

**KNOXVILLE/KNOX COUNTY METROPOLITAN PLANNING COMMISSION  
 USE ON REVIEW REPORT**

▶ **FILE #:** 9-B-13-UR **AGENDA ITEM #:** 34  
 POSTPONEMENT(S): 9/12/13 **AGENDA DATE:** 11/14/2013  
 ▶ **APPLICANT:** HUBER PROPERTIES / CLEAR WATER PARTNERS, LLC  
 OWNER(S): Clear Water Partners, LLC.

TAX ID NUMBER: 144 018 & 020  
 JURISDICTION: County Commission District 5  
 STREET ADDRESS: 909 Emory Church Rd  
 ▶ **LOCATION:** Northeast and southwest sides of Emory Church Rd. and I-140, north of Henderson Ln.  
 ▶ **APPX. SIZE OF TRACT:** 111.86 acres  
 SECTOR PLAN: Southwest County  
 GROWTH POLICY PLAN: Planned Growth Area & Urban Growth Area  
 ACCESSIBILITY: Access is via Emory Church Rd., a minor collector street with a 21' pavement width within a 50' right-of-way.  
 UTILITIES: Water Source: First Knox Utility District  
 Sewer Source: First Knox Utility District  
 WATERSHED: Sinking Creek

▶ **ZONING:** PR (Planned Residential) pending, A (Agricultural) & F (Floodway)  
 ▶ **EXISTING LAND USE:** Vacant land  
 ▶ **PROPOSED USE:** Multi-dwelling development and marina  
 4.72 du/ac  
 HISTORY OF ZONING: Rezoning of the majority of the property to PR (Planned Residential) at a density of up to 5 du/ac is presently before the Planning Commission (9-A-13-RZ)  
 SURROUNDING LAND USE AND ZONING: North: Residential development / PR (Planned Residential) and A (Agricultural)  
 South: Residential development and a church / PR (Planned Residential), RP-1 (Planned Residential) and A (Agricultural)  
 East: Residential development and vacant land / PR (Planned Residential) and A (Agricultural)  
 West: Vacant land and lake / A (Agricultural) & F (Floodway)  
 NEIGHBORHOOD CONTEXT: This area has developed with rural and low density residential uses under A (Agricultural), PR (Planned Residential) and RA (Low Density Residential) zoning.

**STAFF RECOMMENDATION:**

▶ **APPROVE** the development plan for a marina with up to 75 dock slips and 233 dry storage stalls, three detached residential lots and a multi-dwelling development with up to 312 apartment units, subject to 20 conditions.

1. Obtaining approval from Knox County Commission for the rezoning of the property to PR (Planned Residential) at a density of up to 5 du/ac. Any changes to the density or possible conditions of approval of the rezoning request will require a re-evaluation by Planning Commission staff of the use on review approval to determine if any changes to the development plan will be required.
2. Connecting the development to sanitary sewer, as well as meeting other applicable requirements of the Knox County Health Department.
3. Provision of street names which are consistent with the Uniform Street Naming and Addressing system Ordinance (Ord. 91-1-102).
4. The 500' sight distance easement through the curve of Emory Church Rd., as identified on sheet C3.2 for the North Boat Yard, shall be maintained and kept clear of any obstructions to the line of sight through the curve.
5. Installing all landscaping, as shown on the landscape plan, within six months of issuance of occupancy permits for the project, and posting a bond with the Knox County Department of Engineering and Public Works, to guarantee such installation. Landscaping shall not interfere with sight visibility requirements at street and driveway intersections.
6. Obtaining the variances for the reduction in the parking stall size and allowing the use of gravel for the required parking for the dry storage stalls from the Knox County Board of Zoning Appeals.
7. Contributing 50% of the cost for the design, right-of-way acquisition and construction of the additional storage needed for the southbound right turn lane on Emory Church Road as identified in the Traffic Impact Study for Westland Cove prepared by Ajax Engineering. This work will be done as part of the initial phase of the Westland Cove project.
8. Providing a 5 year bond (or other form of approved surety) for 50% of the design, right-of-way acquisition and construction of a traffic signal at the intersection of Westland Drive and Emory Church Road. The Knox County Department of Engineering and Public Works will provide the follow up studies to confirm the need for a traffic signal once the Tennessee Department of Transportation's (TDOT) construction of the improvements at the Westland Drive/Pellissippi Parkway interchange are completed.
9. Providing a 5 year bond (or other form of approved surety) for 100% the design, right-of-way acquisition and construction of the additional storage needed for the eastbound left turn from Westland Drive as identified in the Traffic Impact Study for Westland Cove prepared by Ajax Engineering. The Knox County Department of Engineering and Public Works will provide the follow up studies to confirm the need for the amount of the additional storage once TDOT's construction of the improvements at the Westland Drive/Pellissippi Parkway interchange are completed.
10. Installation of pedestrian activated flashers (4 in all) at the two proposed crosswalks on Emory Church Road. Appropriate Manual on Uniform Traffic Control Devices (MUTCD) signage will be required as part of the design plan.
11. Meeting all applicable requirements of the Knox County Department of Engineering and Public Works.
12. Meeting all applicable requirements of the Knox County Fire Marshal.
13. Meeting all requirements and obtaining all required permits from the Tennessee Valley Authority and other Federal or State agencies for the marina development.
14. Fuel dispensing is not approved for this marina site.
15. Prior to any clearing or grading for the west apartments, a tree survey shall be completed for the southern boundary of the property for a depth of 35', starting at the southwest corner and extending 520' to the east. The survey shall identify all trees with an 8" or larger diameter at breast height, also identifying the extent of the tree canopy for those trees. The survey shall be submitted to Planning Commission staff for their approval of the final grading limits along that property line.
16. Meeting the height restrictions of the Scenic Highway Act.
17. Placing the areas within the west and east apartment sites that are identified as undisturbed areas (approximately 17.4 acres) into conservation easements. The easement documents shall be presented to Planning Commission staff for approval as to form and content prior to recording with the Knox County Register of Deeds. The easement documents shall be recorded prior to any occupancy permit being issued for the apartments. (Recommended condition of the PR rezoning application, 9-A-13-RZ.)
18. Prior to the issuance of any building permit, providing a survey for the entire property that identifies the land area (with an acreage calculation) that is above the 820 contour. This survey will verify the land area that is available for density calculation. The survey shall also identify the area referenced in condition 16 above that will be included in the conservation easement.
19. Working with the Knox County Parks and Recreation Department on providing a greenway easement for public access across the tract on the west of Pellissippi Parkway on the south side of the cove. (Recommended condition of the PR rezoning application, 9-A-13-RZ.) This tract (approximately 16.3 acres) shall remain undisturbed until such time as a use on review approval is granted for a specific use under available density.
20. Meeting all applicable requirements of the Knox County Zoning Ordinance.

With the conditions noted, this plan meets the requirements for approval in the PR (Planned Residential), A (Agricultural) & F (Floodway) zones and the other criteria for approval of a Use on Review.

## **COMMENTS:**

### **REVISIONS SINCE THE SEPTEMBER 12, 2013 MEETING:**

Following the Planning Commission's September 12, 2013 meeting, the applicant has held two large neighborhood meetings in order to present details of the proposed Westland Cove development and receive comments from the neighborhood. They have also held additional meetings with individuals and smaller groups.

On October 31, 2013 the applicant submitted revised plans primarily for the east and west apartment developments. A two page summary of the changes from the applicant is included in the packet following the revised development plans. An additional traffic analysis from the applicants traffic engineer for Fox Road, George Williams Road and Canton Hollow Road is also included. Staff's comments have been updated to reflect the proposed revisions. Staff has modified recommended conditions #1, 8 and 9, and added two new conditions (#s 16 and 18).

### **UPDATED COMMENTS:**

The applicant is requesting approval from the Planning Commission for a marina and a residential development on approximately 100 acres that is located on both sides of Emory Church Road north of Westland Dr.

### **MARINA DEVELOPMENT:**

The proposed marina development is located on the west and east side of Emory Church Road on the north side of a cove of Fort Loudon Lake.

West Side: The western portion of the marina site is zoned A (Agricultural) which allows consideration of marinas through the use on review procedures. The access drive for the west side is located just north of the Tennessee Valley Authority's (TVA) 820 contour flowage easement. This location will provide 500' of sight distance to the north along Emory Church Road.

This side will provide the access to the lake with six boat ramps with three boarding docks. There will be 75 covered dock slips located on the north and south side of the cove. A pedestrian bridge is proposed to provide access to the southern slips. The site will also include 141 dry storage stalls with 91 of the stalls being covered. The marina office and restrooms will be located near the entrance.

The applicant is requesting variances for a reduction in the parking stall size and allowing the use of gravel for the required parking for the dry storage stalls from the Knox County Board of Zoning Appeals.

East Side: The eastern portion of the marina site is a part of the tract that is under consideration for the rezoning to PR (Planned Residential). The PR district allows consideration of a marina (commercial use). One acre of commercial use is allowed for each 100 residential units proposed for the development. The 2.96 acres utilized for the marina use cannot be used for residential density calculations. The access drive for the east side is located at the northwest corner of the site at a location that provides maximum sight distance in both directions along Emory Church Road. A total of 92 dry storage stalls with 74 of the stalls being covered are proposed for the eastern site.

### **APARTMENT DEVELOPMENT:**

The proposed apartment development is located on both the west and east sides of Emory Church Road and on the south side of a cove of Fort Loudon Lake.

West Side: The western apartment development includes a total of 72 apartment units located in four buildings. There will be 18 one bedroom apartments, 36 two bedroom apartments, and 18 three bedroom apartments. Two of the buildings will be two stories and two buildings will be two stories on one side and three stories on the down-hill side. The apartments are being located on the site to reduce the impact on the areas with the steeper slopes. Approximately 5.9 acres will remain undisturbed on the west side and are recommended to be included within conservation easements. Sidewalks will connect the western units to the

amenity area on the eastern side. A greenway trail is also being provided.

East Side: The eastern apartment development includes a total of 240 apartment units located in nine buildings. There will be 40 one bedroom apartments, 134 two bedroom apartments and 66 three bedroom units. Six of the buildings will be three stories on one side and four stories on the down-hill side and three of the buildings will be three stories. The apartments are being located on the site to reduce the impact on the areas with the steeper slopes and to increase the setbacks from the adjacent residential property. Approximately 11.5 acres will remain undisturbed on the east side and is recommended to be included within a conservation easement. Sidewalks are being provided throughout the development with a greenway trail down to the lake. A clubhouse and pool area will be located near the entrance. The east side apartments will be gated.

#### PROPERTY WEST OF PELLISSIPPI PARKWAY:

The applicants proposal for the property located west of Pellissippi Parkway includes two detached residential lots with frontage on Emory Church Road. The property on the south side of the cove has access only by water and will remain undisturbed under this application (Approximately 16.3 acres.) Staff has made a recommendation that the applicant work with the Knox County Parks and Recreation Department on providing a greenway easement for public access across the tract to allow for a connection between the proposed Concord Park Greenway and the proposed Pellissippi/I-140 Greenway as identified in the "Knoxville-Knox County Park, Recreation and Greenways Plan". The southern tract shall remain undisturbed until such time as a use on review approval is granted for a specific use under available density.

#### TRAFFIC IMPACT STUDY:

A Traffic Impact Study (TIS) for Westland Cove was prepared by Ajax Engineering, LLC and a September 2013 revised study has been reviewed by Planning Commission and Knox County Department of Engineering and Public Works Staff. The TIS evaluated the development intersections on Emory Church Rd and the intersections of Emory Church Road and Fox Road, and Emory Church Road and Westland Drive. A copy of the Study's Conclusions and Recommendations is attached. Staff has identified the applicant's share of needed traffic improvements in recommended conditions 7 - 10 above. The Tennessee Department of Transportation has scheduled improvements at the Westland Drive/Pellissippi Parkway interchange which includes additional turn lanes and traffic signals at the ramp intersections. Improvements should begin in Spring, 2014.

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

1. Public water is available to serve the site. Sanitary sewer is available in the area, but may need to be extended to serve the development.
2. While by appearance an apartment complex is high density, the clustering of the residential development on the site allows for the protection of the steeper portions of the site. The overall density for the development falls within low density category.
3. The clustering of the residential density on the site allows for preservation of approximately 17.4 acres within the apartment development that accounts for 26.1% of the proposed PR property above the 820 contour. When you add in the 16.3 acres west of Pellissippi Parkway, 50.5% of the PR property will be undisturbed.
4. While the PR district has a 35' peripheral setback, the closest building to adjoining residential lots is setback 150' further reducing the impact on adjoining development. The proposed development plan proposes significant areas of land adjacent to other residences to be left undisturbed, which will provide sufficient buffering from neighboring uses.

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

1. With the recommended conditions, the proposed marina and apartment development is consistent with all relevant requirements of the PR and A zoning districts, as well as other criteria for approval of a use on review
2. The 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 will not significantly injure the value of adjacent property.

## CONFORMITY OF THE PROPOSAL TO ADOPTED MPC PLANS

1. The Southwest County Sector Plan proposes low density residential development with slope protection for this site. The proposed development with the recommended conditions will be in conformity with the Sector Plan.
2. This site is located within the Planned Growth Area on the Knoxville-Knox County-Farragut Growth Policy Plan map.

### ESTIMATED TRAFFIC IMPACT 2817 (average daily vehicle trips)

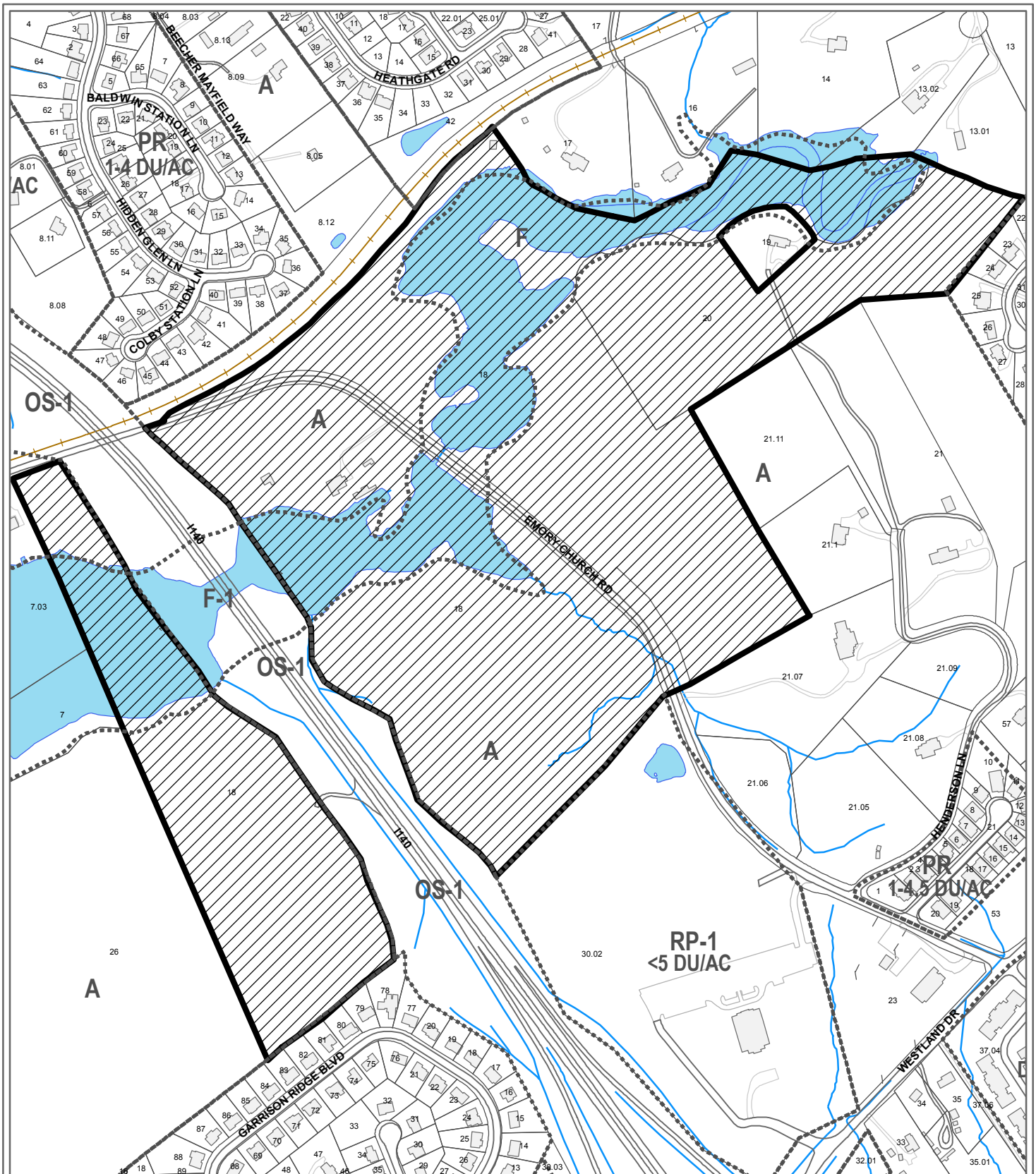
Average Daily Vehicle Trips are computed using national average trip rates reported in the latest edition of "Trip Generation," published by the Institute of Transportation Engineers. Average Daily Vehicle Trips represent the total number of trips that a particular land use can be expected to generate 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: 49 (public and private school children, ages 5-18 years)

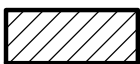
Schools affected by this proposal: A. L. Lotts Elementary, West Valley Middle, and Bearden High.

- 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.



**9-B-13-UR  
USE ON REVIEW**



Multi-dwelling development and marina in PR (Planned Residential) pending, A (Agricultural) & F (Floodway)

Original Print Date: 8/27/2013      Revised: 9/5/2013  
Metropolitan Planning Commission \* City / County Building \* Knoxville, TN 37902

Petitioner: Huber Properties / Clear Water Partners, LLC

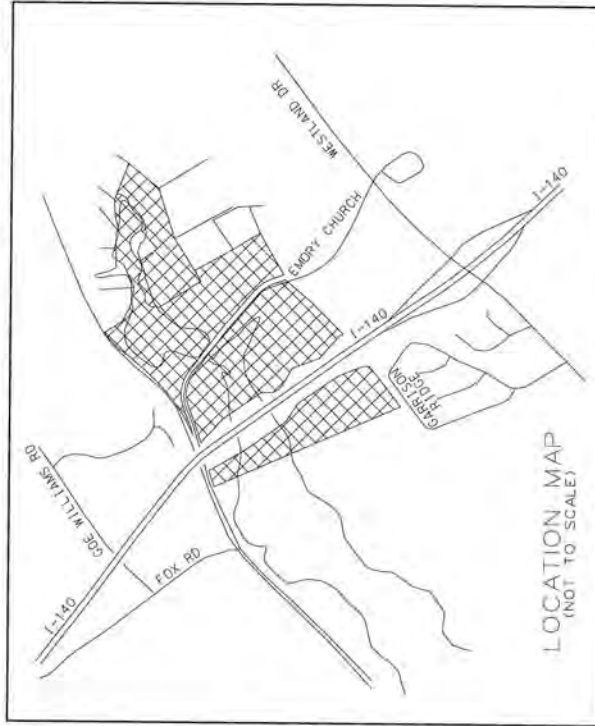
Map No: 144  
Jurisdiction: County



THIS IS A PRIORITY CONSTRUCTION ACTIVITY  
 WHICH IS AN APPLICABLE ACTIVITY AS DEFINED IN  
 SECTION 55-2-101 OF THE TENNESSEE CODE  
 ANNOTATED, AND IS SUBJECT TO THE PROVISIONS OF  
 CHAPTER 55-2-101 OF THE TENNESSEE CODE  
 ANNOTATED.

