

# USE ON REVIEW REPORT

► **FILE #:** 4-A-19-UR **AGENDA ITEM #:** 31  
 POSTPONEMENT(S): 4/11/2019 **AGENDA DATE:** 5/9/2019  
 ► **APPLICANT:** GRAHAM CORPORATION  
 OWNER(S): Rob Graham / Graham Corporation

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

► **ZONING:** PC-1 (Retail and Office Park)  
 ► **EXISTING LAND USE:** Commercial  
 ► **PROPOSED USE:** Creation of 2 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.

## STAFF RECOMMENDATION:

► **POSTPONE the Use on Review until the June 13, 2019 meeting as recommended by Staff. (Applicant is requesting approval)**  
 Staff is recommending a postponement for the following reasons:

1. 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.
2. 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 be make.
3. While the applicant has submitted a revised site plan with a traffic impact letter, they did not make any of the safety improvement changes that were recommended by staff under Option 2. It is staff's position that by not making any of the safety improvements, they are requesting approval of the original site plan without preparing the Level 2 TIS.
4. 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 staff's position that the recommended safety improvements are necessary in order to allow this project to move forward.
5. The traffic impact letter prepared by CDM Smith applies a daily trip rate based on a shopping center. It is staff's position that if a shopping center rate is applied it should be done under the updated evaluation of shopping center with the Level 2 TIS. Evaluating the two proposed buildings as stand alone uses, the new trips that would be generated by the uses are approximately 2,842 new trips which is 7.25 times greater than the 392 new trips identified in the traffic letter.

Staff is recommending the postponement to allow additional time to work with the applicant to address safety concerns with the proposed site layout and access. If the applicant is requesting that the Planning Commission take an action on this request at this meeting, other than a postponement, Planning staff recommends that the proposed development plan be denied as presented.

#### **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 Rd. frontage, and an 8,000 square foot retail building with a drive-thru window along the Clinton Hwy. frontage.

A traffic impact study was originally submitted for this site back in 1994. Staff had identified two options on addressing the traffic impact of the proposed new buildings which are outlined in the memorandum from Planning staff to the applicant dated March 18, 2019 which is included in the packet.

#### **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. Without the recommended safety improvements to the proposed site plan, the proposed development will have a negative impact on traffic safety in this area.

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

1. This proposed 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,

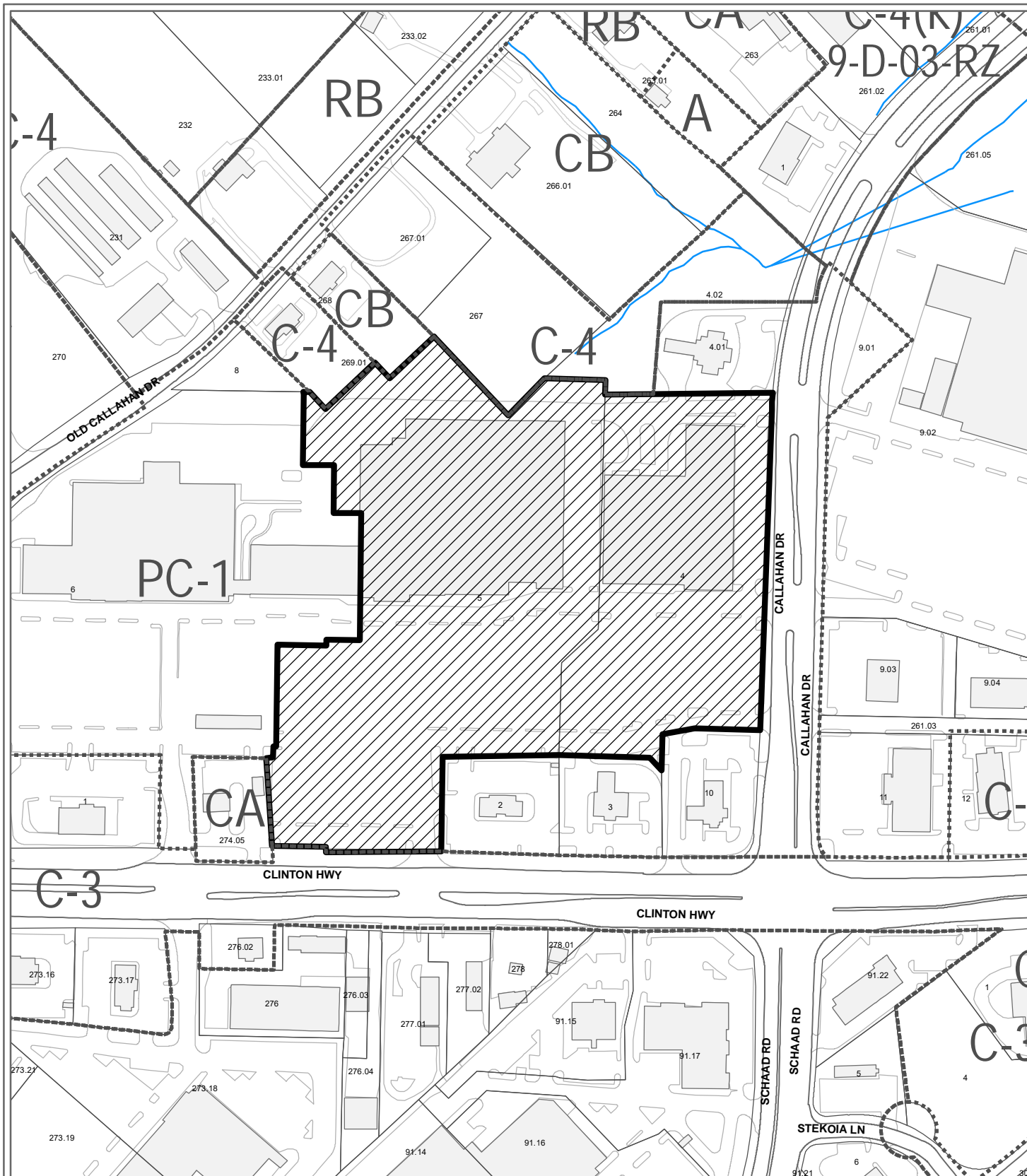
#### CONFORMITY OF THE PROPOSAL TO ADOPTED MPC PLANS

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.

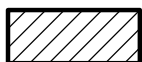
ESTIMATED TRAFFIC IMPACT: Not required.

