  
GOVERNOR

April 3, 2019

Tom Brechko  
City-County Building  
Suite 403  
400 Main Street  
Knoxville, TN 37902

**RE: Crown Point Plaza Revisions  
State Route 9  
Knox County**

Dear Mr. Brechko:

The Department of Transportation has reviewed the response from the Graham Corporation regarding the proposed changes to access points at this development. While it is true that these points of access have been in place for some time, the Department adopted new standards regarding highway entrances in 2015. These standards can be found in the Manual for Constructing Driveway Entrances on State Highways. Section 2.1 of the Manual states that "No person may construct a driveway... including the modification, revision, or change in use of any existing driveway facilities... Change in use includes increasing the number of trips." The Department views the change in use at this location as one that affects the operations of the entire site.


The Department's initial review noted that the existing development had an acceptable number of access points based on the amount of roadway frontage; however, these access points were not well placed and result in unnecessary conflicts and a crash rate that was 4.5 times higher than the statewide average for facilities of this type. As there is a proposed change in use at this development, the Department has made several possible recommendations in order to improve safety and efficiency for the motoring public, including those wishing to access this development. These possible recommendations were discussed with staff from the City of Knoxville and Knoxville MPC and resulted in two (2) options for the Graham Corporation to consider. These options were included in the memo to the Graham Corporation dated March 18, 2019 and discussed at the Developer's meeting on March 19, 2019.

Based on the response from the Graham Corporation dated March 25, 2019, it appears the Graham Corporation is proposing different improvements. The Department may request a traffic impact study to determine the appropriate improvements for these locations. Based upon the Department's Traffic Design Manual, this location may warrant a Level 1 Study.

Page 2  
Mr. Tom Brechko  
April 3, 2019

The Department appreciates the opportunity from the City of Knoxville and MPC to review these plans to ensure traffic operates as safely and efficiently as possible when entering and exiting this site. The Regional Traffic Office is more than willing to schedule a meeting to discuss these recommendations. Please feel free to contact me by phone at (865) 594-2456 or email at [Bryan.Bartnik@tn.gov](mailto:Bryan.Bartnik@tn.gov).

Sincerely,

A handwritten signature in black ink, appearing to read "Bryan Bartnik", followed by a horizontal line.

Bryan Bartnik, P.E.  
Assistant Regional Traffic Engineer

CC: Nathan Vatter, Regional Traffic Engineer

# CITY OF KNOXVILLE

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## Engineering

James R. Hagerman, P.E.  
Director of Engineering

Tom Brechko  
Principal Planner  
Knoxville Knox County Planning  
400 Main Street  
Suite 403  
Knoxville, Tn 37920

Re: Crown Point Plaza Use on Review 4-A-19-UR

Mr. Brechko,

Regarding the Crown Point Plaza use on review, access and site modifications will be required that are different than the proposed development plan. A traffic analysis would be appropriate to better validate how the operation of the site will be impacted. Additionally, TDOT approval will be required prior to any site development permits being issued.

Sincerely,

Curtis Williams *C.W.*

## MEMORANDUM

DATE: March 18, 2019

TO: Graham Corporation

FROM: Thomas Brechko, Knoxville-Knox County Planning  
Curtis Williams, Knoxville Department of Engineering

SUBJECT: Graham Corporation – Crown Point Plaza (4-A-19-UR)

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The following revisions are needed to the proposed development plan for Graham Corporation – Crown Point Plaza (4-A-19-UR) with 5 full scale sets, any required supporting documentation, and a pdf file of the revised development plans being resubmitted by 12:00 noon on Tuesday, March 26, 2019. Please provide a comment response document with the revised plans that identifies how each item identified below has been addressed. **The response document shall also identify any additional changes that were made to the plans that were not requested by staff.**

### Use on Review Comments

1. Add the Planning Commission's file number to the development plan (4-A-19-UR).
2. The Tennessee Department of Transportation's (TDOT) Traffic Design Manual requires all proposed redevelopment (i.e. proposed modifications to existing developments) that has access to TDOT right-of-way to meet all applicable requirements of Chapter 2 Traffic Impact Studies of the Manual. The applicable requirements set forth by TDOT requires this application to comply with the traffic study minimum threshold levels. By these thresholds, anywhere from a Level 2 to Level 4 traffic study could be required. After reviewing the submitted development plans in consultation with TDOT, the Knoxville Department of Engineering and Planning staff, it has been determined that several site design changes will be required to address safety concerns. TITAN crash analysis data was utilized in evaluating these sites (Copy to be provided to the applicant.). In consideration of these concerns and TIS requirements, you have the following two options in proceeding with the proposed development.
  - a. Option 1: If you propose to move forward with this project using the existing site plan, you will need to complete a Level 2 Traffic Impact Study (TIS) for the entire site (shopping center and out-parcels). The study will need to address all access points to

adjoining streets and include the intersections of Clinton Highway at Callahan Drive and Clinton Highway at Old Callahan Road. The use on review application will have to be postponed to such date that the TIS can be submitted by the standard deadline for the Planning Commission's next meeting. The completed study would have to be submitted by April 29, 2019 for the Planning Commission's June 13, 2019 meeting.