**DRAFT**  
 NOT FOR CONSTRUCTION

CONSTRUCTION PLANS FOR  
  
**Westland Cove**  
 APARTMENTS AND BOAT LIVERY



OWNER: CLEAR WATER PARTNERS, LLC  
 JOHN HUBER  
 NATHAN SILVUS  
 213 FOX ROAD  
 KNOXVILLE, TN 37922  
 865.414.0524  
 865.567.8100

PREPARED BY:



1815 NANTASKET ROAD  
 KNOXVILLE, TN 37922  
 NATHAN SILVUS, P.E.  
 660.414-0654

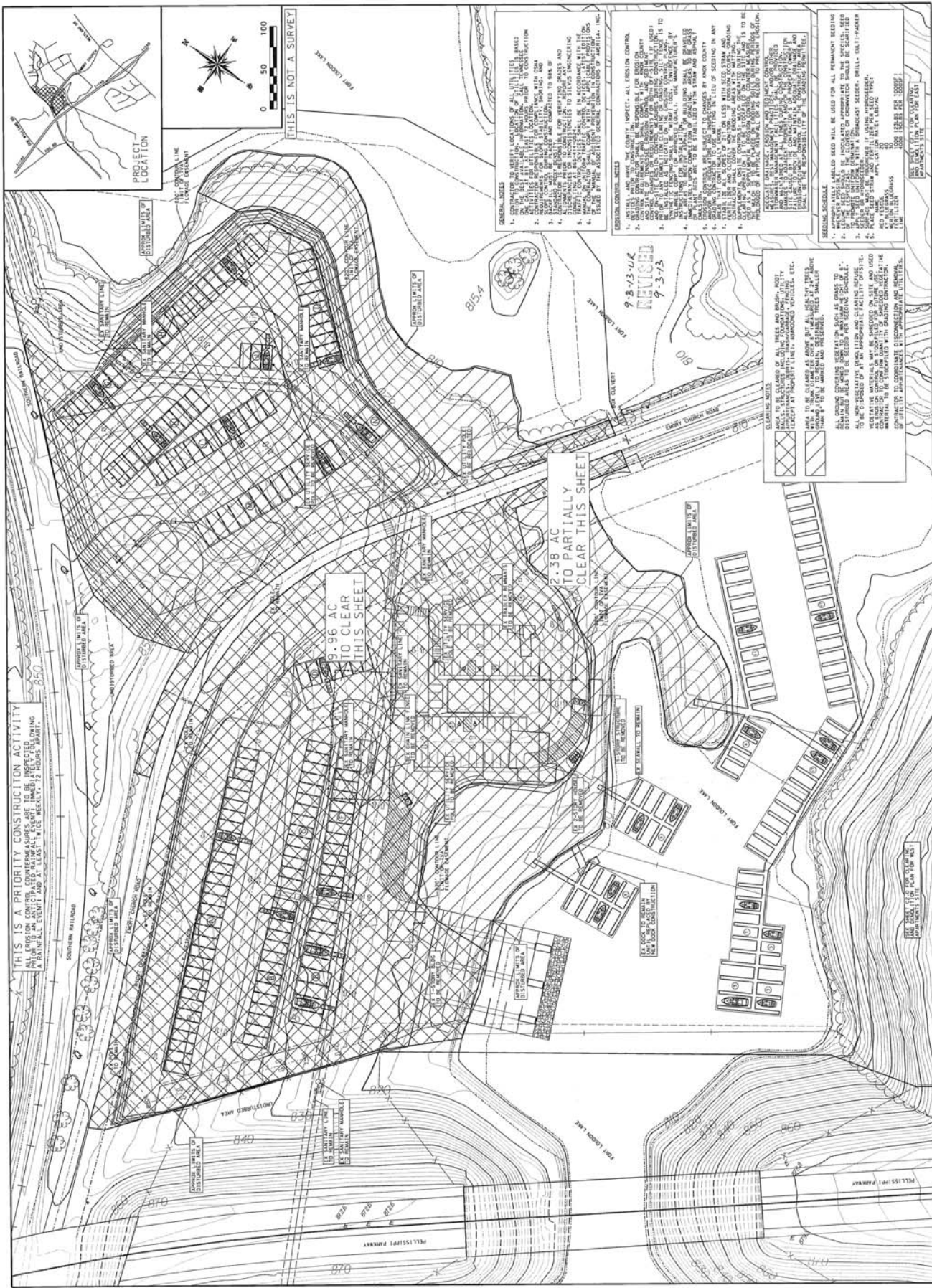
SCALE	TITLE
---	CO.0 COVER OVERVIEW
50	CO.1 DEMOLITION AND CLEARING WEST APARTMENTS
50	CO.1 DEMOLITION AND CLEARING EAST APARTMENTS
50	CO.1A DEMOLITION AND CLEARING EAST WATER FRONT
50	CO.3.0 LAYOUT WEST APARTMENTS
50	CO.3.1 LAYOUT WEST APARTMENTS
50	CO.3.1A LAYOUT WEST APARTMENTS
50	CO.4.0 GRADING WEST APARTMENTS
50	CO.4.1 GRADING WEST APARTMENTS
50	CO.6.0 PAVING WEST APARTMENTS
50	CO.6.1 PAVING WEST APARTMENTS
100	CO.9.0 DETAILS - APARTMENT FLOOR PLANS
10	CO.9.1 DETAILS - APARTMENT FLOOR PLANS
---	CO.9.2 DETAILS - APARTMENT ELEVATIONS
---	CO.9.3 DETAILS - APARTMENT ELEVATIONS

EAST AND WEST APARTMENTS  
 9-B-15-10-10  
 10/11/13

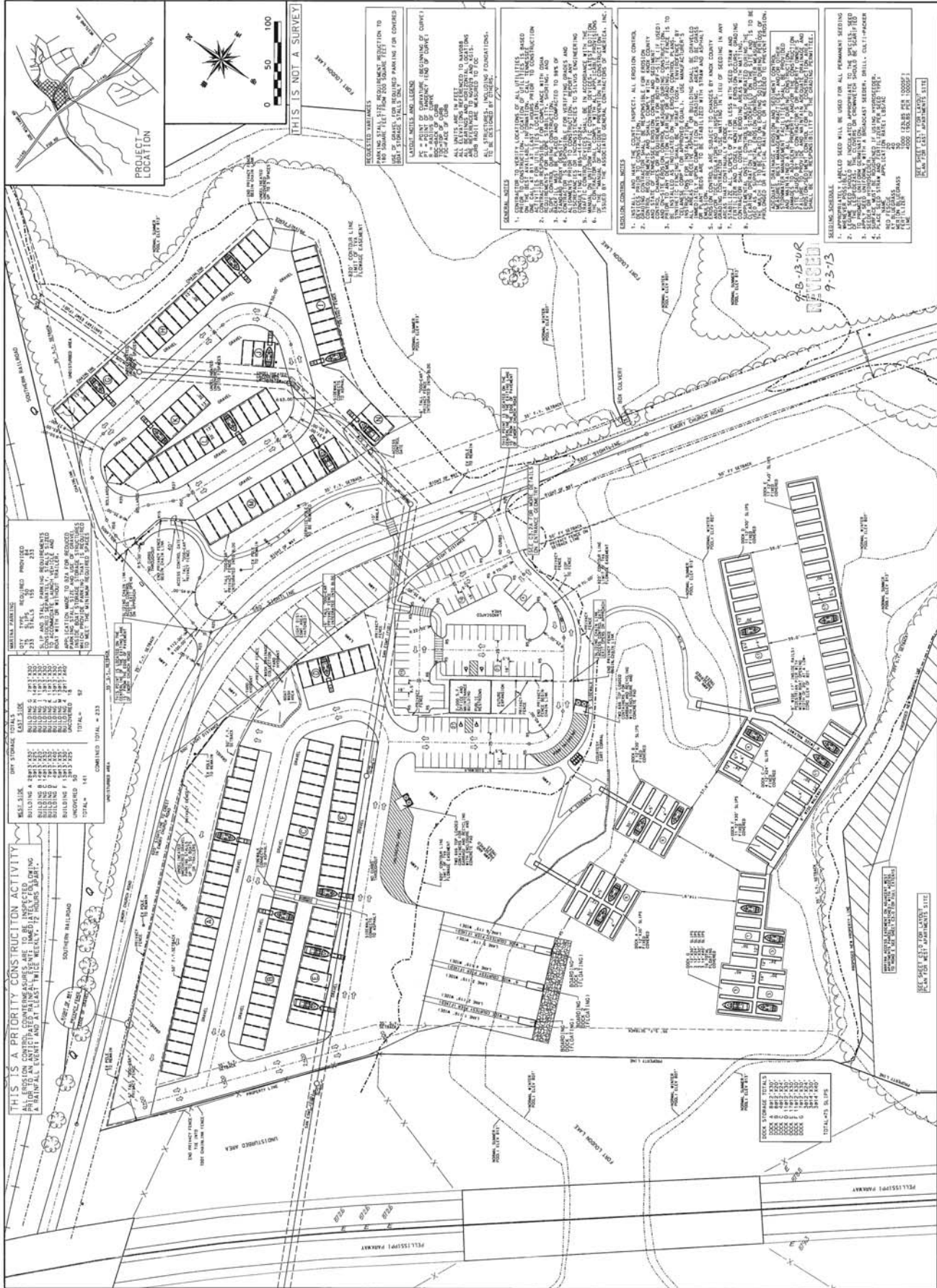
EMORY CHURCH ROAD, KNOXVILLE, TN 37922  
 PREPARED: 10-30-2013  
 THESE PLANS SUPERSEDE ALL  
 VERSIONS DATED PRIOR TO 10-30-2013



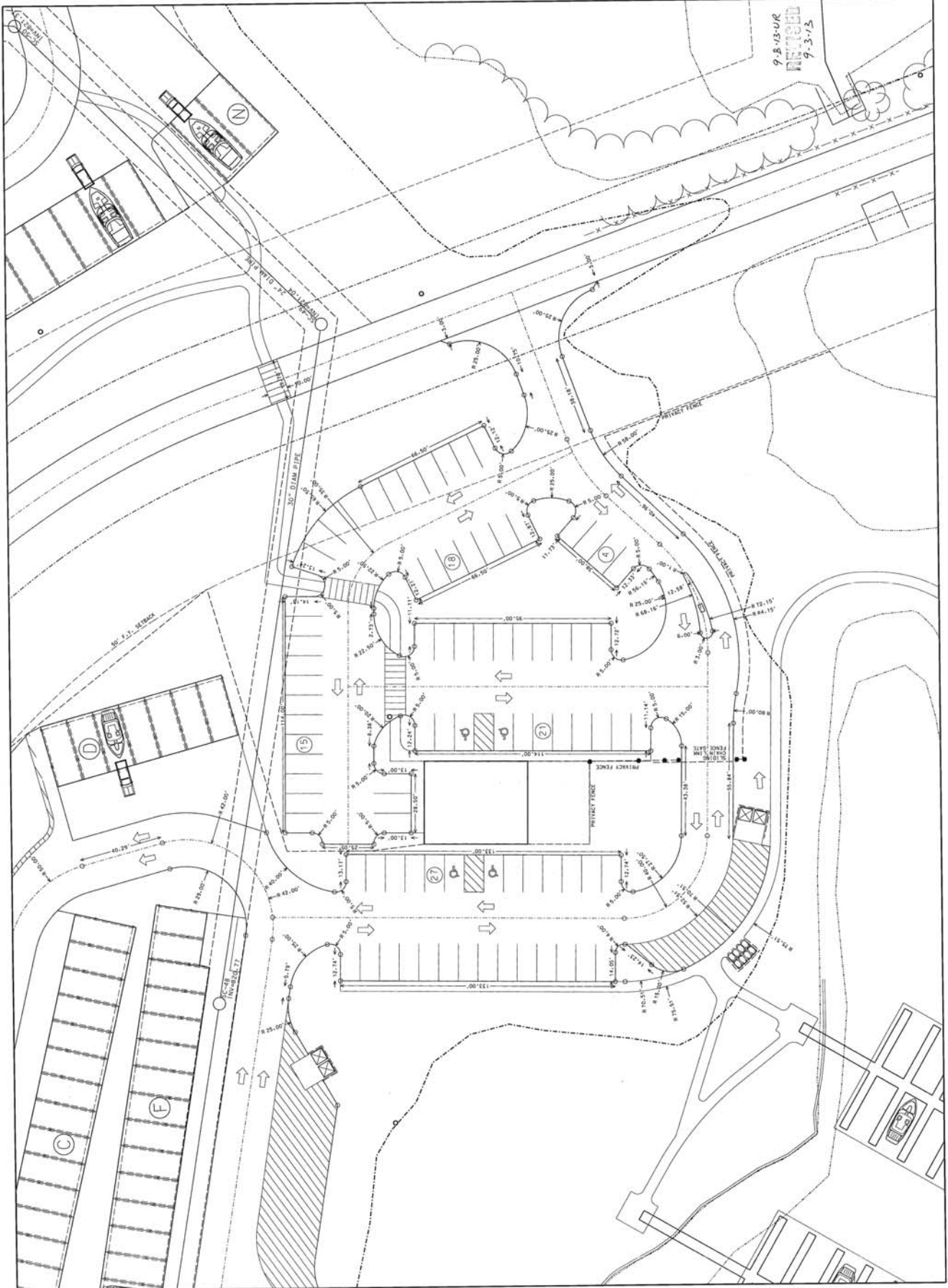


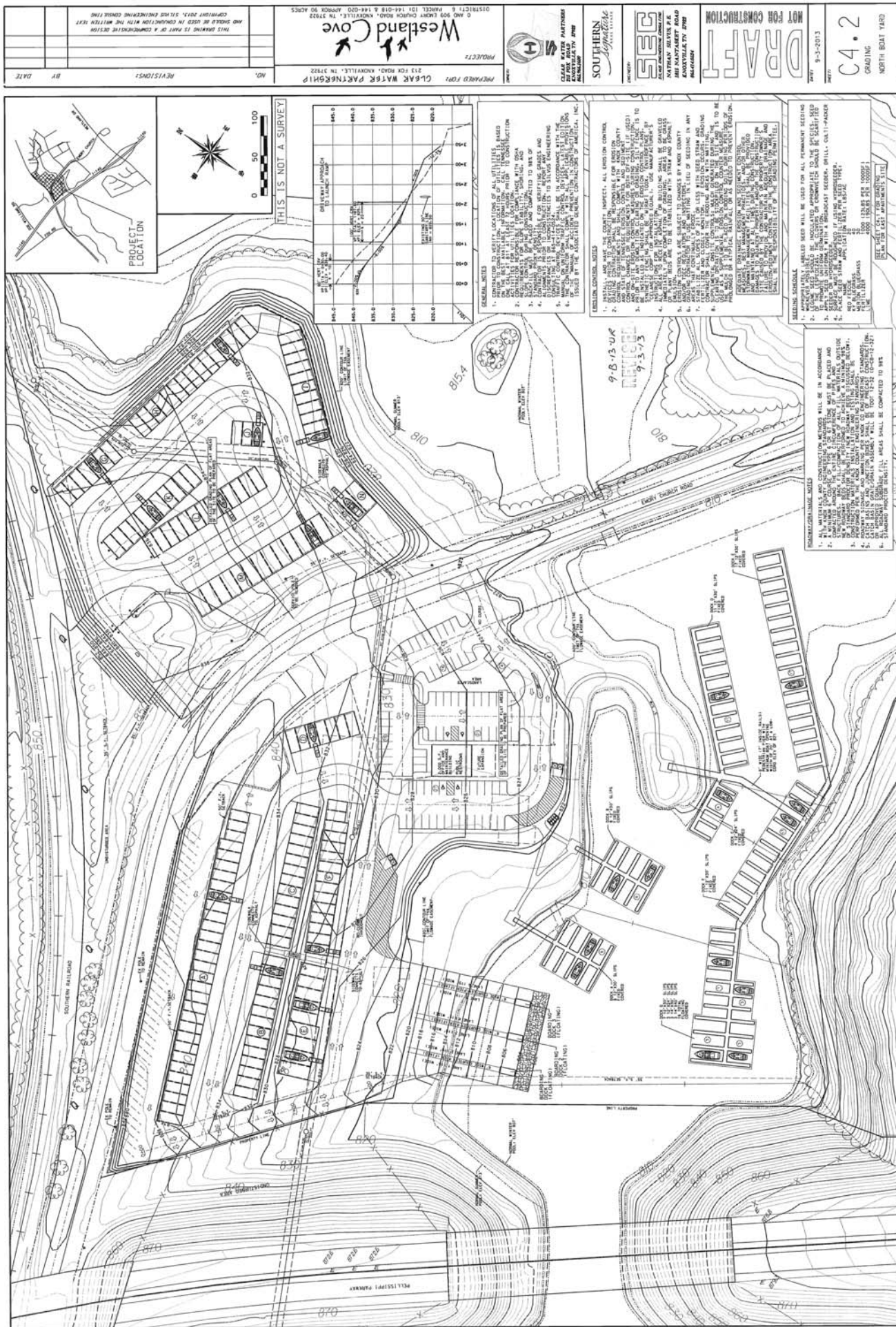


SOUTHERN CONSTRUCTION  
 1001 NANTANSETT ROAD  
 KNOXVILLE, TN 37918  
 (615) 585-1111  
 MOY FOR CONSTRUCTION  
**DRAFT**  
 C3.2  
 LAYOUT  
 NORTH SHOOT YARD



REVISIONS: NO. _____ BY _____ DATE _____	PREPARED FOR: <b>CLEAR WATER PARTNERSHIP</b> 213 FOX HOLE, KNOXVILLE, TN 37922	PROJECT: <b>Westland Cove</b> DISTRICT 8 PARCEL 101-144-018 & 144-020 APPROX 30 ACRES 0 AND 809 EMORY CHURCH ROAD, KNOXVILLE, TN 37922	 CLEAR WATER PARTNERSHIP 213 FOX HOLE, KNOXVILLE, TN 37922	SOUTHERN <i>Hydrotech</i> ENGINEERS 1000 N. CENTRAL AVENUE, SUITE 200 KNOXVILLE, TN 37917 (615) 522-1100	NOT FOR CONSTRUCTION <b>DRAFT</b>	SHEET: 8-26-2013 <b>C3.2A</b> LAYOUT NORTH BOAT YARD ENTRANCE DETAIL





NO.	REVISIONS	BY	DATE

PREPARED FOR: **CLARK WATER PARTNERSHIP**  
 213 FOX HOLE, KNOXVILLE, TN 37922

PROJECT: **Westland Cove**  
 0 AND 909 EMMY CHURCH ROAD, KNOXVILLE, TN 37922  
 DISTRICT 8 PARCEL ID# 146-018 & 146-020 APPROX 90 ACRES

**SOUTHERN**  
 ENGINEERS  
 1000 N. W. 10TH AVENUE  
 SUITE 200  
 MIAMI, FL 33136  
 (305) 571-1100

**SEC**  
 ENGINEERS  
 1815 MANTON ROAD  
 SUITE 100  
 MIAMI, FL 33143  
 (305) 441-1100

**DRAFT**  
 NOT FOR CONSTRUCTION

DATE: 9-3-2013  
 SHEET: C4.2  
 GRADING  
 NORTH BOAT LAGOON

CONTRACTOR TO VERIFY LOCATIONS OF ALL UTILITIES BASED ON THE EXISTING RECORD DRAWINGS AND FIELD SURVEY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE LOCATION OF ALL UTILITIES AND SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS FROM THE APPROPRIATE AGENCIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS FROM THE APPROPRIATE AGENCIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS FROM THE APPROPRIATE AGENCIES.

- GENERAL NOTES:**
- CONTRACTOR TO VERIFY LOCATIONS OF ALL UTILITIES BASED ON THE EXISTING RECORD DRAWINGS AND FIELD SURVEY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE LOCATION OF ALL UTILITIES AND SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS FROM THE APPROPRIATE AGENCIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS FROM THE APPROPRIATE AGENCIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS FROM THE APPROPRIATE AGENCIES.
  - ALL UTILITIES SHALL BE DEEPENED TO A MINIMUM OF 48" BELOW FINISHED GRADE.
  - ALL UTILITIES SHALL BE PROTECTED BY A MINIMUM OF 18" OF GRANULAR FILL.
  - ALL UTILITIES SHALL BE PROTECTED BY A MINIMUM OF 18" OF GRANULAR FILL.
  - ALL UTILITIES SHALL BE PROTECTED BY A MINIMUM OF 18" OF GRANULAR FILL.
  - ALL UTILITIES SHALL BE PROTECTED BY A MINIMUM OF 18" OF GRANULAR FILL.
  - ALL UTILITIES SHALL BE PROTECTED BY A MINIMUM OF 18" OF GRANULAR FILL.
  - ALL UTILITIES SHALL BE PROTECTED BY A MINIMUM OF 18" OF GRANULAR FILL.

