

▶ **FILE #:** 3-D-13-UR

**AGENDA ITEM #:** 30

**AGENDA DATE:** 3/14/2013

▶ **APPLICANT:** COTTAGE LANDING KNOXVILLE

OWNER(S): Gary Hines

TAX ID NUMBER: 108 003 AND 00401

JURISDICTION: County Commission District 9

▶ **LOCATION:** South side of Cherokee Trail, west of Edington Rd.

▶ **APPX. SIZE OF TRACT:** 20.118 acres

SECTOR PLAN: South County

GROWTH POLICY PLAN: Urban Growth Area (Outside City Limits)

ACCESSIBILITY: Access is via Cherokee Trail, a two lane minor collector street with an 18-20' pavement width within a 50' right-of-way.

UTILITIES: Water Source: Knoxville Utilities Board

Sewer Source: Knoxville Utilities Board

WATERSHED: Tennessee River & Goose Creek

▶ **ZONING:** PR (Planned Residential)

▶ **EXISTING LAND USE:** Vacant land

▶ **PROPOSED USE:** Student Housing

4.27 du/ac

HISTORY OF ZONING: Property was rezoned to PR (Planned Residential) at a density of up to 7.5 du/ac by Knox County Commission on August 28, 2006.

SURROUNDING LAND USE AND ZONING: North: Vacant land and multi-dwelling residential / RP-1 (Planned Residential)

South: Vacant land / A-1 (General Agricultural)

East: Student housing / PR (Planned Residential)

West: Vacant land / A-1 (General Agricultural)

NEIGHBORHOOD CONTEXT: This site is in an area of multi-dwelling/student housing developments occurring under RP-1 and PR zoning districts.

**STAFF RECOMMENDATION:**

▶ **APPROVE the development plan for up to 86 residential dwelling units with a maximum of 344 bedrooms subject to 13 conditions**

1. Connection to sanitary sewer and meeting any other relevant requirements of the Knox County Health Department.
2. Meeting all applicable requirements of the Knox County Zoning Ordinance.
3. Provision of street names which are consistent with the Uniform Street Naming and Addressing System within Knox County.
4. After receiving approval from the Knoxville Department of Engineering and prior to the issuance of an occupancy permit for this development, installing the agreed upon traffic improvements identified in the attached Kimley-Horn and Associates, Inc. memorandum dated March, 2013.

5. Working with the Knoxville Department of Engineering identify the developer's fair share contribution for the Cherokee Trail Safety Improvements being considered for implementation by the City of Knoxville.
6. Prior to any site grading, identify grading limits in the field to protect those areas of the site that are to remain undisturbed other than what is needed for the trail network and overlooks.
7. Installing all landscaping, as shown on the landscape plan, within six months of issuance of occupancy permits for this project, or posting a bond with the Knox County Department of Engineering and Public Works to guarantee installation. The proposed landscape materials shall not interfere with the required sight distances along Cherokee Trail.
8. Prior to the issuance of any building permits, establishing and certifying a minimum of 300' of sight distance in both directions along Cherokee Trail at the proposed development entrance.
9. Obtaining an off-site drainage easement for stormwater detention in the area of the sinkhole located to the west, or providing stormwater retention on site.
10. Meeting all applicable requirements of the Knox County Department of Engineering and Public Works.
11. Meeting all applicable requirements of the Knoxville Department of Engineering.
12. Obtaining approval and recording a final plat for the property combining the two deeded parcels into a single lot.
13. Sign plans are subject to compliance with the Knox County Zoning Ordinance and approval by the Knox County Sign Inspector.

With the conditions noted, this plan meets the requirements for approval within a PR (Planned Residential) district and the criteria for approval of a use on review.

#### **COMMENTS:**

The applicant is proposing to develop a 86 unit multi-dwelling complex on approximately 20.118 acres at a density of 4.27 du/ac. The property is located on the south side of Cherokee Trail, west of Edington Rd.

The Planning Commission considered a rezoning request (5-H-06-RZ) for this property on July 24, 2006. The applicant had requested a density of up to 8 du/ac. Staff recommended approval at a density of only 3 du/ac due to the site's environmental constraints. The Planning Commission recommended approval of the PR (Planned Residential) zoning at a density of up to 6.5 du/ac. The Knox County Commission approved the rezoning to PR on August 28, 2006 at a density of up to 7.5 du/ac.

This 86 unit development which includes 10 multi-dwelling buildings will be rented out as student housing. The proposed development plan includes a breakdown of the three building types, with the number of dwelling units and number of bedrooms per dwelling unit identified. The development will include a total of 344 bedrooms. The required parking for the proposed development which is based on dwelling units is 129 spaces. Since this will be a student housing development with rentals being by bedrooms and not units, the applicant is providing 348 parking spaces which is one space per bedroom and 2.7 times the required parking.

Recreational amenities include a clubhouse, swimming pool, beach volley ball court and a trail network. Sidewalks are provided throughout the development.

The applicant has submitted a traffic impact study prepared by Kimley-Horn and Associates, Inc. The trip analysis is based on trip rates that are more appropriate for student housing type developments. Recommended improvements from the study are attached. A sight distance analysis was also conducted for the entrance of the development in both directions along Cherokee Trail. Their analysis identifies 380' of sight distance to the east and 420' to the west along Cherokee Trail. Based on sight distance standards within the Minimum Subdivision Regulations, a minimum of 300' of sight distance is recommended.

In response to concerns raised about the traffic impact of the proposed development on Cherokee Trail and the signalized intersection of Cherokee Trail with the Alcoa Highway on/off ramp and the University of Tennessee Medical Center entrance, the applicant and their traffic engineer met with representatives from the hospital and their traffic engineer to discuss the traffic impact and potential solutions. A summary of the meeting is included in the attached memorandum from Kimley-Horn and Associates, Inc. dated March 4, 2013. The memorandum identifies interim improvements that the applicant has agreed to implement to help offset the impact of the proposed development.

Also attached is a memorandum from James Hagerman, Director of Engineering for the City of Knoxville regarding recent and planned improvements to Cherokee Trail. The report identifies proposed drainage and safety improvements that are planned for Cherokee Trail over the next year.

The applicant is planning on providing a shuttle service between the proposed student housing project and the University of Tennessee Campus to help reduce traffic congestion.

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

1. Public water and sewer utilities are available to serve the site.
2. The recommended traffic improvements should help to reduce the traffic impact of this proposed development.
3. The proposed development is consistent with other development in the area and is proposed at a density that is below the density of the larger student housing projects in the area.
4. As a proposed student housing development there will be minimal impact on the public school system.

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

1. With the recommended conditions, the proposal meets all requirements of the PR zoning as well as the general criteria for approval of a use-on-review.
2. The proposed student housing development is consistent with the following general standards for uses permitted on review: The proposal is consistent with the adopted plans and policies of the General Plan and Sector Plan. The use is in harmony with the general purpose and intent of the Zoning Ordinance. The use is compatible with the character of the neighborhood where it is proposed. The use will not significantly injure the value of adjacent property. The use will not draw substantial additional traffic through residential areas since the development is located on a collector street. No surrounding land uses will pose a hazard or create an unsuitable environment for the proposed use.

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

1. The South County Sector Plan proposes medium density residential uses for the site. At a proposed density of 4.27 du/ac, the development complies with the Sector Plan and approved PR zoning of the site at a density of up to 7.5 du/ac.
2. The site is located within the Urban Growth Area on the Knoxville-Knox County-Farragut Growth Policy Plan map.

#### ESTIMATED TRAFFIC IMPACT 833 (average daily vehicle trips)

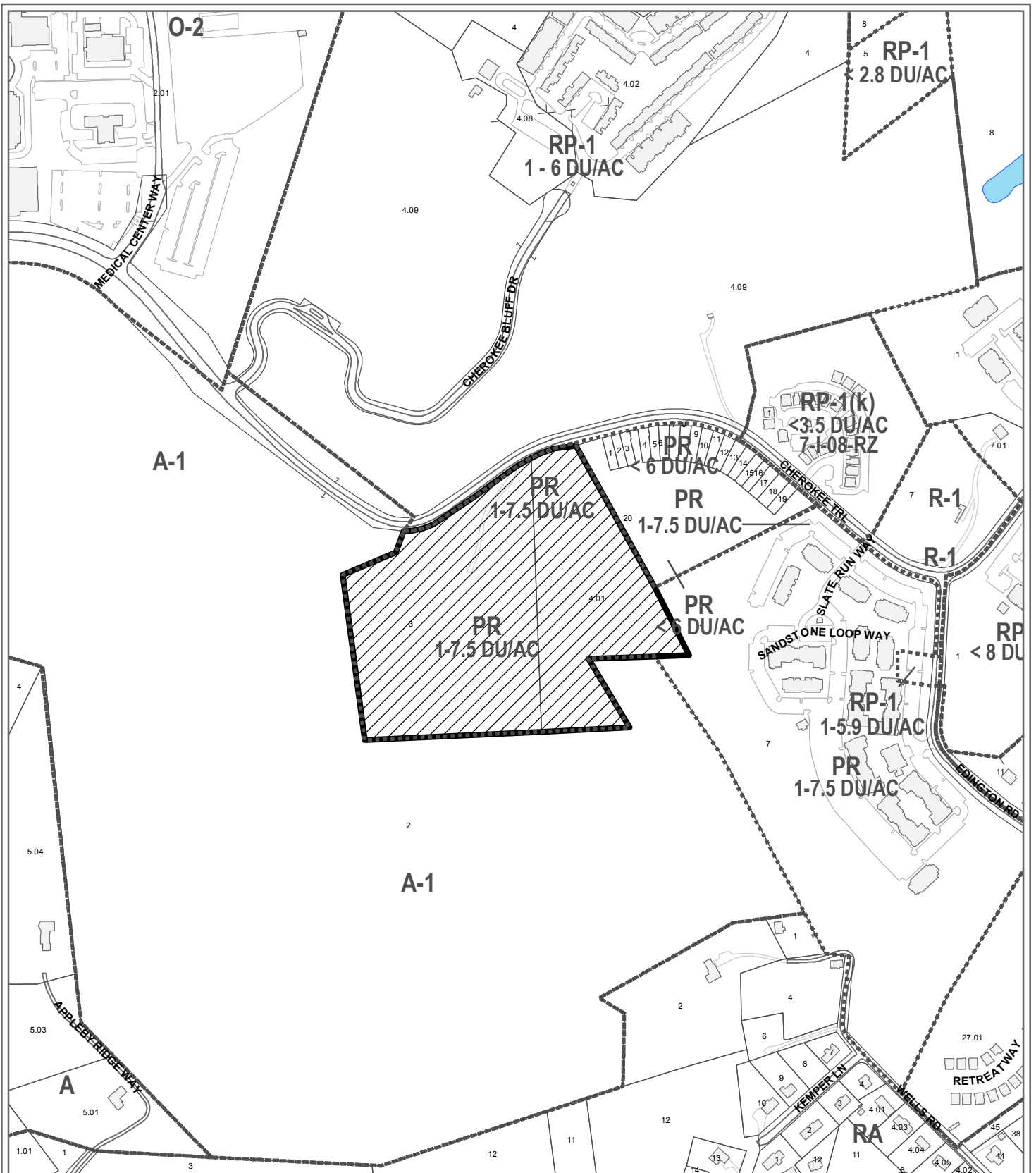
Average Daily Vehicle Trips are computed using national average trip rates reported in the latest edition of "Trip Generation," published by the Institute of Transportation Engineers. Average Daily Vehicle Trips represent the total number of trips that a particular land use can be expected to generate 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: 31 (public and private school children, ages 5-18 years)

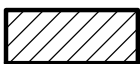
Schools affected by this proposal: Mount Olive Elementary, South-Doyle Middle, and South-Doyle High.

- School-age population (ages 5–18) is estimated by MPC using data from a variety of sources.
- While most children will attend public schools, the estimate includes population that may be home-schooled, attend private schools at various stages of enrollment, or drop out of the public system.
- Students are assigned to schools based on current attendance zones as determined by Knox County Schools. 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.
- School capacities are subject to change by Knox County Schools through building additions, curriculum or scheduling changes, or amendments to attendance zone boundaries.

MPC's approval or denial of this request is final, unless the action is appealed to the Knox County Board of Zoning Appeals. The date of the Knox County Board of Zoning Appeals hearing will depend on when the appeal application is filed. Appellants have 30 days to appeal an MPC decision in the County.



**3-D-13-UR  
USE ON REVIEW**



Student Housing in PR (Planned Residential)

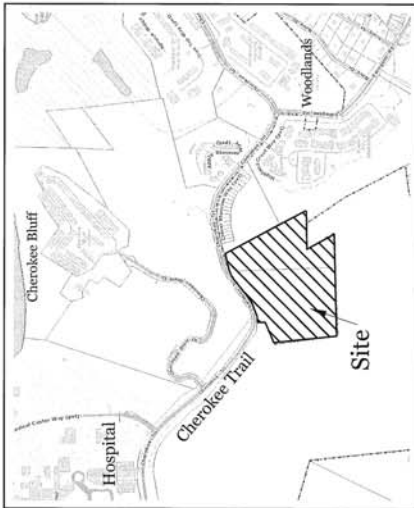
Petitioner: Cottage Landing Knoxville

Map No: 108

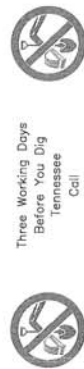
Jurisdiction: County



Original Print Date: 2/26/2013  
 Revised:  
 Metropolitan Planning Commission \* City / County Building \* Knoxville, TN 37902



Site Location Map



Three Working Days  
Before You Dig  
Call  
811  
Utilities Protection Center, Inc.  
(It's The Law)

Colors for Utility Locating  
Red  
Yellow  
Blue  
Green  
Sewer

General Contractor hereby agrees to hold harmless, indemnify and defend the owner and his agent, Architect, Engineer, Landscape Architect, and employees while performing the work described herein, but not including the sole performance of the work described herein, from all claims, damages and costs of defense arising out of the contractor's negligence or willful or wanton acts or omissions of the contractor, Architect or their employees. The contractor will require any and all subcontractors to agree to the same terms and conditions of this contract as the contractor and to ensure that the same is in conformity with the insurance provisions of the contract.