- b. Option 2: Revise the development plan to address staff's safety concerns at the four access points (see attached map) with the recommended improvements identified below and complete a Traffic Impact Letter (TIL) analyzing any of the recommended improvements that you are not willing to be make. The revised plans and TIL need to be submitted by 12:00 noon on Tuesday, March 26, 2019 to be considered at the Planning Commission's April 11, 2019 meeting.
  - i. Access #1 - With the addition of the new 8,250 square foot building with drive-through lanes, the driveway connection between the Jiffy Lube parcel and the Target parcel that is closest to Clinton Highway needs to be closed.
  - ii. Access #2 - The existing median opening on Clinton Highway needs to be modified to restrict south bound and north bound left turns by adding a J-turn at this location. The J-turn would allow a left turn into the site from Clinton Highway. Left turns from the site onto Clinton Highway would not be allowed at this location. The access to the driveway paralleling Clinton Hwy. in front of the new retail building will be closed at this location with the driveway being relocated north to be in alignment with the Wendy's access driveway.
  - iii. Access #3 - Various options available: a. Create access at a better location away from the signal; b. Remove completely; c. Channelize to allow for south bound right-turn out only; or d. Close off internally to the rest of the development but still allowing Suntrust to keep access points. Also, analyze whether or not re-striping needs to occur for the westbound right-turn lane between the Callahan Drive signal and the Jiffy Lube signal.
  - iv. Access #4 - Remove access to first drive aisle paralleling Callahan Dr. This should also be considered for the connection on the north side of this parking bay once the proposed 4,800 square foot building's location and orientation is revised. Move the building over one parking row to the west to allow for better and safer site circulation.
    - a. Items to include in the TIL: a. Project description (previous vs current); b. Trip generation (previous approval, existing, and proposed); and c. Analyze any improvements not willing to be made and identify alternative safety improvements that can be made for improved internal and external circulation to the site within this corridor. If the recommended improvements are willing to be made, then identification of these improvements should be mentioned in the TIL.
3. All questions regarding the TIS or TIL should be coordinated through Tarren Barrett with Planning Staff.