- INSTALLATION NOTES:**
- INSTALL AND MAKE THE COUNTY INSPECT. ALL EROSION CONTROL.
  - INSTALL EROSION CONTROL MEASURES TO PREVENT EROSION.
  - INSTALL EROSION CONTROL MEASURES TO PREVENT EROSION.
  - INSTALL EROSION CONTROL MEASURES TO PREVENT EROSION.
  - INSTALL EROSION CONTROL MEASURES TO PREVENT EROSION.
  - INSTALL EROSION CONTROL MEASURES TO PREVENT EROSION.
  - INSTALL EROSION CONTROL MEASURES TO PREVENT EROSION.
  - INSTALL EROSION CONTROL MEASURES TO PREVENT EROSION.

**EXISTING UTILITIES:**

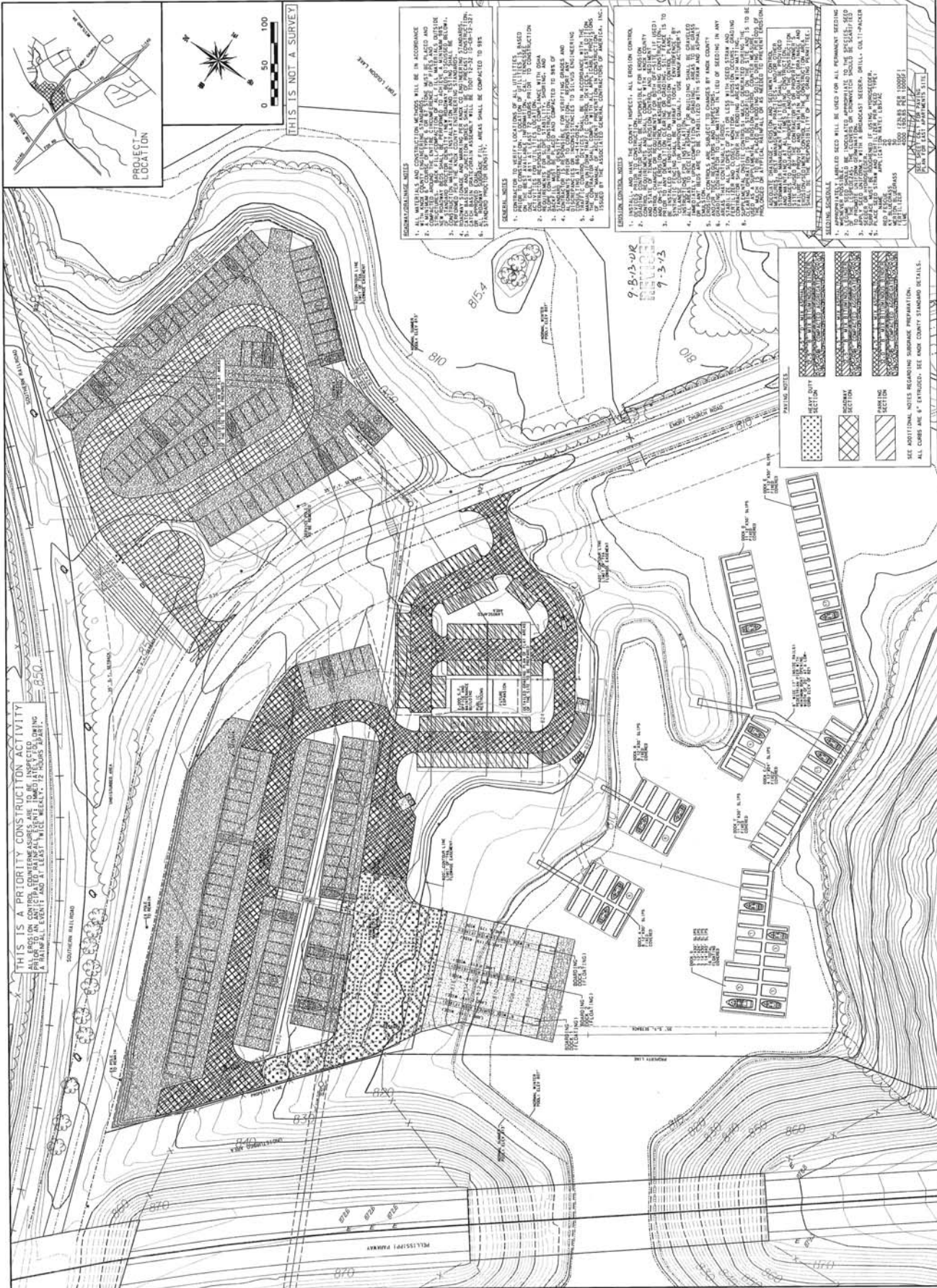
1. ALL UTILITIES AND CONDUITS SHOWN ON THESE PLANS SHALL BE IN ACCORDANCE WITH THE RECORD DRAWINGS AND FIELD SURVEY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE LOCATION OF ALL UTILITIES AND SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS FROM THE APPROPRIATE AGENCIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS FROM THE APPROPRIATE AGENCIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS FROM THE APPROPRIATE AGENCIES.

**PROPOSED UTILITIES:**

1. ALL UTILITIES AND CONDUITS SHOWN ON THESE PLANS SHALL BE IN ACCORDANCE WITH THE RECORD DRAWINGS AND FIELD SURVEY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE LOCATION OF ALL UTILITIES AND SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS FROM THE APPROPRIATE AGENCIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS FROM THE APPROPRIATE AGENCIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS FROM THE APPROPRIATE AGENCIES.

**PROPOSED CONSTRUCTION:**

1. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE RECORD DRAWINGS AND FIELD SURVEY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE LOCATION OF ALL UTILITIES AND SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS FROM THE APPROPRIATE AGENCIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS FROM THE APPROPRIATE AGENCIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS FROM THE APPROPRIATE AGENCIES.

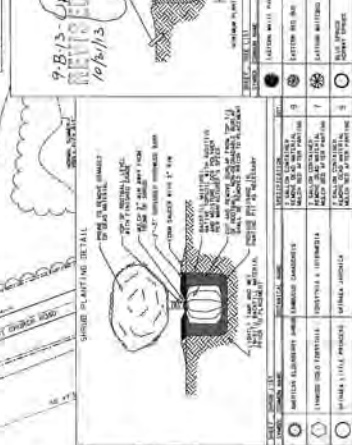


REVISIONS: \_\_\_\_\_  
 DATE: \_\_\_\_\_  
 THIS DRAWING IS PART OF A COMPLETE DESIGN AND SHOULD BE USED IN CONJUNCTION WITH THE MATRICK PLAN AND SPECIFICATIONS FOR THE LANDSCAPING CONTRACT.



**GENERAL NOTES:**  
 1. ALL PLANTING SHALL BE DONE IN ACCORDANCE WITH THE SPECIFICATIONS AND SCHEDULE.  
 2. ALL PLANTING SHALL BE DONE IN ACCORDANCE WITH THE SPECIFICATIONS AND SCHEDULE.  
 3. ALL PLANTING SHALL BE DONE IN ACCORDANCE WITH THE SPECIFICATIONS AND SCHEDULE.  
 4. ALL PLANTING SHALL BE DONE IN ACCORDANCE WITH THE SPECIFICATIONS AND SCHEDULE.  
 5. ALL PLANTING SHALL BE DONE IN ACCORDANCE WITH THE SPECIFICATIONS AND SCHEDULE.  
 6. ALL PLANTING SHALL BE DONE IN ACCORDANCE WITH THE SPECIFICATIONS AND SCHEDULE.  
 7. ALL PLANTING SHALL BE DONE IN ACCORDANCE WITH THE SPECIFICATIONS AND SCHEDULE.  
 8. ALL PLANTING SHALL BE DONE IN ACCORDANCE WITH THE SPECIFICATIONS AND SCHEDULE.  
 9. ALL PLANTING SHALL BE DONE IN ACCORDANCE WITH THE SPECIFICATIONS AND SCHEDULE.  
 10. ALL PLANTING SHALL BE DONE IN ACCORDANCE WITH THE SPECIFICATIONS AND SCHEDULE.

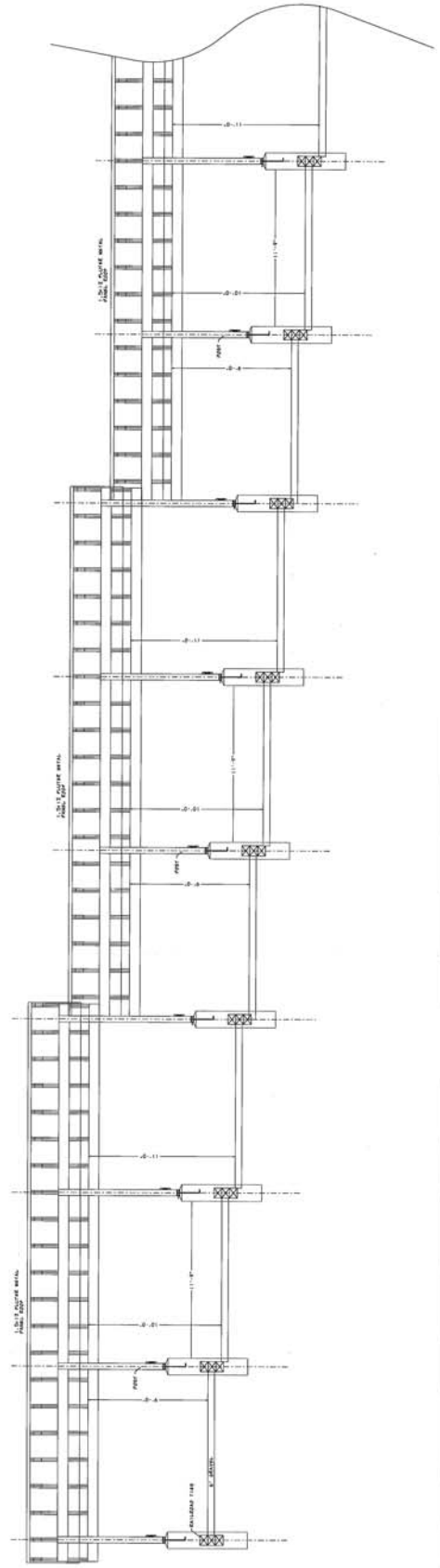
**LANDSCAPING NOTES:**  
 1. ALL PLANTING SHALL BE DONE IN ACCORDANCE WITH THE SPECIFICATIONS AND SCHEDULE.  
 2. ALL PLANTING SHALL BE DONE IN ACCORDANCE WITH THE SPECIFICATIONS AND SCHEDULE.  
 3. ALL PLANTING SHALL BE DONE IN ACCORDANCE WITH THE SPECIFICATIONS AND SCHEDULE.  
 4. ALL PLANTING SHALL BE DONE IN ACCORDANCE WITH THE SPECIFICATIONS AND SCHEDULE.  
 5. ALL PLANTING SHALL BE DONE IN ACCORDANCE WITH THE SPECIFICATIONS AND SCHEDULE.  
 6. ALL PLANTING SHALL BE DONE IN ACCORDANCE WITH THE SPECIFICATIONS AND SCHEDULE.  
 7. ALL PLANTING SHALL BE DONE IN ACCORDANCE WITH THE SPECIFICATIONS AND SCHEDULE.  
 8. ALL PLANTING SHALL BE DONE IN ACCORDANCE WITH THE SPECIFICATIONS AND SCHEDULE.  
 9. ALL PLANTING SHALL BE DONE IN ACCORDANCE WITH THE SPECIFICATIONS AND SCHEDULE.  
 10. ALL PLANTING SHALL BE DONE IN ACCORDANCE WITH THE SPECIFICATIONS AND SCHEDULE.



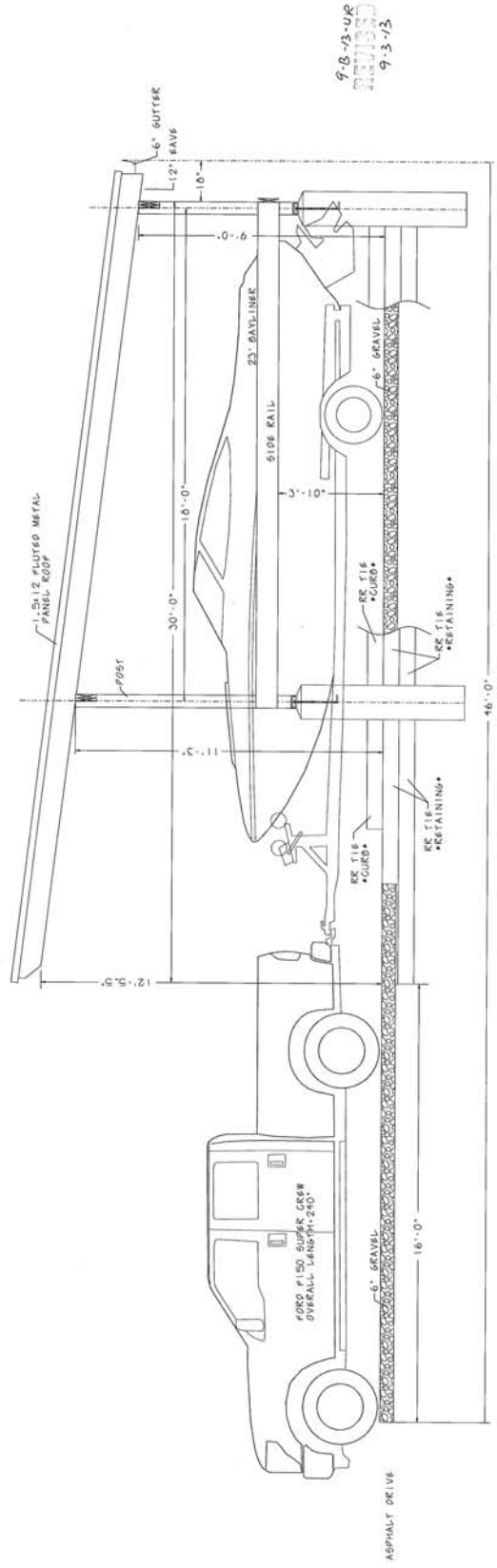


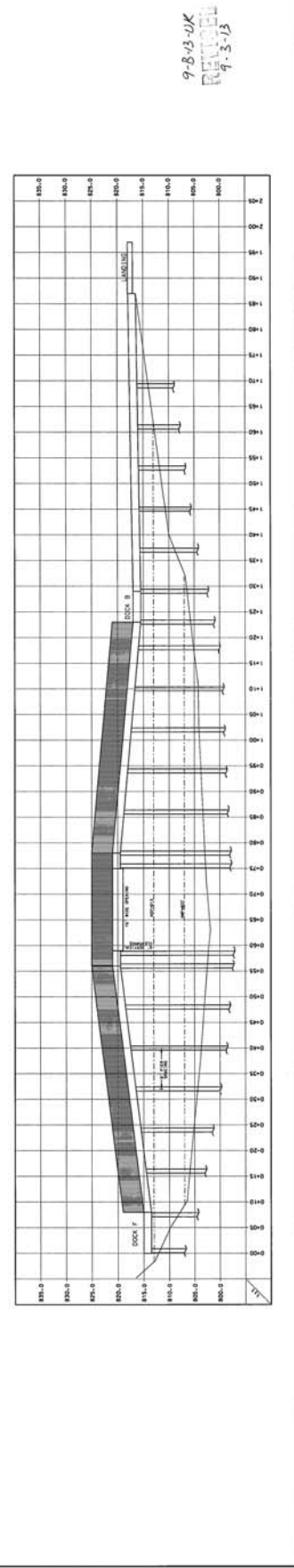
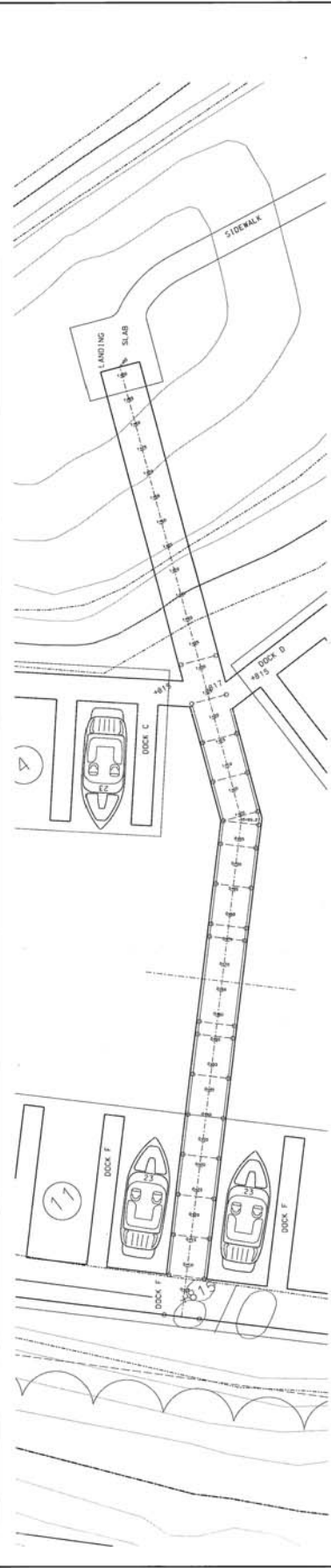
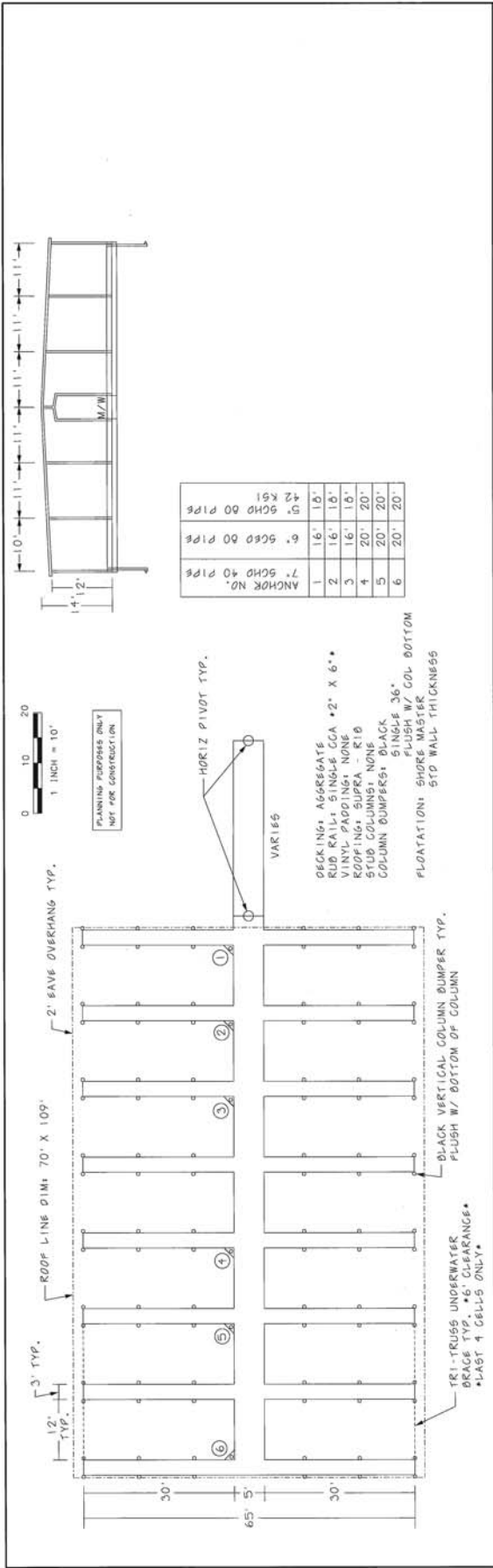
NOT FOR CONSTRUCTION  
**DRAFT**  
 9-3-13  
 9-18-13-UP  
 9-3-13  
 C9.5  
 DETAILS  
 BOAT LIVERY  
 ELEVATIONS