2. The contractor shall require his insurance carrier to add the owner, his professional consultants and their agents as additional insureds under the contractor's liability policy with respect to the contract.

3. Utility Disclaimer:  
The existing utility lines shown are approximate locations only. The contractor shall verify the location of all utilities before any excavation or construction. Any deviations from the design locations shall be reported to the project engineer or landscape architect prior to construction. Damage to project utilities or landscape architect's equipment shall be repaired at the contractor's expense.

4. Prior to construction of proposed utilities the contractor shall verify all locations and sections of connections to both existing utilities and proposed utilities. Any deviations from the design locations shall be reported to the project engineer prior to construction.

5. The contractor shall be responsible for obtaining all required government inspections.

6. All existing utility relocation work and or utility reconstruction is the responsibility of the contractor unless noted otherwise.

# Cottage Landing Knoxville

1423 & 1444 #A Cherokee Trail  
Knox County, Tn.  
20.118 Acres

Owner & 24 Hour Contact  
Cottage Landing Partners, LLC  
Fiske Hopkins

1117 Perimeter Center West  
STE N 316  
Atlanta, Georgia 30338  
770-709-6600



No.	Revision/Issue	Date
01	Original Issue	2-25-2013
02	Revised per client/ MPC	2-27-2013
03		
04		
05		



**Project Description**

Cottage Landing offers simply the very best quality of life for college students by providing resort quality amenities within a purpose-built student housing development designed specifically for today's college students. Functional by design and aesthetically pleasing, the development features a multi-story, multi-unit apartment building architecture of individual cottages with traditional multi-family apartment buildings to achieve an extremely functional, eco-friendly residential community that has a smaller footprint than other cottage-style student developments. Our sustainable approach disturbs less of the natural environment, allowing Cottage Landing to provide a high quality student living environment. The abundance of outdoor common club quality amenities throughout the project. The abundance of outdoor common space within the gated grounds provides a safe environment and promotes a great sense of community while our unique, industry leading floor plans afford students the privacy they expect. By uniting these features with a location very close to the heart of campus, Cottage Landing offers a unique living environment. Cottage Landing Partners is focused on the development, construction, and management of only the highest quality student living communities.

**Index:**

1. Cover Sheet
2. Survey
3. MPC Site Plan / Grading
4. Hydro Analysis
5. Storm System Layout
6. Plan Profile (Roadway & Parking)
7. Landscape Plan
8. Landscape Plan
9. Landscape Plan

3-D-3-UR  
REVISED!  
2-17-13







Contract & Title Contactor  
 Cottage Landing Partners, LLC  
 1117 Perimeter Center West  
 Suite N 316  
 Atlanta, Georgia 30338  
 770-709-6600

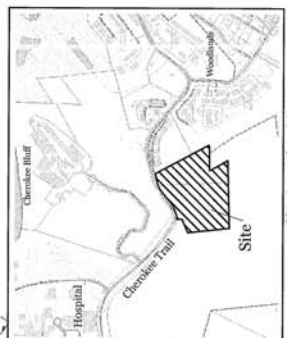
Cottage Landing Knoxville  
 1423 & 1444 Cherokee Trail  
 Knox County, TN  
 20.118 Acres

SouthView  
 Design & Consulting  
 Land Planning  
 4880 Rockledge Drive  
 Knoxville, TN 37920  
 Site Engineering

DATE	REVISION	BY	APP. BY
11-16-11	1		
11-16-11	2		
11-16-11	3		
11-16-11	4		
11-16-11	5		
11-16-11	6		
11-16-11	7		
11-16-11	8		
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11-16-11	15		
11-16-11	16		
11-16-11	17		
11-16-11	18		
11-16-11	19		
11-16-11	20		

Use & Review  
 Site Plan

3



Site Location Map

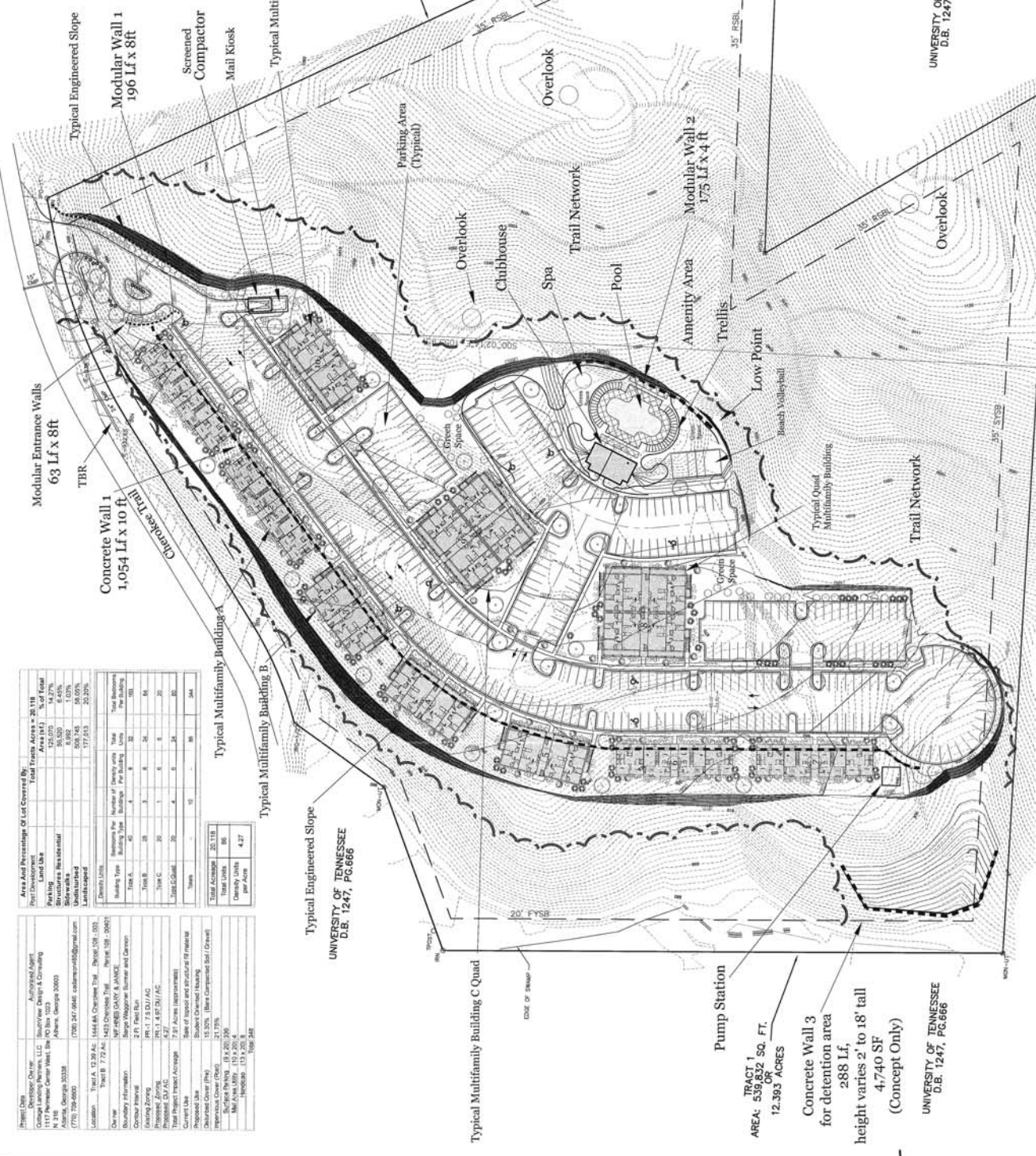
LOT 1  
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 INSTR. NO. 20100527-0074128  
 ORCHARD AT KNOXVILLE  
 HOMEOWNERS ASSOCIATION  
 INSTR. NO. 20110216-0049553

TRACT 2  
 AREA: 38,689 SQ. FT.  
 0.89 ACRES  
 7.725 ACRES

JWR HOLDINGS, LLC  
 UNIVERSITY RESIDENCES AT KNOXVILLE, LLC  
 AND CAPSTONE REALTY ADVISORS  
 INSTR. NO. 20090113-0043198

JWR HOLDINGS, LLC  
 UNIVERSITY RESIDENCES AT KNOXVILLE, LLC  
 AND CAPSTONE REALTY ADVISORS  
 INSTR. NO. 20090113-0043198

3-D-13-04  
 REVISED  
 2-27-13



Area And Percentage Of Lot Covered By:

Post-Development	Total Tracts Area = 20.118	% of Total
Land Area	18,820	93.5%
Impervious	8,892	44.2%
Structures (Non-Asphalt)	8,092	40.7%
Asphalt	800	3.9%
Landscaping	17,028	84.6%

Building Type	Building Type	Number of Buildings	Area (sq ft)	% of Building Area
Typical Multifamily Building A	Typical Multifamily Building B	40	8	94
Typical Multifamily Building C	Typical Quad Multifamily Building	20	1	20
Other	Other	20	4	20
Other	Other	15	15	100

Building Type	Total Area (sq ft)	Density Units per Acre
Typical Multifamily Building A	20,118	86
Typical Multifamily Building B	86	4.27

Project Data  
 Developer: On-site  
 Design: SouthView  
 1117 Perimeter Center West  
 Suite N 316  
 Atlanta, Georgia 30338  
 (770) 709-6600

Location: Tract A: 12.39 AC; 1444 Cherokee Trail, Knoxville, TN, 37904, 051, 053  
 Tract B: 7.72 AC; 1423 Cherokee Trail, Knoxville, TN, 37902, 002  
 Owner: University of Tennessee  
 117 North Cumberland  
 Athens, Georgia 30602  
 (706) 542-8944; eadams@utk.edu

Contract: 11/16/11  
 Construction Start: 11/16/11  
 Construction End: 11/16/11  
 Proposed Use: Student Oriented Housing  
 Proposed Density: 15 Units/Acre (Based on 2011 Census Data)  
 Proposed Density: 21 Units/Acre (Based on 2011 Census Data)  
 Maximum Density: 15 Units/Acre (Based on 2011 Census Data)  
 Maximum Density: 21 Units/Acre (Based on 2011 Census Data)  
 Maximum Density: 15 Units/Acre (Based on 2011 Census Data)  
 Maximum Density: 21 Units/Acre (Based on 2011 Census Data)

TRACT 1  
 AREA: 539,632 SQ. FT.  
 12.393 ACRES

Concrete Wall 3  
 for detention area  
 288 Lf.  
 height varies 2' to 18' tall  
 4,740 SF  
 (Concept Only)

UNIVERSITY OF TENNESSEE  
 D.B. 1247, PG.666





Contract by 24 Hours Contract  
 Cottage Landing Partners, LLC  
 117 Perimeter Center West  
 STE N 316  
 Atlanta, Georgia 30338  
 770-709-6600

Cottage Landing Knoxville  
 1423 & 1444 #A Cherokee Trail  
 Knox County, Tn.  
 20.118 Acres

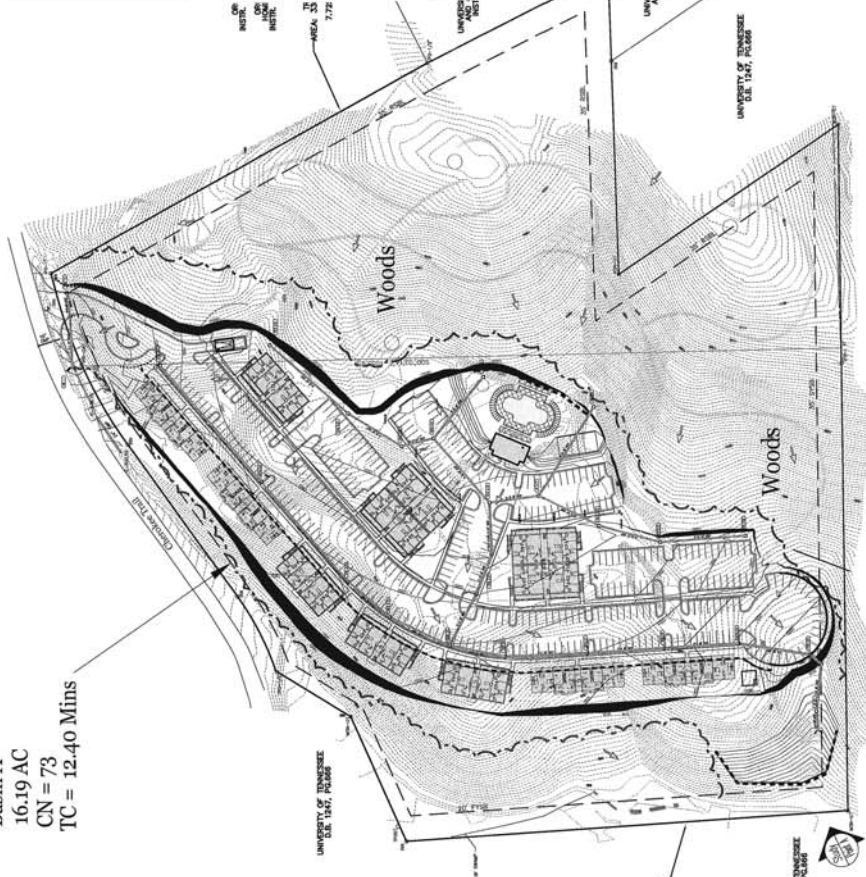
**SOUTVIEW**  
 Design & Consulting  
 Landscape Architecture  
 Site Engineering  
 485 Stevenson Drive  
 Knoxville TN 37912

