



# DEVELOPMENT PLAN REPORT

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► **FILE #:** 8-A-24-DP **AGENDA ITEM #:** 42  
**POSTPONEMENT(S):** 8/8/2024, 9/12/2024, 11/14/2024 **AGENDA DATE:** 12/12/2024  
► **APPLICANT:** DOUG JUSTUS/JELLY BEAN PROPERTIES LLC  
**OWNER(S):** Doug Justus Jelly Bean Properties LLC

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**TAX ID NUMBER:** 147 109 [View map on KGIS](#)

**JURISDICTION:** County Commission District 9

**STREET ADDRESS:** 0 CRENSHAW RD

► **LOCATION:** North side of Crenshaw Rd, east side of Maryville Pike, south side of W. Governor John Sevier Hwy

► **APPX. SIZE OF TRACT:** 4.33 acres

**GROWTH POLICY PLAN:** Planned Growth Area

**ACCESSIBILITY:** Access is via Crenshaw Rd, a local street with a pavement width ranging between 14 and 16 ft within 42 ft of right-of-way; and via Maryville Pike, a minor arterial with a pavement width of 26 ft within 88 ft of right-of-way.

**UTILITIES:** Water Source: Knox-Chapman Utility District

Sewer Source: Knox-Chapman Utility District

**FIRE DISTRICT:** Rural Metro Fire

**WATERSHED:** Knob Creek

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► **ZONING:** PR(k) (Planned Residential) up to 8 du/ac

► **EXISTING LAND USE:** Agriculture/Forestry/Vacant Land

► **PROPOSED USE:** Multi-dwelling development

**DENSITY PROPOSED:** 7.75 du/ac

**HISTORY OF ZONING:** The property was rezoned from CA and A to PR < 8 du/ac subject to 2 conditions in February 2023 (1-P-23-RZ).

**SURROUNDING LAND USE AND ZONING:** North: Agriculture/forestry/vacant land - PC (Planned Commercial)

South: Agriculture/forestry/vacant land, single family residential, public/quasi-public (church) - RB (General Residential), A (Agricultural)

East: Single family residential - A (Agricultural)

West: Commercial, single family residential - RB (General Residential), CA (General Business), A (Agricultural)

**NEIGHBORHOOD CONTEXT:** This property is in a neighborhood commercial node at the intersection with W. Governor John Sevier Highway and Maryville Pike.

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## STAFF RECOMMENDATION:

► Approve the development plan for up to 32 multi-dwelling units as depicted on the site plan, subject to 14 conditions.

- 1) Meeting all other applicable requirements of the Knox County Zoning Ordinance.
- 2) Meeting all requirements of the Knox County Department of Engineering and Public Works.
- 3) Providing a sidewalk from the internal sidewalk system to the commercial node at the Old Maryville Pike and Governor John Sevier Highway intersection per the requirements of the Knox County Sidewalk Ordinance (Chapter 54, Article IV of the Knox County Code). The details regarding the sidewalk location will be determined during permitting.
- 4) Modifying the Crenshaw Road intersection with Maryville Pike per the requirements of Knox County Engineering and Public Works and the Tennessee Department of Transportation (TDOT).
- 5) Widening Crenshaw Road to 20 ft from the intersection with Maryville Pike to the development access point.
- 6) Implementing the recommendations of "alternative #3" of the Crenshaw Road Residential Development Transportation Impact Letter (AJAX Engineering, 10/21/2024) as required by Knox County Engineering and Public Works during permitting (see Exhibit C).
- 7) Entering into a Memorandum of Understanding with Knox County Engineering and Public Works for completing off-site improvements per Chapter 54, Article V of the Knox County Code (Ord. O-23-4-102). The cost of these improvements is the responsibility of the property owner.
- 8) Maintain a tree buffer with 50 ft of depth along the Governor John Sevier Highway frontage, install high-visibility tree protection fencing before clearing and grading activities begin, and maintain the fencing until site and building construction are complete, per the zoning condition (1-P-23-RZ). Areas that have been previously disturbed shall be replanted with evergreen and deciduous trees.
- 9) Provide a Type B landscape screen along the eastern boundary (Exhibit B). Existing trees that are to remain can count toward this requirement.
- 10) Before grading permits are issued, a landscape plan must be submitted to Planning staff for review and approval.
- 11) During permitting, evaluate the stormwater pipe capacity that crosses the northern part of the property. If it is determined to be undersized, the property owner must replace it at their expense.
- 12) The building height must comply with the 35-foot height limitation of the Tennessee Scenic Highway System Act of 1971 (TCA 54-17-115).
- 13) Limiting vehicles to a right-out only onto Crenshaw Road by providing a curbed island in the driveway per the requirements of Knox County Engineering and Public Works during permitting.
- 14) If during premitting review or construction of the development, it is discovered that unforeseen off-site improvements within the right-of-way are necessary, the developer will either enter into a memorandum of understanding (MOU) with the County for these improvements or reimburse the County for their direct expenses (if completed by County crews) to make corrections deemed necessary.

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

#### **COMMENTS:**

This proposal is for a 32-unit, multi-family development on this 4.130-acre site at a density of 7.75 du/ac. The property was rezoned in February 2023 (1-P-23-RZ) from CA (General Business) and A (Agricultural) to PR (Planned Residential) up to 8 du/ac with 2 conditions (see below). The Planning Commission postponed this application at the August 2024 meeting to allow the applicant to complete a transportation impact letter (TIL) to determine whether directly accessing Maryville Pike is feasible (see Exhibit C). A summary of the recommendations and conclusions is below.

#### **ZONING CONDITIONS**

- 1) Maintain a tree buffer with 50 ft of depth along the Governor John Sevier Highway, as recommended by the Governor John Sevier Scenic Highway Corridor Study. High visibility tree protection fencing shall be installed before clearing and grading activities begin and maintained until site and building construction are complete.
  - 2) No clearing or grading of the site shall be permitted until a Concept Plan or Use on Review development plan is approved by the Planning Commission.
- Some site clearing occurred after the rezoning and before February 2024, as seen in the 2024 aerials. The clearing extending into the 50 ft tree buffer along Governor John Sevier Highway will be replanted, and the remaining trees within the buffer will remain.

#### **TRANSPORTATION IMPACT LETTER (TIL)**

The TIL evaluated three alternatives for accessing the property: two from Maryville Pike and one from Crenshaw Road (see Exhibit C).

-- Alternative 1 is to access Maryville Pike between the intersections of Old Maryville Pike and Crenshaw Road. This was the least desirable option because of the potential for vehicles queuing on Maryville Pike blocking the driveway, the minimal distance between Old Maryville Pike and Crenshaw Road, and the complication of

meeting TDOT's corner clearance standards.

-- Alternative 2 is to create a fourth leg of the Old Maryville Pike and Maryville Pike intersection. The eastbound approach of Old Maryville Pike at Maryville Pike currently operates with high vehicle delays, particularly in the PM hours. Due to the current and projected high vehicle delays, an eastbound right-turn lane is recommended to accommodate a higher volume of turning movements. This would require additional pavement width, curb relocation, and stormwater (catch basin) modifications.

-- Alternative 3 is to access Crenshaw Road as the development plan proposes. This is considered the best option because of the reduced impact on the existing intersections along Maryville Pike, especially for Old Maryville Pike's eastbound approach, and is the option shown on the plans. However, improvements to Crenshaw Road are required, and vehicles exiting the development are limited to right-out only, towards Maryville Pike. The current pavement width of Crenshaw Road ranges from 16 feet west of the access point (towards Maryville Pike) to 14 feet to the east. The TIL notes that vegetation along Crenshaw Road must be cleared to ensure the minimum sight distance is obtained in both directions, and Crenshaw Road must be widened to 20 feet from the access point to Maryville Pike.

#### DEVELOPMENT PLAN ANALYSIS PER ARTICLE 6, SECTION 6.50.06 (APPROVAL OR DENIAL)

In the exercise of its administrative judgment, the Planning Commission shall determine if the proposed plan is in harmony with the general purpose and intent of the zoning ordinance and adopted plans.

#### 1) ZONING ORDINANCE

PR (Planned Residential) up to 8 du/ac subject to 2 conditions (listed above):

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

B) The proposed development has a density of 7.75 du/ac and, with the recommended conditions, complies with the conditions of the rezoning (1-P-23-RZ).