BUILDING 'E'  
ELEVATION - FRONT

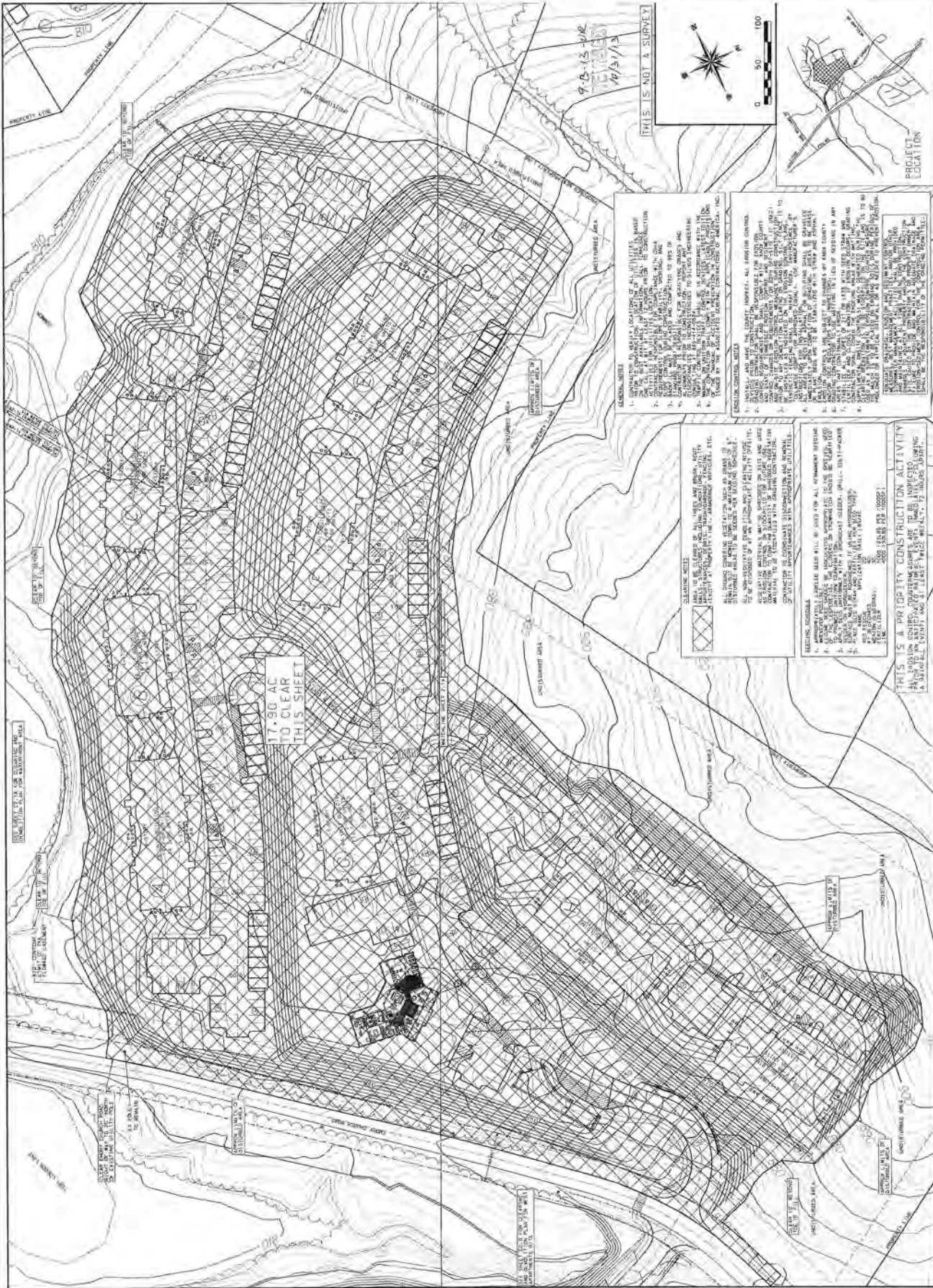


ELEVATION - SIDE









- GENERAL NOTES:**
1. REFER TO CONSTRUCTION CONTRACT FOR ALL GENERAL NOTES.
  2. REFER TO CONSTRUCTION CONTRACT FOR ALL GENERAL NOTES.
  3. REFER TO CONSTRUCTION CONTRACT FOR ALL GENERAL NOTES.
  4. REFER TO CONSTRUCTION CONTRACT FOR ALL GENERAL NOTES.
  5. REFER TO CONSTRUCTION CONTRACT FOR ALL GENERAL NOTES.
  6. REFER TO CONSTRUCTION CONTRACT FOR ALL GENERAL NOTES.
  7. REFER TO CONSTRUCTION CONTRACT FOR ALL GENERAL NOTES.
  8. REFER TO CONSTRUCTION CONTRACT FOR ALL GENERAL NOTES.
  9. REFER TO CONSTRUCTION CONTRACT FOR ALL GENERAL NOTES.
  10. REFER TO CONSTRUCTION CONTRACT FOR ALL GENERAL NOTES.
  11. REFER TO CONSTRUCTION CONTRACT FOR ALL GENERAL NOTES.
  12. REFER TO CONSTRUCTION CONTRACT FOR ALL GENERAL NOTES.
  13. REFER TO CONSTRUCTION CONTRACT FOR ALL GENERAL NOTES.
  14. REFER TO CONSTRUCTION CONTRACT FOR ALL GENERAL NOTES.
  15. REFER TO CONSTRUCTION CONTRACT FOR ALL GENERAL NOTES.
  16. REFER TO CONSTRUCTION CONTRACT FOR ALL GENERAL NOTES.
  17. REFER TO CONSTRUCTION CONTRACT FOR ALL GENERAL NOTES.
  18. REFER TO CONSTRUCTION CONTRACT FOR ALL GENERAL NOTES.
  19. REFER TO CONSTRUCTION CONTRACT FOR ALL GENERAL NOTES.
  20. REFER TO CONSTRUCTION CONTRACT FOR ALL GENERAL NOTES.

**CLEARING NOTES:**

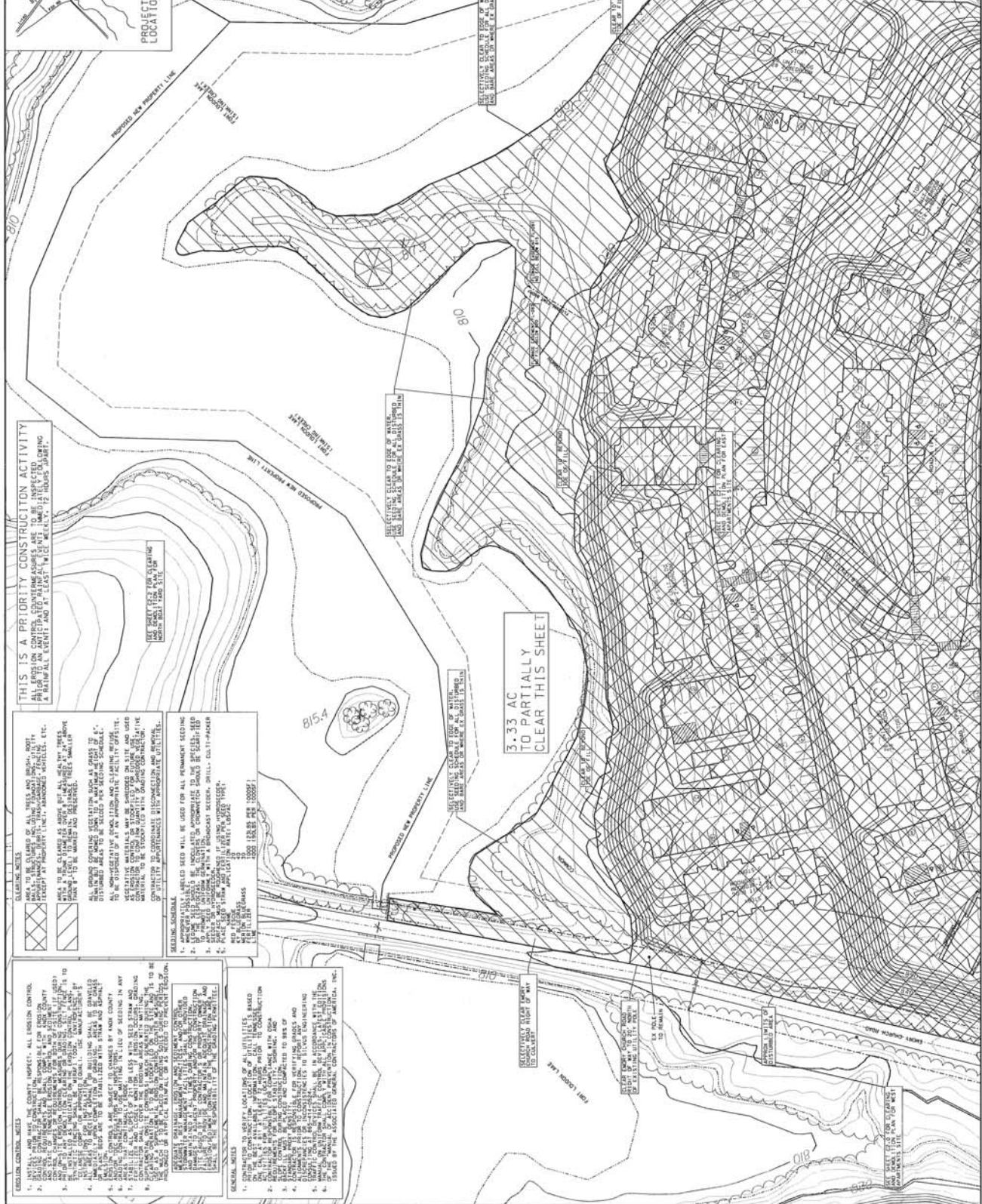
AREA IS TO BE CLEARED OF ALL TREES AND BRUSH, AND STUMPED AND REMOVED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UTILITIES AND STRUCTURES TO REMAIN. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UTILITIES AND STRUCTURES TO REMAIN. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UTILITIES AND STRUCTURES TO REMAIN.

**REVISIONS:**

NO. 1  
 DATE 11/14/13  
 BY [Signature]

**THIS IS A PRIORITY CONSTRUCTION ACTIVITY**  
 ANY VEHICLES OR EQUIPMENT OPERATING IN THIS AREA SHALL BE STOPPED AND THE AREA SHALL BE CLOSED TO TRAFFIC UNTIL THE ACTIVITY IS COMPLETED.

NOT FOR CONSTRUCTION  
**DRAFT**  
 SOUTHERN Signature SERVICE  
 CLEAR WATER PARTNERSHIP  
 215 FOX HOUND, KNOXVILLE, TN 37922  
 9-3-2013  
 2.1A  
 EAST APARTMENTS  
 CLEARING AND  
 DEMOLITION  
 WATER FRONT

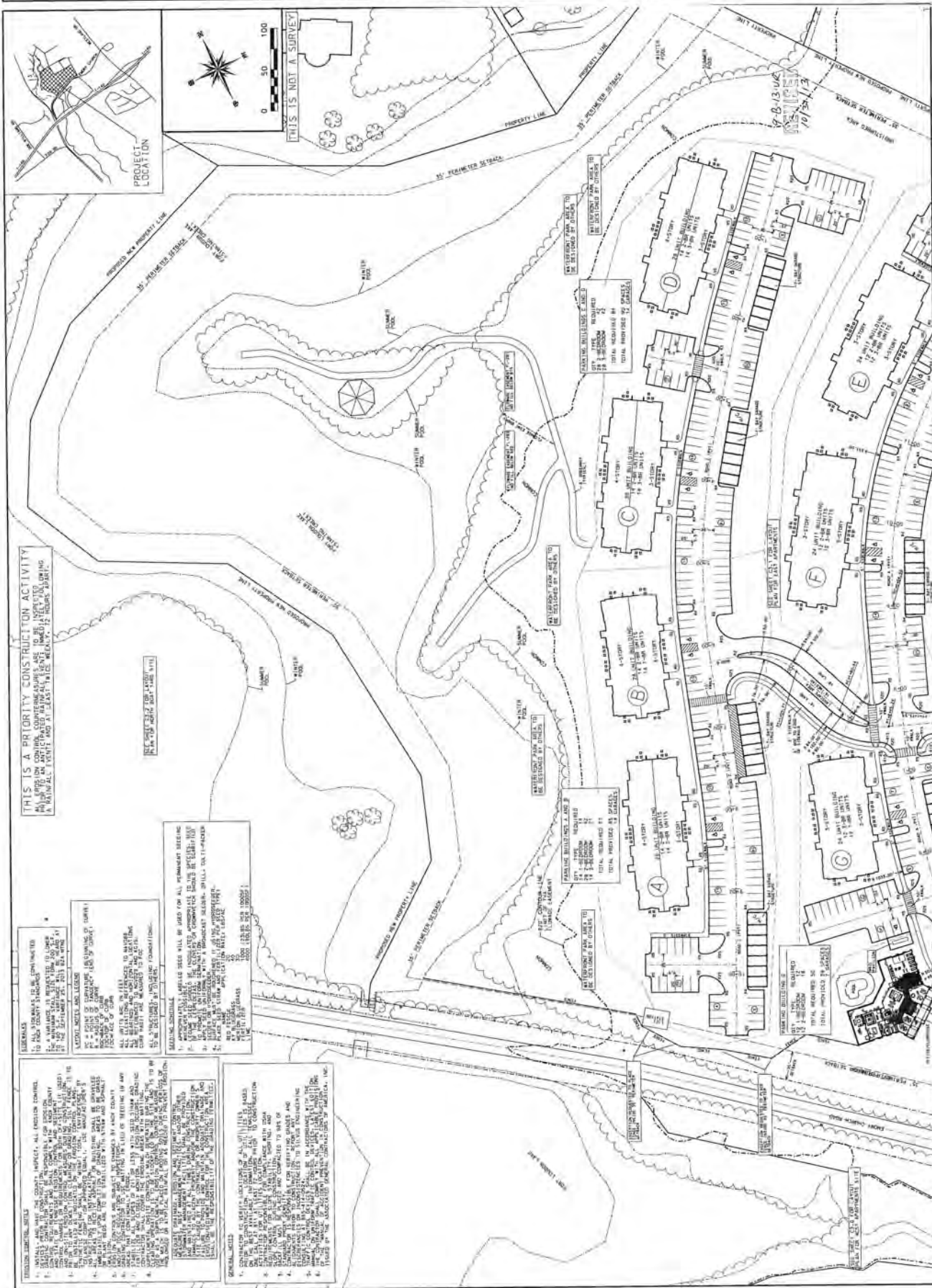


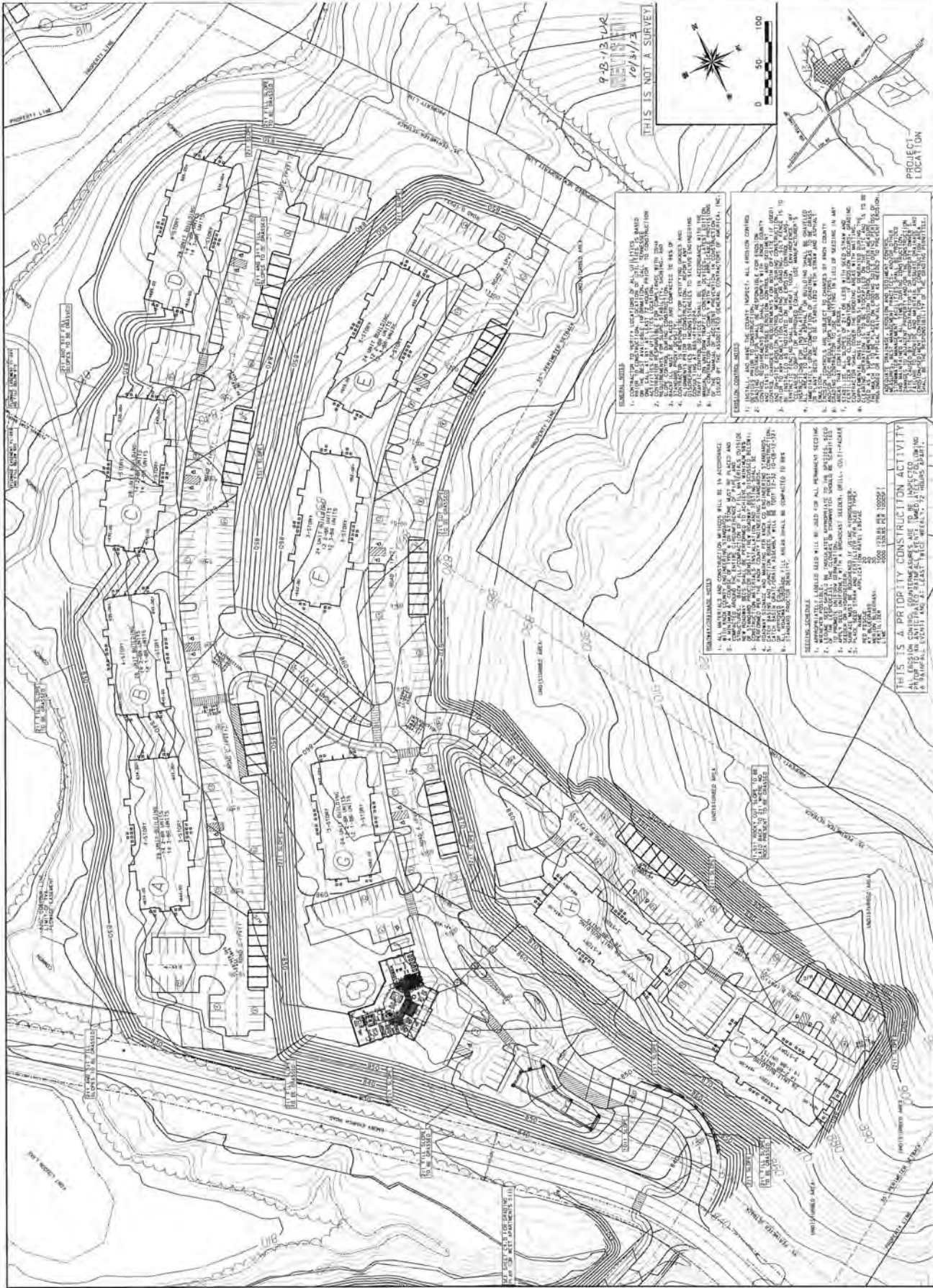
**THIS IS A PRIORITY CONSTRUCTION ACTIVITY**  
 ALL WORK IN CONTINGENT AREAS MUST BE COMPLETED BY THE END OF A RAINFALL EVENT AND AT LEAST 14 OF WEEKLY 12 HOUR 30MPH.