Revision/Date	By	Checked
1	10/11/11	10/11/11
2	10/11/11	10/11/11
3	10/11/11	10/11/11
4	10/11/11	10/11/11
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28	10/11/11	10/11/11
29	10/11/11	10/11/11
30	10/11/11	10/11/11

Pre & Post  
 Stormwater  
 Analysis  
 Plan

4

Basin A  
 16.19 AC  
 CN = 73  
 TC = 12.40 Mins



Detention Pond

UNIVERSITY OF TENNESSEE  
 U.S. 1547, PULASKI

POST-DEVELOPMENT

3-D-13-0K  
 REVISED  
 2-27-13

Hydrograph Return Period Recip

Return Period	Peak Flow (cfs)	Peak Time (mins)	Volume (cu ft)
1	100	10	1000
2	200	20	4000
5	500	50	25000
10	1000	100	100000
20	2000	200	400000
50	5000	500	2500000
100	10000	1000	10000000

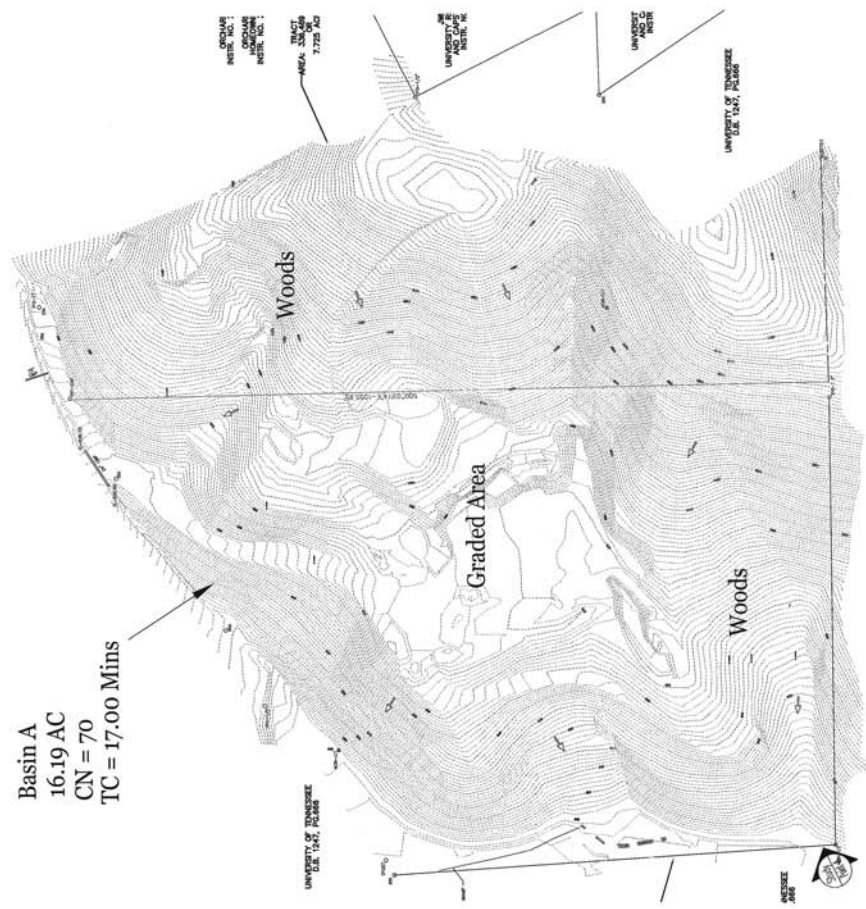
Summary of Peak Flows (Concept)

Return Period	Peak Flow (cfs)	Peak Time (mins)	Volume (cu ft)
1	100	10	1000
2	200	20	4000
5	500	50	25000
10	1000	100	100000
20	2000	200	400000
50	5000	500	2500000
100	10000	1000	10000000

Pond Volume (Concept)

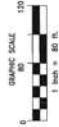
Return Period	Volume (cu ft)
1	1000
2	4000
5	25000
10	100000
20	400000
50	2500000
100	10000000

Basin A  
 16.19 AC  
 CN = 70  
 TC = 17.00 Mins



UNIVERSITY OF TENNESSEE  
 U.S. 1547, PULASKI

PRE DEVELOPMENT





Collage Landings Partners, LLC  
1117 Perimeter Center West  
STE N 316  
Fisks Hopkins  
Atlanta, Georgia 30338  
770-709-6600

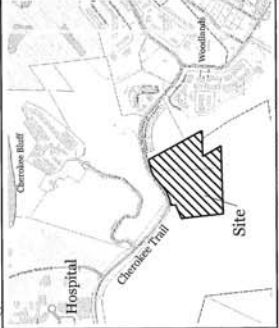
Cottage Landings Knoxville  
1423 & 1444 #A Cherokee Trail  
Knox County, TN  
20.118 Acres

SouthView  
Design & Consulting  
Landscape Architecture  
Site Engineering  
3000 Parkwood Drive  
Nashville, TN 37217

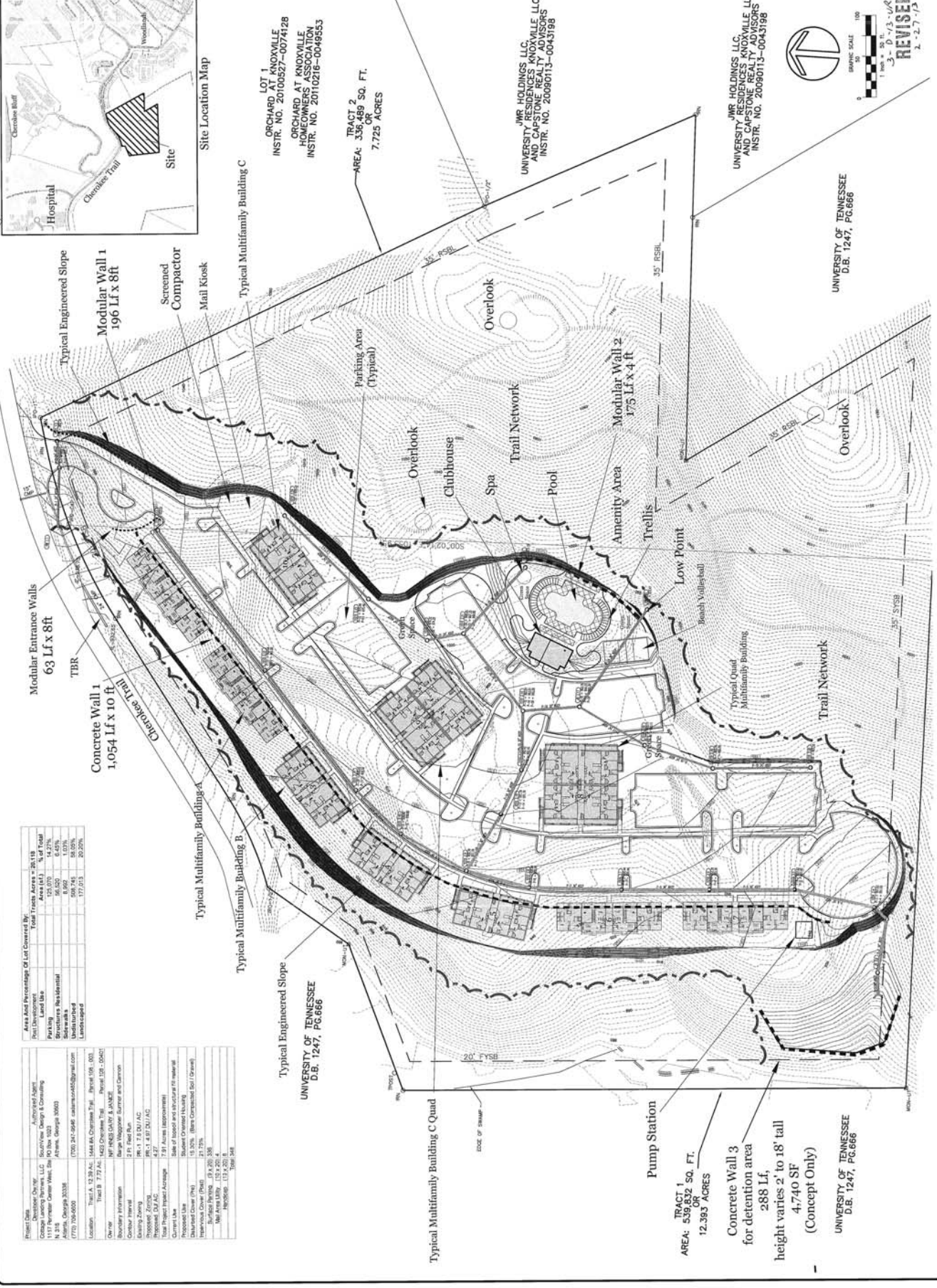
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TR-4	4	4	4	4	4	4	4	4	4	4
TR-5	5	5	5	5	5	5	5	5	5	5
TR-6	6	6	6	6	6	6	6	6	6	6

Norm System  
Layout

5



Site Location Map



ORCHARD LOT 1 KNOXVILLE  
INSTR. NO. 20100527-0074128  
ORCHARD AT KNOXVILLE  
HOMEOWNERS ASSOCIATION  
INSTR. NO. 20110216-0049553

TRACT 2  
AREA: 336,489 SQ. FT.  
OR  
7.725 ACRES

JWR HOLDINGS, LLC  
UNIVERSITY RESIDENCES KNOXVILLE, LLC  
AND CAPSTONE REALTY ADVISORS  
INSTR. NO. 20090113-0043198

JWR HOLDINGS, LLC  
UNIVERSITY RESIDENCES KNOXVILLE, LLC  
AND CAPSTONE REALTY ADVISORS  
INSTR. NO. 20090113-0043198

UNIVERSITY OF TENNESSEE  
D.B. 1247, PG.666



REVISED  
2.2.7.13

**Area And Percentage Of Lot Covered By:**

Use	Area (Sq Ft)	% of Total
Total Tracts Area	4,264,118	-
Parking	125,070	14.27%
Structures Residential	8,920	0.02%
Structures Commercial	508,745	58.92%
Landscaped	177,613	20.20%

**Project Data:**

Client	Collage Landings Partners, LLC	Architect/Engineer	SouthView Design & Consulting
Address	1117 Perimeter Center West, Ste. 316, Atlanta, GA 30338	City	Atlanta, Georgia 30303
Phone	(770) 709-6600	Fax	(770) 242-6945
Project Name	UNIVERSITY OF TENNESSEE	Project No.	1001-001
Project Location	Tract B, 7.72 AC.	Site Area	144,864 Square Feet
Site Area	144,864 Square Feet	Site Use	Multi-Family Residential
Site Use	Multi-Family Residential	Site Description	Multi-Family Residential
Site Zoning	R-10 (Multi-Family Residential)	Site Address	1423 & 1444 #A Cherokee Trail, Knoxville, TN
Site Survey	2.01.04 (2004)	Site Plan	2.01.04 (2004)
Site Elevation	427.4 (2004)	Site Area	144,864
Site Area	144,864	Site Perimeter	1,217.25
Site Perimeter	1,217.25	Site Volume	1,217.25
Site Volume	1,217.25	Site Area	144,864



Southview  
Design & Consulting  
Land Planning  
Landscape Architecture  
Site Engineering