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

A) The 50-ft tree buffer along Governor John Sevier Highway and the recommended Type B landscape screen along the eastern property boundary are consistent with Policy 2, which ensures that development is sensitive to existing community character.

B) The proposal adds multi-family dwellings to the area's housing mix, consistent with Policy 5, to create neighborhoods with a variety of housing types and amenities in close proximity, including two elementary schools, a high school, the South Knoxville Senior Center, and I. C. King Park..

C) The developer is required to widen Crenshaw Road, consistent with Policy 9, to coordinate infrastructure improvements with development.

D) A sidewalk connection to the nearby commercial node is required, consistent with Policy 11, to promote connectivity with new development, increase mobility, and encourage active transportation and recreation.

#### 3) FUTURE LAND USE MAP

A) The property is classified as the CMU (Corridor Mixed-Use) place type. CMU areas are appropriate for moderate-scale, walkable mixed-use development occurring along major corridors. These areas may incorporate office, retail, civic, residential, and community gathering spaces both vertically and horizontally and shall provide connectivity to nearby neighborhoods. -- With the recommended conditions, this proposal is consistent with the intent of the CMU place type as it incorporates residential uses and pedestrian connectivity to the commercial node.

B) Multi-family residential is considered a secondary use in the CMU place type. Secondary uses are supporting or complementary land uses that are compatible with the primary use but are not the main focus of the place type. -- The CMU place type designation covers a larger area surrounding the subject property, consisting of retail, service, single-family residential, and quasi-governmental uses. The proposed multi-dwelling development complements the existing uses in this location.

C) The CMU Form Attributes include building heights between 2 and 5 stories, front setbacks of 20-30 ft, automobiles as a secondary mode of transportation, parking located to the side and rear of buildings, and streets promoting walkable settings. -- This proposal includes 2-story structures with pitched roofs, parking located to the side of (between) the buildings, and is required to provide a sidewalk connection to the nearby commercial node.

D) The CMU place type allows consideration of PR up to 24 du/ac. The proposed development has a density of 7.75 du/ac and meets the conditions of the rezoning.

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

A) The property is within the Planned Growth Area (PGA). The purposes of the PGA designation are to encourage a reasonably compact pattern of development, promote the expansion of the Knox County

economy, offer a wide range of housing choices, and coordinate the actions of the public and private sectors, particularly with regard to the provision of adequate roads, utilities, schools, drainage and other public facilities and services. – This proposal is consistent with the Growth Policy Plan.

ESTIMATED TRAFFIC IMPACT: 343 (average daily vehicle trips)

Average Daily Vehicle Trips are computed using national average trip rates reported in the latest edition of "Trip Generation," published by the Institute of Transportation Engineers. Average Daily Vehicle Trips represent the total number of trips that a particular land use can be expected to generate during a 24-hour day (Monday through Friday), with a "trip" counted each time a vehicle enters or exits a proposed development.

ESTIMATED STUDENT YIELD: 3 (public school children, grades K-12)

Schools affected by this proposal: Mount Olive Elementary, South Doyle Middle, and South Doyle 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.

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



# Request to Postpone • Table • Withdraw

Derick Jones, PE

11/8/2024

Applicant Name (as it appears on the current Planning Commission agenda)

Date of Request

11/14/2024

Scheduled Meeting Date

File Number(s)

8-A-24-DP

## POSTPONE

☒ **POSTPONE:** All applications are eligible for postponement if the request is received in writing and paid for by noon on Thursday the week prior to the Planning Commission meeting. All requests must be acted upon by the Planning Commission, except new applications which are eligible for one 30-day automatic postponement. If payment is not received by the deadline, the item will be tabled.

**SELECT ONE:** ☒ 30 days ☐ 60 days ☐ 90 days

Postpone the above application(s) until the December 12, 2024 Planning Commission Meeting.

## WITHDRAW

☐ **WITHDRAW:** Applications may be withdrawn automatically if the request is received in writing no later than 3:30pm on Thursday the week prior to the Planning Commission meeting. Requests made after this deadline must be acted on by the Planning Commission. Applicants are eligible for a refund only if a written request for withdrawal is received no later than close of business 2 business days after the application submittal deadline and the request is approved by the Executive Director or Planning Services Manager.

## TABLE

*\*The refund check will be mailed to the original payee.*

☐ **TABLE:** Any item requested for tabling must be acted upon by the Planning Commission before it can be officially tabled. There is no fee to table or untable an item.

## AUTHORIZATION

*By signing below, I certify I am the property owner, and/or the owners authorized representative.*

Applicant Signature

Derick Jones

Please Print

865-984-3905

sdjones@sterling.us.com

Phone Number

Email

## STAFF ONLY

Staff Signature

Michael Reynolds

Please Print

Date Paid

☒ No Fee

Eligible for Fee Refund? ☐ Yes ☐ No

Amount:

Approved by:

Date:

Payee Name

Payee Phone

Payee Address

October 2022



# Request to Postpone • Table • Withdraw

Doug Justus/Jelly Bean Properties LLC

8/26/24

Applicant Name (as it appears on the current Planning Commission agenda)

Date of Request

September 12, 2024

Scheduled Meeting Date

File Number(s)

8-A-24-DP

## POSTPONE

☒ **POSTPONE:** All applications are eligible for postponement if the request is received in writing and paid for by noon on Thursday the week prior to the Planning Commission meeting. All requests must be acted upon by the Planning Commission, except new applications which are eligible for one 30-day automatic postponement. If payment is not received by the deadline, the item will be tabled.

**SELECT ONE:** ☐ 30 days ☐ 60 days ☐ 90 days

Postpone the above application(s) until the NOV. 14, 2024 Planning Commission Meeting.

## WITHDRAW

☐ **WITHDRAW:** Applications may be withdrawn automatically if the request is received in writing no later than 3:30pm on Thursday the week prior to the Planning Commission meeting. Requests made after this deadline must be acted on by the Planning Commission. Applicants are eligible for a refund only if a written request for withdrawal is received no later than close of business 2 business days after the application submittal deadline and the request is approved by the Executive Director or Planning Services Manager.

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## AUTHORIZATION

*By signing below, I certify I am the property owner, and/or the owners authorized representative.*

Applicant Signature

S. Derick Jones, Project Engineer

Please Print

865-984-3905

sdjones@sterling.us.com

Phone Number

Email

## STAFF ONLY

Staff Signature

Michael Reynolds

Please Print

Date Paid

☐ No Fee

Eligible for Fee Refund? ☐ Yes ☐ No

Amount:

Approved by:

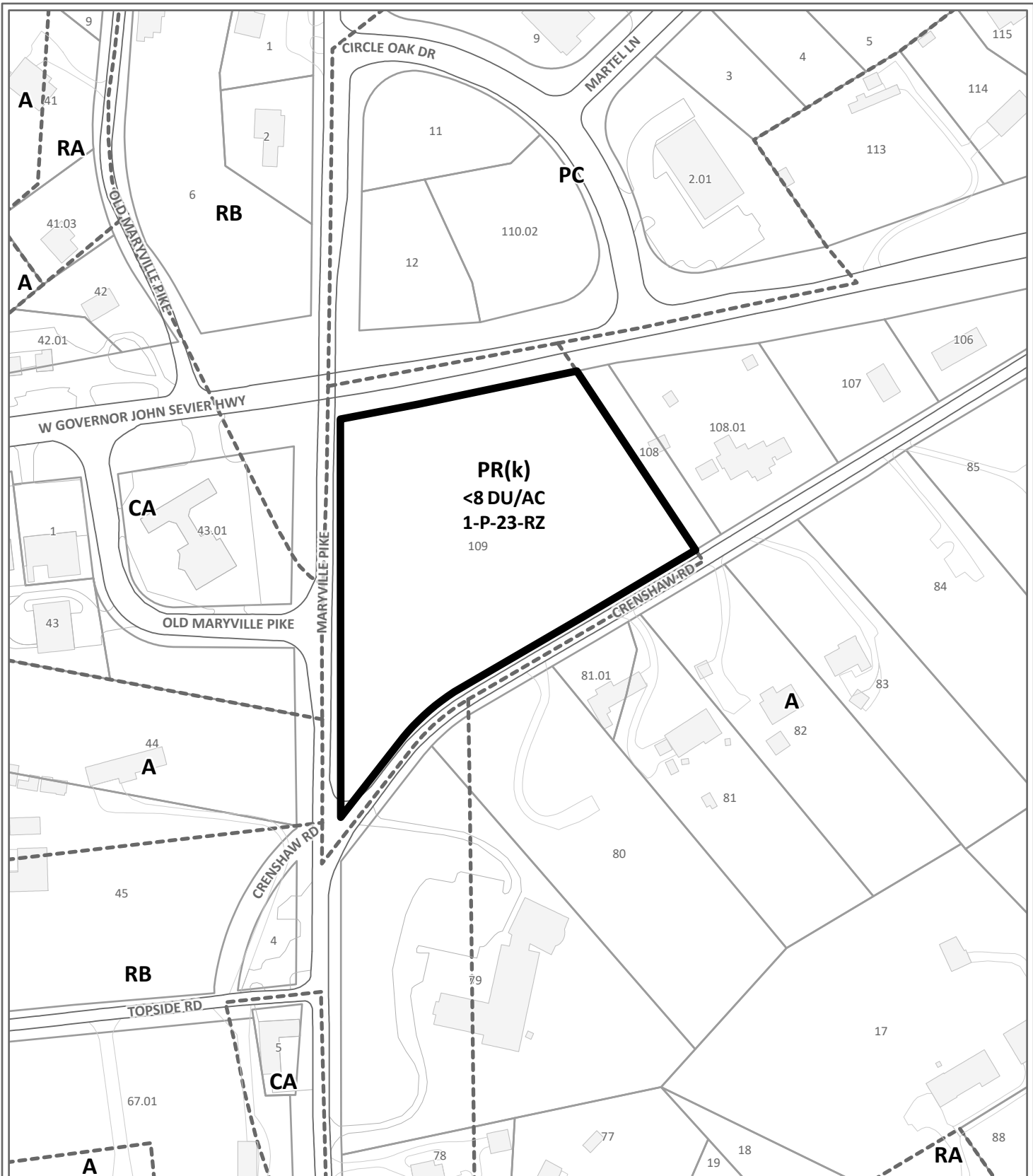
Date:

Payee Name

Payee Phone

Payee Address

October 2022



**DEVELOPMENT PLAN**

**8-A-24-DP**

**Petitioner:** Derick Jones PE



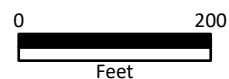
Multi-dwelling development in PR(k) (Planned Residential) up to 8 du/ac

**Original Print Date:** 7/10/2024

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

**Map No:** 147

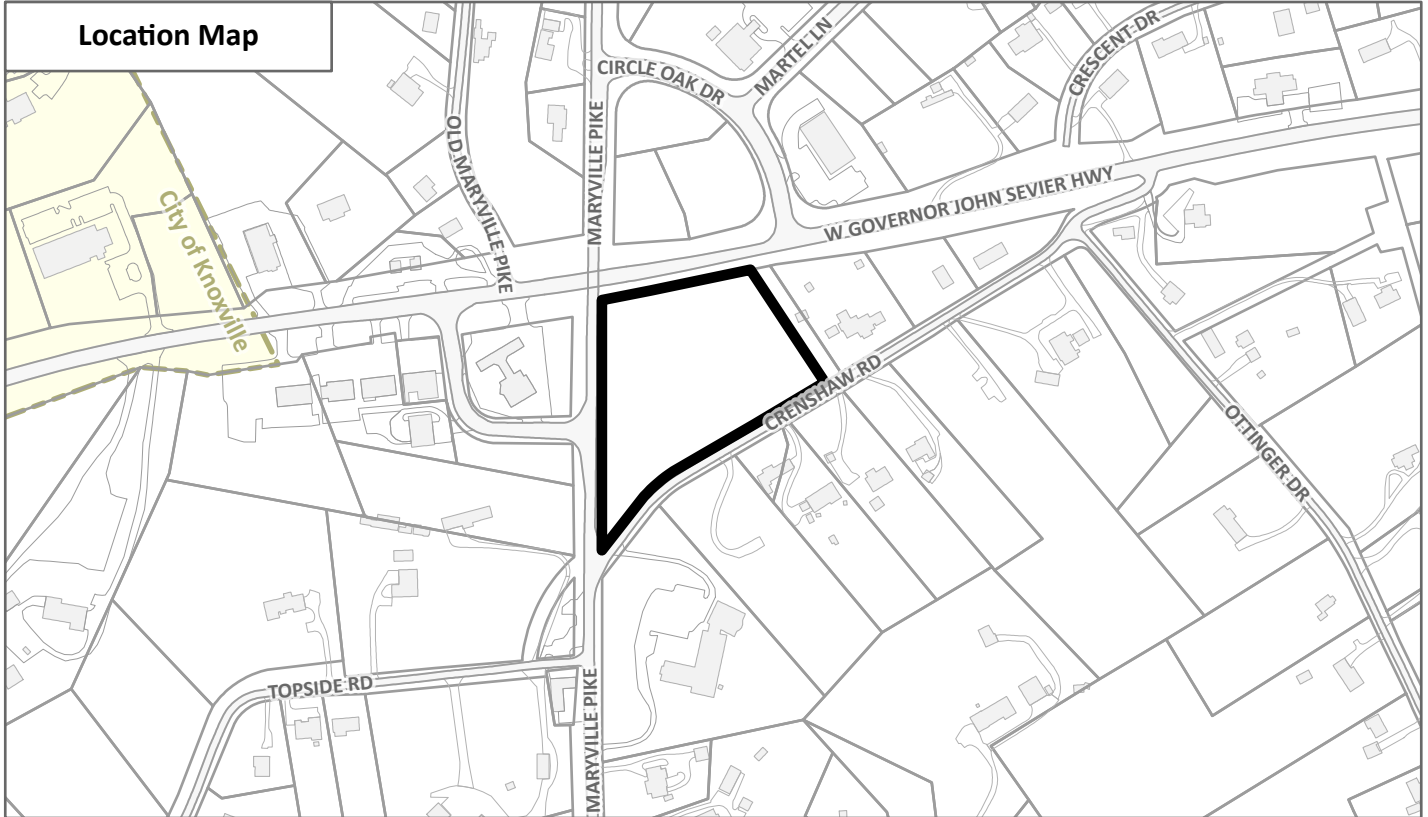
**Jurisdiction:** County





## Exhibit A. Contextual Images

Location Map



Aerial Map

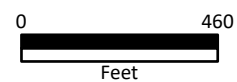


CONTEXTUAL MAPS 1

8-A-24-DP



Case boundary

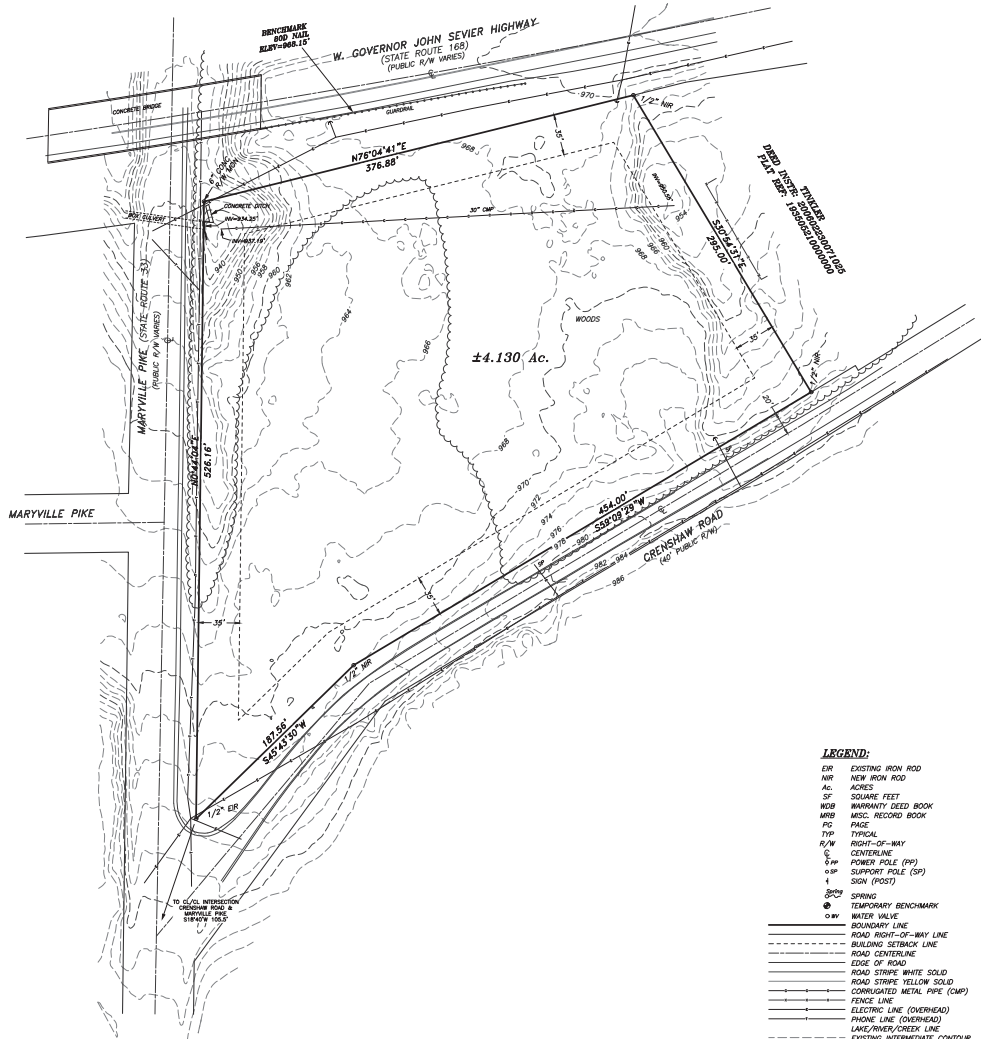




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#### SURVEYOR'S NOTES:

- This property is zoned Knox County PR (Planned Residential).
- Building setbacks shown hereon are according to the current zoning classification for the subject property.
- Contours shown hereon were taken from State of Tennessee GIS LIDAR data supplemented with field locations. 2 foot Contour interval shown. Elevations are based on the NAVD83.
- No Instruments of Record reflecting easements, rights of way, and/or ownership were furnished to the Surveyor, except as shown hereon. The Surveyor has made no attempt to access the public records for any easements. Subject to any easements, regulations or restrictions in effect at the time of this survey. No title opinion is expressed or implied.
- The Surveyor has made no attempt to locate underground utilities, underground foundations, underground encroachments or underground improvements, except as shown hereon. Actual location of all underground utilities should be verified through Tennessee 1 Call (1-800-321-1111) or the utility provider prior to any excavation or construction.