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)

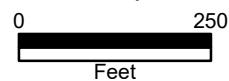
Original Print Date: 3/18/2019  
 Metropolitan Planning Commission \* City / County Building \* Knoxville, TN 37902

Revised:

Petitioner: Graham Corporation

Map No: 67

Jurisdiction: City





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

--

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.

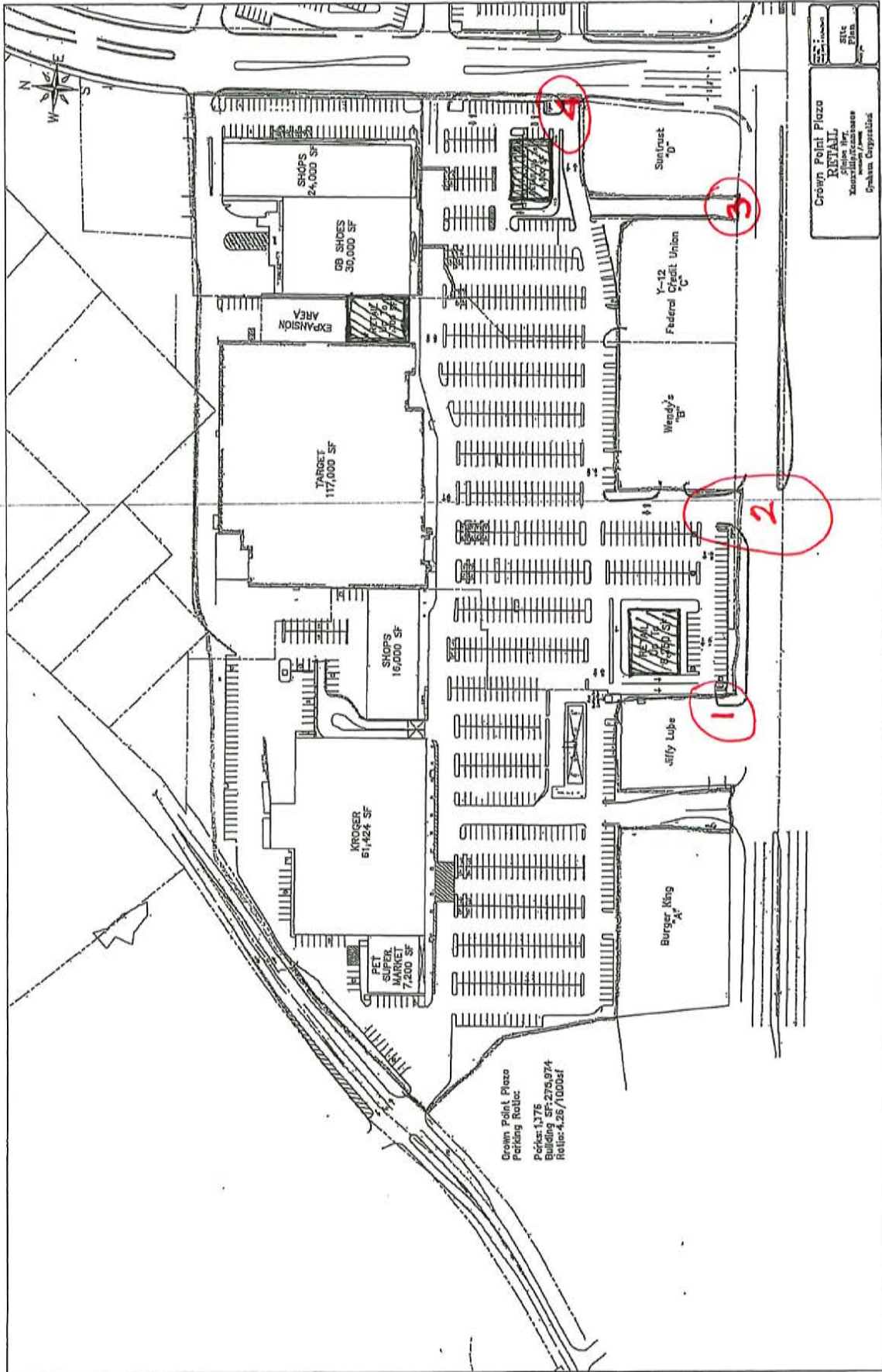


4. Since a portion of the property that includes two of the new building additions is owned by Target, please provide a letter from the owner that authorizes the changes to their site that are proposed for this project.
5. Please note that TDOT will need to review and approve any required changes for 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 Ratio:  
P-dock 1.175  
Building SF 275,974  
Ratio 4.25/1000sf

Crown Point Plaza  
RETAIL  
Shain Nri  
Kumaila Kumbhakar  
Cushman Commercial



March 25, 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) and Meeting with the Planning Commission on (3/19/2019)

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, 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, and Knox County. CPPI has 3 entrances along Clinton Hwy, 3 entrances along Callahan Drive, and 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 outlot buildings over 700' apart within the development. The first will be 8,000 square feet, and the second 2,400 square feet (we are withdrawing 7,300/sf in line space from our initial application). The two new buildings will be interior to the property only and will not affect any of the existing entrances or exits. An internal frontal road will be extended and run the length of the center parallel to Clinton Hwy.

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. These two (2) buildings will only increase daily trips by approximately 393, which is below MPC's 750 (see CDE Smith letter).
  - b. We will work with TDOT to ensure reasonable safety measures are incorporated in the applicable designs and will obtain necessary approvals from them.

Revised development plans are being submitted that address the issues raised by the Planning Commission.

- i. Access #1 (Internal access between private property owners): The driveway from our property to the Jiffy Lube property is a recorded permanent access agreement that cannot be closed, as we do not own the property. The Jiffy Lube property is also a County property zoned CA, that is not part of the Planned Commercial Development we own. In addition, the concern raised during the meeting was regarding the Jiffy Lube access drive to Clinton Hwy not the drive from our property to Jiffy Lube.
- ii. Access #2 (Target's main entrance): As mentioned in our opening summary, the existing development has only 3 entrances along Clinton Hwy as shown on the development plans. This existing Target entrance (Access #2) and parking layout provides the most efficient parking layout with reasonable and safe access. The new 8,000 square foot building will only increase the trips by approximately 302. The placement of this building is as far west of the Target entrance as possible and will provide excellent ques to the building. This existing entrance design was approved by TDOT and is still safely allowing traffic to flow as designed. If any additional improvements were to be made, we would propose that a 40-50' refuge lane could be added on the south side of the median to allow left turns from our development to have added room to make the previously approved left turn from the center. We cannot be held responsible for, or restricted by, the numerous curb cuts and/or illegal entrances that exist on the South side of Clinton Highway.
- iii. Access #3 (Right-in/Right-out) is an existing entrance approved by TDOT and will have very little increased traffic from our new building. In fact, it actually provides a 220' que from Clinton Hwy into our Center. The concern raised during the meeting 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 and additional striping to deter vehicles from crossing the Callahan Drive Intersection while in the turn lane.
- iv. Access #4: The majority of patrons will use Access #5 (with the traffic light) to Access this new building. We have highlighted the primary route. This Access #4 (Right-in/Right-out) entrance from Callahan is not a heavily trafficked entrance and the additional 2,400 square foot 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" from the drive thru to alleviate any drive thru confusion.