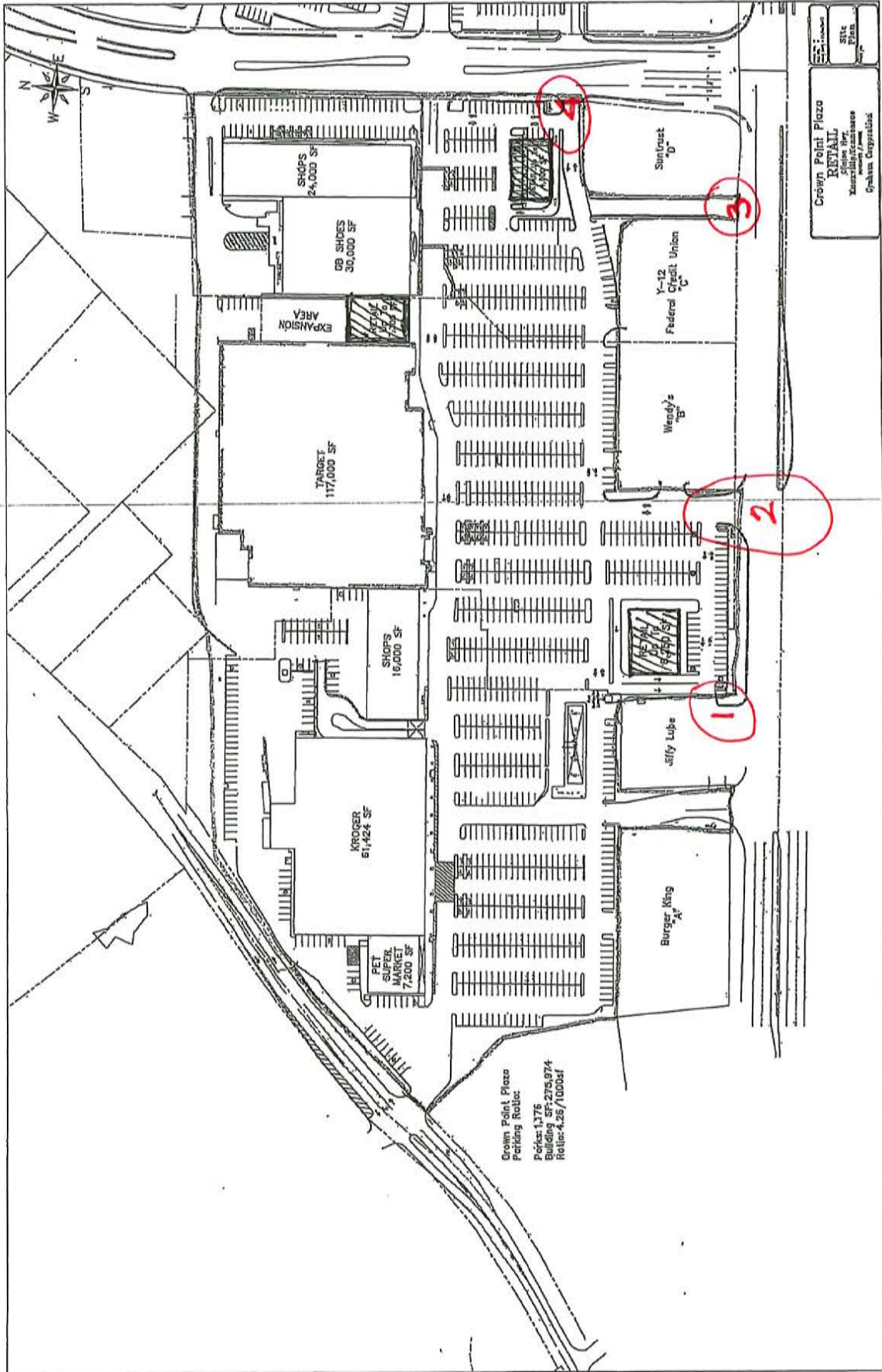


4. Since a portion of the property that includes two of the new building additions is owned by Target, please provide a letter from the owner that authorizes the changes to their site that are proposed for this project.
5. Please note that TDOT will need to review and approve any required changes for the access to this site, therefore, coordination with them in advance is advised.
6. Please provide additional information on the drawing. It was difficult to determine which features were existing, and which were proposed. It was also difficult to determine exactly what items were being proposed (for example, it appears some concrete islands are shown, but not labeled or identified as such).
7. Please see Article V, Section 7 of the Zoning Ordinance. Please make sure all items regarding parking and access are addressed. Some items noted were as follows:
  - a. Please provide revised parking count analysis for the site(s). Identify both the minimum and maximum allowances. You may want to reach out to zoning to see if the whole site will be looked at as one development, or if the individual uses will prevail (shopping center for the entire site or shopping center and eating and drinking establishments). This would also apply toward land uses chosen for any TIS that would be prepared as mentioned in 2a. of this memo.
  - b. Please provide calculations for the new/modified parking areas. This may impact certain landscape requirements in the permit review process. Also, the parking islands may require trees, so the signage proposed in some these areas may need to be modified.
  - c. Please provide and label bike parking.
  - d. Please revise any modified areas to meet the requirements such as:
    - i. Parking space depth,
    - ii. drive aisle width,
    - iii. landscaped terminal islands at the end of parking rows that are appropriately sized, and
    - iv. provide ADA parking at all proposed uses.
8. Please provide a landscape plan that complies with the landscape requirements of the PC-1 zoning district, parking lot standards and the requirements of the Tree Protection Ordinance.
9. The building elevations do not match with the buildings as identified on the development plans.
10. Identify the adjoining streets on the development plans.

**Engineering Comments – (Can typically be handled on permit review)**

11. **Most engineering elements will be reviewed in detail during the permit review.**
12. Please note that CGP coverage, bonds, covenants, plats, SPAP, Water Quality (FF), downstream study, etc... may be required as part of the permitting for this site.
13. Additional items may be covered under plat review.
14. Most landscaping elements will be addressed in permitting.
15. Please verify that the site was master planned for the additional stormwater.
16. Please provide a detailed signage and striping plan.





Crown Point Plaza  
Parking Retail  
Parcel 1176  
Building SF: 275,974  
Retail: 4.25 / 1000sf



May 16, 2019

Metropolitan Planning Commission  
Suite 403, City/County Building  
400 Main Street  
Knoxville, TN 37902

RE: MPC File # 4-A-19-UR  
Response to Review Comments (3/18/2019), Meeting with the Planning Commission on  
(3/19/2019), and Planning Commission's Use on Review Reports (4/8/19 and 5/6/19)

Opening Summary:

Crown Point Plaza I (herein "CPPI") is an existing 255,624 square foot development along the north side of Clinton Hwy near Callahan Drive. It was developed with all governmental approvals including MPC, TDOT, Knoxville, and Knox County from 1995 to 2002. CPPI covers approximately 1,400 linear feet of road frontage on Clinton Hwy and an additional 900 linear feet of road frontage along Callahan Drive. When phase 2 of the development (Lowe's and Hobby Lobby) was constructed in 1998, Callahan Drive was constructed with all governmental approvals including MPC, TDOT, Knoxville, and Knox County. CPPI has three (3) entrances along Clinton Hwy, three (3) entrances along Callahan Drive, and one (1) entrance on Old Callahan Drive. The Shopping Center generates over 10,000 trips per day with excellent circulation and safe traffic flow. We are proposing to add two separate retail buildings over 700 feet apart within the development. The first will be an 8,000 square foot retail building located on a previously approved outlot location, and the second will be a 2,400 square foot retail building located along Callahan Drive. The two new retail buildings will be interior to the property only and will not affect any of the access points that were designed and approved for 276,000 square feet of retail plus outlots. An internal frontal road will be extended and run the length of the shopping center parallel to Clinton Hwy which will allow all Shopping Center traffic to utilize any of the seven (7) access points on the property.