**SEEDING SCHEDULE**  
 1. APPROPRIATELY LABELED SEED WILL BE USED FOR ALL PERMANENT SEEDING  
 2. ALL SEED SHALL BE INCUBATED, VERIFIED TO BE SEED-HELD  
 3. SEEDING SHALL BE CONDUCTED WITH A BROADCAST SEEDER, DRILL, CULT-PANZER  
 4. SEEDING SHALL BE CONDUCTED AT THE FOLLOWING RATES:  
 100 LBS PER ACRE (100000) FOR GRASS  
 100 LBS PER ACRE (100000) FOR TREES  
 100 LBS PER ACRE (100000) FOR SHRUBS

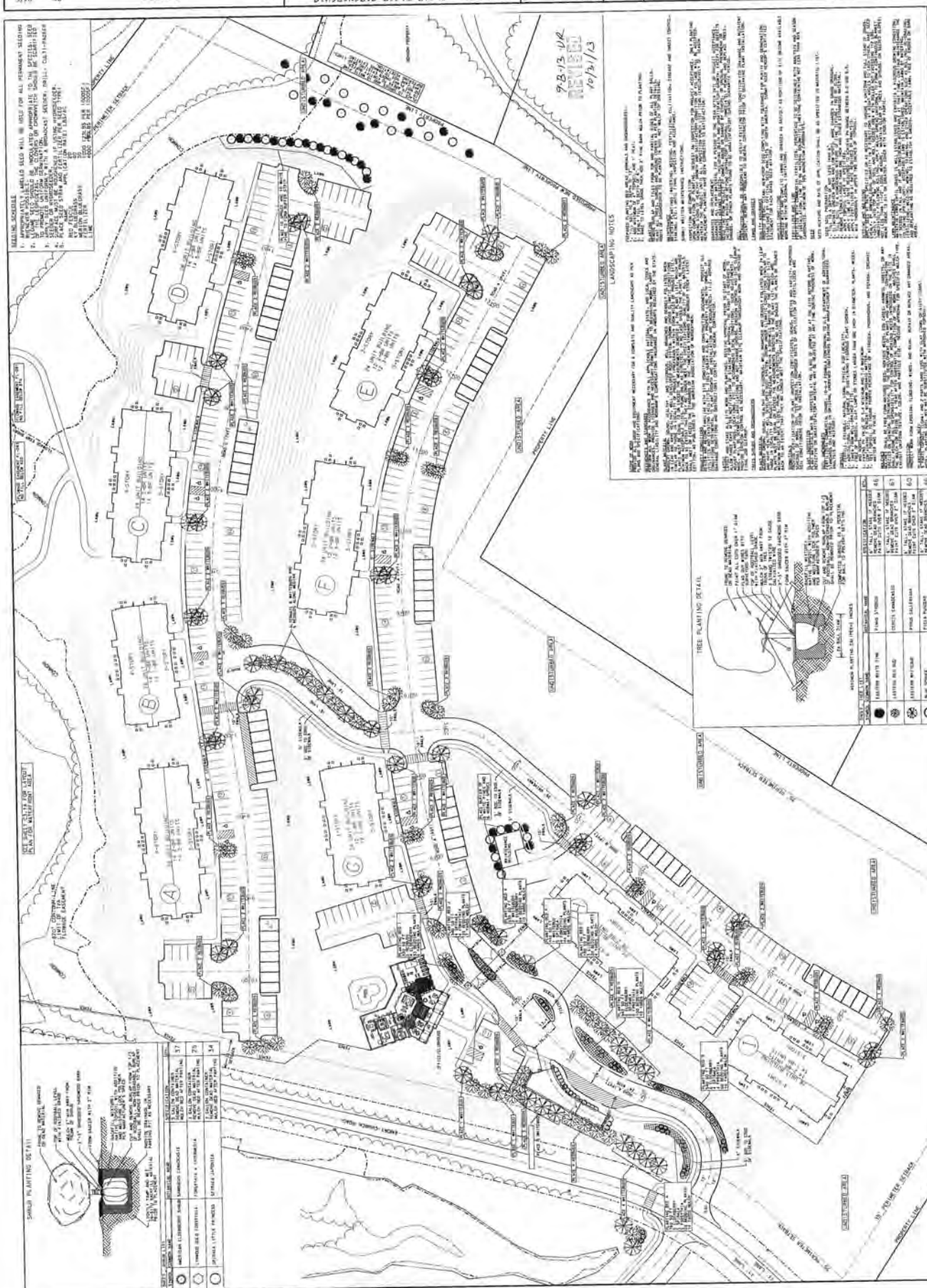
**GENERAL NOTES**  
 1. CONTRACTOR TO VERIFY LOCATION OF ALL UTILITIES, AND  
 2. CONTRACTOR TO VERIFY LOCATION OF ALL UTILITIES, AND  
 3. CONTRACTOR TO VERIFY LOCATION OF ALL UTILITIES, AND  
 4. CONTRACTOR TO VERIFY LOCATION OF ALL UTILITIES, AND  
 5. CONTRACTOR TO VERIFY LOCATION OF ALL UTILITIES, AND  
 6. CONTRACTOR TO VERIFY LOCATION OF ALL UTILITIES, AND  
 7. CONTRACTOR TO VERIFY LOCATION OF ALL UTILITIES, AND  
 8. CONTRACTOR TO VERIFY LOCATION OF ALL UTILITIES, AND  
 9. CONTRACTOR TO VERIFY LOCATION OF ALL UTILITIES, AND  
 10. CONTRACTOR TO VERIFY LOCATION OF ALL UTILITIES, AND













1. OPERATOR TO BE RESPONSIBLE FOR ALL UTILITIES, INCLUDING BUT NOT LIMITED TO, WATER, GAS, ELECTRICITY, AND TELEPHONE LINES. THE OPERATOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND FOR PROTECTING ALL UTILITIES FROM DAMAGE. THE OPERATOR SHALL BE RESPONSIBLE FOR MARKING ALL UTILITIES AND FOR PROVIDING ADEQUATE PROTECTION THEREOF. THE OPERATOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND FOR PROTECTING ALL UTILITIES FROM DAMAGE. THE OPERATOR SHALL BE RESPONSIBLE FOR MARKING ALL UTILITIES AND FOR PROVIDING ADEQUATE PROTECTION THEREOF.

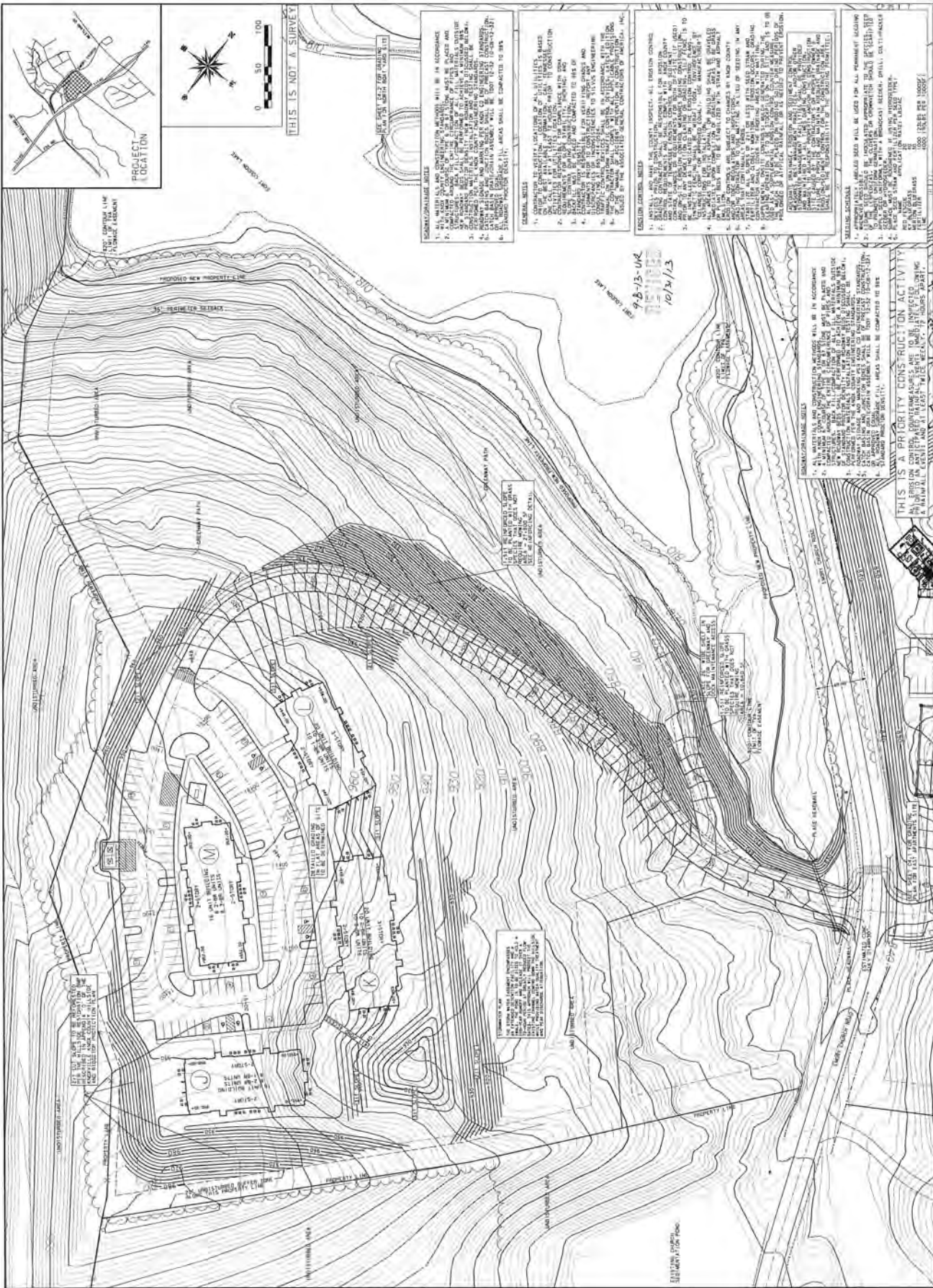
2. ALL WORK SHALL BE COMPLETED WITHIN THE SPECIFIED TIME FRAME. THE OPERATOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND FOR PROTECTING ALL UTILITIES FROM DAMAGE. THE OPERATOR SHALL BE RESPONSIBLE FOR MARKING ALL UTILITIES AND FOR PROVIDING ADEQUATE PROTECTION THEREOF.

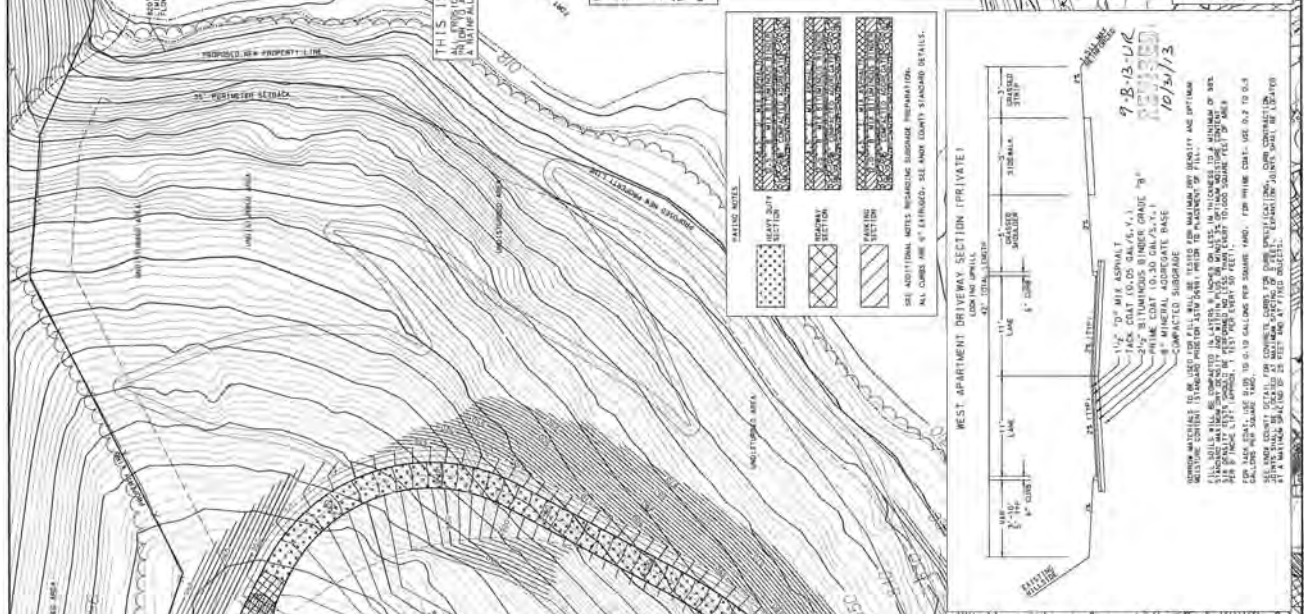
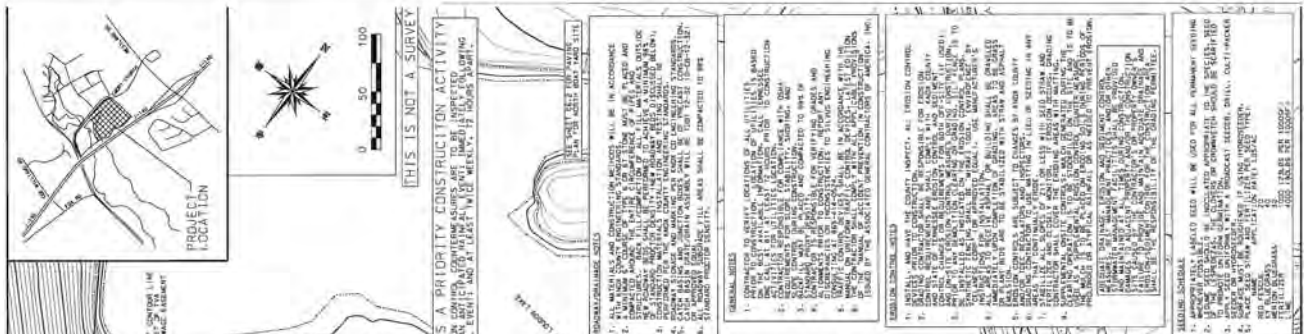
3. ALL WORK SHALL BE COMPLETED WITHIN THE SPECIFIED TIME FRAME. THE OPERATOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND FOR PROTECTING ALL UTILITIES FROM DAMAGE. THE OPERATOR SHALL BE RESPONSIBLE FOR MARKING ALL UTILITIES AND FOR PROVIDING ADEQUATE PROTECTION THEREOF.











**LANDSCAPING NOTES**

1. ALL PLANTING SHALL BE INSTALLED ACCORDING TO THE LANDSCAPING PLAN AND NOTES.

2. PLANTINGS SHALL BE INSTALLED WITHIN THE SPECIFIED TIME FRAME.

3. PLANTINGS SHALL BE INSTALLED WITHIN THE SPECIFIED BUDGET.

4. PLANTINGS SHALL BE INSTALLED WITHIN THE SPECIFIED AREA.

5. PLANTINGS SHALL BE INSTALLED WITHIN THE SPECIFIED QUANTITY.

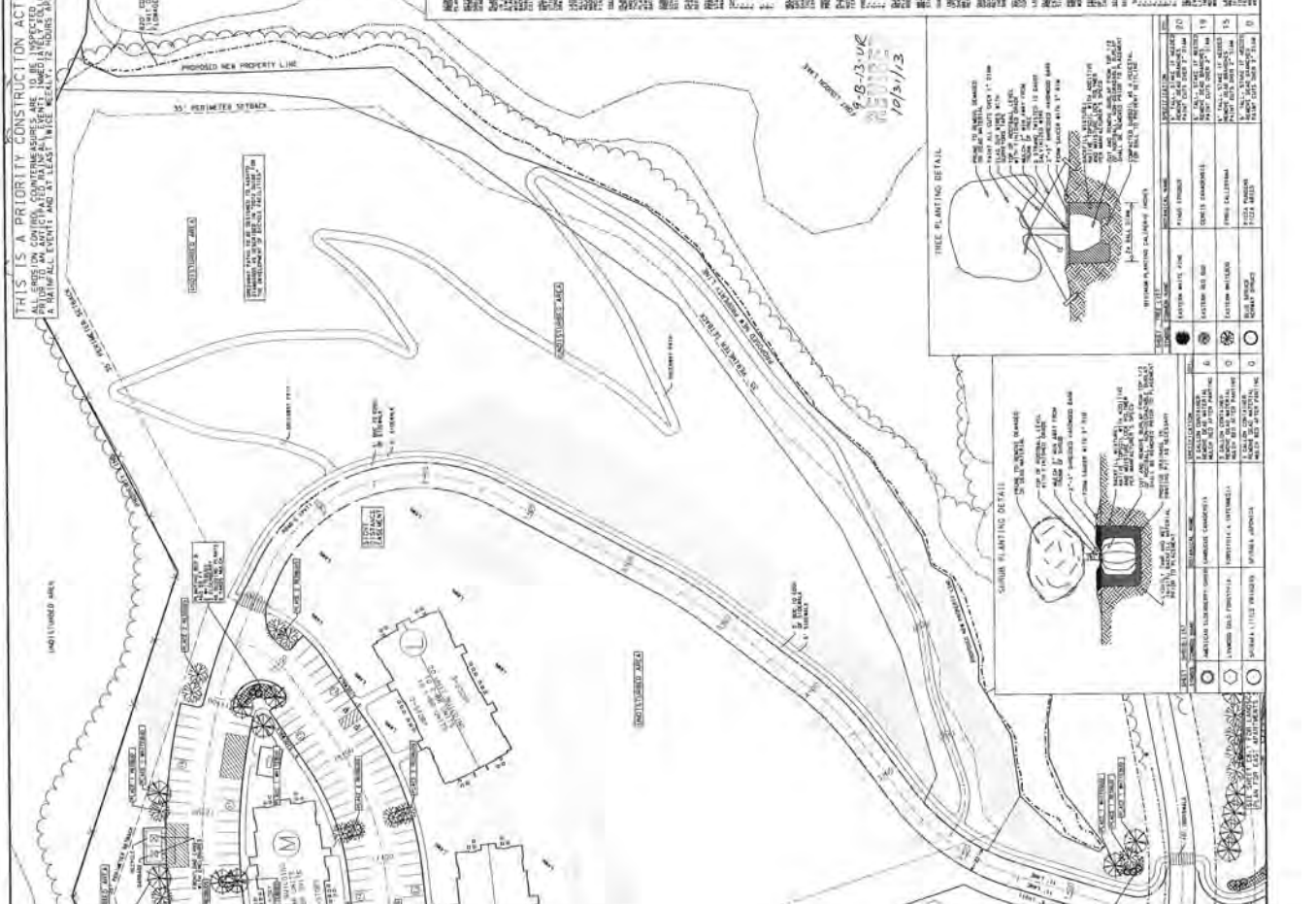
6. PLANTINGS SHALL BE INSTALLED WITHIN THE SPECIFIED SPECIFICATIONS.

7. PLANTINGS SHALL BE INSTALLED WITHIN THE SPECIFIED MAINTENANCE REQUIREMENTS.

8. PLANTINGS SHALL BE INSTALLED WITHIN THE SPECIFIED WATERING REQUIREMENTS.

9. PLANTINGS SHALL BE INSTALLED WITHIN THE SPECIFIED FERTILIZATION REQUIREMENTS.

10. PLANTINGS SHALL BE INSTALLED WITHIN THE SPECIFIED PEST CONTROL REQUIREMENTS.



**GENERAL NOTES**

1. ALL PLANTING SHALL BE INSTALLED ACCORDING TO THE LANDSCAPING PLAN AND NOTES.

2. PLANTINGS SHALL BE INSTALLED WITHIN THE SPECIFIED TIME FRAME.

3. PLANTINGS SHALL BE INSTALLED WITHIN THE SPECIFIED BUDGET.

4. PLANTINGS SHALL BE INSTALLED WITHIN THE SPECIFIED AREA.

5. PLANTINGS SHALL BE INSTALLED WITHIN THE SPECIFIED QUANTITY.

6. PLANTINGS SHALL BE INSTALLED WITHIN THE SPECIFIED SPECIFICATIONS.

7. PLANTINGS SHALL BE INSTALLED WITHIN THE SPECIFIED MAINTENANCE REQUIREMENTS.

8. PLANTINGS SHALL BE INSTALLED WITHIN THE SPECIFIED WATERING REQUIREMENTS.

9. PLANTINGS SHALL BE INSTALLED WITHIN THE SPECIFIED FERTILIZATION REQUIREMENTS.

10. PLANTINGS SHALL BE INSTALLED WITHIN THE SPECIFIED PEST CONTROL REQUIREMENTS.



19-13-106  
10/15/13

NO.	DESCRIPTION	QUANTITY	UNIT	PRICE	TOTAL
1	PLANTING - 4" DIA. MULCH	1	SQ. FT.	1.00	1.00
2	PLANTING - 1" DIA. TREE	1	EA.	1.00	1.00
3	PLANTING - 2" DIA. SAPLING	1	EA.	1.00	1.00
4	PLANTING - 1" DIA. SAPLING	1	EA.	1.00	1.00
5	PLANTING - 1" DIA. SAPLING	1	EA.	1.00	1.00
6	PLANTING - 1" DIA. SAPLING	1	EA.	1.00	1.00
7	PLANTING - 1" DIA. SAPLING	1	EA.	1.00	1.00
8	PLANTING - 1" DIA. SAPLING	1	EA.	1.00	1.00
9	PLANTING - 1" DIA. SAPLING	1	EA.	1.00	1.00
10	PLANTING - 1" DIA. SAPLING	1	EA.	1.00	1.00

**GENERAL NOTES**

1. ALL PLANTING SHALL BE INSTALLED ACCORDING TO THE LANDSCAPING PLAN AND NOTES.

2. PLANTINGS SHALL BE INSTALLED WITHIN THE SPECIFIED TIME FRAME.

3. PLANTINGS SHALL BE INSTALLED WITHIN THE SPECIFIED BUDGET.

4. PLANTINGS SHALL BE INSTALLED WITHIN THE SPECIFIED AREA.

5. PLANTINGS SHALL BE INSTALLED WITHIN THE SPECIFIED QUANTITY.

6. PLANTINGS SHALL BE INSTALLED WITHIN THE SPECIFIED SPECIFICATIONS.

7. PLANTINGS SHALL BE INSTALLED WITHIN THE SPECIFIED MAINTENANCE REQUIREMENTS.

8. PLANTINGS SHALL BE INSTALLED WITHIN THE SPECIFIED WATERING REQUIREMENTS.

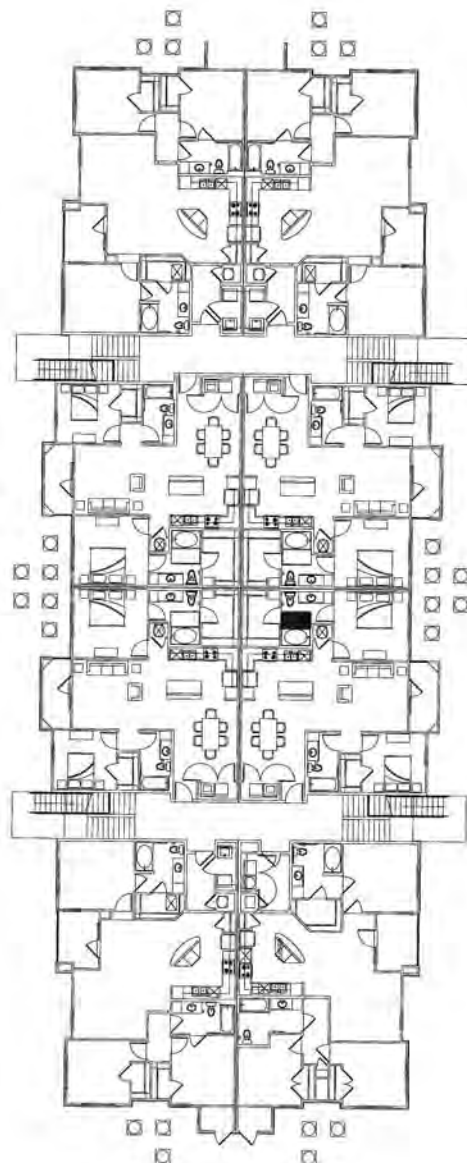
9. PLANTINGS SHALL BE INSTALLED WITHIN THE SPECIFIED FERTILIZATION REQUIREMENTS.