3. No further questions.
4. A Target letter has been requested. See enclosed Graham letter.
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.
  - b. Calculations have been added to the revised development plans. All landscape requirements and the COK 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 COK Engineering requirements.
  - d. All COK Engineering requirements will be followed and address during permitting.
    - i. Parking spaces are 18' deep and 9' wide
    - ii. Drive aisles widths are 24' – 30'
    - iii. Landscaped areas will comply with COK 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. COK engineering and requirements and the COK tree ordinance will be followed.
9. Both new developments will be first class retail and be comparable to the other outlot buildings in the center and the area (Wendy's, Burger King, Suntrust, Y-12, Verizon, McDonalds, Chick-fila, Chili's, etc.). Additional elevations have been provided for reference.
10. Streets have been labeled on the revised development plans.

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

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to be 'Rob Graham', with a stylized, flowing script.

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,

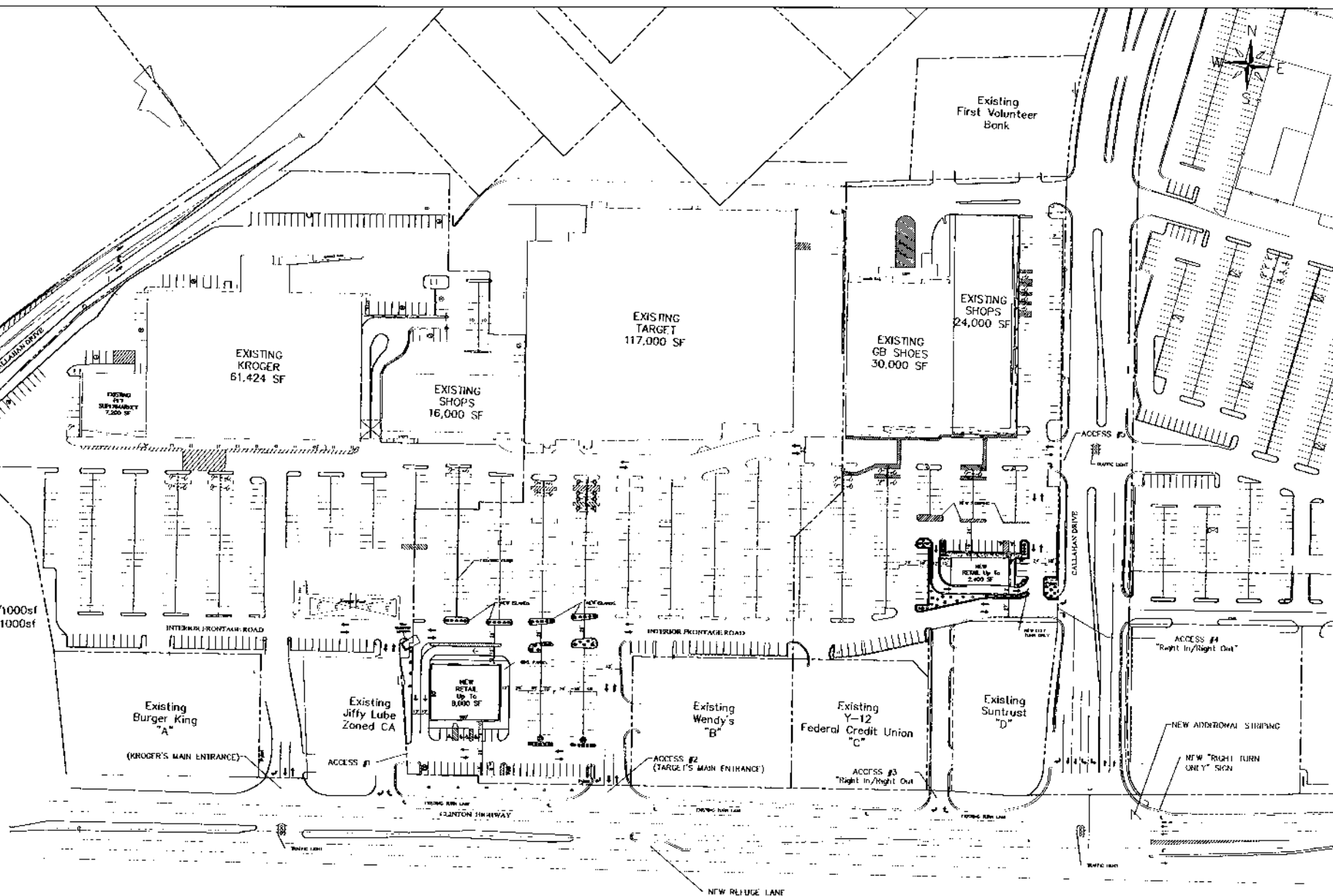
A handwritten signature in blue ink that reads "N. Chris Kirby".