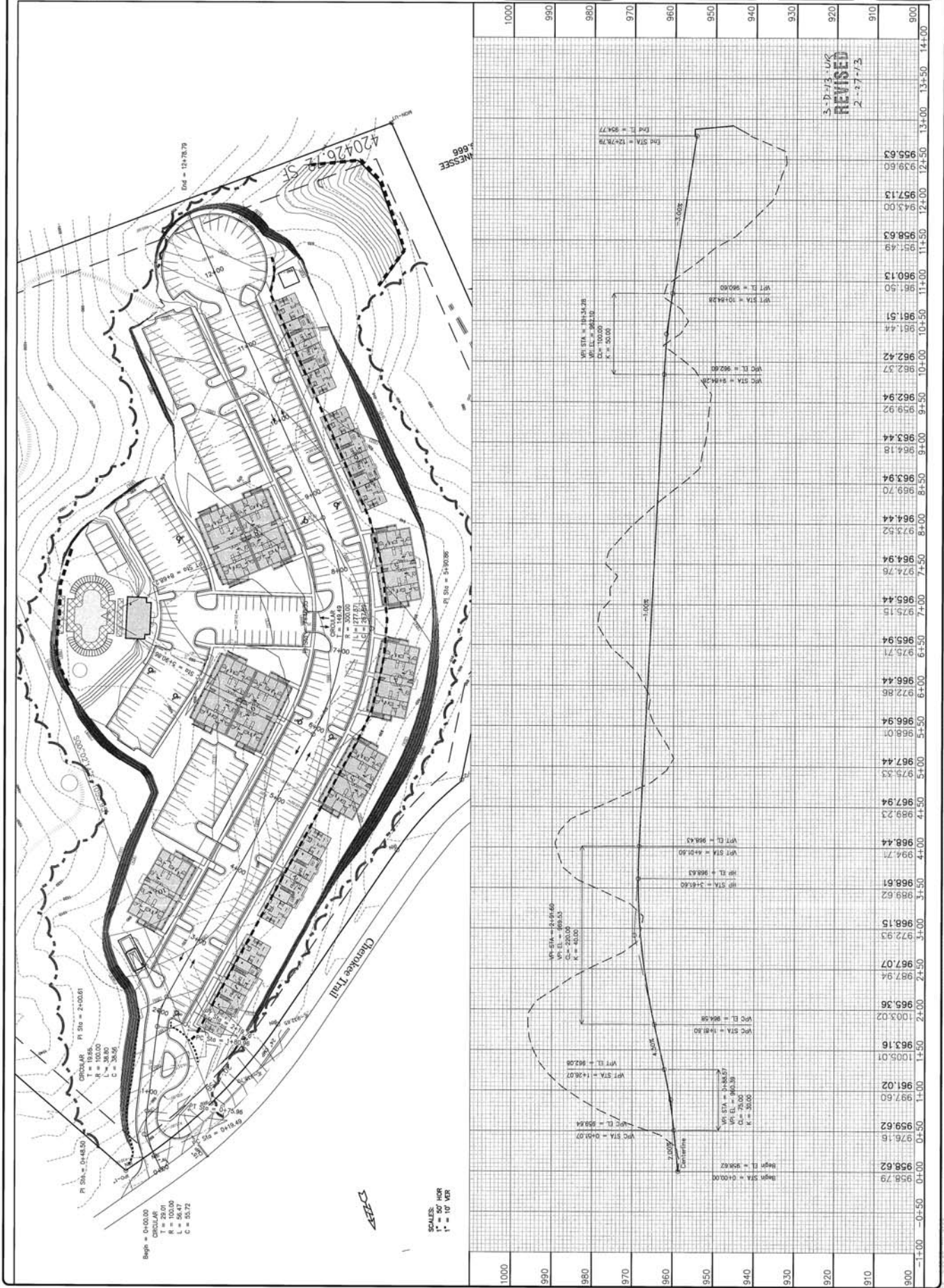
Cottage Landing Knoxville  
1423 & 1444 #A Cherokee Trail  
Knox County, TN  
20.18 Acres

Southview  
Design & Consulting  
Land Planning  
Landscape Architecture  
Site Engineering

12153	12153	12153	12153	12153	12153	12153	12153	12153	12153
1-27-2013	1-27-2013	1-27-2013	1-27-2013	1-27-2013	1-27-2013	1-27-2013	1-27-2013	1-27-2013	1-27-2013

Plan Profile  
Parking Area

6







Thamer & 94 Hour Contact  
 Cottage Landing Partners, LLC  
 1117 Fernster Center West  
 Atlanta, Georgia 30338  
 770-799-6600

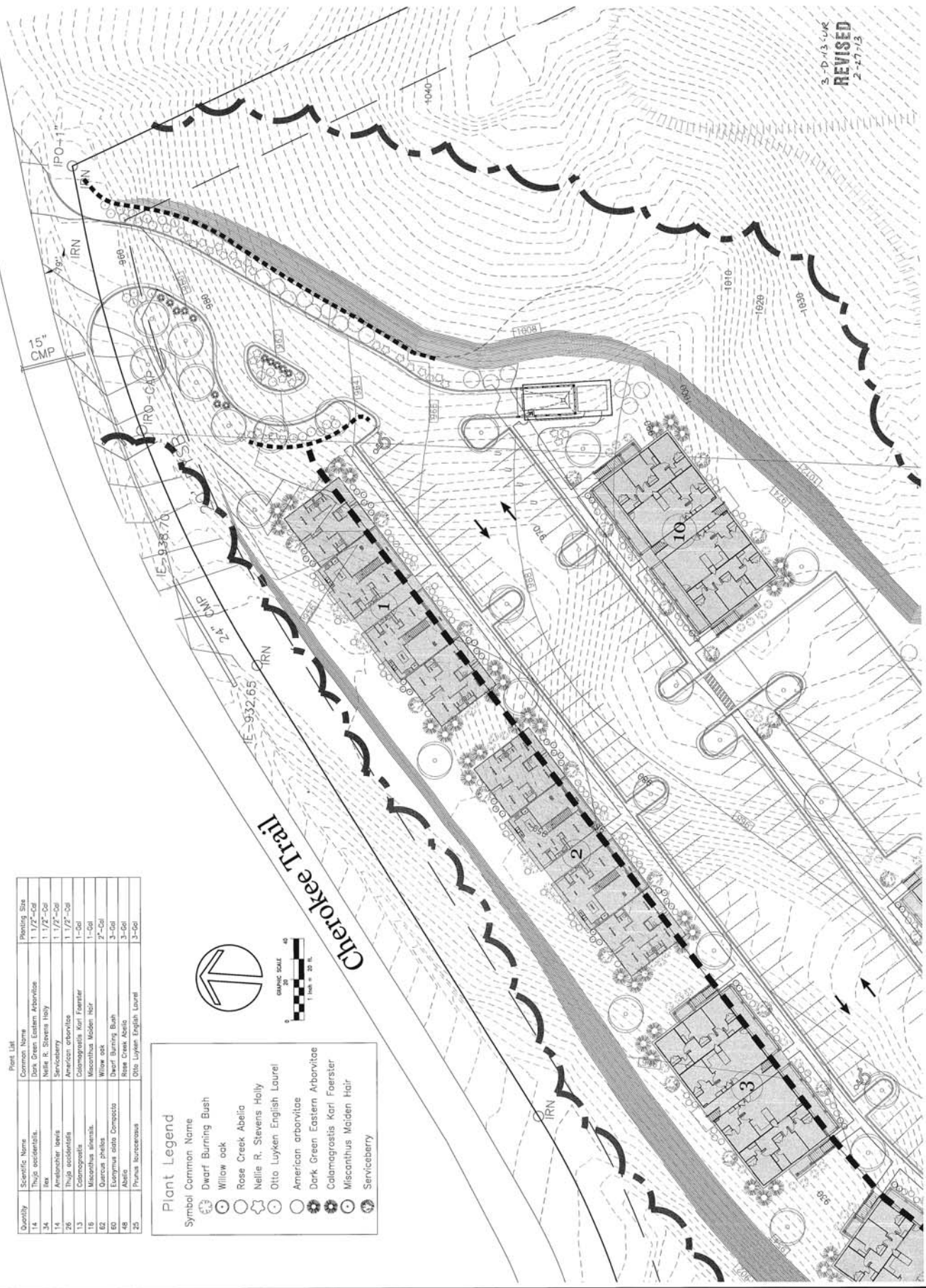
Cottage Landing Knoxville  
 1423 & 1444 #A Cherokee Trail  
 Knox County, TN  
 20.118 Acres

SouthView  
 Design & Consulting  
 Land Planning  
 Landscape Architecture  
 Site Engineering  
 4155 Lawrence Drive  
 Knoxville, TN 37922

Revision/Issue	Date
1	1-25-2013
2	1-25-2013
3	2-27-2013
4	2-27-2013
5	2-27-2013
6	2-27-2013
7	2-27-2013
8	2-27-2013
9	2-27-2013
10	2-27-2013
11	2-27-2013
12	2-27-2013

Landscape Plan

7



S-D-13-CUR  
 REVISED  
 2-27-13

Plant List

Quantity	Scientific Name	Common Name	Planting Size
14	<i>Thuja occidentalis</i>	Dark Green Eastern Arborvitae	1 1/2"-Cal
34	<i>Ilex</i>	Nellie R. Stevens Holly	1 1/2"-Cal
14	<i>Amelanchier laevis</i>	Serviceberry	1 1/2"-Cal
26	<i>Thuja occidentalis</i>	American arborvitae	1 1/2"-Cal
13	<i>Calamagrostis Karri Foerster</i>	Miscanthus Maiden Hair	1-Cal
18	<i>Miscanthus alpinus</i>	Willow oak	2"-Cal
62	<i>Quercus phellos</i>	Dwarf Burning Bush	3-Cal
60	<i>Eucymia alata Composita</i>	Rose Creek Azalea	3-Cal
48	<i>Abies</i>	Otto Luyken English Laurel	3-Cal
25	<i>Prunus boreocerasus</i>	Otto Luyken English Laurel	3-Cal

Plant Legend

Symbol	Common Name
(Symbol)	Dwarf Burning Bush
(Symbol)	Willow oak
(Symbol)	Rose Creek Azalea
(Symbol)	Nellie R. Stevens Holly
(Symbol)	Otto Luyken English Laurel
(Symbol)	American arborvitae
(Symbol)	Dark Green Eastern Arborvitae
(Symbol)	Calamagrostis Karri Foerster
(Symbol)	Miscanthus Maiden Hair
(Symbol)	Serviceberry





Owner & 24 Hour Contact  
 Cottage Landing Partners, LLC  
 Fiske Hopkins  
 1117 Peachtree Center West  
 STE N 316  
 Atlanta, Georgia 30338  
 770-709-6600

Cottage Landing Knoxville  
 1423 & 1444 #A Cherokee Trail  
 Knox County, TN  
 20.118 Acres

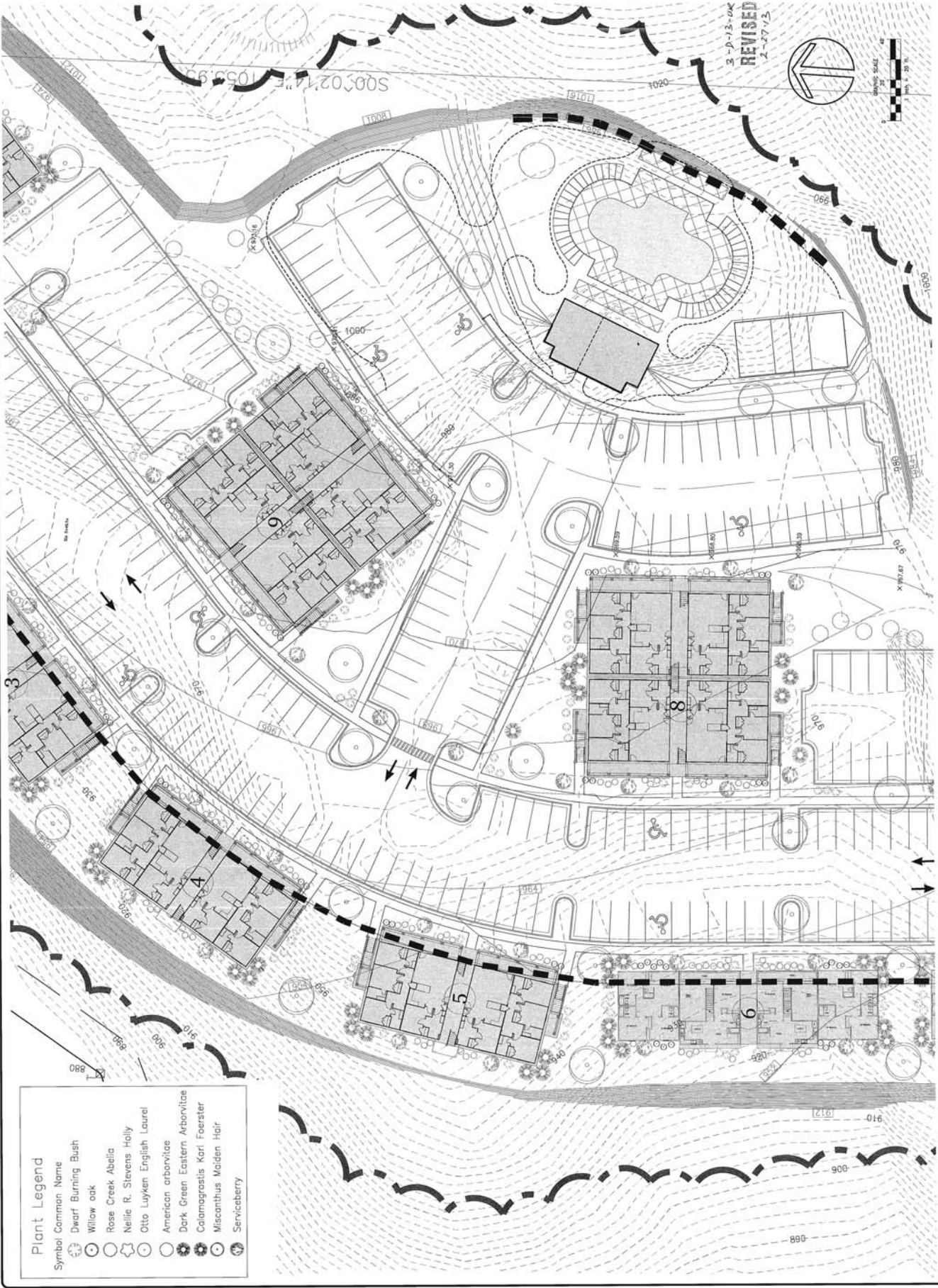
SouthView  
 Design & Consulting  
 Land Planning  
 Landscape Architecture  
 Site Engineering