- This property is not located in a flood hazard area according to FEMA Flood Insurance Rate Maps #19085C0293F and #19085C0289F, dated May 2, 2007.



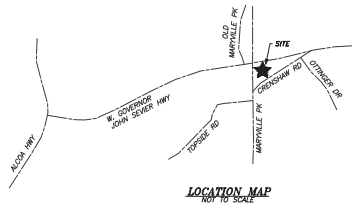
#### LEGEND:

- EXR EXISTING IRON ROD
- NR NEW IRON ROD
- AC ACRES
- SF SQUARE FEET
- NDB WARRANTY DEED BOOK
- MRB MISC. RECORD BOOK
- PG PAGE
- TYP TYPICAL
- R/W RIGHT-OF-WAY
- C CENTERLINE
- PP POWER POLE (PP)
- SP SUPPORT POLE (SP)
- SIGN (POST)
- SPRING
- WB TEMPORARY BENCHMARK
- BL BOUNDARY LINE
- RD ROAD RIGHT-OF-WAY LINE
- BS BUILDING SETBACK LINE
- CL CENTERLINE
- ER EDGE OF ROAD
- RS ROAD STRIPE WHITE SOLID
- RY ROAD STRIPE YELLOW SOLID
- CM CORRUGATED METAL PIPE (CMP)
- FL FENCE LINE
- EL ELECTRIC LINE (OVERHEAD)
- LP LANE/MILE/CREX LINE
- PH PHONE LINE (OVERHEAD)
- IC EXISTING INTERMEDIATE CONTOUR
- TR TREE LINE

OWNER:  
JELLY BEAN PROPERTIES, LLC  
1721 NIGHTBERRY LN  
KNOXVILLE, TN 37922  
DISTRICT 5, KNOX COUNTY  
DEED INSTR. 2022305030058862  
TAX MAP 147 PARCEL 109.00

50' 25' 0 50' 100'  
1" = 50'

8-A-24-DP  
Revised 7/18/2024





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CONSULTING  
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1020 WILLIAM BLOUNT DRIVE  
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37802-8401  
P.O. BOX 4878  
MARYVILLE, TENNESSEE  
37802-4878  
PHONE: 865-984-3905  
FAX: 865-981-2815  
www.sterling-inc.com

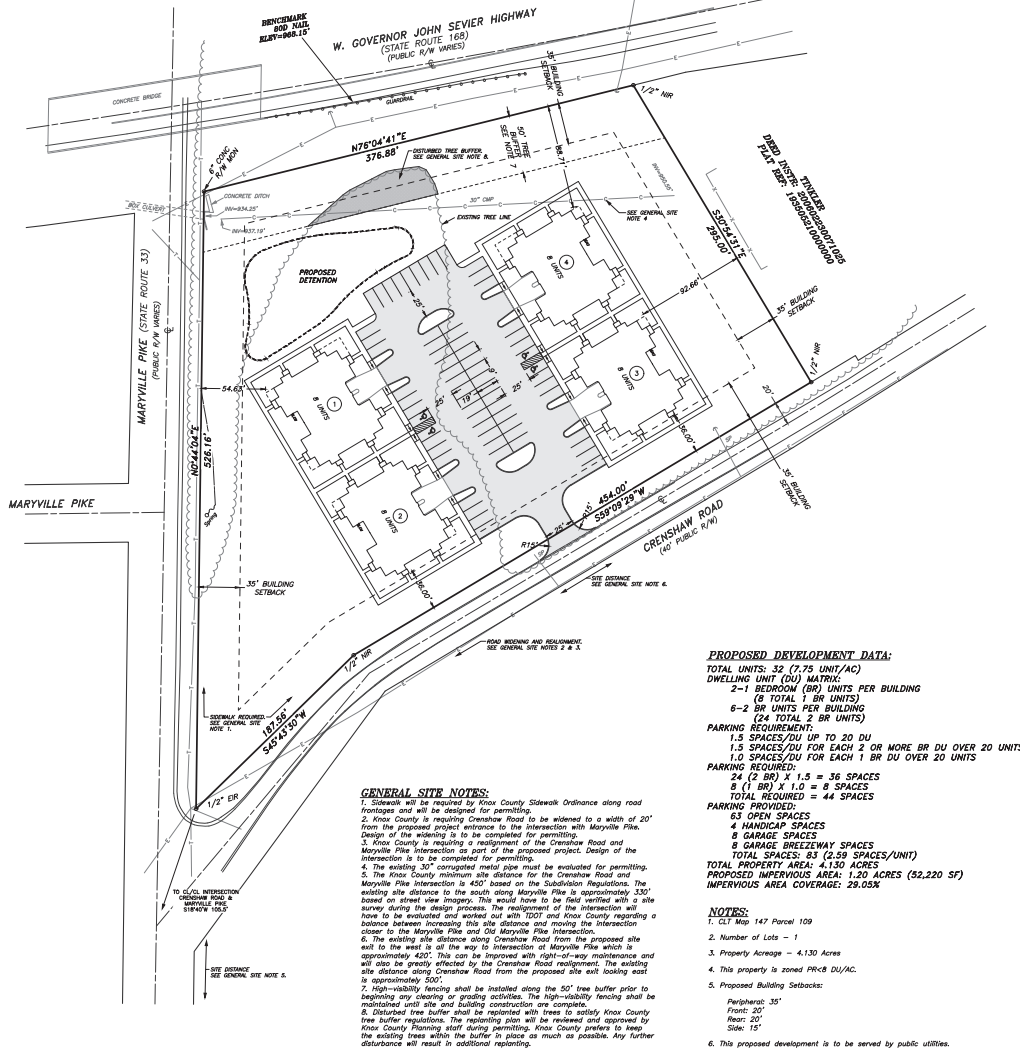
EXISTING CONDITIONS KNOX CO FILE# 8-A-24-DP  
**CRENSHAW ROAD**  
**MULTIFAMILY**  
JELLY BEAN PROPERTIES, LLC

KNOX COUNTY, TN

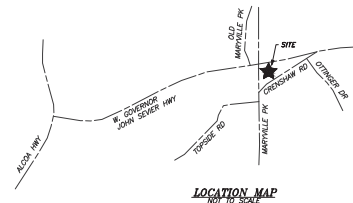
DATE	BY	REVISIONS



SHEET	<b>CP.1</b>
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DRAWN:	SDJ
CHECKED:	
DATE:	6/12/24
SCALE:	1" = 50'
DRAWING:	7757-CP.1
PROJECT NO:	SEI#7757