Below are our individual responses as outlined by the Planning Commissions March 18, 2019 Review comments:

1. The Planning Commission's file number has been added to all documents.
2. TDOT
  - a. The Planning Commission's website states that a traffic study is only required if the increased traffic counts are over 750 per day. We have included in this submission a letter from CDM Smith stating that the daily traffic increase will be approximately 393 per day which is significantly under the Planning Commission's threshold.
  - b. The Planning Commission listed four access points that needed to be modified to address safety concerns. See the below Graham Corporation's responses and

proposed modifications. Also, please see the revised site plans submitted with this response letter.

- i. Access #1 (internal access between private property owners): The access point from the Shopping Center to the Jiffy Lube property is a recorded permanent access agreement that has been in use since the center was developed in 1995. The Jiffy Lube property is also a County property zoned CA, that is not part of the Planned Commercial Development we own. However, in an effort to alleviate the Planning Commission's safety concerns at this access point, we have negotiated with Jiffy Lube to modify the access point in the event this access point becomes a traffic problem.

Also, per the attached Comments from TDOT dated February 28, 2019, TDOT's bigger concern is Comment (1a) which refers to "Jiffy Lube access on signalized access drive," which only has a 35-foot queue. We have discussed the access along the signalized intersection with Jiffy Lube and Jiffy Lube is willing to permanently close this access point.

- ii. Access #2 (Target's main entrance): As mentioned in our opening summary, the existing development has only 3 entrances while spanning over 1,400 linear feet along Clinton Hwy as shown on the development plans. This existing Target entrance (Access #2) and existing parking layout provides the most efficient parking layout with reasonable and safe access, and the existing layout was approved by MPC both in the 1994 and 1997 Use on Reviews for this property. The placement of this 8,000 square foot building, which will only increase daily trips approximately 302, is as far west of the Target entrance as possible and will provide excellent queues to the building. This existing entrance design was also approved by TDOT and is still safely allowing traffic to flow as designed. Per TDOT Crash Data in the last 3 years, there have been zero accidents that have produced any injuries at this intersection. The modifications recommended by the Planning Commission to not allow vehicles to turn left when exiting will violate over 25 separate legal leases/documents with tenants of the Shopping Center, plus numerous financing and loan documents with lenders. However, in an effort to address the Planning Commission's interior safety concern regarding the parking layout and interior access point to the 8,000 square foot building outlot, we have modified the parking layout and interior access point to align with the Wendy's interior access point per MPC's request. We also support the installation of a 50' to 80' Refuge/Accel Lane on the South Side of the median to allow left turning vehicles from our Shopping Center additional room to merge with Southbound traffic.

Finally, our Shopping Center cannot be held responsible for, or restricted by, the numerous curb cuts, which include over 500 linear feet of wide-open continuous paved access point areas within a 730 linear foot section across from the Target entrance. In addition, in the middle of this 730-foot section of roadway is an illegal entrance with full access (which includes left in and left out) instead of the right-in/right-out that was permitted (see attached aerial photo and car wash entrance permit dated 7-29-08). Therefore, any suggestion that our legally permitted

Shopping Center is responsible for the increased crash data is inaccurate. Further restricting Crown Point Plaza is not the solution to improving Clinton Highway.

- iii. Access #3 (Right-in/Right-out) is an existing entrance approved by MPC, TDOT, Knoxville, and Knox County, and will have very little increased traffic from our new building. In fact, it actually provides a 220 foot que from Clinton Hwy into our Center, and over 450 foot of que before a vehicle will enter the proposed 2,400 square foot building area. The concern raised by the Planning Commission was regarding Clinton Hwy northbound traffic crossing the Callahan intersection while in the right turn lane. This comment can be addressed by adding a "right turn only" sign, additional striping, and proper enforcement to deter vehicles from crossing the Callahan Drive Intersection while in the turn lane. TDOT believes that striping, signage, and enforcement would help alleviate this concern. TDOT also recommends updating the striping pattern for the entire turn lane along the north side of Clinton Highway parallel to Crown Point Plaza. We agree that this is a good idea and have added a note to the revised site plan.
- iv. Access #4: The majority of patrons will use Access #5 (with the traffic light) to Access this new 2,400/sf building. We have highlighted the primary route on the revised site plan. This Access #4 (Right-in/Right-out) entrance from Callahan is not a heavily trafficked entrance and the additional 2,400/sf building will not significantly increase the usage of this entrance (approximately 91 additional trips per day). The original development plans submitted have already removed multiple parking spaces from the existing layout to provide good traffic flow in the area. The revised development plans added a "left turn only" exiting the drive thru to alleviate any potential confusion. In the event a problem develops, we could consider modifying this drive isle to alleviate any congestion at Access #4. Since this is a city road, TDOT does not have jurisdiction.