Chris Kirby, PE  
CDM Smith  
Project Manager



# CROWN POINT PLAZA

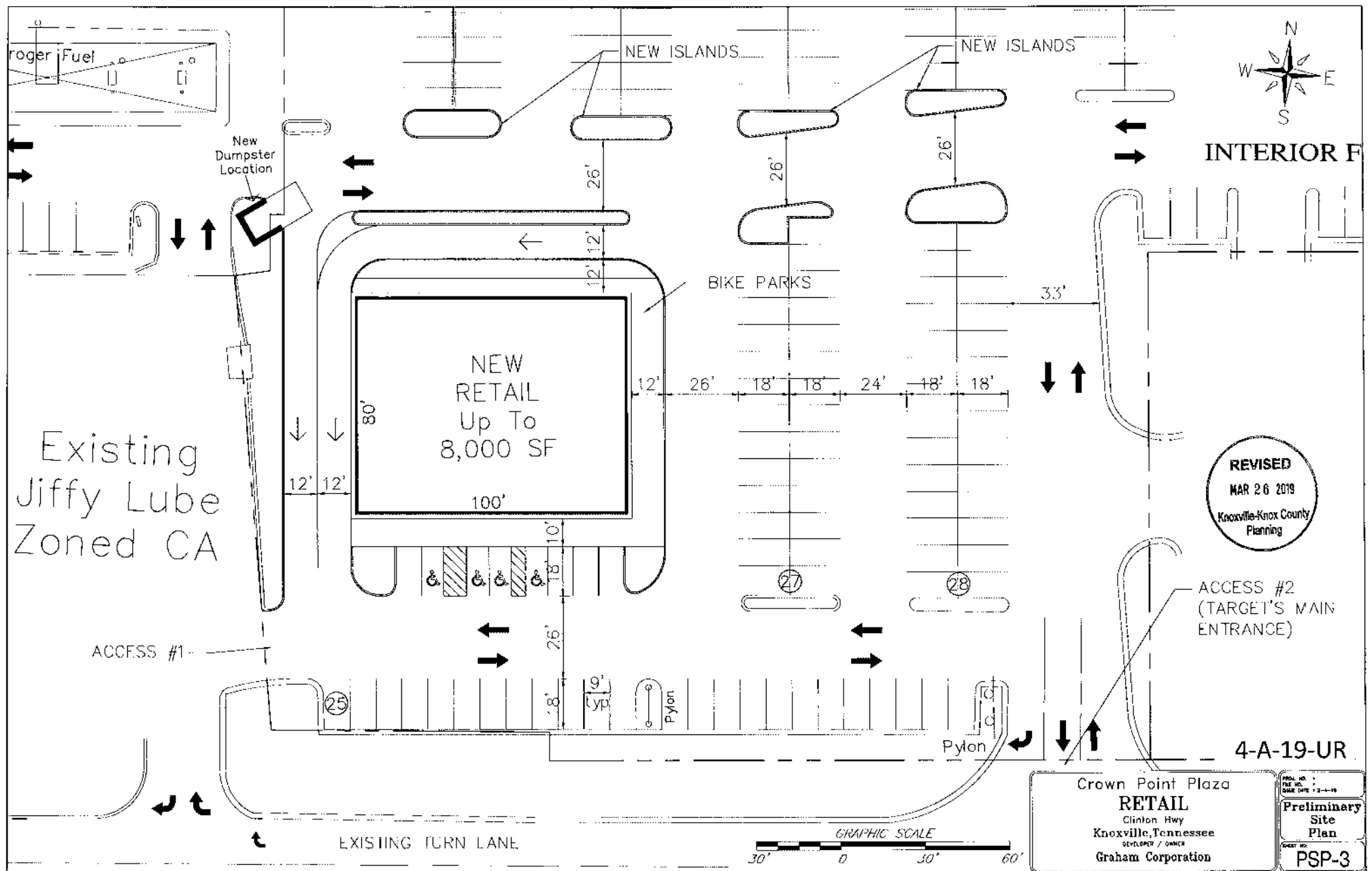
Parks: 1,189  
Building SF: 266,024  
Ratio: 4.5/1000sf  
Maximum Allowed: 6/1000sf  
Minimum Required: 3/1000sf