10. PLANTINGS SHALL BE INSTALLED WITHIN THE SPECIFIED PEST CONTROL REQUIREMENTS.



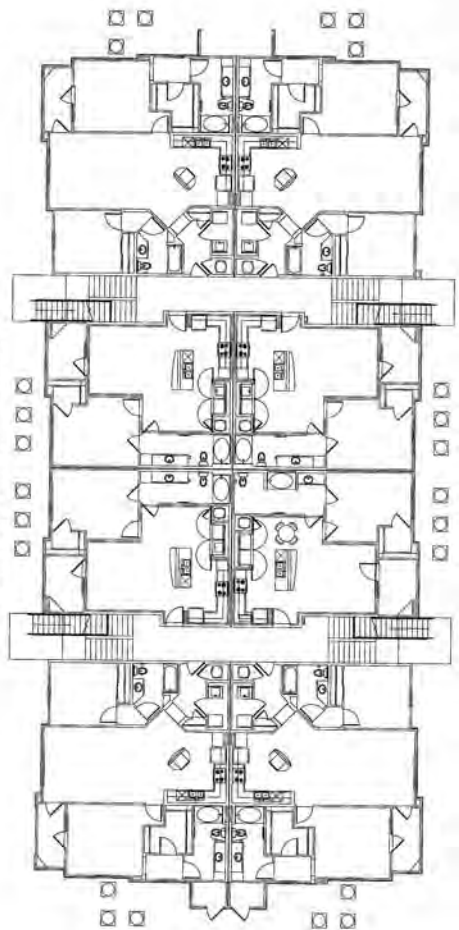
**BUILDING A, C, D, E, F, K, M**

- 1 2-BEDROOM UNITS PER FULL FLOOR
- 2 3-BEDROOM UNITS PER FULL FLOOR
- 3 4-BEDROOM UNITS PER FULL FLOOR
- 4 5-BEDROOM UNITS PER HALF FLOOR
- 5 6-BEDROOM UNITS PER HALF FLOOR
- 6 7-BEDROOM UNITS PER HALF FLOOR
- 7 8-BEDROOM UNITS PER HALF FLOOR
- 8 9-BEDROOM UNITS PER HALF FLOOR
- 9 10-BEDROOM UNITS PER HALF FLOOR
- 10 11-BEDROOM UNITS PER HALF FLOOR
- 11 12-BEDROOM UNITS PER HALF FLOOR
- 12 13-BEDROOM UNITS PER HALF FLOOR
- 13 14-BEDROOM UNITS PER HALF FLOOR
- 14 15-BEDROOM UNITS PER HALF FLOOR
- 15 16-BEDROOM UNITS PER HALF FLOOR
- 16 17-BEDROOM UNITS PER HALF FLOOR
- 17 18-BEDROOM UNITS PER HALF FLOOR
- 18 19-BEDROOM UNITS PER HALF FLOOR
- 19 20-BEDROOM UNITS PER HALF FLOOR
- 20 21-BEDROOM UNITS PER HALF FLOOR
- 21 22-BEDROOM UNITS PER HALF FLOOR
- 22 23-BEDROOM UNITS PER HALF FLOOR
- 23 24-BEDROOM UNITS PER HALF FLOOR
- 24 25-BEDROOM UNITS PER HALF FLOOR
- 25 26-BEDROOM UNITS PER HALF FLOOR
- 26 27-BEDROOM UNITS PER HALF FLOOR
- 27 28-BEDROOM UNITS PER HALF FLOOR
- 28 29-BEDROOM UNITS PER HALF FLOOR
- 29 30-BEDROOM UNITS PER HALF FLOOR
- 30 31-BEDROOM UNITS PER HALF FLOOR
- 31 32-BEDROOM UNITS PER HALF FLOOR
- 32 33-BEDROOM UNITS PER HALF FLOOR
- 33 34-BEDROOM UNITS PER HALF FLOOR
- 34 35-BEDROOM UNITS PER HALF FLOOR
- 35 36-BEDROOM UNITS PER HALF FLOOR
- 36 37-BEDROOM UNITS PER HALF FLOOR
- 37 38-BEDROOM UNITS PER HALF FLOOR
- 38 39-BEDROOM UNITS PER HALF FLOOR
- 39 40-BEDROOM UNITS PER HALF FLOOR
- 40 41-BEDROOM UNITS PER HALF FLOOR
- 41 42-BEDROOM UNITS PER HALF FLOOR
- 42 43-BEDROOM UNITS PER HALF FLOOR
- 43 44-BEDROOM UNITS PER HALF FLOOR
- 44 45-BEDROOM UNITS PER HALF FLOOR
- 45 46-BEDROOM UNITS PER HALF FLOOR
- 46 47-BEDROOM UNITS PER HALF FLOOR
- 47 48-BEDROOM UNITS PER HALF FLOOR
- 48 49-BEDROOM UNITS PER HALF FLOOR
- 49 50-BEDROOM UNITS PER HALF FLOOR
- 50 51-BEDROOM UNITS PER HALF FLOOR
- 51 52-BEDROOM UNITS PER HALF FLOOR
- 52 53-BEDROOM UNITS PER HALF FLOOR
- 53 54-BEDROOM UNITS PER HALF FLOOR
- 54 55-BEDROOM UNITS PER HALF FLOOR
- 55 56-BEDROOM UNITS PER HALF FLOOR
- 56 57-BEDROOM UNITS PER HALF FLOOR
- 57 58-BEDROOM UNITS PER HALF FLOOR
- 58 59-BEDROOM UNITS PER HALF FLOOR
- 59 60-BEDROOM UNITS PER HALF FLOOR
- 60 61-BEDROOM UNITS PER HALF FLOOR
- 61 62-BEDROOM UNITS PER HALF FLOOR
- 62 63-BEDROOM UNITS PER HALF FLOOR
- 63 64-BEDROOM UNITS PER HALF FLOOR
- 64 65-BEDROOM UNITS PER HALF FLOOR
- 65 66-BEDROOM UNITS PER HALF FLOOR
- 66 67-BEDROOM UNITS PER HALF FLOOR
- 67 68-BEDROOM UNITS PER HALF FLOOR
- 68 69-BEDROOM UNITS PER HALF FLOOR
- 69 70-BEDROOM UNITS PER HALF FLOOR
- 70 71-BEDROOM UNITS PER HALF FLOOR
- 71 72-BEDROOM UNITS PER HALF FLOOR
- 72 73-BEDROOM UNITS PER HALF FLOOR
- 73 74-BEDROOM UNITS PER HALF FLOOR
- 74 75-BEDROOM UNITS PER HALF FLOOR
- 75 76-BEDROOM UNITS PER HALF FLOOR
- 76 77-BEDROOM UNITS PER HALF FLOOR
- 77 78-BEDROOM UNITS PER HALF FLOOR
- 78 79-BEDROOM UNITS PER HALF FLOOR
- 79 80-BEDROOM UNITS PER HALF FLOOR
- 80 81-BEDROOM UNITS PER HALF FLOOR
- 81 82-BEDROOM UNITS PER HALF FLOOR
- 82 83-BEDROOM UNITS PER HALF FLOOR
- 83 84-BEDROOM UNITS PER HALF FLOOR
- 84 85-BEDROOM UNITS PER HALF FLOOR
- 85 86-BEDROOM UNITS PER HALF FLOOR
- 86 87-BEDROOM UNITS PER HALF FLOOR
- 87 88-BEDROOM UNITS PER HALF FLOOR
- 88 89-BEDROOM UNITS PER HALF FLOOR
- 89 90-BEDROOM UNITS PER HALF FLOOR
- 90 91-BEDROOM UNITS PER HALF FLOOR
- 91 92-BEDROOM UNITS PER HALF FLOOR
- 92 93-BEDROOM UNITS PER HALF FLOOR
- 93 94-BEDROOM UNITS PER HALF FLOOR
- 94 95-BEDROOM UNITS PER HALF FLOOR
- 95 96-BEDROOM UNITS PER HALF FLOOR
- 96 97-BEDROOM UNITS PER HALF FLOOR
- 97 98-BEDROOM UNITS PER HALF FLOOR
- 98 99-BEDROOM UNITS PER HALF FLOOR
- 99 100-BEDROOM UNITS PER HALF FLOOR



**BUILDINGS B, G, I, J, L**

- 1 2-BEDROOM UNITS PER FULL FLOOR
- 2 3-BEDROOM UNITS PER FULL FLOOR
- 3 4-BEDROOM UNITS PER FULL FLOOR
- 4 5-BEDROOM UNITS PER HALF FLOOR
- 5 6-BEDROOM UNITS PER HALF FLOOR
- 6 7-BEDROOM UNITS PER HALF FLOOR
- 7 8-BEDROOM UNITS PER HALF FLOOR
- 8 9-BEDROOM UNITS PER HALF FLOOR
- 9 10-BEDROOM UNITS PER HALF FLOOR
- 10 11-BEDROOM UNITS PER HALF FLOOR
- 11 12-BEDROOM UNITS PER HALF FLOOR
- 12 13-BEDROOM UNITS PER HALF FLOOR
- 13 14-BEDROOM UNITS PER HALF FLOOR
- 14 15-BEDROOM UNITS PER HALF FLOOR
- 15 16-BEDROOM UNITS PER HALF FLOOR
- 16 17-BEDROOM UNITS PER HALF FLOOR
- 17 18-BEDROOM UNITS PER HALF FLOOR
- 18 19-BEDROOM UNITS PER HALF FLOOR
- 19 20-BEDROOM UNITS PER HALF FLOOR
- 20 21-BEDROOM UNITS PER HALF FLOOR
- 21 22-BEDROOM UNITS PER HALF FLOOR
- 22 23-BEDROOM UNITS PER HALF FLOOR
- 23 24-BEDROOM UNITS PER HALF FLOOR
- 24 25-BEDROOM UNITS PER HALF FLOOR
- 25 26-BEDROOM UNITS PER HALF FLOOR
- 26 27-BEDROOM UNITS PER HALF FLOOR
- 27 28-BEDROOM UNITS PER HALF FLOOR
- 28 29-BEDROOM UNITS PER HALF FLOOR
- 29 30-BEDROOM UNITS PER HALF FLOOR
- 30 31-BEDROOM UNITS PER HALF FLOOR
- 31 32-BEDROOM UNITS PER HALF FLOOR
- 32 33-BEDROOM UNITS PER HALF FLOOR
- 33 34-BEDROOM UNITS PER HALF FLOOR
- 34 35-BEDROOM UNITS PER HALF FLOOR
- 35 36-BEDROOM UNITS PER HALF FLOOR
- 36 37-BEDROOM UNITS PER HALF FLOOR
- 37 38-BEDROOM UNITS PER HALF FLOOR
- 38 39-BEDROOM UNITS PER HALF FLOOR
- 39 40-BEDROOM UNITS PER HALF FLOOR
- 40 41-BEDROOM UNITS PER HALF FLOOR
- 41 42-BEDROOM UNITS PER HALF FLOOR
- 42 43-BEDROOM UNITS PER HALF FLOOR
- 43 44-BEDROOM UNITS PER HALF FLOOR
- 44 45-BEDROOM UNITS PER HALF FLOOR
- 45 46-BEDROOM UNITS PER HALF FLOOR
- 46 47-BEDROOM UNITS PER HALF FLOOR
- 47 48-BEDROOM UNITS PER HALF FLOOR
- 48 49-BEDROOM UNITS PER HALF FLOOR
- 49 50-BEDROOM UNITS PER HALF FLOOR
- 50 51-BEDROOM UNITS PER HALF FLOOR
- 51 52-BEDROOM UNITS PER HALF FLOOR
- 52 53-BEDROOM UNITS PER HALF FLOOR
- 53 54-BEDROOM UNITS PER HALF FLOOR
- 54 55-BEDROOM UNITS PER HALF FLOOR
- 55 56-BEDROOM UNITS PER HALF FLOOR
- 56 57-BEDROOM UNITS PER HALF FLOOR
- 57 58-BEDROOM UNITS PER HALF FLOOR
- 58 59-BEDROOM UNITS PER HALF FLOOR
- 59 60-BEDROOM UNITS PER HALF FLOOR
- 60 61-BEDROOM UNITS PER HALF FLOOR
- 61 62-BEDROOM UNITS PER HALF FLOOR
- 62 63-BEDROOM UNITS PER HALF FLOOR
- 63 64-BEDROOM UNITS PER HALF FLOOR
- 64 65-BEDROOM UNITS PER HALF FLOOR
- 65 66-BEDROOM UNITS PER HALF FLOOR
- 66 67-BEDROOM UNITS PER HALF FLOOR
- 67 68-BEDROOM UNITS PER HALF FLOOR
- 68 69-BEDROOM UNITS PER HALF FLOOR
- 69 70-BEDROOM UNITS PER HALF FLOOR
- 70 71-BEDROOM UNITS PER HALF FLOOR
- 71 72-BEDROOM UNITS PER HALF FLOOR
- 72 73-BEDROOM UNITS PER HALF FLOOR
- 73 74-BEDROOM UNITS PER HALF FLOOR
- 74 75-BEDROOM UNITS PER HALF FLOOR
- 75 76-BEDROOM UNITS PER HALF FLOOR
- 76 77-BEDROOM UNITS PER HALF FLOOR
- 77 78-BEDROOM UNITS PER HALF FLOOR
- 78 79-BEDROOM UNITS PER HALF FLOOR
- 79 80-BEDROOM UNITS PER HALF FLOOR
- 80 81-BEDROOM UNITS PER HALF FLOOR
- 81 82-BEDROOM UNITS PER HALF FLOOR
- 82 83-BEDROOM UNITS PER HALF FLOOR
- 83 84-BEDROOM UNITS PER HALF FLOOR
- 84 85-BEDROOM UNITS PER HALF FLOOR
- 85 86-BEDROOM UNITS PER HALF FLOOR
- 86 87-BEDROOM UNITS PER HALF FLOOR
- 87 88-BEDROOM UNITS PER HALF FLOOR
- 88 89-BEDROOM UNITS PER HALF FLOOR
- 89 90-BEDROOM UNITS PER HALF FLOOR
- 90 91-BEDROOM UNITS PER HALF FLOOR
- 91 92-BEDROOM UNITS PER HALF FLOOR
- 92 93-BEDROOM UNITS PER HALF FLOOR
- 93 94-BEDROOM UNITS PER HALF FLOOR
- 94 95-BEDROOM UNITS PER HALF FLOOR
- 95 96-BEDROOM UNITS PER HALF FLOOR
- 96 97-BEDROOM UNITS PER HALF FLOOR
- 97 98-BEDROOM UNITS PER HALF FLOOR
- 98 99-BEDROOM UNITS PER HALF FLOOR
- 99 100-BEDROOM UNITS PER HALF FLOOR



9-B-15-414  
 REVISION  
 10/31/13

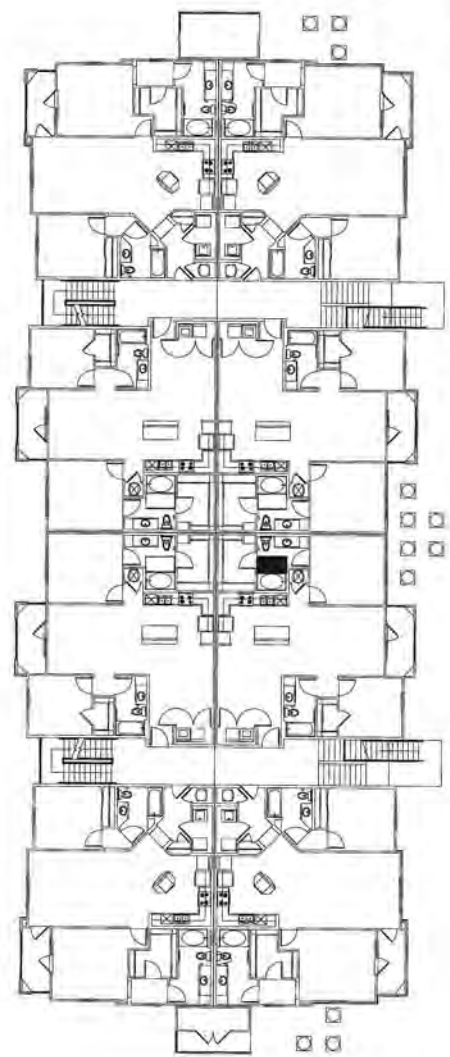
NOTES: ALL ARCHITECTURAL PLANS AND BUILDING  
 FLOOR PLANS ARE SUBJECT TO REVISION PRIOR  
 TO FINAL PERMITTING AND CONSTRUCTION.



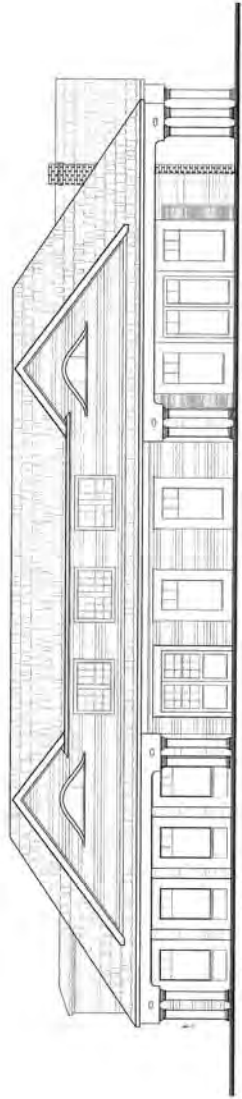
CLUBHOUSE/OFFICE



BUILDINGS H  
 # 3-BEDROOM UNITS PER FULL FLOOR  
 # 2-BEDROOM UNITS PER HALF FLOOR (SEGMENT SIDE)



NOTE: ALL ARCHITECTURAL PLANS AND BUILDING FLOOR PLANS ARE SUBJECT TO REVISION PRIOR TO FINAL PERMITTING AND CONSTRUCTION.



1  
TYPICAL ELEVATION - CLUBHOUSE BUILDING



9-B-13-11R  
 10/31/13

2  
TYPICAL ELEVATION - RESIDENTIAL BUILDING

NOTES: ALL ARCHITECTURAL PLANS AND BUILDING ELEVATIONS ARE SUBJECT TO REVISION PRIOR TO FINAL PERMITTING AND CONSTRUCTION.