Additional Responses:

In the Planning Commission's Use on Review Reports, the Planning Commission states that the proposed buildings should be evaluated as stand-alone uses. This is quite confusing since these buildings will be part of a shopping center and will only make up 3.9% of the total square footage. Additionally, the proposed retail buildings will not be stand-alone outlots with individual entrances to public roadways. These retail buildings will be able to use all seven (7) of the existing access points in the shopping center. The existing seven (7) access points were designed and approved under the assumption that there could be up to 276,000 square feet of retail development plus outlot square footage in the Shopping Center. Even after the additional retail buildings are constructed, the Shopping Center will still be under the MPC approved square footage amount by nearly 10,000/sf.

- 3. No further questions.
- 4. A Target letter has previously been provided.
- 5. We will work with TDOT to ensure reasonable safety measures are incorporated in the applicable designs and any necessary permits are obtained.
- 6. We have added additional labels to the revised development plans for additional clarification.

7. Parking and Access laws will be followed.

- a. Revised parking counts and minimum/maximums have been added to the revised development plans and are within the required ratios.
- b. Calculations have been added to the revised development plans. All landscape requirements and the City Tree Ordinance will be followed. The landscaping of the center was refurbished in 2015 and will be matched by the new developments. Trees will not be located near any signage.
- c. Bike parking has been labeled on the revised development plans and will comply with the City Engineering requirements.
- d. City Engineering requirements will be addressed during permitting.
  - i. Parking spaces are 18' deep and 9' wide
  - ii. Drive aisles widths are 24' – 30'
  - iii. Landscaped areas will comply with City Engineering requirements
  - iv. ADA parking has been added to the revised development plans

8. Landscape plans have been added to the revised development plans and will match the existing landscaping of the center. The City tree ordinance will be followed.

9. Both new developments will be first class retail and the elevations will be comparable to the other outlot buildings in the center (Wendy's, Burger King, Suntrust, Y-12, Verizon, Chick-fil-A, etc.). Additional elevations have been provided for reference.

10. Streets have been labeled on the revised development plans.

11. Engineering comments (11-16) will be addressed during permitting.

As the Planning Commission has commented in their Use on Review Report, "The proposed development is compatible with the scale and intensity of the surrounding development." The existing Shopping Center and all access points were approved by MPC, TDOT, Knoxville, and Knox County when the property was developed. The proposed retail buildings are not changing the existing access points and the additional building square footage is going to generate minimal additional traffic to the Shopping Center. Despite these facts, Graham Corporation has made significant interior modifications to the Shopping Center site plans to alleviate the Planning Commissions concerns. As the original developer and only owner of this major shopping center, Graham Corporation is committed to ensuring that Crown Point Plaza continues to be one of the top 5 places to shop in Knoxville.

Thank you for your consideration.

Sincerely,



Rob Graham  
Vice President



1100 Marion Street, Suite 300  
Knoxville, TN 37921  
tel: 865-963-4300

March 25, 2019

Mr. Rob Graham  
Property/Construction Manager  
Graham Corporation  
2300 Old Callahan Drive  
Knoxville Tn, 37912



**New Daily Traffic Generation for Crown Point Plaza Expansion**

Dear Mr. Graham,

Based on our conversations about expansion of the Crown Point Plaza including an additional 10,400 square feet of retail we are providing the average generated daily traffic for the shopping center. We understood that the existing square footage of the site is approximately 265,424 square feet of retail space assuming existing ancillary lot uses as shopping center space. The addition of the new retail brings the overall retail square footage to 275,824 square feet. Using ITE's Trip Generation Manual, 10<sup>th</sup> Edition we generated trips for Shopping Center Land Use Code for both the existing and proposed conditions. Existing conditions were found to generate 10,020 daily trips and proposed conditions were found to generate 10,412 daily trips. The difference, or newly generated daily trips, were found to be 392 new trips. This would fall under the threshold of MPC's requirement of 750 new generated daily trips.

Peak hour trips generated by the additional 10,400 square feet of retail reflect the following (using Shopping Center Land Use Code average generation rate):

- AM Peak Hour- 10 total trips generated (6 trips inbound and 4 trips outbound)
- PM Peak Hour- 40 total trips generated (19 trips inbound and 21 trips outbound)

Sincerely,

A handwritten signature in blue ink that reads "N. Chris Kirby".

Chris Kirby, PE  
CDM Smith  
Project Manager



M P C

METROPOLITAN  
PLANNING  
COMMISSION

TENNESSEE

Suite 403 • City County Building  
400 Main Street  
Knoxville, Tennessee 37902  
865 • 215 • 2500  
FAX • 215 • 2068  
www.knoxmpc.org☐ Use on Review ☐ Development PlanName of Applicant: Graham CorporationDate Filed: 2/22/2019Meeting Date: 4/11/2019Application Accepted by: M. PayneFee Amount: 75 File Number: Development Plan 75Fee Amount: 1500.00 File Number: Use on Review 4-A-19-UR