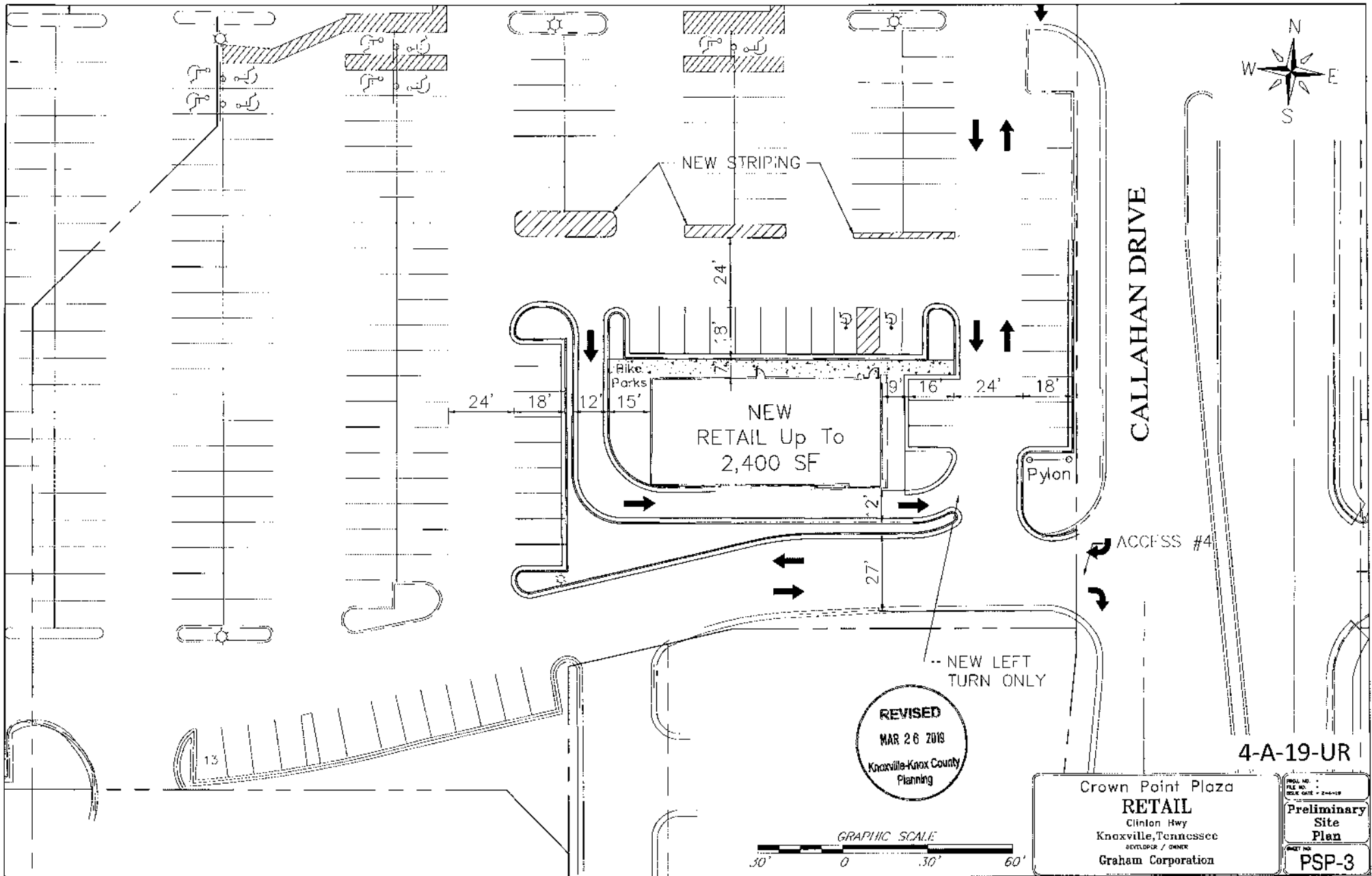


MPC File Review #4-A-19-UR

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

Site Plan





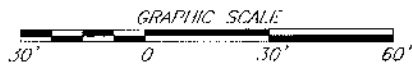
CALLAHAN DRIVE

Pylon

ACCESS #4

-- NEW LEFT  
TURN ONLY

REVISED  
MAR 26 2018  
Knoxville-Knox County  
Planning

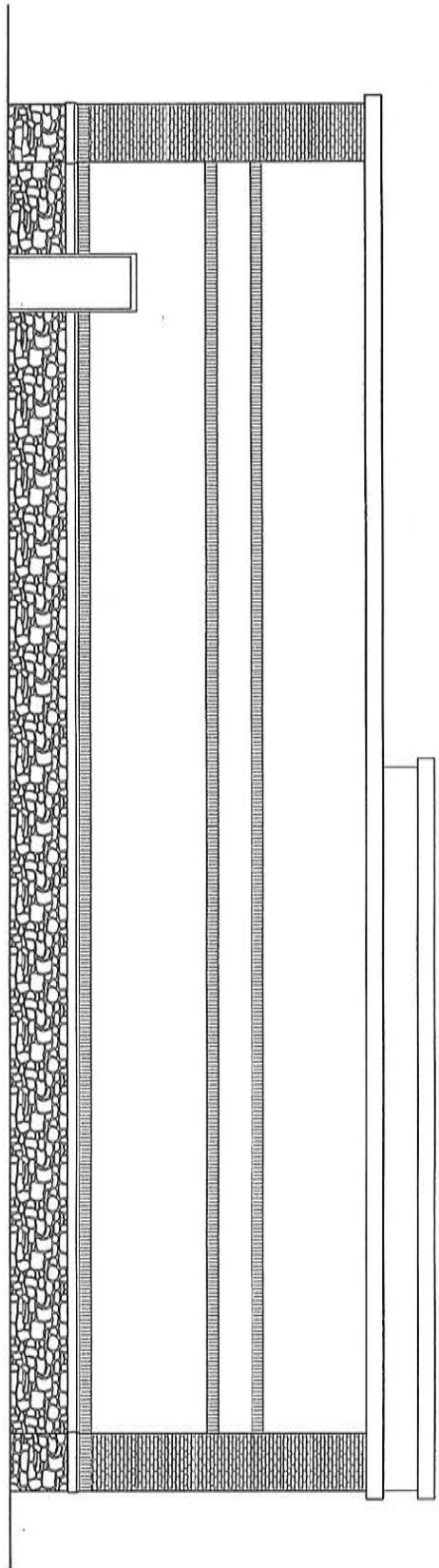


4-A-19-UR

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

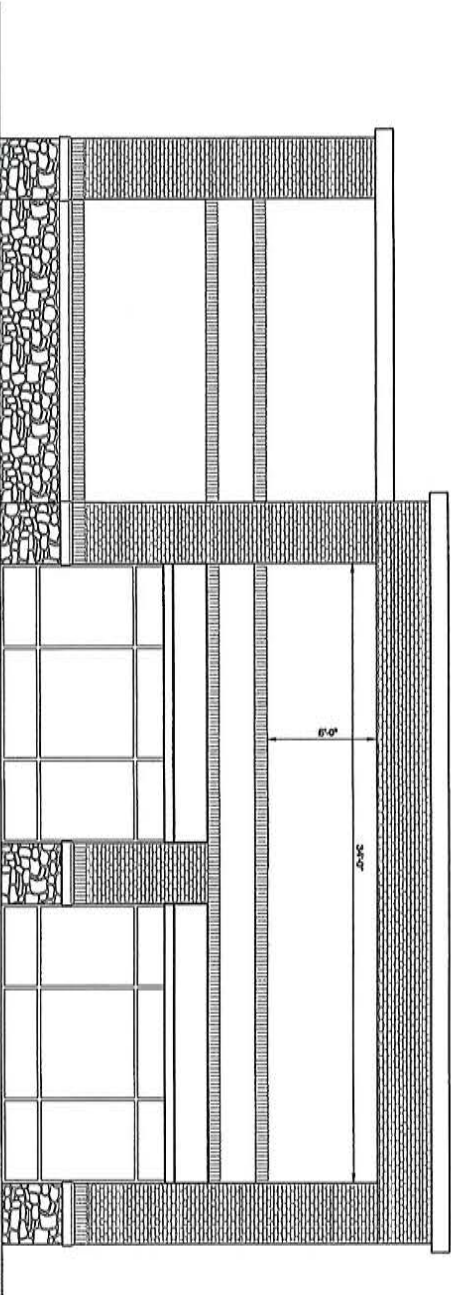
PROJ. NO.  
FILE NO.  
FILE DATE: 2-24-19  
**Preliminary  
Site  
Plan**  
SHEET NO.  
**PSP-3**