8-A-24-DP  
Revised 7/18/2024



**LEGEND.**

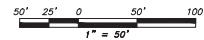
- EIR EXISTING IRON ROD  
 NW FIRE WORKMAN  
 AR ARC LENGTH  
 R+ RADIUS  
 CH CENTRAL ANGLE (DEG.)  
 B+ CHORD BEARING  
 CO CHORD LENGTH  
 AC ACRES  
 SF SQUARE FEET  
 HOB HATCHMENT DEED BOOK  
 PG PAGE  
 SD SEWER CLEANOUT  
 FW FIRE WORKMAN  
 FL FLOW DIRECTION  
 H+ HANDICAP PARKING  
 M+ MANHOLE (EXISTING)  
 P+ POWER POLE (PP)  
 S+ SPOT HEIGHT  
 W+ WATER MAIN (DESIGN)  
 B+ BOUNDARY LINE  
 R+ ROAD RIGHT-OF-WAY LINE  
 LG LEGEMENT LINE  
 B+ BUILDING SETBACK LINE  
 RC ROAD CENTERLINE  
 E+ EDGE OF ROAD  
 E+ EDGE OF DRIVE/ROAD  
 C+ CONCRETE CURB  
 P+ PARKING/LANE STRIPES (EXISTING)  
 F+ FRENCH DRAIN  
 E+ ELECTRIC LINE (OVERHEAD)  
 E+ ELECTRIC LINE (EXISTING U/S)  
 E+ ELECTRIC LINE (DESIGN U/S)  
 L+ LINE LINE (EXISTING)  
 E+ EASEMENT  
 S+ SEWER LINE (EXISTING)  
 S+ SEWER LINE (DESIGN)  
 E+ EXISTING INTERMEDIATE CONTOUR  
 E+ EXISTING INTERMEDIATE CONTOUR  
 E+ EXISTING INTERMEDIATE CONTOUR  
 S+ SET FENCE  
 G+ GUARD RAIL  
 P+ PROPOSED ASPHALT PARKING  
 P+ PROPOSED TREE BUFFER CORRECTION

PROPERTY DATA:

ADDRESS: 0 CRENSHAW ROAD  
ZONING: PR<B DU/AC  
ACREAGE: 4.130 ACRES

OWNER

JELLY BEAN PROPERTIES, LLC  
1721 NIGHTBERT LN  
KNOXVILLE, TN 37922  
DISTRICT 9, KNOX COUNTY  
DEED INSTR. 202305030058862  
TAX MAP 147 PARCEL 109.00



SINCE 1979

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37802-4578  
PHONE: 865-984-3905  
FAX: 865-981-2815  
[www.sterlin.us.com](http://www.sterlin.us.com)

SITE DEVELOPMENT LAYOUT KNOX CO FILE# 8-A-24-DP

**CRENSHAW ROAD  
MULTIFAMILY**

**KNOX COUNTY, TN**

[illegible]

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SHEET

CP.2

SDI

DESIGNED:	SDJ
DRAWN:	SDJ

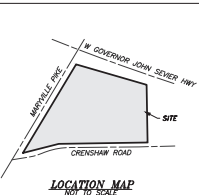
CHECKED: \_\_\_\_\_

DATE: **6/12/24**

SCALE: 1" = 50'

7757-CP.2  
PROJECT NO.

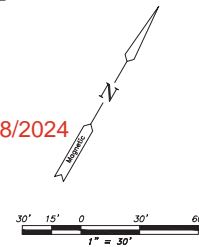
**SEI#7757**



- LEGEND:**
- ER EXISTING IRON ROD
  - NR NEW IRON ROD
  - A= ARC LENGTH
  - R= RADIUS
  - D= CENTRAL ANGLE (DELTA)
  - B= CHORD BEARING
  - C= CHORD LENGTH
  - Ac ACRES
  - SF SQUARE FEET
  - WBW WARRANTY DEED BOOK
  - PG PAGE
  - o.co SEWER CLEANOUT
  - o.h FIRE HYDRANT
  - o.d FLOW DIRECTION
  - o.p HANDICAP PARKING
  - o.m MANHOLE (EXISTING)
  - o.p POWER POLE (PP)
  - o.h SPOT HEIGHT
  - o.m WATER METER (DESIGN)
  - o.w WATER VALVE
  - o.w BOUNDARY LINE
  - o.w ROAD RIGHT-OF-WAY LINE
  - o.w EASEMENT LINE
  - o.w BUILDING SETBACK LINE
  - o.w ROAD CENTERLINE
  - o.w EDGE OF ROAD
  - o.w EDGE OF GRAVEL/ROAD
  - o.w CONCRETE CURB
  - o.w PARKING/LANE STRIPES (EXISTING)
  - o.w FRENCH DRAIN
  - o.w ELECTRIC LINE (OVERHEAD)
  - o.w ELECTRIC LINE (EXISTING U/G)
  - o.w ELECTRIC LINE (DESIGN U/G)
  - o.w WATER LINE (EXISTING)
  - o.w PVC PIPE LINE
  - o.w SEWER LINE (EXISTING)
  - o.w EXISTING INTERMEDIATE CONTOUR
  - o.w EXISTING INDEX CONTOUR
  - o.w DESIGN INTERMEDIATE CONTOUR
  - o.w DESIGN INDEX CONTOUR
  - o.w SILT FENCE
  - o.w GUARD RAIL
  - o.w OUTFALL LOCATION
  - o.w TDEC DISTURBED AREA

**TDEC DISTURBED AREAS:**  
TOTAL DISTURBED AREAS: 2.88AC

- 251 DISTURBED AREA STABILIZATION (W/ PERMANENT SEEDING)
- 252 MATING



**OWNER/CLIENT:**  
JELLY BEAN PROPERTIES, LLC  
1721 HIGHTOWER LANE  
KNOXVILLE, TN 37922  
865-755-7663

1 LOT ±4.06 AC.  
INSTRUMENT NO. 202305030058862  
TAX MAP 147 PARCEL 109

8-A-24-DP  
Revised 7/18/2024

**STERLING**  
ENGINEERING, INC.  
CIVIL ENGINEERING  
CONSULTING  
LAND SURVEYING  
LAND PLANNING

1020 WILLIAM BLOUNT DRIVE  
MARYVILLE, TENNESSEE  
37802-8401  
P.O. BOX 4878  
MARYVILLE, TENNESSEE  
37802-4878  
PHONE: 865-984-3905  
FAX: 865-981-2815  
www.sterling-inc.com

FINAL STRUCTURAL CONTROL PLAN  
**CRENSHAW ROAD**  
**PROPERTY**  
JELLY BEAN PROPERTIES, LLC

REVISIONS		BY		DATE	
Rev.	CS	Rev.	CS	Rev.	CS
1				7/18/24	



SHEET  
**CE.4**

DESIGNED: SWH  
DRAWN: SWH  
CHECKED: SDJ  
DATE: 8/3/23  
SCALE: 1" = 30'  
DRAWING: 7757-CE.4  
PROJECT NO: SEI#7757

KNOX COUNTY, TN



**FRONT ELEVATION**

1/8" = 1'-0"



**LEFT SIDE ELEVATION**

1/8" = 1'-0"



**RIGHT SIDE ELEVATION**

1/8" = 1'-0"



**REAR ELEVATION**

1/8" = 1'-0"



8-A-24-DP  
6/24/2024



# Design Guidelines

## Landscape Screening

### Type “B” Screen: Continuous

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

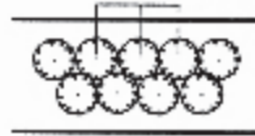
**NOTE:** Landscape buffer strips should be a minimum of 12 feet in width, and sown with grass or ground cover for their full width, allowing for mulch at the base of plantings.

SHRUB HEIGHT  
Installed: 4 ft.  
Mature: 6 ft.

- Two offset rows of evergreen shrubs

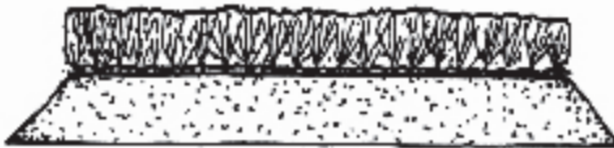


Maximum 4' Centers

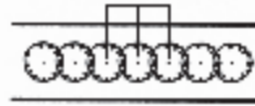


SHRUB HEIGHT  
Installed: 2 ft.  
Mature: 3 ft.