RECEIVED

FEB 22 2019

Knoxville-Knox County  
Planning

## PROPERTY INFORMATION

Address: 6636 Clinton HighwayGeneral Location: w/3 Callahan Dr  
N/3 Clinton HwyTract Size: 13.9 +/- No. of Units:       Zoning District: PC-1Existing Land Use: Retail DevelopmentPlanning Sector: Northwest CitySector Plan Proposed Land Use Classification:  
CommercialGrowth Policy Plan Designation: UrbanCensus Tract: 4BTraffic Zone: 206Parcel ID Number(s): 067LB004 067LB005Jurisdiction: ☒ City Council 3 District☐ County Commission        District

## PROPERTY OWNER/OPTION HOLDER

PLEASE PRINT

Name: Rob Graham  
Graham CorporationCompany:       Address: 2300 Old Callahan DriveCity: Knoxville State: TN Zip: 37912Telephone: 865-693-7000Fax: 865-219-7421E-mail: rob@grahamcorporation.com

## APPLICATION CORRESPONDENCE

All correspondence relating to this application should be sent to:

PLEASE PRINT

Name: Same as aboveCompany:       Address:       City:        State:        Zip:       Telephone:       Fax:       E-mail:       

## APPROVAL REQUESTED

☐ Development Plan: Residential Non-Residential☐ Home Occupation (Specify Occupation)  
      ☒ Other (Be Specific)Creation of 3 new retail structures on  
existing development(Previous UOB cases: 3-B-01-UR, 1-N-94-UR)

## APPLICATION AUTHORIZATION

I hereby certify that I am the authorized applicant, representing ALL  
property owners involved in this request or holders of option on  
same, whose signatures are included on the back of this form.Signature: [Signature]

PLEASE PRINT

Name: Same as aboveCompany:       Address:       City:        State:        Zip:       Telephone:       E-mail:

## Source: KGIS

03/01/2019




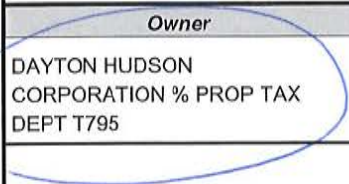
**PROPERTY ASSESSOR'S OFFICE - KNOX COUNTY, TENNESSEE**  
**MAP DEPARTMENT - OWNERSHIP CARD**