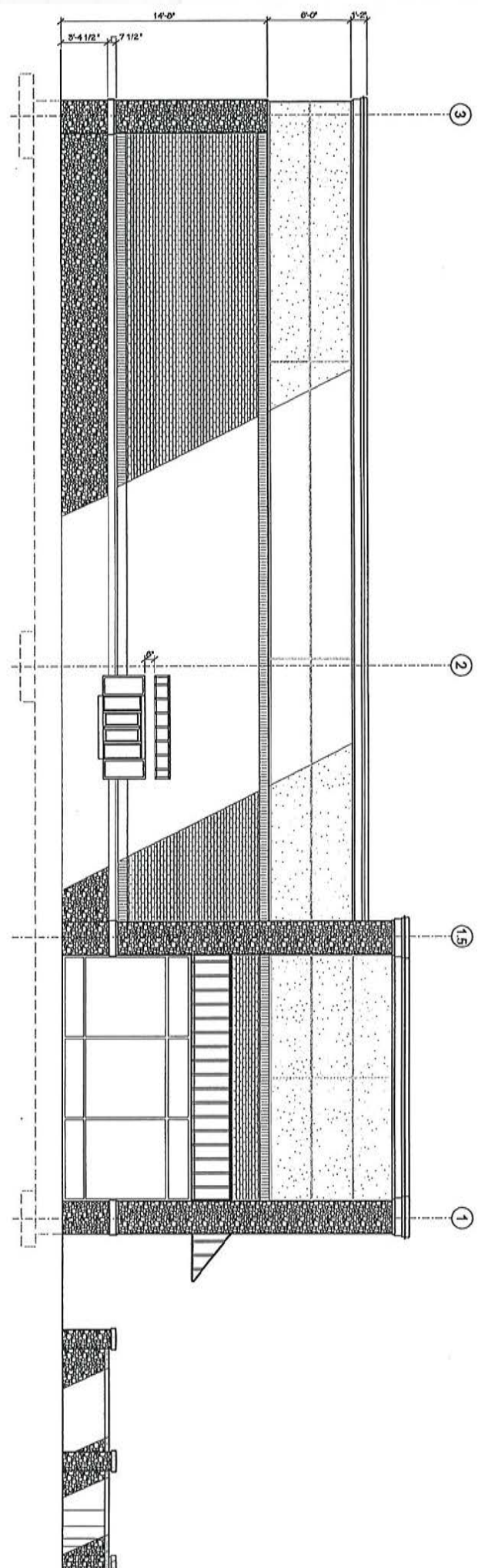
3 East Elevation

1/8" = 1'-0"

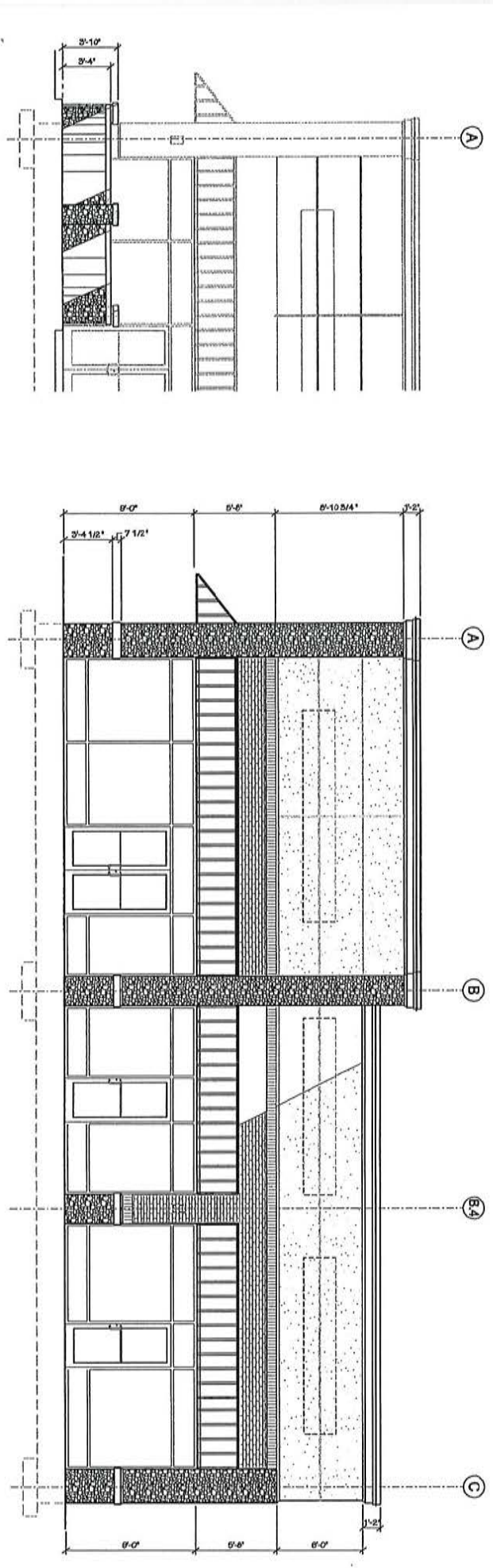


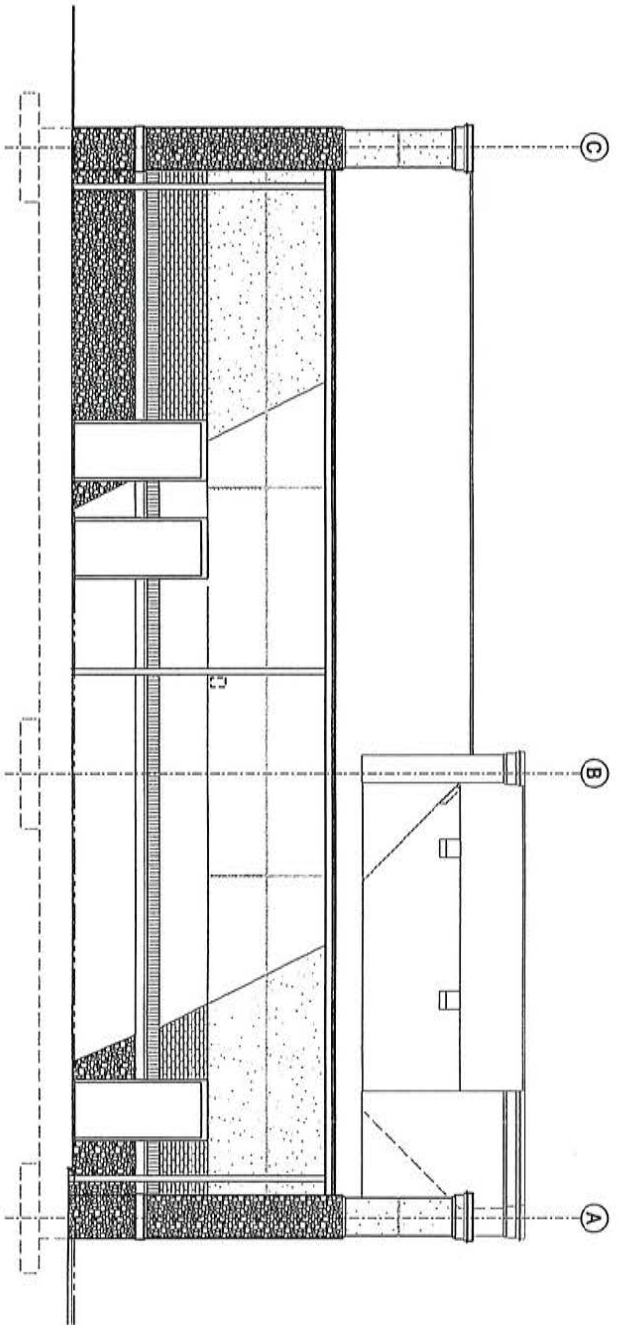
4 North Elevation

1/8" = 1'-0"