Tom Brechko <tom.brechko@knoxmpc.org>

---

**Westland Cove Concept Plan**

9-B-13-UR

1 message

---

**John Huber** <john@southernsignature.net>  
To: tom.brechko@knoxmpc.org

Fri, Oct 25, 2013 at 12:36 PM

Tom,

I wanted to let you know that we plan on turning in a slight revision to the Westland Cove Concept Plan / UOR prior to the meeting on the 14th. At your direction, we have researched the Scenic Highway Act and realized we needed to make some changes to the apartment campus on the West side of Emory Church Road. We were not aware of the height restriction and certainly want to make sure that we are in compliance with the Scenic Highway Act and all other zoning regulations pertaining to the project. In the original Concept Plan, there are 3 buildings proposed on the west side of Emory Church Road with a total of 76 units and a maximum building height of 44'. The revised Concept Plan will have 4 buildings with a maximum height of 35' and a total of 72 units.

The Scenic Highway Act has no impact on the portion of the site laying east of Emory Church Road, as the structures on the original Concept Plan are not more than 35' above the grade of the highway.

Nathan Silvus will have those plans to you by Wednesday 10-30-13, the revision deadline.

Please let me know if I can be of any assistance.

Thanks,

*John Huber*

*Huber Properties, LLC*

*Clear Water Partners, LLC*

*213 Fox Road*

*Knoxville, TN 37922*

*865-966-1600 Office*

*865-978-6600 Fax*

*John@southernsignature.net*





Tom Brechko <tom.brechko@knoxmpc.org>

**Westland Cove Plans Revisions**

9-B-13-UR

5 messages

**Nathan Silvus** <nathan@silvus.us>

Wed, Oct 30, 2013 at 12:07 PM

Reply-To: Nathan Silvus <nathan@silvus.us>

To: Tom Brechko <tom.brechko@knoxmpc.org>, Michael Brusseau <mike.brusseau@knoxmpc.org>, Cindy Pionke <cindy.pionke@knoxcounty.org>, Leo <leo.lacamera@knoxcounty.org>

Cc: John Huber <john@southernsignature.net>

Hi All,

Please see the attached revised plans and the written summary describing changes made to the plans. I am sending these over to the print shop. Can you please let me know today how many paper copies of the revised plans you would like and I will get them to you. Thanks again for your time on this project!

Regards,

Nathan W. Silvus, PE  
1815 Nantasket Road  
Knoxville, TN 37922  
865.414.0524

**3 attachments**

**Plans Revisions 10-30-2013.pdf**  
13K

**Westland Cove Apartments 10-30-2013.zip**  
10024K

**Westland Cove Landscaping 10-30-2013.zip**  
2047K

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

Thu, Oct 31, 2013 at 9:44 AM

To: Nathan Silvus <nathan@silvus.us>

Nathan,

The revised plans do not include the layout plan for the west apartments. There are two copies of the layout of the east apartments. It was the same way in both the attached pdf files and the full scale plans that were dropped off this morning.

Tom

[Quoted text hidden]

**Nathan Silvus** <nathan@silvus.us>

Thu, Oct 31, 2013 at 10:02 AM

Reply-To: Nathan Silvus <nathan@silvus.us>

To: Tom Brechko <tom.brechko@knoxmpc.org>  
MPC November 14, 2013

Agenda Item # 34

Sorry Tom, Corrected set attached and the missing sheet is also attached separately. Thank you for bringing this to my attention. I will get 5 copies of this sheet down to you asap.

Nathan

---

**From:** Tom Brechko <tom.brechko@knoxmpc.org>

**To:** Nathan Silvus <nathan@silvus.us>

**Sent:** Thursday, October 31, 2013 9:44 AM

**Subject:** Re: Westland Cove Plans Revisions

[Quoted text hidden]

---

**2 attachments**

 **C3.0 LAYOUT WEST APARTMENTS.pdf**  
400K

 **Westland Cove Apartments 10-30-2013.zip**  
9915K

---

**Nathan Silvus** <nathan@silvus.us>

Thu, Oct 31, 2013 at 4:00 PM

Reply-To: Nathan Silvus <nathan@silvus.us>

To: Tom Brechko <tom.brechko@knoxmpc.org>

Tom, just wanted to touch base and make sure those plans made it over to you..

Nathan

---

**From:** Tom Brechko <tom.brechko@knoxmpc.org>

**To:** Nathan Silvus <nathan@silvus.us>

**Sent:** Thursday, October 31, 2013 9:44 AM

**Subject:** Re: Westland Cove Plans Revisions

[Quoted text hidden]

---

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

Fri, Nov 1, 2013 at 1:25 PM

To: Nathan Silvus <nathan@silvus.us>

Nathan,

I received the plans. Thanks.

Tom

[Quoted text hidden]

### General

There are no changes to the Marina sites east or west of Emory Church Road. There are no changes to the proposed new property lines, and therefore no changes to the proposed areas used to calculate the rezoning density. There is no change to the rezoning request. There are site plan changes to the apartment complex driven by revised architecture, compliance with the Scenic Highways Act, addition of garages to the East Apartments, reductions to unit count, changes in unit mix, and relocation of the garbage collection area. These changes are described in more detail below.

### West Apartments

The "West Apartments" include the proposed apartments west of Emory Church Road and East of Pellissippi Pky and South of the lake and north of the Shoreline Church soccer fields (ie the small campus on top of the hill). Changes to the West Apartments since the previous plans review (plans dated 9-3-2013) include:

Building Height. The original proposed structures in the West Apartments included 3-story and 3-story/4-story split buildings. These buildings lay within the 1000' zone around Pellissippi Parkway encumbered by the Scenic Highway Act. MPC provided a methodology for calculating building height. Using that methodology, the height of the Westland Cove buildings are:

2-story = 28'  
 2-story/3-story split = 33'  
 3-story = 38'  
 3-story/4-story split = 43'  
 4-story = 48'

The building height restriction in the Scenic Highway Act for buildings located above highway grade is 35'. All of the buildings in the West Apartments structure area are above highway grade. Therefore, only 2-story and 2-story/3-story split buildings are permitted in the West Apartments.

Number and Type of Buildings. Since the building heights are reduced, the lost units are partially recovered by adding a 4<sup>th</sup> building in the area originally proposed for an open courtyard. The original plan had only 3 buildings. Also, the footprints of the buildings have changed slightly based on revised architecture, although the general dimensions are about the same. After the revisions, there are 72 units in the West Apartments. The original plan was for 76 units.

Other Notes. In the West Apartments area, there were no changes to the horizontal or vertical alignment of the driveway; either coming up the hill or looping the site in front of the buildings. The grading plan revisions are limited to the areas around and behind buildings K and L (the access driveway grading is unchanged). There are no grading revisions in the cut areas near the soccer fields or Parkway. There are some revisions to the parking layout and the total number of parking spaces is reduced as the unit count is reduced. The unit mix, minimum parking requirements, etc are on the revised layout. The revised unit mix is discussed and summarized in a table on the following page. The revised unit mix may change the student calculation. The landscaping plan also has minor revisions as some of the plantings were relocated. The paving plan has similar minor revisions to accommodate the parking layout changes. The mail pavilion was relocated.

## East Apartments

The “East Apartments” include all proposed construction east of Emory Church Road and South of the lake (ie the main apartment campus). Changes to the West Apartments since the previous plans review (plans dated 9-3-2013) include:

Building Location and Type. The building footprints have been altered by updated architecture. The general size of the buildings is still about the same. The orientations of buildings A and E have changed. These two buildings have been rotated about 90 degrees such that the long axis of these buildings is parallel to the water, maximizing the “lake view” units. This did not change the undisturbed buffer adjacent to the Benson property.

Garbage Location. The rotation of Building A described above required the relocation of the garbage collection area. The revised location is outside the access control gate and includes a pull off for residents exiting the complex to pull over and unload their trash. Similar to the original plan, the roll-off dumpster is hidden by extensive landscaping and a privacy fence.

Roadway Revisions. The horizontal and vertical alignment of Road A (entrance road) and Road B (the road with the boulevard section and 4-way intersection with Road A) are unchanged. The alignments (horizontal and vertical) of Road C (that runs along the water) is revised. Similar to the original plan, Road C is fairly flat, but the horizontal and vertical alignments of Road C have changed. The location and elevation of the intersection of Road C with Road B is unchanged.

Scenic Highway Act. The only East Apartments building that lays within 1000’ of the Parkway ROW is the clubhouse. The clubhouse is only 28’ tall.

Garage Structures. A total of 9 detached 7-bay garage structures have been added to the East Apartments. These garage bays are to be lease to tenants for car storage. Note that the overall minimum parking requirement is met without relying the garage spaces.

Other Notes. The grading plan, paving plan and landscaping plan have been altered to reflect the layout changes. The size of the perimeter buffer is unchanged. The unit mix and related parking requirements have changed and are summarized on the layout plan and in the table below. Notes were added to the layout sheets indicating that the water front area will designed by others. A landscape architect or other qualified professional will produce detailed plans for this area.

### Overall Unit Mix and School Impacts

The original combined apartment development (east and west combined) produced 54 new students. We understand that unit mix is a factor in the student determination. In response to community concerns, the number of 1-BR units has been reduced and more 3-BR units are added. The following table illustrates the original and revised unit mixes.

Side	Original Plans (dated 9-3-2013)				Revised Plans (dated 10-30-2013)			
	1-BR	2-BR	3-BR	TOTAL	1-BR	2-BR	3-BR	TOTAL
East	84	126	42	252	40	134	66	240
West	24	52	--	76	18	36	18	72
Total	108	178	42	328	58	170	84	312
Percentage	32.9%	54.3%	12.8%	100%	18.6%	54.5%	26.9%	100%



Tom Brechko <tom.brechko@knoxmpc.org>

---

## Westland Cove Traffic Study Addendum

3 messages

9-B-13-UR

---

**Nathan Silvus** <nathan@silvus.us>

Tue, Oct 22, 2013 at 11:27 AM

Reply-To: Nathan Silvus <nathan@silvus.us>

To: John Huber <john@southernsignature.net>, Cindy Pionke <cindy.pionke@knoxcounty.org>, Jim Snowden <Jim.Snowden@knoxcounty.org>, Tom Brechko <tom.brechko@knoxmpc.org>, Michael Brusseau <mike.brusseau@knoxmpc.org>


Hi All,

Based on the comments we received at our first public meeting, we hired our traffic engineer Robert Jacks to revisit the neighborhood and perform a more detailed assessment of the secondary roadways in the vicinity of Westland Cove (Fox Road, Canton Hollow, and George Williams). His findings are attached for your review and inclusion in the overall analysis of the project.

Regards,

Nathan W. Silvus, PE  
1815 Nantasket Road  
Knoxville, TN 37922  
865.414.0524

---

 **Westland Cove TIS Addendum 10.22.13.pdf**  
558K

---

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

Tue, Oct 22, 2013 at 11:31 AM

To: Mark Donaldson <mark.donaldson@knoxmpc.org>, Mike Conger <mike.conger@knoxmpc.org>

See attached

[Quoted text hidden]

---

 **Westland Cove TIS Addendum 10.22.13.pdf**  
558K

---

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

Tue, Oct 22, 2013 at 11:36 AM

To: Tarren Barrett <tarren.barrett@knoxmpc.org>

See attached

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

From: **Nathan Silvus** <nathan@silvus.us>

Date: Tue, Oct 22, 2013 at 11:27 AM

Subject: Westland Cove Traffic Study Addendum

To: John Huber <john@southernsignature.net>, Cindy Pionke <cindy.pionke@knoxcounty.org>, Jim Snowden  
MPC November 14, 2013

Agenda Item # 34

<Jim.Snowden@knoxcounty.org>, Tom Brechko <tom.brechko@knoxmpc.org>, Michael Brusseau <mike.brusseau@knoxmpc.org>

[Quoted text hidden]

---

 **Westland Cove TIS Addendum 10.22.13.pdf**  
558K

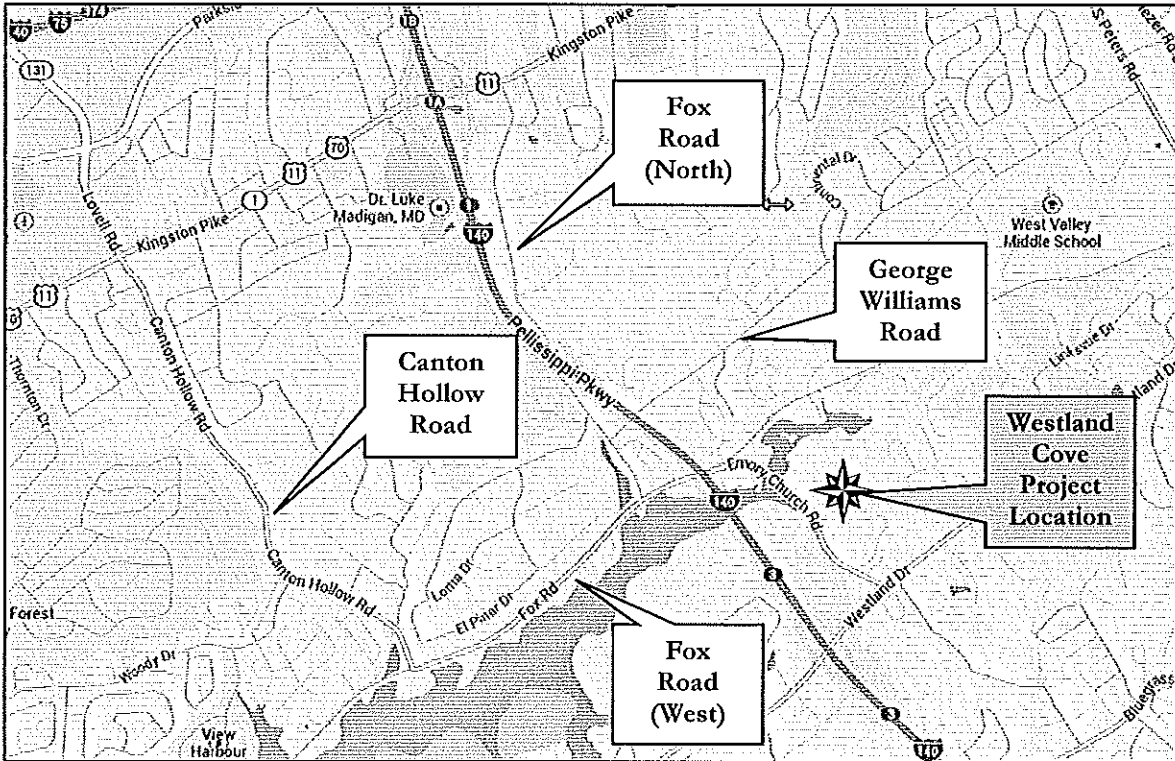
WESTLAND COVE TIA - ADDITIONAL DISCUSSION

9-B-13-UR

The following information has been provided in response to the comments received by interested outside parties and individuals regarding outlying roads in the vicinity of the Westland Cove project.

Existing conditions for the following roads are presented followed by a discussion as to how these roads could be impacted by the proposed development of Westland Cove:

- Fox Road
- George Williams Road
- Canton Hollow Road



Vicinity Map of Project Area

**EXISTING CONDITIONS**

**Fox Road** is comprised of two distinct sections of roadway. For purposes for this discussion they have been labeled as Fox Road (North) and Fox Road (West) (see Vicinity Map on Page 1).



**Fox Road (North) near George Williams Road**  
*(Looking Northbound)*

According to the Major Road Plan for the City of Knoxville and Knox County, TN by the MPC, Fox Road (North) is classified as a minor collector from Kingston Pike to George Williams Road. The other section, Fox Road (West), is classified as a major

collector from George Williams Road to Canton Hollow Road. Fox Road is listed in the Road Plan as having a 60 foot right-of-way. Fox Road (North) from Kingston Pike to the intersection of Emory Church (at the Norfolk Southern Railroad at-grade crossing) traverses primarily in a north-south direction and roughly parallels Pellissippi Parkway (I-140). Fox Road (West) runs parallel to the Norfolk Southern Railroad in a northeast-southwest direction until it terminates at Canton Hollow Road and another Norfolk Southern Railroad at-grade crossing.

According to the Major Road Plan, a major collector is “a street that primarily provides for short distance traffic movement and primarily functions to collect and distribute traffic between local streets and high volume traffic generators and arterials. The spacing of major collectors is typically ½ mile and intersection spacing is typically 300 feet or greater.”

A minor collector is defined as “a street that primarily functions to collect and distribute traffic between local streets and arterials and provides direct access to abutting land. The spacing of minor collectors is typically 1/2 mile or less and intersection spacing is typically around 300 feet.”

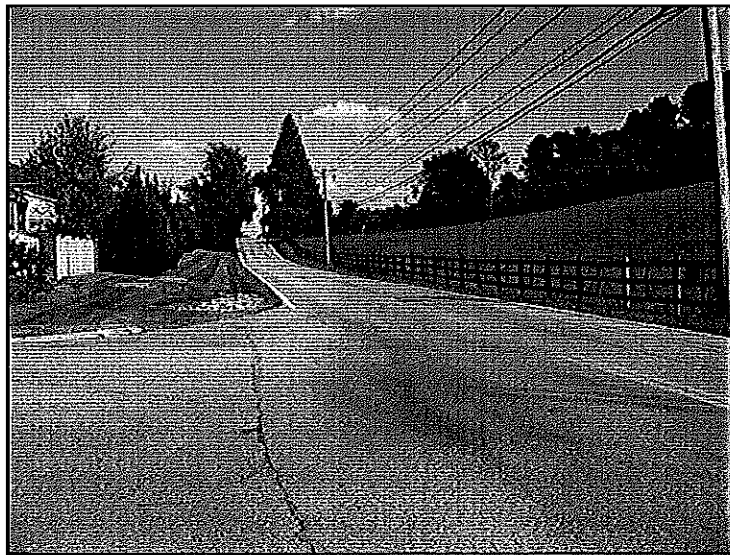


As noted in the original traffic impact report, the Average Daily Traffic (ADT) on Fox Road (North) in the vicinity of the proposed development was reported by the Tennessee Department of Transportation (TDOT) at 2,526 vehicles per day in 2012. This count was taken just to the north of the intersection at Emory Church Road. Another TDOT Count was conducted in 2012 on Fox Road (North) further north towards Kingston Pike and is reported as 4,629 vehicles per day. The TDOT data for these traffic count stations can be viewed at the end of this additional report.

The speed limit on Fox Road has been posted at 30 mph on both sections. A large majority of Fox Road (North) was upgraded and re-worked during the construction of Pellissippi Parkway which was completed in the early 1990's.

A limited sampling of road widths and other observations were taken along Fox Road. In the vicinity of Fox Road (North) near the intersection of George Williams Road, a measurement of a 3 foot paved shoulder and 11.5 foot lane width was recorded. Fox Road (West) was measured near the Fox Road Marina and the Lakeview Baptist Church. The pavement widths along this section were somewhat variable and the center striped line was offset slightly from true pavement center. The total pavement widths ranged from 18.5 feet wide to 19 feet wide and the lane widths varied from 9 to 10 feet within the total pavement width.

George Williams Road is also comprised of several distinct sections of roadway. Improvements along stretches of this road are a result of residential and other developments over the past several years. George Williams Road was improved at the intersection of Fox Road (North) when the Pellissippi Parkway was constructed. The improvement of this road during the Pellissippi Parkway construction ended just to the east of the Parkway overpass.



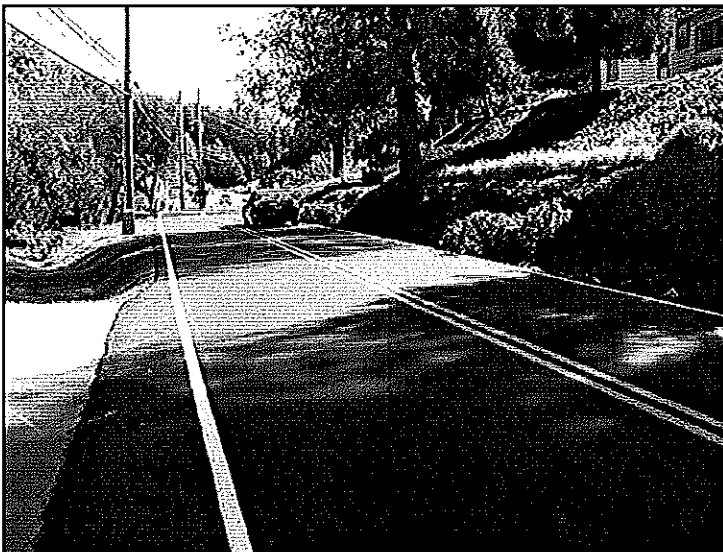
**George Williams Road at Brooke Valley Blvd.**  
*(Looking Eastbound)*

According to the Major Road Plan, George Williams Road is classified as a major collector from South Peters Road to Fox Road. George Williams Road is listed in the Road Plan as having a 70 foot right-of-way. George Williams Road runs primarily in a northeast-southwest direction.