Revised/Issue	Date
1	1-25-2013
2	2-05-2013
3	2-27-2013
4	3-11-2013

Landscape Plan

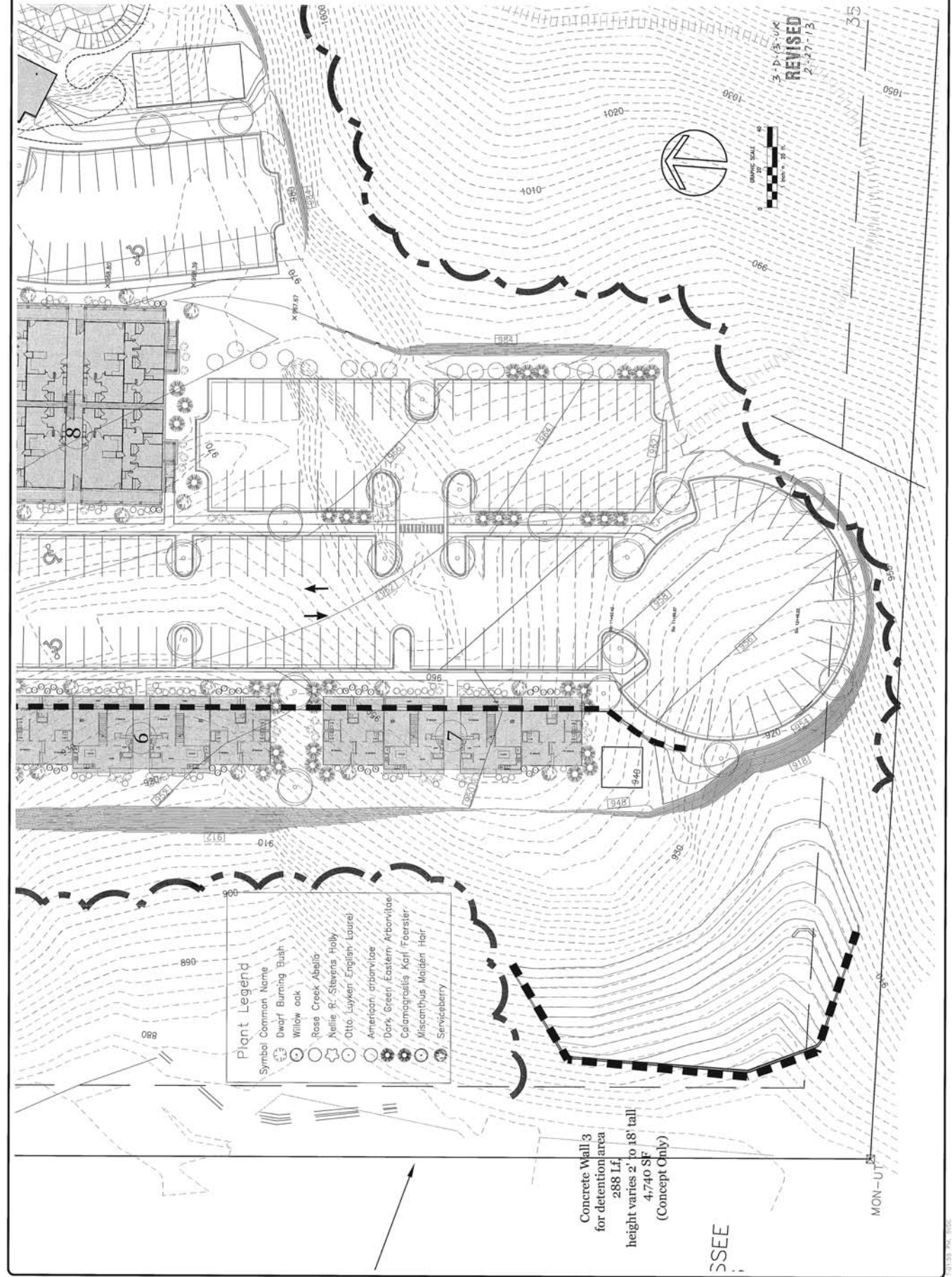
8



Plant Legend

Symbol	Common Name
	Dwarf Burning Bush
	Willow oak
	Rose Creek Abelia
	Nellie R. Stevens Holly
	Otto Luyken English Laurel
	American arbutus
	Dark Green Eastern Arborvitae
	Calamagrostis Karl Foerster
	Miscanthus Maiden Hair
	Serviceberry

2/27/2013 10:24 AM







---

## FW: Cherokee Trail Road Work

1 message

---

**Jim Hagerman** <jhagerman@cityofknoxville.org> Thu, Mar 7, 2013 at 10:22 AM  
To: "Betty Mahan Jo (bettyjo.mahan@knoxmpc.org)" <bettyjo.mahan@knoxmpc.org>, "Tom Brechko (tom.brechko@knoxmpc.org)" <tom.brechko@knoxmpc.org>  
Cc: Knoxville-Knox County MPC <mark.donaldson@knoxmpc.org>, Christi Branscom <cbranscom@cityofknoxville.org>, Brent Johnson <bjohnson@cityofknoxville.org>, Chris Howley <chowley@cityofknoxville.org>

This information is for inclusion in the MPC agenda packet as background information on the proposed development on Cherokee Trail.

The following is a list of recent and planned improvements to Cherokee Trail.

### Completed projects:

- Traffic signal was installed at hospital and the roadway was widened to the intersection with Cherokee Bluff, 2008
- 250 linear feet of guardrail east of Cherokee Bluff intersection was replaced, fall 2012
- Street lights were installed from Cherokee Bluff to top of the hill, fall 2012

### Planned projects (tentative schedule):

- Drainage improvements to stop street flooding, September/October 2013
- Resurfacing, Cherokee Bluff to Scottish Pike, October 2013
- Safety improvements, including additional guard rail, improved markings and signage, October/November 2013

Greater detail is provided in the attached documents.

James R. Hagerman, PE

Director of Engineering, City of Knoxville

[865-215-2148](tel:865-215-2148)



---

**2 attachments**



**Cherokee Trail Improvements Proposal\_2-12-13 pdf.pdf**  
1228K



**Cherokee Trail Improvements Timeline 2013.doc**  
32K

# **Cherokee Trail Improvements**

**March 6, 2013**

The planned improvements to Cherokee Trail include drainage improvements just east of Cherokee Bluff Drive, improved signage, enhanced pavement markings, and installation/replacement of guardrails. These improvements are in accordance with a safety study performed by Cannon & Cannon, entitled "Cherokee Trail Safety Improvement Study". In addition to the safety improvements, Cherokee Trail from Cherokee Bluff Drive to Scottish Pike will be resurfaced.

This work will be accomplished through the coordination and sequencing of three separate contracts funded through three City programs: the Neighborhood Drainage Program, the Resurfacing Program, and an approved FY 12/13 Capital Improvement Project designated for Cherokee Trail Safety Improvements. Based on the tentative schedule provided below, all improvements to Cherokee Trail should be complete by November 30, 2013.

This schedule is tentative. Significant delays would push the completion date in to the spring of 2014 because resurfacing cannot be done in cold weather.

## **2014 Neighborhood Drainage Project**

- Advertised Letters of Interest from Consultant Engineers – November 30, 2012
- Received Letters of Interest – December 21, 2012
- Selection of Fulghum, MacIndoe & Associates - January 23, 2013
- Scope and Fee Meeting – February 4, 2013
- City Council Approval of Design Contract – April 2, 2013
- Design Contract Executed – May 14, 2013
- Construction Plans Prepared – June 14, 2013
- Advertise Construction – June 30, 2013
- Received Construction Bids – July 18, 2013
- City Council Approval Construction Contract – August 6, 2013
- Construction Contract Executed – September 17, 2013
- Project Construction (30 days) – September 23, 2013 to October 22, 2013

## **Cherokee Trail Safety Improvements**

- Cherokee Trail Safety Imp. Study by Cannon & Cannon – April 26, 2012
- Public Meeting – June 7, 2012
- Selection of Cannon & Cannon – February 13, 2013
- Design Contract Executed – March 18, 2013
- Construction Plans Prepared – July 1, 2013
- Advertise Construction – July 14, 2013
- Receive Construction Bids – August 6, 2013

## **Cherokee Trail Improvements March 6, 2013**

- City Council Approval Construction Contract – August 20, 2013
- Construction Contract Executed – October 1, 2013
- Project Construction (30 days) – October 7, 2013 to November 5, 2013

### **2013 Resurfacing Contract**

- Cherokee Trail from Cherokee Bluff Drive to Scottish Pike will be resurfaced during the 2013 Resurfacing contract
- Advertise 2013 Resurfacing Contract – March 10, 2013
- Receive Construction Bids – March 28, 2013
- City Council Approval of Construction Contract – April 16, 2013
- Construction Contract Executed – May 28, 2013
- Project Construction – June 3, 2013 to December 31, 2013
- Cherokee Trail resurfaced in late October 2013



# Cannon&Cannon, Inc.

Consulting Engineers • Field Surveyors

February 12, 2013

Mr. Tom Clabo, P.E.  
Chief Civil Engineer  
Engineering Department  
City of Knoxville  
1400 Loraine Street  
Knoxville, TN 37921

**RE: Proposal to Provide Professional Survey and Engineering Design Services for Traffic Operational and Safety Improvements to Cherokee Trail from Cherokee Bluff Drive to Scottish Pike.**

Dear Mr. Clabo,

Cannon & Cannon, Inc. (CCI) appreciates the opportunity to prepare this proposal to provide professional survey and engineering design services for the referenced project. The proposed scope of services, budget, and schedule arrangements are discussed in the following paragraphs.

It is our understanding that the City of Knoxville desires to improve traffic operations and safety in the referenced area by installing and/or upgrading signage, pavement markings, and guardrail as established in Figures 8A-8C from a study report conducted for the City, entitled "Cherokee Trail Safety Improvement Study". A copy of these figures are attached. The plans for the proposed improvements are the subject of this proposal, and are to be prepared in accordance with City of Knoxville requirements. The activities required to complete these plans have been reviewed and structured into three major tasks. These are listed below along with the associated proposed budget and a brief description of the activities involved in each task:

**TASK 1 - Field Location Survey (Budget - \$3,500):**

Includes field work and associated traffic control activities to field locate selected existing topographic and property conditions along the subject section of Cherokee Trail.

**TASK 2 - Preparation of Construction Plans and Related Services (Budget - \$15,000):**

Includes preparation of Construction Plans prepared to all City of Knoxville requirements, for the installation of proposed new signage, and guardrail improvements located east of Cherokee Bluff Drive. In addition, pavement marking and rumble strip details and specifications will be provided to the City of Knoxville to be used in a separate resurfacing project.

**TASK 3 - Bidding Phase Services (Budget - \$ 3,600):**

Includes preparation of a Project Manual specifying all bid requirements, time allocated for attendance at a project pre-bid meeting, and time allocated to review submitted contractor bids for award recommendation.

At this time, we have not included the following services in this proposal, some of which may not be necessary for the project:

1. Production of right-of-way and easement exhibits for property acquisition;
2. Legal services to prepare property deeds and other related activities;
3. Subsurface investigation, including pavement design and environmental consulting;
4. Landscape design;
5. Structural/retaining wall design;
6. Utility design and relocation;
7. Traffic Impact Study;
8. Permitting fees and reprographics associated with bid documents;
9. Other items not included above.

Based on our understanding of this project, the proposed budget for the services described above is \$22,100. A detailed record of time and expenses will be kept using the above budget, and CCI will bill on a monthly basis at its standard hourly rates for actual hours expended. In the unforeseen event the scope of services changes, requiring an amended budget, a revised proposal will be submitted for your review and approval prior to proceeding. Additional services such as attendance at required meetings or other activities, which may be required, will be invoiced on an hourly basis at CCI standard rates.

Regarding the project schedule, we will begin work immediately upon receipt of your authorization to proceed, with all activities included in this project to be completed within 90 calendar days of the authorization to proceed. The Terms and Conditions for this project will be those specified by the City of Knoxville, as developed in recent negotiations between the City and CCI. We are requesting that the City attach the agreed Terms and Conditions to a standard City contract and return them along with the contract for our execution.

We look forward to working with the City of Knoxville on this important project. Please do not hesitate to contact us if you have questions or require additional information.

Sincerely,



Rebecca Bottoms, P.E.  
Project Manager



Alan L. Childers, P.E.  
Vice President

Attachments: Figures  
Schedule of Standard Charges



**Schedule of Standard Charges – Hourly Rate Basis**

**Administrative:**

Principal .....	\$165.00 per hour
Director.....	\$140.00 per hour
Administrative Assistant .....	\$50.00 per hour

**Project Design & Management:**

Senior Project Manager.....	\$140.00 per hour
Group Director .....	\$140.00 per hour
Project Manager .....	\$125.00 per hour
Lead Engineer.....	\$115.00 per hour
Project Engineer .....	\$100.00 per hour
Lead Designer.....	\$85.00 per hour
CADD Designer .....	\$70.00 per hour
Construction Representative.....	\$55.00 per hour
Administrative Assistant .....	\$50.00 per hour

**Field Surveying:**

Group Director, RLS .....	\$140.00 per hour
Field Crew .....	\$130.00 per hour
Field Crew Coordinator.....	\$95.00 per hour
Lead Survey Technician.....	\$85.00 per hour
CADD Technician .....	\$70.00 per hour
Administrative Assistant .....	\$50.00 per hour

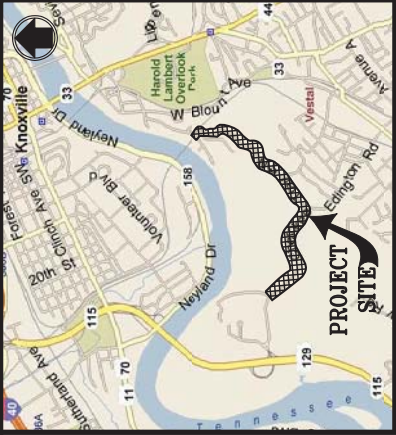
Outside services contracted for a specific project, including but not limited to, professional and technical consultants, laboratory testing, reprographics, photography, etc. will be invoiced at the amount of the subcontractor’s statement plus 12 percent.