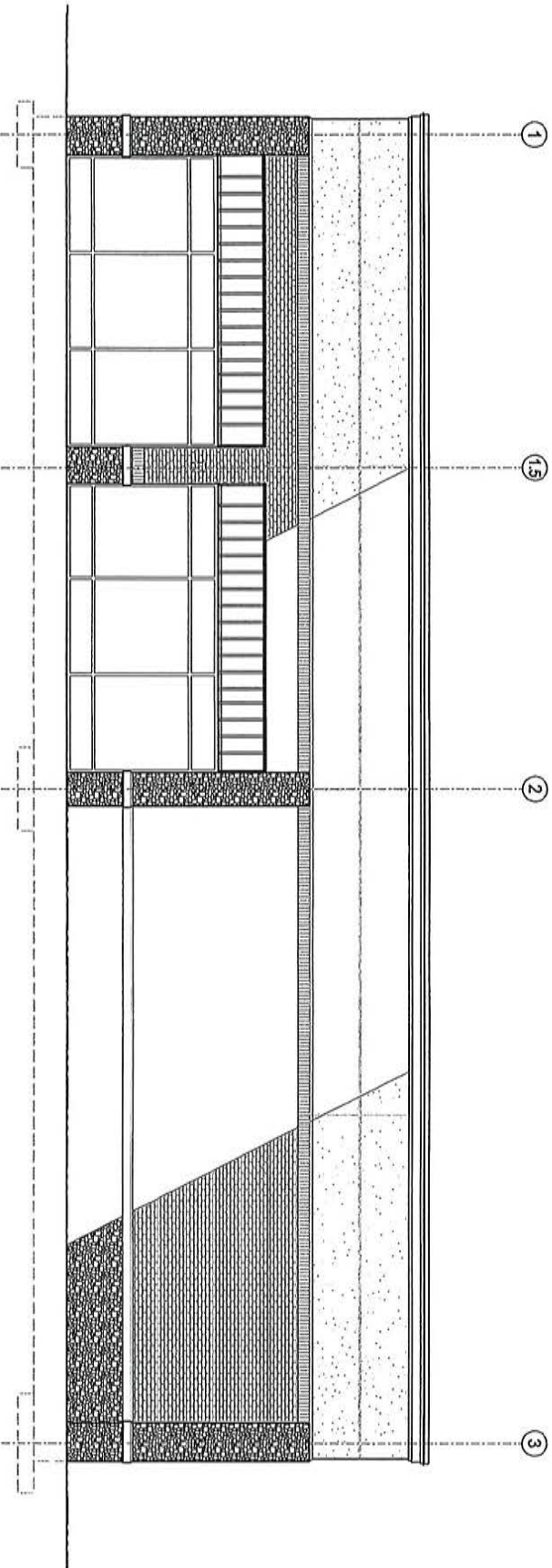
2 Exterior Elevation 1/4" = 1'-0"





2 Exterior Elevation

1/4" = 1'-0"