- A continuous row of evergreen shrubs on a 3 ft. high earth berm



Maximum 3' Centers



TREE HEIGHT  
Installed: 8 ft.  
Mature: 15 ft.

- A 5 ft. high masonry wall or timber fence with evergreen trees and low shrubs or climbing vines



Maximum 50' Centers

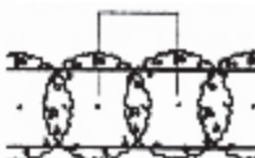


TREE HEIGHT  
Installed: 8 ft.  
Mature: 20 ft.

- One row of evergreen trees with branches touching the ground



Maximum 10' Centers



#### INTRODUCTION

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

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

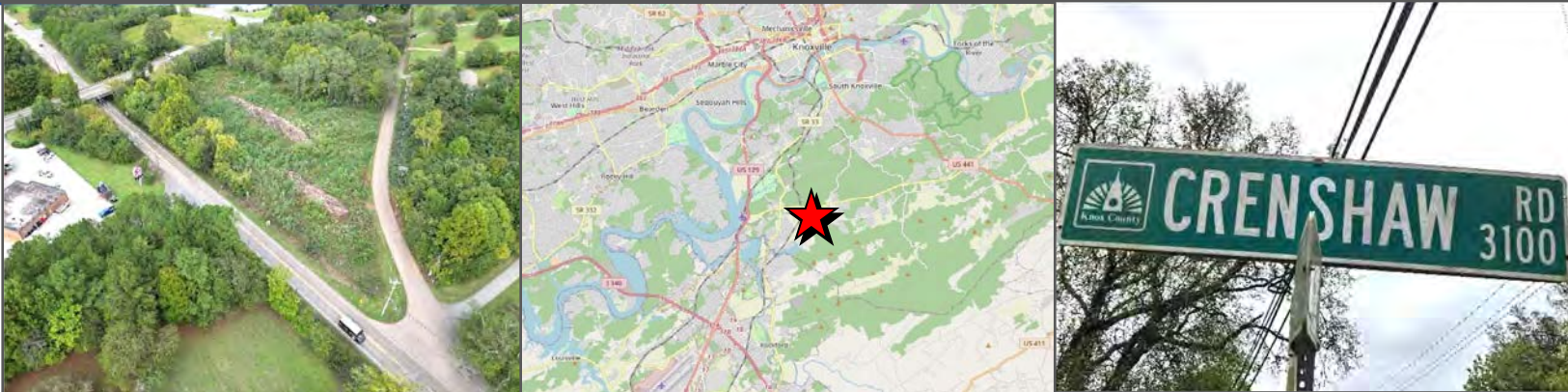
Planning uses these guidelines to illustrate desirable levels of screening appropriate to various site planning situations. Creative alternatives which achieve a comparable effect are encouraged.

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



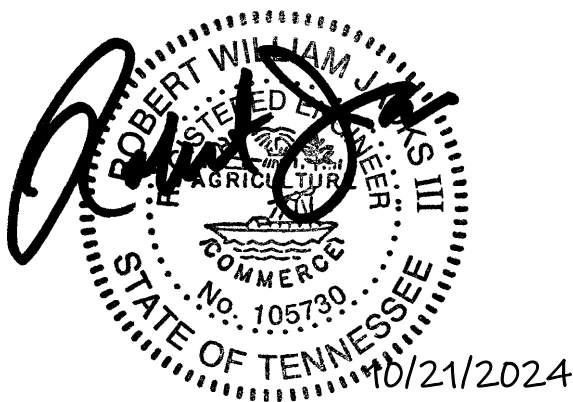


# Transportation Impact Letter Crenshaw Road Residential Development Knox County, Tennessee



October 2024

Prepared for:  
Sterling Engineering, Inc.  
1020 William Blount Drive  
P.O. Box 4878  
Maryville, TN 37802



8-A-24-DP  
TIL Version 1  
10/21/2024

## CONCLUSIONS & RECOMMENDATIONS

The following is a summary discussion of the results of each potential alternative Proposed Entrance location for the proposed 32-unit residential development at the corner of Maryville Pike at Crenshaw Road.

**Alternative #1, Proposed Entrance at Maryville Pike between Old Maryville Pike at Crenshaw Road:** The results of this alternative are the following:

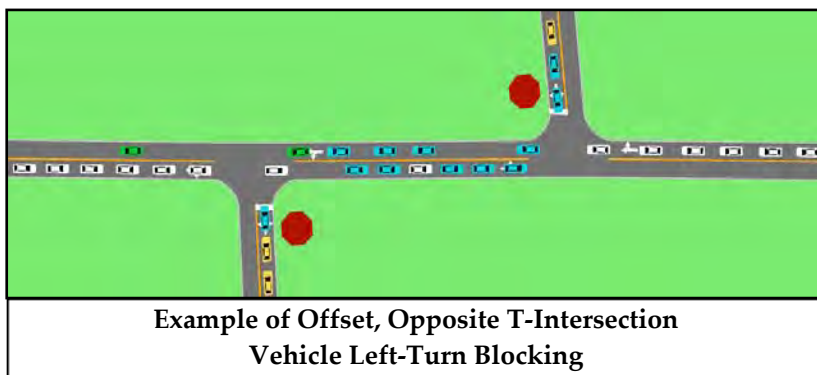
**Level of Service Calculations:** The results for this alternative were reasonable, with average calculated vehicle delays for the t-intersections of Maryville Pike at Old Maryville Pike, Maryville Pike at Crenshaw Road, and Maryville Pike at the Proposed Entrance. However, the eastbound approach of Old Maryville Pike at Maryville Pike is calculated at LOS E in the 2026 PM peak hour.

**Vehicle Queues:** The results for this alternative were reasonable for all approaches at the studied intersections. The worst-performing approach was the eastbound approach of Old Maryville Pike at Maryville Pike, with a 95<sup>th</sup> percentile vehicle queue of 150 feet in the PM peak hour, which would translate to six-passenger vehicles.

There would be limited distance for vehicle queue storage on Maryville Pike between this Proposed Entrance location and Old Maryville Pike and Crenshaw Road. From centerline to centerline, there is only 300 feet of separation between Old Maryville Pike and Crenshaw Road at Maryville Pike. The Proposed Entrance location would need to be mid-way, 150 feet from each existing street.

The northbound and southbound left-turning movements on Maryville Pike to Old Maryville Pike and Crenshaw Road are calculated to have a 95<sup>th</sup> percentile vehicle queue of 87 feet and 52 feet, respectively, in the 2026 PM peak hour. While reasonable and within the constraints of a mid-way point of 150 feet in each direction, the limited distance between three successive intersections could be an issue. As observed during the existing traffic count, a brief vehicle gridlock occurred on Maryville Pike when motorists were attempting to turn left onto the opposite, offset approaches of Old Maryville Pike and Crenshaw Road. This gridlock occurred due to the relative closeness of Old Maryville Pike and Crenshaw Road, with the left-turning motorists at each intersection being blocked by the large thru movements in each direction on Maryville Pike. The Synchro software image below illustrates this gridlock potential due to

nearby opposite and offset t-intersections. Adding a Proposed Entrance between Old Maryville Pike and Crenshaw Road could aggravate this issue or induce it to occur more often.



Sight Distance: The sight distance at this Proposed Entrance location on Maryville Pike between Old Maryville Pike and Crenshaw Road was visually estimated to be adequate to the north. However, to the south, the sight distance is reduced due to a vertical crest curve on Maryville Pike at the intersection with Topside Road. Due to this restriction, an advisory speed plaque of 40 mph is posted on Maryville Pike in both directions below the Offset Side Road Warning Signs (W2-7) in advance of Crenshaw Road and Topside Road.

Turn Lane Warrants: For Alternative #1, the Proposed Entrance would meet a warrant for a southbound separate left-turn lane in the 2026 PM peak hour. However, due to the limited space on Maryville Pike between Old Maryville Pike and the Proposed Entrance, constructing a separate left-turn lane with appropriate lengths for the bay taper, deceleration distance, and storage length would be likely unachievable.