Other expenses which are properly chargeable to the work will be invoiced as follows:

- Travel by company or private vehicle at reimbursable rate per Federal guidelines at time expense is incurred.
- Travel, living and per diem expenses for all personnel when required to be away from office in connection with the project will be evaluated on a project by project basis and provided for in the project contract.

Statements will be issued on a monthly basis and are due upon receipt.





**VICINITY MAP**  
N.T.S.

**LEGEND**

- ◻ EXISTING SIGN AND POST
- ◻ NEW SIGN AND POST
- GUARDRAIL

REVISIONS	DATE

**Cannon & Cannon, Inc.**  
Consulting Engineers & Field Surveyors  
Knoxville, Tennessee 37919  
Telephone: (865) 570-8555 • Fax: (865) 670-8866  
www.cannon-cannon.com

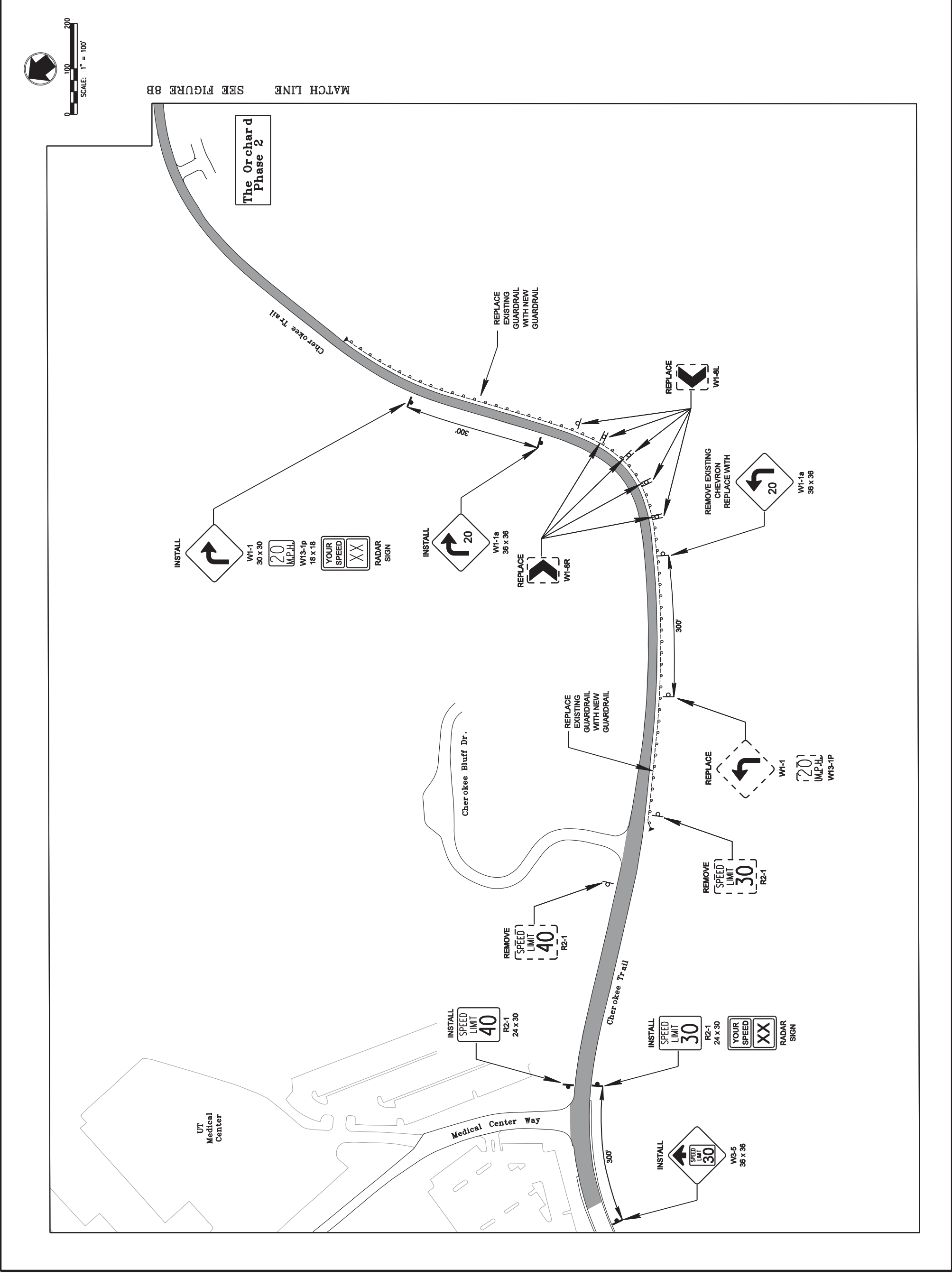
CLIENT:  
CITY OF KNOXVILLE  
ENGINEERING DEPARTMENT

PROJECT:  
CHEROKEE TRAIL  
SAFETY IMPROVEMENTS STUDY

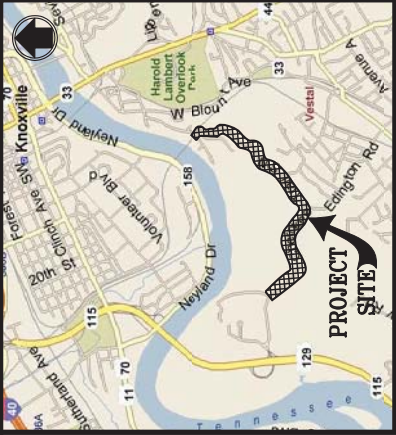
RECOMMENDED  
SIGNING & GUARDRAIL  
IMPROVEMENTS

CO PROJECT NO.	244-0011
DATE	03-02-12
P.M.	ALC
DRAWN	TRANS.
C.C.	

**FIG. 8A**







**LEGEND**

EXISTING SIGN AND POST  
 NEW SIGN AND POST  
 GUARDRAIL

REVISIONS	DATE

**Cannon & Cannon, Inc.**  
 Consulting Engineers & Field Surveyors  
 Knoxville, Tennessee 37919  
 Telephone: (865) 670-8555 • Fax: (865) 670-8866  
 www.cannon-cannon.com

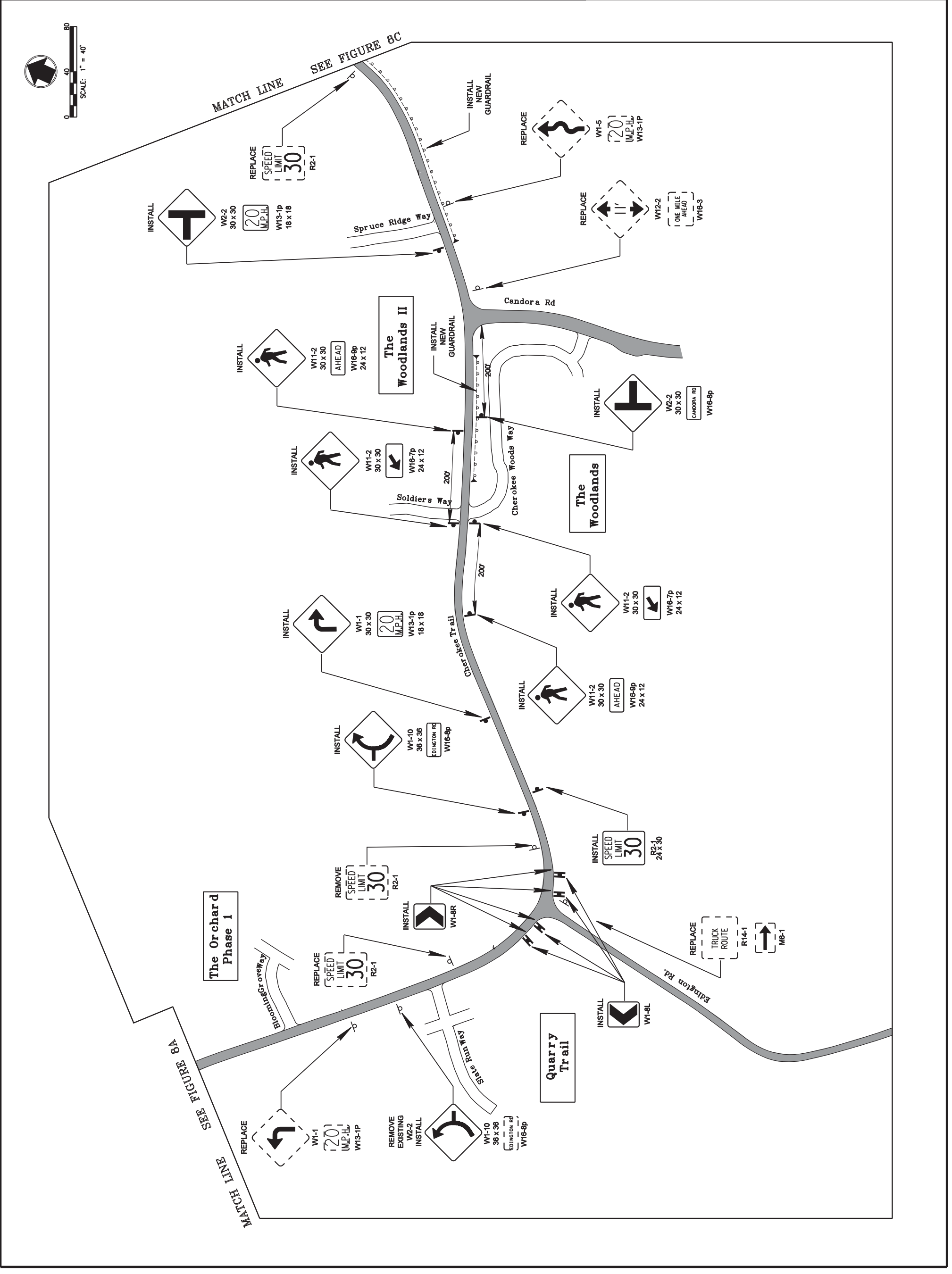
CLIENT:  
**CITY OF KNOXVILLE**  
 ENGINEERING DEPARTMENT

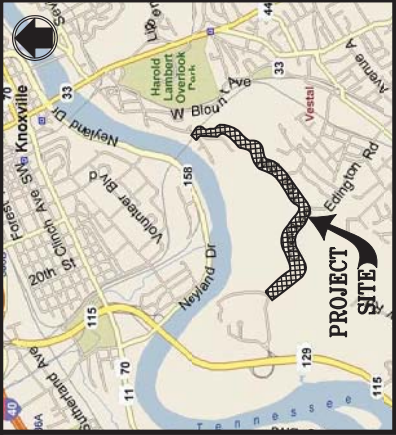
PROJECT:  
 CHEROKEE TRAIL  
 SAFETY IMPROVEMENTS STUDY

RECOMMENDED SIGNING & GUARDRAIL IMPROVEMENTS

CD PROJECT NO.	244-0011
DATE	03-02-12
P.M.	ALC
DRAWN	TRANS.
C.C.	

**FIG. 8B**





VICINITY MAP  
N.T.S.

**LEGEND**

- EXISTING SIGN AND POST
- NEW SIGN AND POST
- GUARDRAIL

REVISIONS	DATE

**Cannon & Cannon, Inc.**  
Consulting Engineers & Field Surveyors  
Knoxville, Tennessee 37919  
Telephone: (865) 670-8555 • Fax: (865) 670-8866  
www.cannon-cannon.com