Source: KGIS

ACTIVE

NORMAL

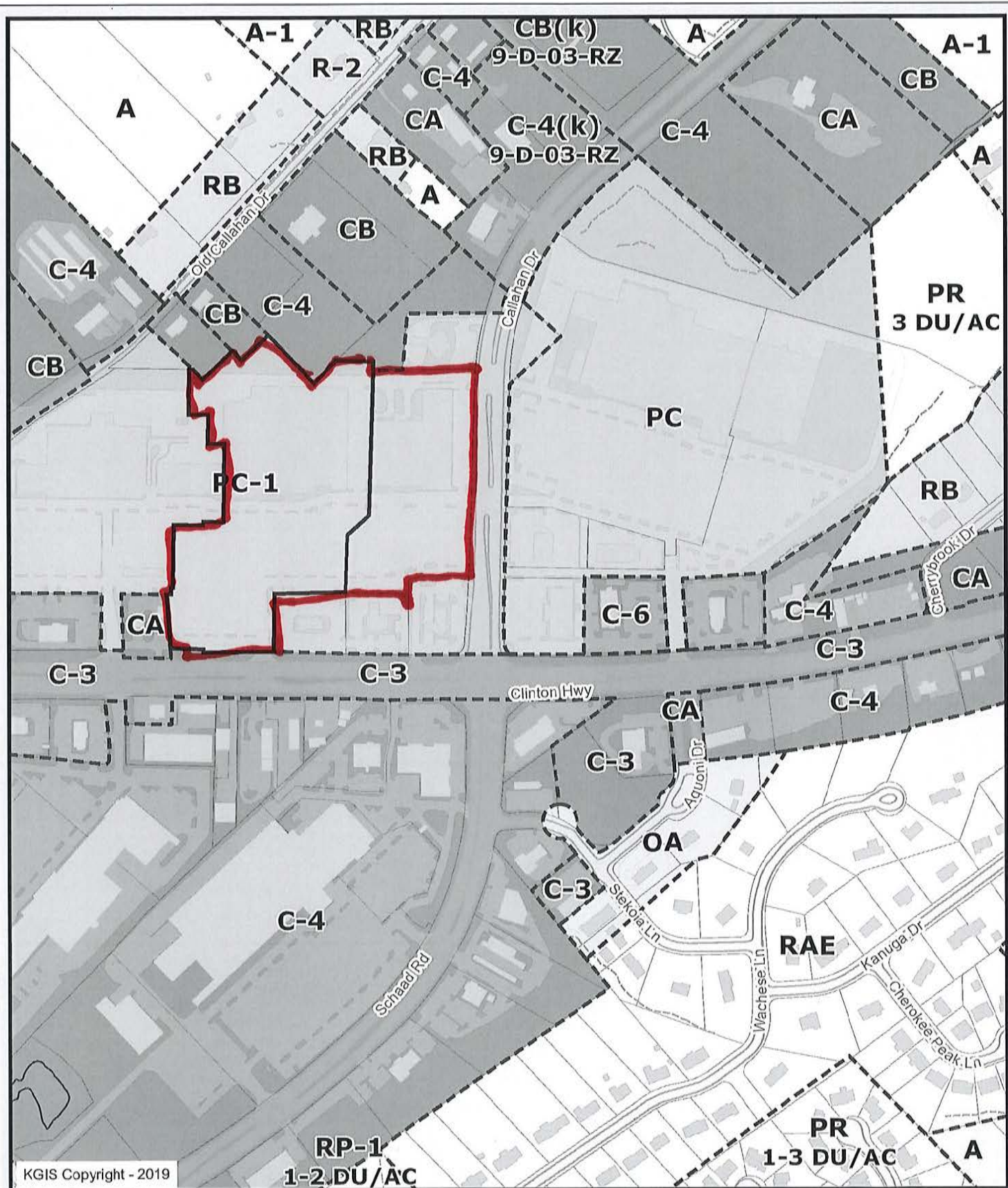
03/01/2019

| District  | Map | Insert | Group | Parcel  | Ward                 | Property Location      |                             |  |
|---|-----|--------|-------|---|----------------------|------------------------|-----------------------------|--|
|   | 67  | L      | B     |  5 | 40                   | 6670 CLINTON HWY       |                             |  |
| Subdivision   |     |        |       | Block   | Lot                  | Plat                   | Dimensions ( shown in ft. ) | Acreage                                |
| CROWN POINT PLAZA ANX<br>(2004) 0-412-95  |     |        |       | -   | F-                   | <a href="#">N357-B</a> | 322.69 X 180 X IRR          | 9.31 - A.C. Deeded                     |
|   |     |        |       |   |                      |                        |                             | 0.00 - A.C. Calculated                 |
| Owner   |     |        |       | Sale Date   | Book                 | Page                   | Sale Price                  | Mailing Address                        |
|  DAYTON HUDSON<br>CORPORATION % PROP TAX<br>DEPT T795 |     |        |       | 5/25/1995   | <a href="#">2177</a> | 43                     | \$ 1,000,000                | PO BOX 9456 MINNEAPOLIS, MN 55440-9456 |
|   |     |        |       | 5/25/1996   | <a href="#">2219</a> | 782                    |                             |  |
|   |     |        |       |   |                      |                        |                             |  |

**Remarks**

ANX (2004) 0-412-95

| Parent Parcel                  | Parent Instrument Number    |
|--------------------------------|-----------------------------|
|                                |                             |
| Previous Parcel ( Split From ) | Next Parcel ( Merged Into ) |
| 67-268.01,269,+                |                             |



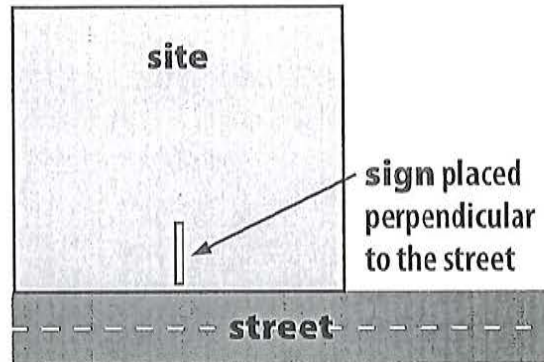
## REQUIRED SIGN POSTING AGREEMENT

For all rezoning, plan amendment, concept plan, use on review, right-of-way closure, and street name change applications, a sign must be posted on the subject property, consistent with the adopted MPC Administrative Rules and Procedures.

At the time of application, MPC staff will provide a sign(s) to post on the property as part of the application process. If the sign(s) go missing for any reason and need to be replaced, then the applicant will be responsible for picking up a new sign(s) from the MPC offices. The applicant will be charged a fee of \$10 for each replacement sign.

### LOCATION AND VISIBILITY

The sign must be posted in a location that is clearly visible from vehicles traveling in either direction on the nearest adjacent/frontage street. If the property has more than one street frontage, then the sign should be placed along the street that carries more traffic. MPC staff may recommend a preferred location for the sign to be posted at the time of application.



### TIMING

The sign(s) must be posted 15 days before the scheduled MPC 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 15 days before the next MPC meeting.

I hereby agree to post and remove the sign(s) provided on the subject property consistent with the above guidelines and between the dates of:

3/27/2019 and 4/12/2019  
(15 days before the MPC meeting) (the day after the MPC meeting)

Signature: [Signature]

Printed Name: Rob Graham Graham Corporation VP

Phone: 865-693-7000 Email: rob@grahamcorporation.com

Date: 2/22/19

MPC File Number: 4-A-19-OR



February 21, 2019

Knoxville MPC  
City-County Building  
400 Main Street, Suite 403  
Knoxville, TN 37902

RE: Crown Point Plaza

Dear MPC Representatives,

We are proposing adding up to 20,350 square feet across three building areas to the above referenced existing center, which is approximately 23 acres.

Please find enclosed additional information regarding our proposed development.

Proposed landscaping will match existing landscaping (refurbished in 2015), and will include the following species: Inkberry Holly, Liriope, Firepower Namibia, Knockout Roses, Golden Mops, etc. If any trees are required per the City of Knoxville tree ordinance, we will install Red Maples, Dogwoods, and/or Redbuds.