Other Issues: TDOT has published standard corner clearance requirements for entrance driveways. In TDOT's Manual for Constructing Driveway Entrances on State Highways, for an entrance driveway accessing a Minor Arterial roadway, the minimum clearance from Crenshaw Road and Old Maryville Pike (Local Streets) would be 100 feet. This 100-foot distance would be measured from the right-of-way lines of Old Maryville Pike and Crenshaw Road to the location of the pavement edge for the Proposed Entrance. Due to the limited distance between Old Maryville Pike and Crenshaw Road, locating a Proposed Entrance between the two while meeting TDOT's clearance standard will likely prove to be difficult. This standard would require further investigation of property and right-of-way lines to determine the feasibility. The difficulty of meeting this standard is increased due to the y-shaped configuration of Crenshaw Road's intersection with Maryville Pike.

Conclusions: Due to the potential of vehicle blocking, the minimal existing distance between Old Maryville Pike and Crenshaw Road, and the complication of meeting TDOT's corner clearance standards, Alternative #1 should be considered the least desirable alternative

**Alternative #2, Proposed Entrance at Existing Intersection of Old Maryville Pike at Maryville Pike:** The results of this alternative are the following:

Level of Service Calculations: The results for this alternative were reasonable, with average calculated vehicle delays for the intersections of Maryville Pike at Old Maryville Pike and the Proposed Entrance and Maryville Pike at Crenshaw Road. However, the eastbound approach of Old Maryville Pike at Maryville Pike for this alternative is calculated at LOS F in the 2026 PM peak hour.

Vehicle Queues: The results for this alternative were reasonable for all approaches at the studied intersections. The worst-performing approach was the eastbound approach of Old Maryville Pike at Maryville Pike, with a 95<sup>th</sup> percentile vehicle queue of 151 feet in the PM peak hour, which would translate to six-passenger vehicles.

The longest calculated vehicle queue for exiting traffic from the proposed development at the Proposed Entrance is calculated to be 38 feet in the PM peak hour, slightly less than two passenger cars.

Sight Distance: The sight distance at this Proposed Entrance location on Maryville Pike at Old Maryville Pike was visually estimated to be adequate to the north and south. Future motorists exiting the proposed residential development at this location are not expected to be impacted due to issues with sight distance. However, vegetation along the road frontage would need to be removed and maintained to meet the sight distance requirements.

Turn Lane Warrants: For Alternative #2, the Proposed Entrance would not meet warrants for separate left or right-turn lanes on Maryville Pike in the 2026 AM and PM peak hour.

Other Issues: None identified.

Conclusions: The eastbound approach of Old Maryville Pike at Maryville Pike currently operates with high vehicle delays, particularly in the PM peak hour, and is projected to operate with high delays in the future, even without the proposed development. Most vehicles on this approach

are right turns towards the south on Maryville Pike. This approach only has a single lane but is wide enough to allow side-by-side passenger cars to simultaneously attempt to turn left and right, especially during peak periods. If Alternative #2 is chosen, it is highly recommended that the eastbound approach of Old Maryville Pike be re-configured with a separate left/thru-lane and a separate right-turn lane due to the current and projected high vehicle delays and to accommodate the higher volume right turn movements. If this alternative is chosen, the right-turn lane should be the continuation of the Old Maryville Pike's approach to Maryville Pike, and a left/thru lane should be constructed with a minimum of 75 feet of vehicle storage. Alternative #2 would be a better option than Alternative #1, but adding a 4th leg will increase overall intersection vehicle delays. Adding a lane to this approach would be assisted by its generous width but would require additional pavement, curb relocations, and stormwater (catch basin) modifications.

The results of adding an eastbound lane on Old Maryville Pike at the intersection of Maryville Pike and the Proposed Entrance are provided in the following tables. Table 6a shows the vehicle delay/LOS results, and Table 6b shows the 95<sup>th</sup> percentile vehicle queue results. While the results show that the recommended separate eastbound left/thru lane on Old Maryville Pike will operate with high vehicle delays in the PM peak hour, the 95<sup>th</sup> percentile vehicle queue will be 63 feet and will be contained within the recommended storage length of 75 feet. With a separate lane provided for right turn movements towards the south, the majority of traffic on this approach will operate with fewer restrictions due to separating the left and thru movements into an additional, separate lane.

**TABLE 6a**  
**2026 INTERSECTION CAPACITY ANALYSIS RESULTS -**  
**PROJECTED TRAFFIC CONDITIONS WITH THE PROJECT - Alternative #2 with Extra EB Lane**

INTERSECTION	TRAFFIC CONTROL	APPROACH/ MOVEMENT	AM PEAK			PM PEAK		
			LOS <sup>a</sup>	DELAY <sup>b</sup> (seconds)	v/c <sup>c</sup>	LOS <sup>a</sup>	DELAY <sup>b</sup> (seconds)	v/c <sup>c</sup>
Maryville Pike (SB & NB) at Old Maryville Pike (EB) and Proposed Entrance (WB)		Northbound Left	A	8.3	0.100	A	9.4	0.151
		Eastbound Left/Thru	D	27.0	0.289	F	62.0	0.537
		Eastbound Right	B	11.5	0.271	C	17.6	0.473
		Westbound Left/Thru/Right	C	17.8	0.056	D	27.8	0.090
		Southbound Left	A	8.1	0.001	A	8.2	0.002

Note: All analyses were calculated in Synchro 12 software and reported with HCM 7th Edition methodology

<sup>a</sup> Level of Service, <sup>b</sup> Average Delay (sec/vehicle), <sup>c</sup> Volume-to-Capacity Ratio



**TABLE 6b**  
**VEHICLE QUEUE SUMMARY -**  
**PROJECTED TRAFFIC CONDITIONS WITH THE PROJECT - Alternative #2 with Extra EB Lane**

INTERSECTION	TRAFFIC CONTROL	APPROACH/ MOVEMENT	SIMTRAFFIC 95 <sup>th</sup> PERCENTILE QUEUE LENGTH (#)	
			AM PEAK HOUR	PM PEAK HOUR
Maryville Pike (SB & NB) at Old Maryville Pike (EB) and Proposed Entrance (WB)	 Unsignalized	Northbound Left/Thru/Right	62	73
		Eastbound Left/Thru	52	63
		Eastbound Right	75	94
		Westbound Left/Thru/Right	37	39
		Southbound Left/Thru/Right	9	18

**Alternative #3, Proposed Entrance at Crenshaw Road:** The results of this alternative are the following:

Level of Service Calculations: The results for this alternative were reasonable, with average calculated vehicle delays for the t-intersections of Maryville Pike at Old Maryville Pike and Maryville Pike at Crenshaw Road. Based on the analyses, Alternative #3 (and Alternative #1) is calculated to have the least impact on the eastbound approach of Old Maryville Pike at Maryville Pike, which is already in the current conditions operating with high vehicle delays in the PM peak hour. The vehicle delay/LOS calculations at the Proposed Entrance on Crenshaw Road were not calculated due to low thru volumes on Crenshaw Road, and the intersection is expected to have minimal vehicle delays.

Vehicle Queues: The results for this alternative were reasonable for all approaches at the studied intersections on Maryville Pike. The worst performing approach was the eastbound approach of Old Maryville Pike at Maryville Pike, with a 95<sup>th</sup> percentile vehicle queue of 144 feet in the PM peak hour, which would translate to just under six passenger vehicles. Vehicle queues were not calculated at the Proposed Entrance location on Crenshaw Road due to, once again, the low thru volume present on Crenshaw Road. No vehicle queues would be expected on Crenshaw Road, and the Proposed Entrance approach could be expected to be at or less than one vehicle.



**Sight Distance:** The sight distance at this Proposed Entrance location on Crenshaw Road was visually estimated to be adequate to the east and west if vegetation was removed, including a large hackberry tree adjacent to the road. Vegetation along the road frontage would need to be removed and maintained to meet the sight distance requirements. In particular, in addition to the vegetation on the north side of Crenshaw Road along the development property's road frontage, additional vegetation on the south and west of this Proposed Entrance location must be removed and maintained. This vegetation is on the inside curve near an existing utility pole. If this vegetation were controlled, sight distance to the west would be available from the Proposed Entrance on Crenshaw Road up to Old Maryville Pike.