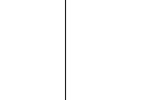
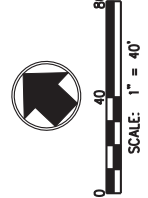
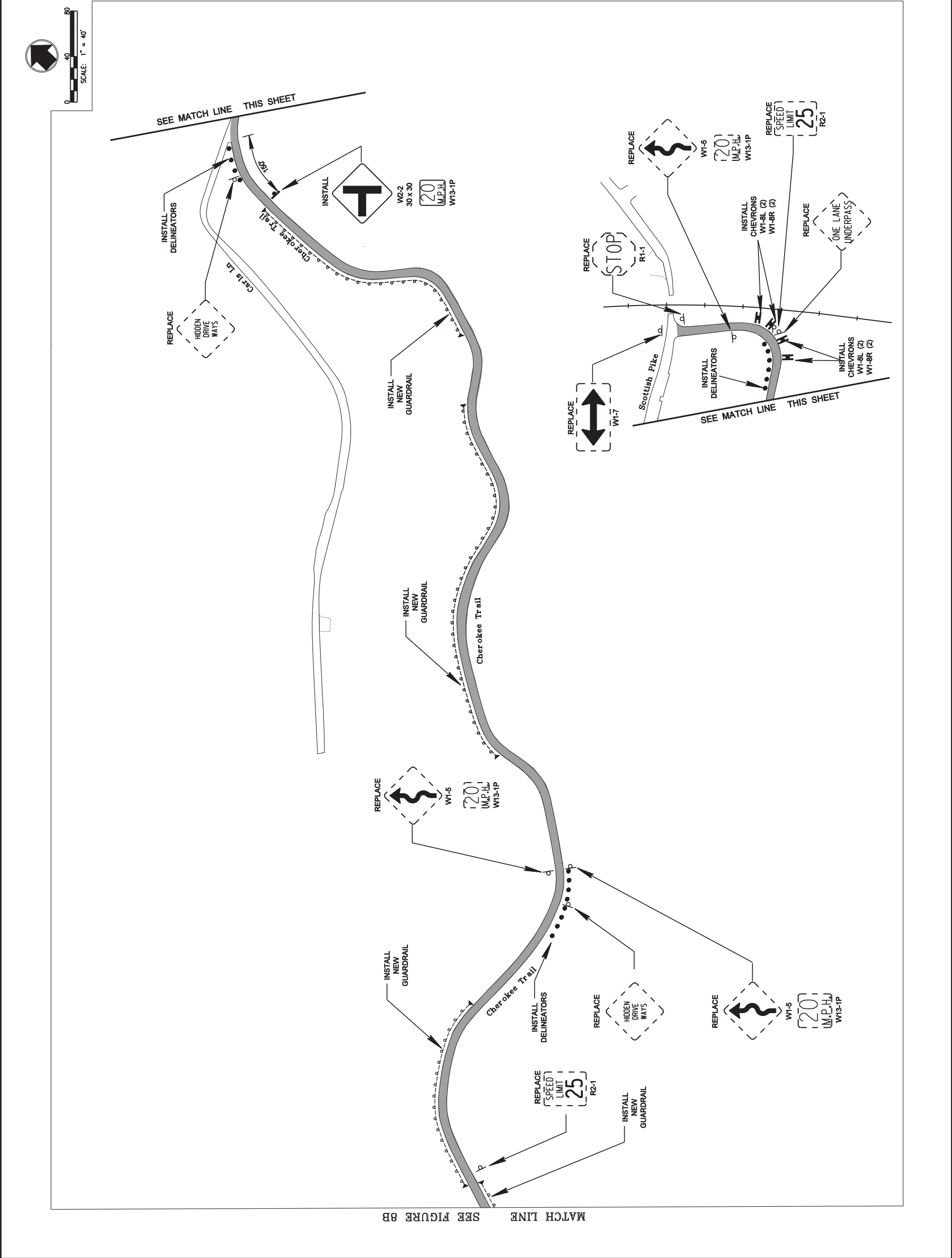
CLIENT:  
CITY OF KNOXVILLE  
ENGINEERING DEPARTMENT

PROJECT:  
CHEROKEE TRAIL  
SAFETY IMPROVEMENTS STUDY

RECOMMENDED  
SIGNING & GUARDRAIL  
IMPROVEMENTS  
SHORT-TERM

CO PROJECT NO.	244-0011
DATE	03-02-12
P.M.	ALC
DRAWN	TRANS.
C.C.	

**FIG. 8C**





Tom Brechko <tom.brechko@knoxmpc.org>

3-D-13-UR

**Cottage Landing Traffic Solution**

3 messages

Fiske Hopkins <fiskehopkins@gmail.com>

Wed, Mar 6, 2013 at 10:59 AM

To: Mike Conger <mike.conger@knoxtrans.org>, tom.brechko@knoxmpc.org

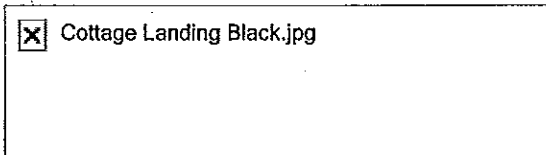
Cc: Chris Adamson <cadamson485@gmail.com>, "Arthur G. Seymour, Jr." <ajseymour@fmsllp.com>, Frank Klemenc <FKlemenc@barnhartguess.com>, "David L. Barnhart" <DBarnhart@barnhartguess.com>, Joel Harber <joelharber@yahoo.com>

Gentlemen:

Please find the attached letter from Kimley-Horn recounting the traffic meeting with UTMC. I am very pleased that we have found a solution to lessen the traffic burden. We all know the traffic issue will continue until TDOT makes major improvements but I am very pleased we have found a temporary solution that will ultimately lessen the traffic delays in the interim. The proposed solutions will have a far greater positive impact on the traffic delays than the additional trips generated by the proposed Cottage Landing project. We are happy to have a positive impact on the community and help provide solutions to benefit everyone.

Thank you,

Fiske Hopkins, Principal  
706-296-7380



[www.cottagelandinglafayette.com](http://www.cottagelandinglafayette.com)



*Memorandum*

■  
Suite 501  
209 Tenth Avenue South  
Nashville, Tennessee  
37203

To: Mr. Mike Conger, P.E.  
Knoxville Regional Transportation Planning Organization  
City County Building, Suite 403  
400 Main Street  
Knoxville, Tennessee 37902

From: Fiske Hopkins, Cottage Landing Partners, LLC  
Chris Adamson, Southview Design & Consulting  
Beth Ostrowski, P.E., Kimley-Horn and Associates, Inc. (KHA)  
Chris Rhodes, P.E., Kimley-Horn and Associates, Inc.

Attendees: Dicky Hogan, University of Tennessee Medical Center (UTMC)  
Brian Hitch, UTMC  
Harry Watson, UTMC  
Ted Bloomfield, UTMC  
Chris Kirby, CDM Smith  
Hollis Loveday, CDM Smith  
Chris Adamson, Southview Design & Consulting  
Fiske Hopkins, Cottage Landing Partners, LLC  
Chris Rhodes, KHA  
Beth Ostrowski, KHA

Date: March 4, 2013

Subject: Cottage Landing Proposed Residential Development  
1444A and 1436 Cherokee Trail  
Status Meeting and Proposal

---

The following memorandum summarizes our understanding of the subject matter covered during the February 27<sup>th</sup> meeting at the Facilities Building of the University of Tennessee Medical Center.

The purpose of this meeting was to identify the traffic delays experienced at the intersection of Alcoa Hwy and Cherokee Trail. This interchange experiences high volumes of traffic during peak periods. Our client, Cottage Landing Partners, LLC requested this meeting with UTMC leadership and CDM Smith, the traffic consultants for UTMC, in order to have a positive effect on the traffic despite the increase in traffic volumes caused by the new development.

CDM Smith presented a brief summary of its 2009 traffic study for UTMC. The study indicated heavy vehicular volumes under current and future conditions and a decreasing level of service, particularly for movements that impact the Alcoa



Highway interchange. The 2009 traffic study assessed improvements to the interchange with Alcoa Highway, including a new northbound slip on-ramp just to the north of UTMC, adjacent to the Agricultural campus.

The TDOT interchange redesign, currently in the environmental phase, was discussed. KHA indicated that during discussions with Mike Russell from TDOT it was noted that the environmental phase is currently completed and in review and the initial design phase is planned for 2014. The project is fully funded through the final design phase and construction is anticipated to begin in the next few years. It was agreed upon by all parties that a short term solution was the goal until TDOT initiates the improvements to the interchange.

Kimley-Horn shared results of the Cottage Landing Proposed Residential Development Traffic Impact Study. Trip generation for the property indicated an additional 1,244 daily trips, with 99 AM peak hour trips and 135 PM peak hour trips in both directions on Cherokee Trail. This will result in 94 AM peak hour trips and 127 PM peak hour trips entering the intersection of UTMC at Cherokee Trail. These trips will represent a 3.8 percent increase in the AM traffic and a 5.5 percent increase in the PM traffic at the UTMC at Cherokee Trail signalized intersection.

The current traffic concerns of UTMC were discussed in detail. One concern included the safety at the staff parking entrance off of Cherokee Trail. Hospital employees have difficulty making the required left hand turn across the west bound lane of Cherokee Trail which gets backed up during peak hours. Another concern of UTMC and CDM Smith is that the traffic signal at the interchange of Alcoa Hwy and Cherokee Trail is not fully actuated. This signal was designed to have traffic detection devices installed on the exit ramp but they never were installed. As a result, UTMC has been forced use Police Officers to manually operate the signal and also to stop traffic at the employee parking lot in peak AM hours.

Cottage Landing Partners, LLC has volunteered to make interim improvements to the area; to counter the addition of their property's traffic until the TDOT interchange improvements have been completed. The improvements proposed by Cottage Landing are as follows:

- Installation of the traffic detection devices at the Alcoa Highway interchange. These devices would be installed with the purpose of avoiding the necessity of Police Officer assistance in signal control and contributing more green time for the exit ramp from Alcoa Highway during peak periods which will more efficiently move traffic through the interchange and lessen traffic backup onto Alcoa Highway.
- Installation of traffic calming measures, such as signage, or a flashing beacon, and striping at the intersection of Cherokee Trail and the driveway into the staff parking at UTMC.



These interim improvements will be completed with the intention of increasing safety, reducing costs to UTMC, and reducing delay for the traffic at the interchange. Regarding safety, Alcoa Highway will see safety improvements with the prevention of queues along the roadway. This improvement will be made with the installation of the vehicle detection devices and the adjustments to the traffic signal in order to make the installation of the detection devices effective. Safety along Cherokee Trail will be improved using traffic calming techniques; these techniques will be implemented with the intention of slowing vehicles along westbound Cherokee Trail. Regarding cost, traffic calming measures will eliminate the need for police enforcement in the AM peak hour at the staff driveway on Cherokee Trail. Regarding delay, the installation of vehicle detection devices will allow the traffic signal to operate similarly to ramp metering devices, thus reducing delay for this approach, particularly during peak periods.

All parties agreed the proposed improvements would have a far greater positive impact on the traffic delay and safety than the increase in traffic contributed by Cottage Landing. UTMC was appreciative of the interim improvements proposed by Cottage Landing Partners, LLC and indicated they are in agreement with the proposed improvements and will not oppose the approval of the Cottage Landing Residential Development. The hospital stated they appreciated that Cottage Landing Partners, LLC was proactive in their approach and came to the hospital to for an open dialogue.

Respectfully submitted,

KIMLEY-HORN AND ASSOCIATES, INC.

A handwritten signature in black ink that reads "Beth Ostrowski". The signature is written in a cursive, flowing style.

Beth Ostrowski, P.E.  
Project Engineer

3-D-13-UR

*Traffic Impact Study  
for Submittal to  
Knoxville-Knox County  
Metropolitan Planning Commission and  
the Knox County Engineering Department*

Cottage Landing  
Knox County, Tennessee

*Prepared for:*

Cottage Landing Partners, LLC

*Prepared by:*

Kimley-Horn and Associates, Inc.  
Suite 501  
209 Tenth Avenue South  
Nashville, Tennessee 37203  
TEL 615 564 2701  
FAX 615 564 2702



Kimley-Horn  
and Associates, Inc.

©Kimley-Horn and Associates, Inc.  
February 2013  
KHA Project Number: 118062000





## 8.0 RECOMMENDED IMPROVEMENTS

This study has analyzed the anticipated traffic impact of the proposed development on the two (2) study intersections. Future 2014 traffic volumes and intersection geometry have considered the existing conditions, background growth, and site traffic associated with the proposed development (Cottage Landing). The recommendations are summarized below.

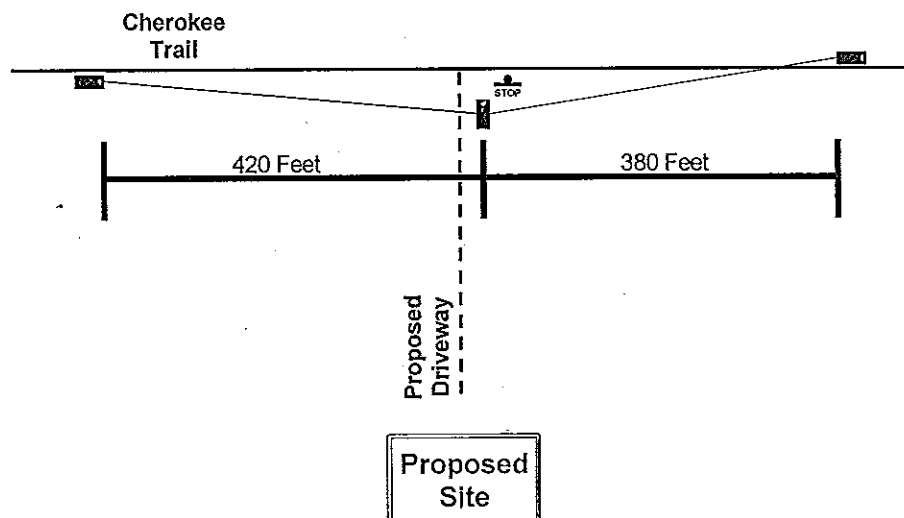
### University of Tennessee Medical Center / Cherokee Trail

- Revisions to signal timings can improve level-of-service for the entire intersection. Detailed information about the use of Max 3 settings was described in Section 3 of this report. In order to maximize the benefit of this setting additional detection should be added to the northbound and southbound through movements in order to make the signal fully actuated.
- Proposed improvements to the adjacent interchange with Alcoa Highway will alleviate existing traffic concerns and improve the level-of-service for the entire intersection. A proposed scenario for these improvements was analyzed as part of this study. This project is fully funded and is currently under design. While the proposed interchange redesign may have geometry that differs from the analyzed scenario, it is assumed that an acceptable level of service will be reached for the proposed design.
- An interim improvement might include the addition of a second northbound through lane along University of Tennessee Medical Center. This would create an interim northbound approach laneage that would include a through lane and a shared through and right-turn lane.

### Cherokee Trail / Proposed Driveway

- Provide the Proposed Driveway approximately three-fourths mile east of University of Tennessee Medical Center / Cherokee Trail on the south side of Cherokee Trail.
- Construct one (1) lane for vehicular ingress and one (1) lane for vehicular egress.
- Install STOP control along the northbound approach of the Proposed Driveway.