All existing building areas are currently asphalt, so the new development will not increase stormwater runoff.

Thank you for your consideration.

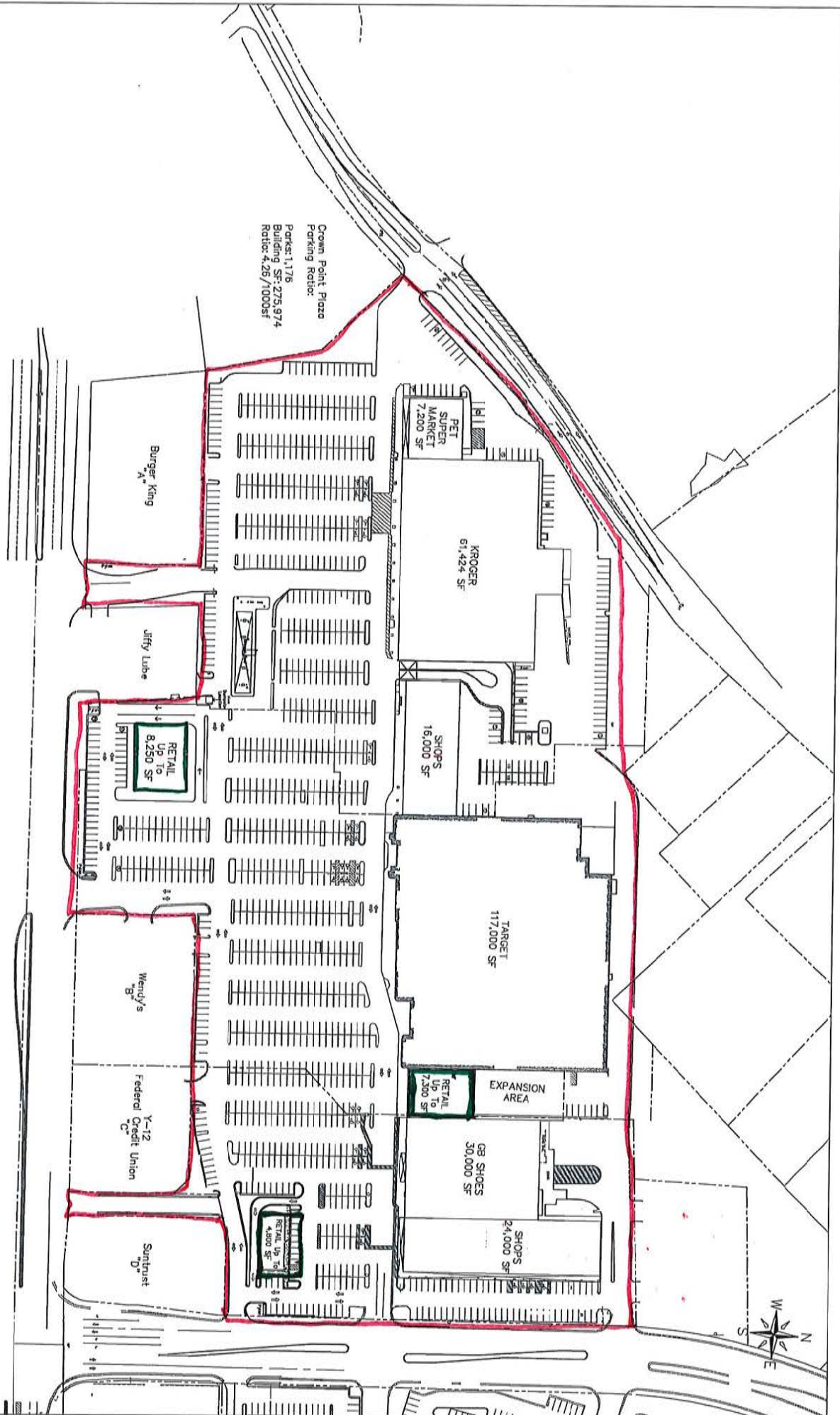
Sincerely,

A handwritten signature in blue ink, appearing to be "Rob Graham", with a long horizontal flourish extending to the right.

Rob Graham,  
Vice President



Crown Point Plaza  
Parking Ratio:  
Parks: 1,176  
Building SF: 275,974  
Ratio: 4.26/1000sf



PET  
SUPER  
MARKET  
7,200 SF

KROGER  
61,424 SF

SHOPS  
16,000 SF

TARGET  
117,000 SF

RETAIL  
UP TO  
7,200 SF

EXPANSION  
AREA

GS SHOPS  
30,000 SF

SHOPS  
24,000 SF

RETAIL  
UP TO  
4,800 SF

Burger King  
A

Jiffy Lube

RETAIL  
UP TO  
8,250 SF

Wendy's  
B

Y-12  
Federal Credit Union  
C

SunTrust  
D

Crown Point Plaza  
RETAIL

Site  
Kroger/Rite Aid  
Graham Corporation

Site  
7,110  
7/1/10