MPC

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: KG/S

03/01/2019

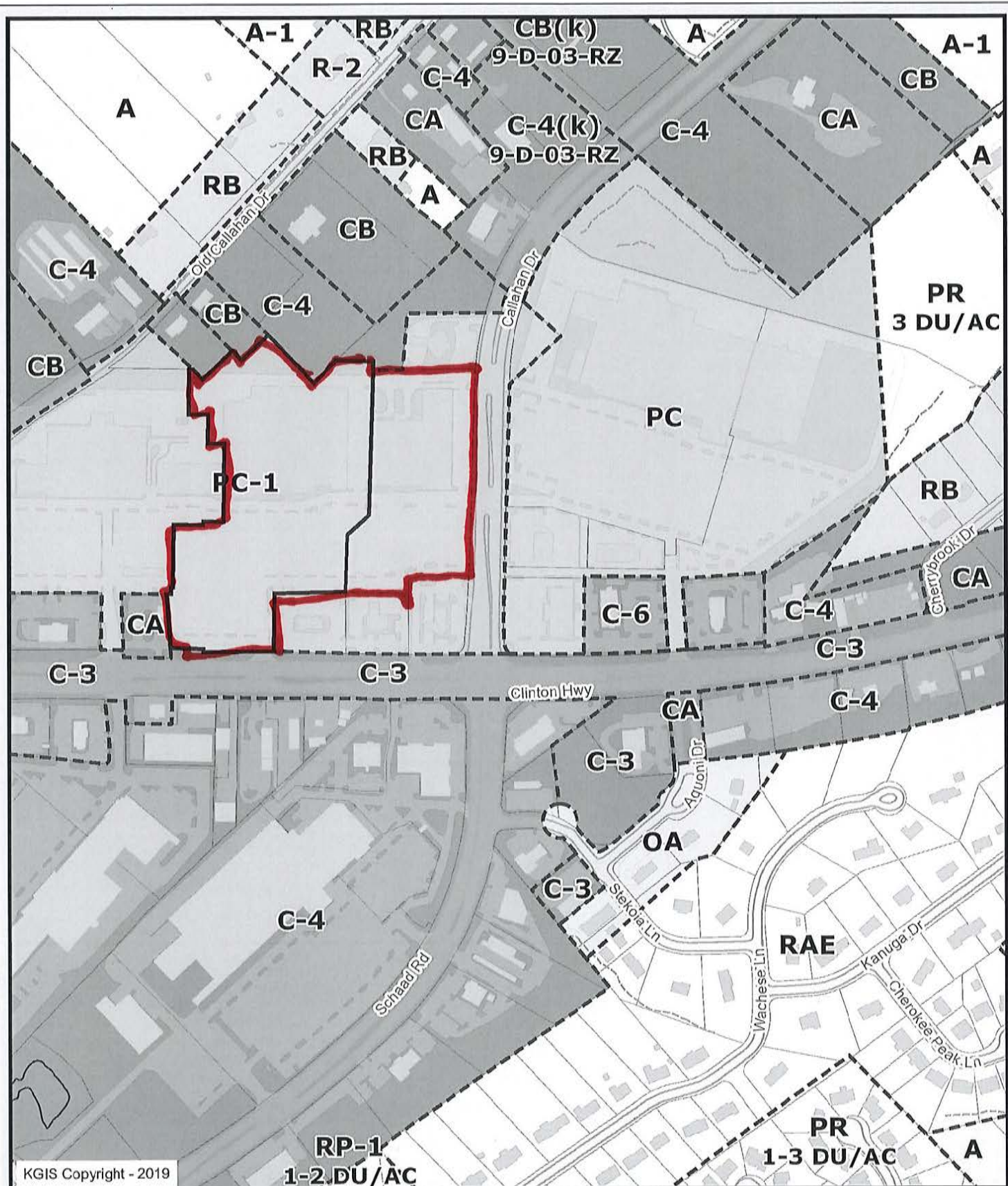


## Source: KG/S

ACTIVE NORMAL 03/01/2019

<i>Owner</i>
DAYTON HUDSON CORPORATION % PROP TAX DEPT T795

ANX (2004) 0-4 12-95	
<i>Parent Parcel</i>	<i>Parent Instrument Number</i>
<i>Previous Parcel ( Split From )</i>	<i>Next Parcel ( Merged Into )</i>
67-268.01,269,+	





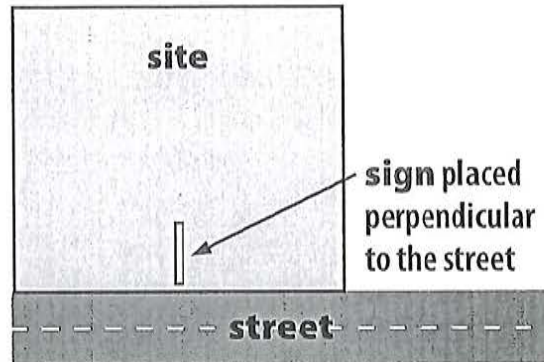
## REQUIRED SIGN POSTING AGREEMENT

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.

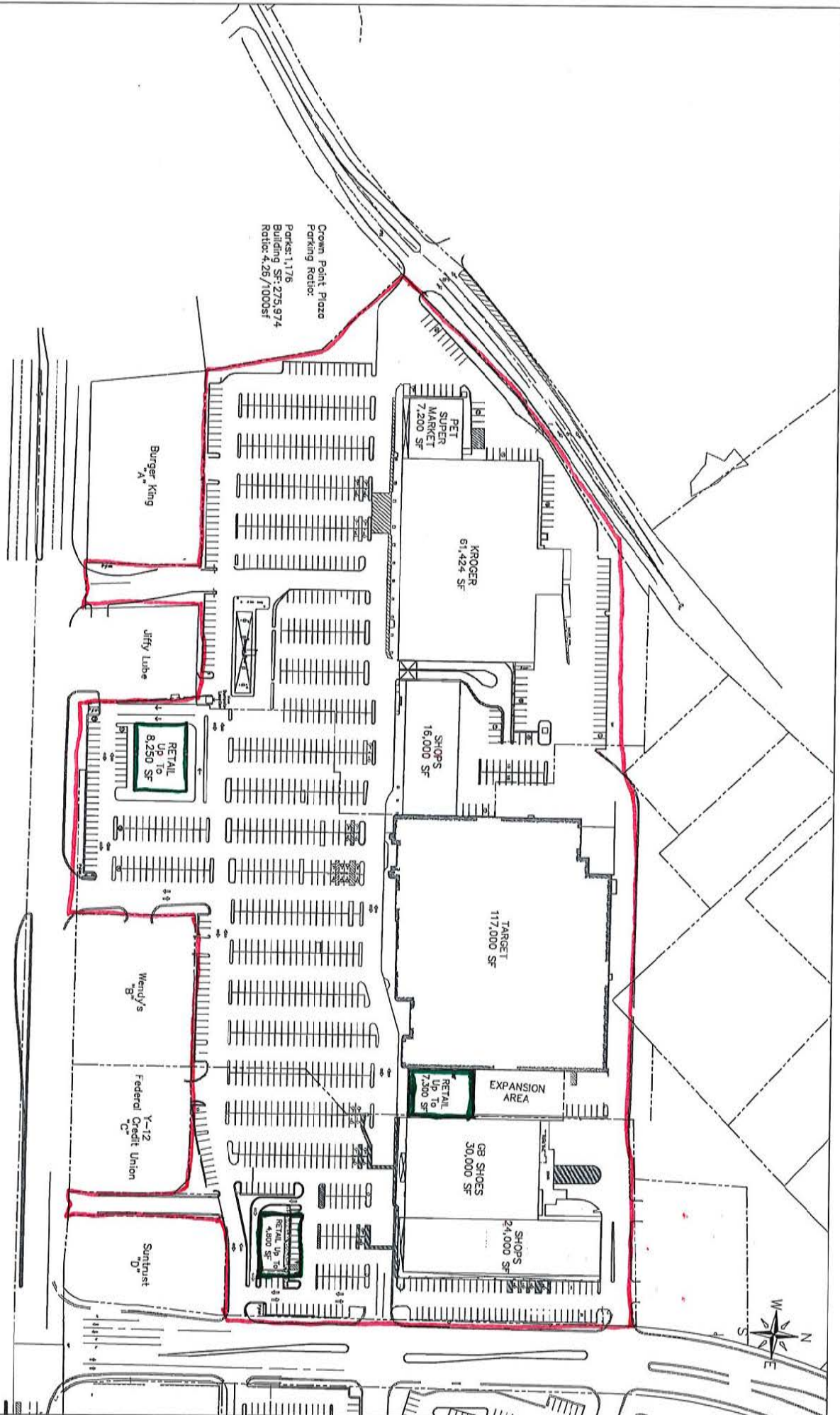
Sincerely,

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, Target, Wendy's, Jiffy Lube, Burger King, SunTrust, Y-12 Federal Credit Union, GS Shoes, Expansion Area, Retail Up To 8,250 SF, Retail Up To 4,800 SF, Retail Up To 7,200 SF