- Install signs and pavement markings in accordance with the standards provided in the *Manual on Uniform Traffic Control Devices (MUTCD)*.
- Maintain an intersection sight distance of 335 feet in each direction along Cherokee Trail, which is the TDOT recommended sight distance for a two lane undivided roadway (*TDOT Standard Roadway Drawing RD01-SD-3*). Intersection sight distance measurements of 420 feet looking west and 380 feet looking east were obtained during a field visit to the proposed intersection site, which currently satisfies this TDOT standard. A graphical representation of these calculations is shown in **Figure 9**.



TDOT Standard Roadway Drawing RD01-SD-3  
Two Lane Undivided Roadway – Symmetrical  
Passenger Vehicle (Feet)

Design Speed (MPH)	D	D <sub>1</sub>	D <sub>2</sub>
25	275	195	125
30	335	240	150
35	390	240	150

LEGEND	
	Future STOP Sign



---

## New Development on Cherokee Trail

2 messages

---

**Janice Tocher** <jtocher.mpc@gmail.com>  
To: Betty Jo Mahan <bettyjo.mahan@knoxmpc.org>  
Cc: Mark Donaldson <mark.donaldson@knoxmpc.org>

Wed, Mar 6, 2013 at 10:50 AM

btw - Betty Jo, I should be forwarding these to you for distribution so all commissioners have the same information, yes?

=====

Dear Knoxville zoning influencer or decision maker,

I'm writing in regard to some very troubling news that I just heard. Apparently, there is a proposed new housing complex called "Cottage Landing", a student development to house 350 residents, that would be located on Cherokee Trail, behind UT Hospital.

As an owner of a condo in the Woodlands on Cherokee Trail, I am absolutely petrified of any additional influx of traffic on that road. That road is treacherous with sharp curves, narrow lanes, and non-existent shoulders. It is absolutely inconceivable that a new development would be allowed to be built on this road when it already way over capacity from the three apartment complexes that already exist plus the many other residents that must regularly use that road. If you have any doubt of how dangerous that road is now, I invite you to take a tour of that road at midnight on a rainy Saturday night as hundreds of college kids are driving home from a night on the strip. It is amazing that there are not more deaths on that road.

Please make the wise decision and not allow anymore development on this road until you have made the significant investments needed to make that road safe which would include widening and straightening, turn lanes, and proper shoulders.

So for the sake of basic citizen safety, please do not allow the lure a few more tax dollars to blur your good judgment – please do not make a terrible, unsafe situation worse.

Thank you for your consideration.

Richard Stevens

3700 Spruce Ridge Lane, #1913

Knoxville, TN 37920

---

**Betty Jo Mahan** <bettyjo.mahan@knoxmpc.org>  
To: Janice Tocher <jtocher.mpc@gmail.com>

Wed, Mar 6, 2013 at 1:11 PM

Janice

Yes forward any of the emails you receive to me in case staff did not get one. Then they are included with the agenda package this Friday and next week.

Thank you

Betty Jo

[Quoted text hidden]

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[Betty Jo Mahan](#)  
[Administrative Assistant](#)  
[Metropolitan Planning Commission](#)  
[\(865\) 215-2506](#)



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## Fw: FLOODED CHEROKEE TRAIL

1 message

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**Janice Tocher** <jtocher.mpc@gmail.com>  
To: Betty Jo Mahan <bettyjo.mahan@knoxmpc.org>  
Cc: Mark Donaldson <mark.donaldson@knoxmpc.org>

Wed, Mar 6, 2013 at 10:47 AM

Hi Betty Jo,

I received this correspondence with regards to the Cottage Landing Use on Review agenda item.

I thought it would be worthy of consideration by other MPC Commissioners.

I have also received two other emails that I will forward to you in case they were not sent to all commissioners.

Cheers!  
Janice

----- Forwarded Message -----

**From:** Edi Rust <rust6400@bellsouth.net>

**To:** npavlis@comcast.net; jhagerman@cityofknoxville.org; tclabo@cityofknoxville.org; sking@cityofknoxville.org; mayor@cityofknoxville.org

**Cc:** billwaldrep@volcondos.com

**Sent:** Wed, March 6, 2013 9:15:03 AM

**Subject:** FLOODED CHEROKEE TRAIL

Dear Mayor, Councilmen and City Engineers,

I am the mother of two UT students. I am also the owner of two units at The Woodlands, which was purchased for the use of my children and their friends. I was not planning to write until my experience last evening. Two hours after the rain stopped, I traveled to the condo on 129. On Cherokee Trail, the line of cars going up the hill was forced to make U-turns in the middle of the road due to road barriers in place. I took 129 back through downtown and came in the back way, a detour of perhaps 15 miles. When I asked the boys about it, they said that the road being closed due to flooding is a normal event when it rains all day.

When I left the condo, the barrier was removed on one side and a few cars were coming through. A line was formed to go around the barriers and "try it." I did, too. When we got to the site of the flooding, no lanes were passable. This was 3 hours after it had stopped raining. Yet, students were coming through on the downhill lane up to the condos. They were proceeding very slowly through the raging waters, which were not as high as the other lane. I could not tell how wide the flooding was, as I did not see the end of it. The cars in front of me decided not to attempt the rushing waters and turned around, as did I. Since there is not one inch of shoulder in that area, the turning around took several attempts.

There is no excuse for this extremely unsafe situation. I was shocked at the danger this presented to young lives, not to mention the great inconvenience. One of our students works at the UT Medical Center, a trip of 2 miles away from the condo and yet had to detour many miles around to get home.

We have had medical students, who fly in for rotations and did not bring a car. They thought they could walk or

bike to work at UT Med Center; but I told them that with no shoulder and no bike lane, walking or biking would be asking to be killed. Bike lanes are a necessity for students. Two of our children were First in Nation mountain bikers and one is on the U.S. World Cup and Olympic long team. I am well aware of bike safety.

I have had parents tell me that the back way into the condos appears unsafe and they will not allow their children to use it. But, they are concerned about Cherokee Trail as well. These students are very conscientious about their studies, but they are young and make unsafe decisions at times. They are usually extremely sleep deprived due to studies. And on the weekends, they make even more unsafe decisions. One simply needs to look in the trash or on the banks of the swimming pools to see the inordinate amount of alcohol that college students ingest to shake off the stress. They need a safe road.

There is another matter about this stretch that needs addressing: Litter. In addition to how very unsightly it is, the boys believe that it is the litter, which accumulates and blocks a culvert, which causes the flooding. Regardless of what the cause it, the road and the litter need immediate attention, please.

For every student, who lives at the condos, there is a boyfriend or girlfriend or friends or family or owners, who *also* travel that road. Additionally, there are condo personnel. Additionally, there are the neighborhoods beyond the condos, which use Cherokee Trail to get to 129/40 and UT Med Center personnel, who use it to get to the Chapman Highway area. The traffic is so high that a police officer must halt traffic on Cherokee Trail to let UT Med Center traffic in and out. It is a highly-traveled road and highly-unsafe road, which needs widening.

Thank you for your time.

Edi Rust for  
Ken and Edi Rust  
Parents of 2 UT Students and more on the way  
107 Windgate Place  
Oak Ridge, TN 37830  
[865-368-4781](tel:865-368-4781)





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## Cottage Landing new development

1 message

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**Janice Tocher** <jtocher.mpc@gmail.com>

Wed, Mar 6, 2013 at 11:23 AM

To: Betty Jo Mahan <bettyjo.mahan@knoxmpc.org>

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Hello,

I am a Woodlands owner of three units with a daughter who lives in one of them. I'm writing in hopes of some of you listening to the worries of a mom, as well as an owner.

My daughter has been expressing concern about Cherokee Trail since she moved in there a year ago. The road is narrow, winding and in extremely poor condition. The Woodlands have now informed us of the possibility of a new development, Cottage Landing, with 340 more beds. Since these are not single-family homes, that results in the probability of 340 more drivers on that road. That becomes a huge concern.... not only to me, a Mom; but to my daughter. She is very familiar with the level of drinking some of her peers are involved in, and has witnessed situations on Cherokee Trail that would make any parent incredibly nervous. Between the fact they are fairly new drivers... in addition to drinking, texting, potholes and problems with the road that may cause them to swerve... I think this would just increase an already dangerous situation on that road.

As an investor, I can tell you firsthand that my units have not been fully occupied in the past few years. I refinanced at the end of 2011 and was shocked to discovery that the value of my units dropped 21-33% since I purchased them 6-7 years ago. In addition to the danger of growth on that road, I do not understand how there can be a demand for additional housing when what is currently available is not at capacity. Many owners (including myself) have offered incentives and lowered rents dramatically, to try and incite tenants.

Therefore, I plead with you to consider all the factors above, and please deny the permit for Cottage Landing. Thank you for listening,

Nina Reineri

**Nina D. Reineri**

Ascertainment Marketing, Inc.

849 Garrison Ridge Blvd.

Knoxville, TN 37922

865-966-0002 office

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[nina@ascertainment.net](mailto:nina@ascertainment.net)



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## FW: Cherokee Trail Safety Concerns

1 message

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**Janice Tocher** <jtocher.mpc@gmail.com>

Wed, Mar 6, 2013 at 10:51 AM

To: Betty Jo Mahan <bettyjo.mahan@knoxmpc.org>

Last correspondence for now... with this being an active community, I imagine there may be more before Thursday's meeting.

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Dear Janice,

I believe the development Mr. Pavlis refers to is the proposed development which I understand is planned to be located to the east of the Woodlands of Knoxville (and to the east of The Orchard?) and on Cherokee Trail. Looking at the KGIS map, I don't see how this location could not be in the Knoxville city limits, but, in any case, Mr. Pavlis' understanding is that it would be in Knox County.

I hope you can take a minute to read my note below. The safety issue with Cherokee Trail is real and serious.

Best regards,

Marc

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**From:** Nick Pavlis [mailto:[npavlis@comcast.net](mailto:npavlis@comcast.net)]

**Sent:** Tuesday, March 05, 2013 7:09 PM

**To:** Marc Ramsdale

**Subject:** Re: Cherokee Trail Safety Concerns

It is my understanding this development is located in the County. I would also advise you to contact Janice Toucher on MPC who represents South Knoxville.

Thank you,

Nick Pavlis

Thank you,

Nick Pavlis

On Mar 5, 2013, at 3:26 PM, "Marc Ramsdale" <[ramsdale@charter.net](mailto:ramsdale@charter.net)> wrote:

Dear Knoxville City and Knox County Officials,

I am writing as both an owner of property at the Woodlands of Knoxville and as a parent of a student residing at that property. Based on personally driving on Cherokee Trail and numerous email and personal discussions, I think it's fair to say there is absolute agreement on the concern for the safety of any person driving on this roadway. The road is too narrow with severe and dangerous shoulder drop offs, not maintained to the

standard we as tax payers should expect, and floods as a result of only minor rainfalls (it was flooded today) limiting egress to only one direction (an unsafe condition). I certainly expected the condition of the road to improve after the property was annexed into the City of Knoxville, but there have been no meaningful improvements.

I hope you recognize the serious safety concerns that need to be addressed. As you know, the population that utilizes Cherokee Trail has increased significantly over the last 5 years. And as I think you may also know, another development is seeking a building permit that would, if approved, again increase the road traffic significantly.

I think it would be prudent for this permit to be denied until such time as real and sustainable safety improvements have been made to Cherokee Trail that can support the traffic load. Please make safety your top priority.

Best regards,

Marc Ramsdale  
1434 Charlottesville Blvd.  
Knoxville, TN 37922  
[423-963-2645](tel:423-963-2645)



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## Cherokee Trail Road Concerns

1 message

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**Janice Tocher** <jtocher.mpc@gmail.com>  
To: Betty Jo Mahan <bettyjo.mahan@knoxmpc.org>  
Cc: Mark Donaldson <mark.donaldson@knoxmpc.org>

Wed, Mar 6, 2013 at 11:05 AM

OK - so we may receive many, many of these emails. Let me know if I should \*not\* continue to forward these to you. Janice

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March 5, 2013

To Whom It Concerns,

I have just been made aware of another Student Housing Project (Cottage Landings) in the works for Cherokee Trail, just beyond the UT Medical Center. As a parent and original property owner in The Woodlands of Knoxville, I am especially concerned about the developing situation.

This new Housing Project would exacerbate an already dangerous situation involving Cherokee Trail. That section of Cherokee Trail between the Medical Center and existing Housing Developments in the area is at best an accident waiting to happen and many have already occurred. Had I any insight at the time that I invested in the Woodlands how dangerous and deplorable the traffic situation would eventually become I would never have made the commitment to purchase.

Cherokee Trail in its current condition is very crooked, narrow and laden with potholes. There is also a considerable morning rush hour backup between the Medical Center and existing Housing Developments.

This road has at least one blind curve, no shoulder and was never designed to accommodate anything close to the current volume of traffic, let alone the additional burden from another development. It is also prone to flooding anytime there is a heavy rain and, at best, an embarrassment to anyone compelled to drive the road. Also, the fact that a vast majority of traffic using the road is attributable to UT students only enhances the danger for a number of obvious reasons.

As it now stands, the safety of Cherokee Trail is severely compromised and continues to deteriorate each and every day. The situation will progressively worsen until such action is taken to improve the quality and viability of this road. It is just a matter of time until Cherokee Trail results in the death of a commuter. Hopefully, it will not take this type of tragedy to get results.

Thank you for your consideration.

Charles Simmons, The Woodlands of Knoxville, Unit #301