**Other Issues:** Locating the Proposed Entrance on Crenshaw Road will induce more travel on Crenshaw Road, which is not desired by the nearby residents. However, this residential development will generate minimal traffic, with 19 trips calculated during the AM peak hour and 32 during the PM peak hour. This roadway is currently used as a cut-thru between Maryville Pike and W Governor John Sevier Highway and experiences a lot of traffic outside of what would be expected based on the number of residences along Crenshaw Road (and Ottinger Drive – a dead-end street to the south and off Crenshaw Road). As tabulated in the traffic counts on Crenshaw Road at Maryville Pike, around 100 vehicles were recorded heading east on Crenshaw Road during the AM and PM peak hours, and around 20 – 30 vehicles heading west.

**Conclusions:** It is understood this location would be the least desired by the surrounding and nearby property owners along Crenshaw Road. However, from a transportation engineering perspective, Alternative #3 would be the best option due to its reduced impact on the existing intersections along Maryville Pike, especially for Old Maryville Pike's eastbound approach, which currently suffers considerable vehicle delays, particularly in the PM peak hour. The required sight distance will be achievable with vegetation removal along Crenshaw Road, and vehicle queues will remain reasonable at the existing intersections along Maryville Pike. Overall, the trips generated by the proposed residential development are expected to be minimal and will be dwarfed by the number of vehicles already traveling on Crenshaw Road due to its attractive connection between W Governor John Sevier Highway and Maryville Pike.



# Development Request

## DEVELOPMENT

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

## SUBDIVISION

- ☐ Concept Plan  
☐ Final Plat

## ZONING

- ☐ Rezoning  
☐ Plan Amendment  
☐ Sector Plan  
☐ City OYP / County Comp Plan

**Doug Justus/Jelly Bean Properties LLC**

Applicant Name

Affiliation

**6/24/2024**

Date Filed

**8/8/2024**

Meeting Date (if applicable)

**8-A-24-DP**

File Number(s)

## CORRESPONDENCE

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

**Chris Rosser Sterling Engineering, Inc.**

Name / Company

**1020 William Blount Dr Maryville TN 37801**

Address

**865-984-3905 / cmrosser@sterling.us.com**

Phone / Email

## CURRENT PROPERTY INFO

**Doug Justus Jelly Bean Properties LLC**

Owner Name (if different)

**1721 Nightbert Ln Knoxville TN 37922**

Owner Address

**865-755-7663 / dougjustus07@i**

Owner Phone / Email

**0 CRENSHAW RD**

Property Address

**147 109**

Parcel ID

**4.33 acres**

Tract Size

**Knox-Chapman Utility District**

Sewer Provider

**Knox-Chapman Utility District**

Water Provider

Septic (Y/N)

## STAFF USE ONLY

**North side of Crenshaw Rd, east side of Maryville Pike, south side of W. Governor John Sevier Hwy**

General Location

☐ City

**Commission District 9**

**PR(k) (Planned Residential) up to 8 du/ac**

**Agriculture/Forestry/Vacant Land**

☒ County District

Zoning District

Existing Land Use

**CMU (Corridor Mixed-use)**

Land Use (City)/Place Type (County)

**Planned Growth Area**

Growth Policy Plan Designation

## DEVELOPMENT REQUEST

<input checked="" type="checkbox"/> Development Plan	<input type="checkbox"/> Planned Development	<input type="checkbox"/> Use on Review / Special Use	Related City Permit Number(s)
<input type="checkbox"/> Hillside Protection COA	<input checked="" type="checkbox"/> Residential	<input type="checkbox"/> Non-residential	
Home Occupation (specify) _____			
Other (specify) <b>Multi-dwelling development</b>			

## SUBDIVISION REQUEST

Proposed Subdivision Name	Related Rezoning File Number
Unit / Phase Number	
Total Number of Lots Created	
Additional Information	
<input type="checkbox"/> Attachments / Additional Requirements	

## ZONING REQUEST

<input type="checkbox"/> Zoning Change	Proposed Zoning	Pending Plat File Number
<input type="checkbox"/> Plan Amendment	Proposed Plan Designation(s)	
Proposed Density (units/acre) Previous Rezoning Requests		
Additional Information		

## STAFF USE ONLY

### PLAT TYPE

☐ Staff Review ☐ Planning Commission

### ATTACHMENTS

☐ Property Owners / Option Holders ☐ Variance Request  
☐ Amendment Request (Comprehensive Plan)

### ADDITIONAL REQUIREMENTS

☐ Use on Review / Special Use (Concept Plan)  
☐ Traffic Impact Study  
☐ COA Checklist (Hillside Protection)

Fee 1	Total
<b>\$500.00</b>	
Fee 2	
Fee 3	

## AUTHORIZATION

☐ I declare under penalty of perjury the foregoing is true and correct: 1) He/she/it is the owner of the property, AND 2) the application and all associated materials are being submitted with his/her/its consent.

Doug Justus/Jelly Bean Properties LLC	6/24/2024
Applicant Signature	Please Print Date

Phone / Email

Doug Justus Jelly Bean Properties LLC	6/24/2024
Property Owner Signature	Please Print Date



# Development Request

## DEVELOPMENT

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

## SUBDIVISION

- ☐ Concept Plan  
☐ Final Plat

## ZONING

- ☐ Plan Amendment  
☐ SP ☐ PA  
☐ Rezoning

Doug Justus (Jelly Bean Properties LLC)

Owner

Applicant Name

Affiliation

June 24, 2024

August 8, 2024

File Number(s)

Date Filed

Meeting Date (if applicable)

### CORRESPONDENCE

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

☒ Applicant ☐ Property Owner ☐ Option Holder ☐ Project Surveyor ☒ Engineer ☐ Architect/Landscape Architect

Derick Jones, PE

Sterling Engineering, Inc.

Name

Company

1020 William Blount Drive

Maryville

TN

37801

Address

City

State

ZIP

865-984-3905

sdjones@sterling.us.com

Phone

Email

### CURRENT PROPERTY INFO

Jelly Bean Properties LLC (Doug Justus)

1721 Nightbert Lane Knoxville, TN 37922

865-755-7663

Property Owner Name (if different)

Property Owner Address

Property Owner Phone

0 Crenshaw Road Knoxville, TN 37920

147/109

Property Address

Parcel ID

Knox Chapman Utility District

Knox Chapman Utility District

N

Sewer Provider

Water Provider

Septic (Y/N)

### STAFF USE ONLY

General Location

Tract Size

☐ City ☐ County

District

Zoning District

Existing Land Use

Planning Sector

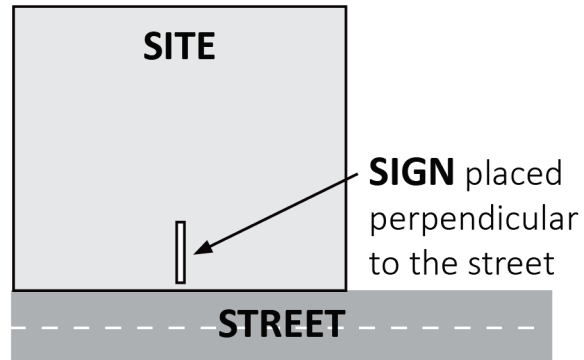
Land Use / Place Type  
CITY COUNTY

Growth Policy Plan Designation

April 2024

(Date: 19.3.16)

The Administrative Rules and Procedures of the Knoxville-Knox County Planning Commission require a sign to be posted on the property for each application subject to consideration by the Planning Commission, including the following applications: rezoning, plan amendment, concept plan, use on review/special use, planned development, right-of-way closure, and name change.



The required public notice sign(s) will be provided by Planning to the applicant when an application is submitted. If an application is submitted electronically, Planning staff will post the required sign. If a replacement sign(s) is needed, the applicant is responsible for picking up the new sign(s) from Planning and will be charged \$10 for each replacement.

## LOCATION AND VISIBILITY

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

## TIMING

The sign(s) must be posted **not less than 12 days prior to the scheduled Planning Commission public hearing** and must remain in place until the day after the meeting. In the case of a postponement, the sign can either remain in place or be removed and reposted not less than 12 days prior to the next Planning Commission meeting. The applicant is responsible for removing the sign after the application has been acted upon by the Planning Commission.

***The individual below is responsible for posting and removing the sign(s) provided consistent with the above guidelines and between the dates of:***

\_\_\_\_\_ and \_\_\_\_\_  
 (applicant or staff to post sign) (applicant to remove sign)

Applicant Name: Dough Justus

Date: 6/24/2024

File Number: 8-A-24-DP



Sign posted by Staff



Sign posted by Applicant