The Average Daily Traffic (ADT) on George Williams Road was reported by the Tennessee Department of Transportation (TDOT) at 2,891 vehicles per day in 2012. This count was taken to the east of the intersection of Fox Road (North).

The speed limit for George Williams Road has been posted at 35 mph near South Peters Road and reduces to 20 mph during school hours in front of West Valley Middle School. This section of George Williams Road was upgraded to a three lane curb and gutter section and re-worked due to the construction of the school. George Williams Road eventually terminates its curb, gutter, and sidewalk roadway section near Confederate Drive and the speed limit changes to 30 mph and remains at this posted speed until its termination at Fox Road (North).

A limited sampling of road widths and other observations were taken along George Williams Road. Near the intersection of George Williams Road and Confederate Drive, a measurement of 11 foot lane widths was recorded. Nine foot lane widths were observed further to the west at Brooke Valley Boulevard. The pavement widths widened near the Pellissippi Parkway to approximately 10.5 foot lane widths with a 3 foot paved shoulder.



**Canton Hollow Road at Greenway School**  
*(Looking Southbound)*

Canton Hollow Road according to the Major Road Plan is classified as a major collector from Kingston Pike to Fox Road. Canton Hollow Road is listed in the Road Plan as having a 60 foot right-of-way. Canton Hollow Road primarily runs in a north-south direction.

The Average Daily Traffic (ADT) on Canton Hollow Road was reported by the Tennessee Department of Transportation

(TDOT) at 4,577 vehicles per day in 2012. This count was taken to the south of Deep Woods Lane.

Canton Hollow Road speed limit has been posted at 30 mph along its entire section except during school hours near the Greenway School area the speed limit changes to 20 mph. Near the Greenway School at Canton Hollow Road, a nine foot lane width was recorded.

**ROADWAY CONNECTION STANDARDS**

In Knox County when new development is tying a new roadway to an existing road, as long as the existing road has a minimum width of 18 feet, the County will not require it to be widened. As can be seen in the table below and discussed previously, all of the outlying examined existing roads where recorded are shown to meet the minimum standard total width of 18 feet.

**ROADWAY WIDTHS**

Street	Total Pavement Width	Location of Measurement
Fox Road (North)	23 feet	@ George Williams Road
Fox Road (West)	19 feet	@ Fox Road Marina
	18.5 feet	@ Lakeview Baptist Church
George Williams Road	22 feet	@ Confederate Drive
	18 feet	@ Brooke Valley Boulevard
	21 feet	@ Pellissippi Parkway Overpass
Canton Hollow Road	18 feet	@ Greenway School

Not including the relative recent improvements to George Williams Road at each end and at Fox Road along the Pellissippi Parkway corridor - it is apparent that Knox County Engineering has made a concerted effort to make modest safety improvements on the other road sections where possible with efforts involving repaving, re-striping, rumble strips, and signage.

Some of the safety improvements and objectives can be seen along George Williams Road and Canton Hollow Road. The section of George Williams Road between Confederate Drive and the Pellissippi Parkway overpass has several narrow lane widths with little to no shoulder and a series of vertical curves that makes sight distance limited for vehicles entering and exiting

Shelbyville Drive and States View Drive. Due to this limitation, this section of roadway has been posted at numerous locations above and beyond typically required with speed limit signs set at 30 mph.

Canton Hollow Road also has narrow road widths and has several steep changes in grade and changes in horizontal alignment. A section of rumble strips have been installed along the centerline and shoulder to help prevent run-off-the road crashes and lane drifts. This road has also been recently repaved and re-stripped in the vicinity of the Greenway School.

### **ROADWAY CONCERNS**

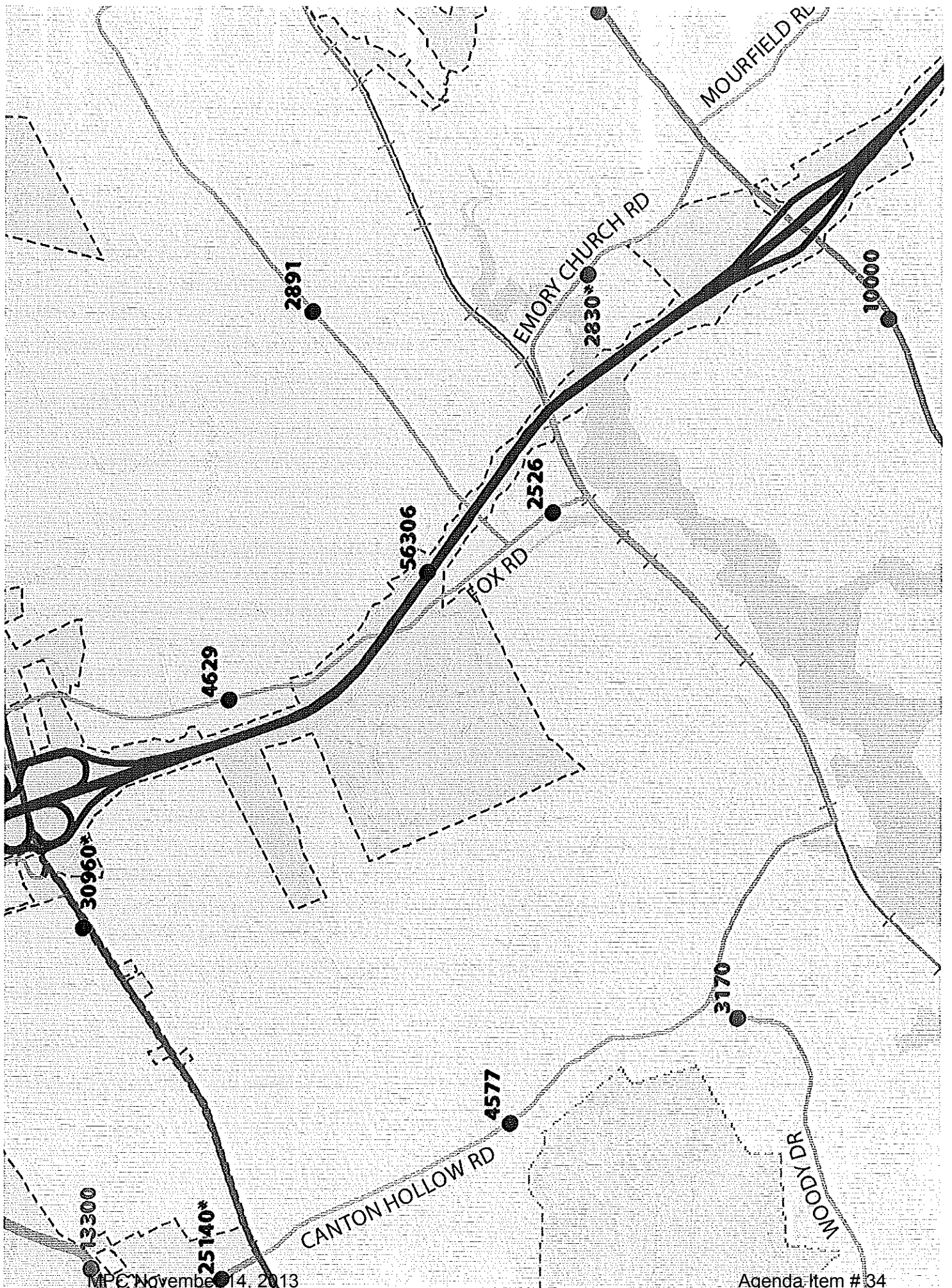
The largest sections of mediocre road conditions for the reviewed outlying roads in the vicinity of the Westland Cove project involve Canton Hollow Road and the section of Fox Road (West) that parallels the railroad system. As noted earlier, these road sections have numerous horizontal and vertical curves that are difficult to maneuver if proper posted speeds are not maintained. Numerous streets and residential driveways intersect these roads. There are narrow pavement widths as well as concerns associated with clear space distance from obstacles adjacent to the road. Ultimately, large scale improvements to these road sections would result in considerable more traffic using the roads because of its improved conditions.

### **PROJECT IMPACT ON REVIEWED OUTLYING ROADS**

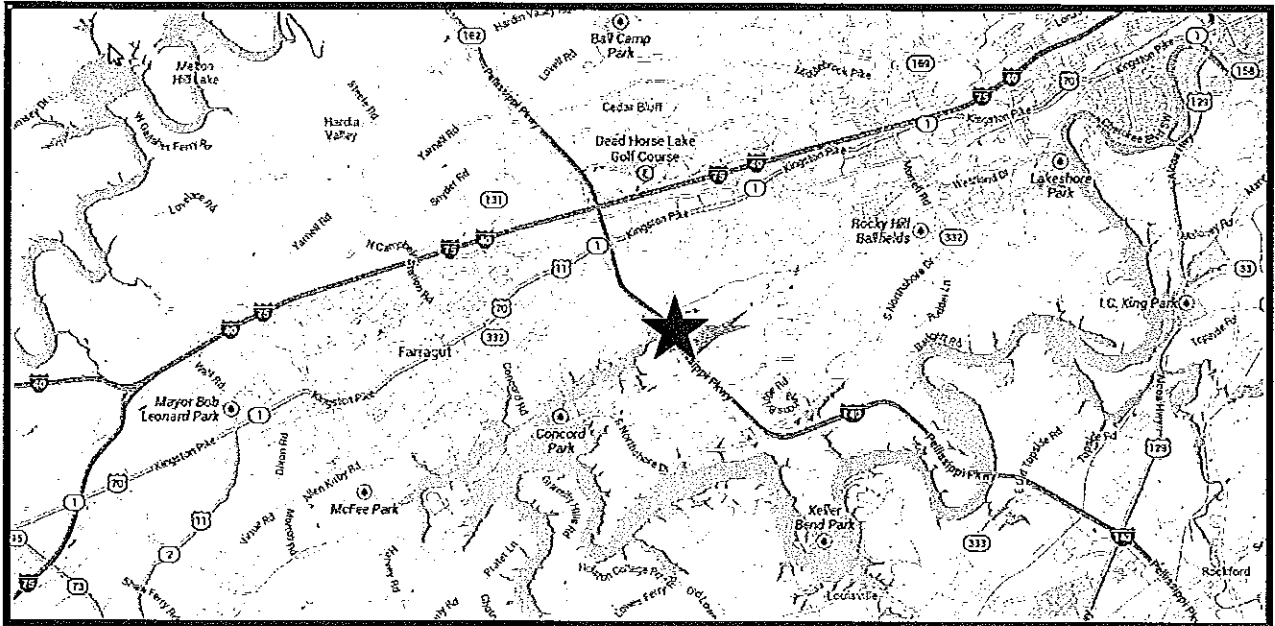
As stated in the original traffic impact study, based on the existing traffic volumes recorded at the examined intersections and from reasonable engineering judgment, a vast majority of traffic generated by the new development will be distributed towards the new proposed improved intersection of Westland Drive at Emory Church Road for access to/from outside destinations. These improvements will be complemented by the upcoming signalization projects at the Pellissippi Parkway entrance/exit ramps and will make travel in this direction more enticing than the current alternatives. In the original report, the projected improvements that were recommended included a traffic signal installation and extending the storage lengths of southbound and eastbound left turn lanes at Westland Drive/Emory Church Road. With the proper installation and timing of the new traffic signal, it is anticipated that decreases in delay as compared to the existing should be experienced by the critical turning movements during the peak hours even with the expected increase of traffic from the new development.

As also can be seen in the original report, the existing volumes tabulated during the traffic counts at the Fox Road and Emory Church Road intersection do not support the contention of a large amount of traffic heading westbound towards Canton Hollow Road. During the AM peak hour of traffic, nearly 80% of traffic (360 vehicles) heading northbound on Emory Church Road turns right at the intersection at Fox Road instead of continuing on Fox Road (West) towards Canton Hollow Road (87 vehicles). In the PM peak hour, the percentages do however favor thru movements on Fox Road towards Canton Hollow Road (126 vehicles) than compared to northbound right turns onto Fox Road (89 vehicles). However, much lower traffic volumes are experienced in the PM peak as compared to the AM peak. It should be reiterated that the assumed percentages assigned are for the morning and afternoon peak hours of traffic and that a large majority of these types of trips are associated with travel to/from employment and education activities. Additionally, it appears based on the traffic counts conducted by TDOT, that the large majority of traffic that enters onto Fox Road (North) continues north on Fox Road towards Kingston Pike rather than onto George Williams Road.

While Fox Road (West) and Canton Hollow Road may provide a pre-conceived shorter distance for travel from the proposed development towards Lovell Road/Turkey Creek (and possibly towards Concord Road via Woody Drive), it is judged that the nature of the less attractive characteristics of these road sections combined with the systematic improvements on Westland Drive will dissuade and minimize the generated development traffic from using these road sections to reach (and return from) their various destinations. These roadway sections have numerous challenging vertical and horizontal curves, have reduced pavement widths from optimum, provide an increased possibility of being delayed and/or stopped by the adjacent railroad traffic, and can be considered undesirable and uncomfortable to travel on. The Westland Drive and Pellissippi Parkway improvements will provide a more attractive route than the existing outlying roads within the project area. The 80% split of newly generated traffic by the proposed development turning towards/from Westland Drive versus 20% traveling to/from the outlying roads is based on sound engineering judgment. The Knox County Department of Engineering and Public Works has reviewed all of the parameters in this analysis that involve engineering judgment and they have concurred with all of them.



9-B-13-UR

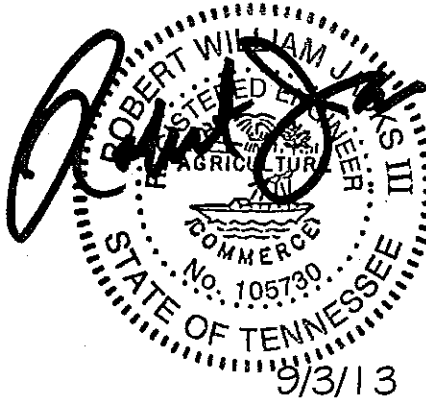


**TRAFFIC IMPACT STUDY**  
**WESTLAND COVE**  
**KNOX COUNTY, TENNESSEE**

-Prepared For-

-Prepared By-

Clear Water Partners, LLC  
 213 Fox Road  
 Knoxville, TN 37922



September 2013

514 Mutton Hollow Road / New Market, TN 37820 • (865) 556-0042 • [ajaxengineering@gmail.com](mailto:ajaxengineering@gmail.com)

## SPOT SPEED STUDY

As a further investigation of the study area, three spot speed studies were conducted. Two of the spot speed studies were conducted on Emory Church Road to sample and tabulate the existing motoring speeds along the road in the vicinity of the proposed development. Of these two measurements, one spot speed study was conducted near the proposed intersection where the apartment complex driveways intersect Emory Church Road and the other was conducted near the proposed marina intersection on the east side prior to the horizontal curve to the south. The results of the study indicate that the majority of the traffic along Emory Church Road travels at a much greater speed than the posted speed limit. The posted speed limit for Emory Church Road is 30 mph. The results of the spot speed study indicate that the observed 85<sup>th</sup> percentile speed was nearly 49 mph near the apartment complex intersection and 43 mph near the marina intersection.

Based on observation it appears that motorists perceive Emory Church Road as an isolated "back road" with little impetus to observe the posted speed limit due to the lack of development, driveways, or sense of speed enforcement.

The other spot speed study was conducted along Westland Drive in the vicinity of the intersection with Emory Church Road. The results indicated that the observed 85<sup>th</sup> percentile speed was approximately 47 mph. The posted speed limit for Westland Drive is 40 mph. All of the field observations are provided in Appendix F.

## TRAFFIC SIGNALIZATION WARRANTS

The Manual on Uniform Traffic Control Devices – 2009 Edition (MUTCD) presents 9 different warrants that have been developed by the traffic engineering profession as a means to determine whether or not a traffic signal is warranted. These warrants cover a broad range of minimum elements required to indicate whether a traffic signal is justified for any particular location. These elements exist of traffic volumes, pedestrian volumes, accident history, and other factors. The MUTCD explicitly states that a traffic control signal should not be installed unless one or more of the signal warrants in the manual are met. However, the satisfaction of a warrant does not entirely in itself justify the need for a traffic signal. Sometimes further engineering studies and judgments also need to be applied before justifying the need for a traffic signal to be installed. These extraneous studies are a very important step in insuring that an



installation of a traffic signal will not actually bring about degradations in safety and efficiencies.

Although the MUTCD provides 9 different warrants, only three of these are potentially applicable in this case for the intersection of Westland Drive and Emory Church Road. These three warrants are as follows:

#### **Warrant 1, Eight-Hour Vehicular Volume**

Warrant 1 is comprised of 2 conditions – A and B. The Minimum Vehicular Volume, Condition A, is intended for application where the volume of intersecting traffic is the principal reason for consideration of signal installation. The Interruption of Continuous Traffic, Condition B, is intended for application at locations where Condition A is not satisfied and where the traffic volume on a major street is so heavy that traffic on a minor intersecting street suffers excessive delay or conflict in entering or crossing the major street.

#### **Warrant 2, Four-Hour Vehicular Volume**

The Four-Hour Vehicular Volume signal warrant conditions are intended to be applied where the volume of intersecting traffic is the principal reason to consider installing a traffic control signal.

#### **Warrant 3, Peak Hour**

The Peak Hour signal warrant is intended for use at a location where traffic conditions are such that for a minimum of 1 hour of an average day, the minor-street traffic suffers undue delay when entering or crossing the major street.

The intersection of Westland Drive and Emory Church Road was evaluated for possible justification for a traffic signal based on the MUTCD Warrants listed above. Emory Church Road was used as the minor side street for the warrant analysis and Westland Drive was the major street. Based on the existing traffic volumes at the intersection in the analysis, it appears that this intersection currently warrants signalization. The intersection meets Warrant #2, Four-Hour Vehicular Volume based on the current posted speed limit. The posted speed limit on Westland Drive is 40 mph; however, it was measured that the 85<sup>th</sup> percentile speed exceeds 40 mph (47 mph) which also allows this intersection to meet Warrant #1, Condition B. Analyzing the intersection during the background conditions also results in the same signalization warrants.

The results of the traffic signal warrant assessments are located in Appendix G and Table 7 lists the results.

**TABLE 7  
TRAFFIC SIGNAL WARRANT SUMMARY**

Intersection	Volume Warrant - Required Number of Hours Satisfied				
	#1A (8 hour)	#1B (8 hour)	Comb. (8 hour)	#2 (4 hour)	#3 (Peak Hour)
EXISTING - 40 mph speed (100% FACTOR) Westland Drive at Emory Church Road	NO	NO	NO	YES	NO
EXISTING - 47 mph speed (70% FACTOR) Westland Drive at Emory Church Road	NO	YES	NO	YES	NO
BACKGROUND - 40 mph speed (100% FACTOR) Westland Drive at Emory Church Road	NO	NO	NO	YES	NO
BACKGROUND - 47 mph speed (70% FACTOR) Westland Drive at Emory Church Road	NO	YES	NO	YES	NO

**EVALUATION OF TURN LANE WARRANTS**

The proposed unsignalized intersections located along Emory Church Road for the boat livery/marina and the apartment complexes were evaluated for the need for separate left turn and right turn lanes. Utilizing the Knox County policy for turn lane requirements, it was determined that none of the three proposed intersections warrant separate left or right turn lanes on Emory Church Road. The Access Control and Driveway Design Policy with turn lane warrants relate volume thresholds based on prevailing speeds for two-lane roadways. The speed classification that was chosen for this evaluation was based on the spot speed study that was performed and showed that the 85<sup>th</sup> percentile speed was approximately 49 mph. Therefore, the evaluation used the Knox County classification for speeds of 46 to 55 mph and the calculated projected volumes. The Knox County evaluation worksheets are contained in Appendix D.

## CONCLUSIONS AND RECOMMENDATIONS

The analyses presented in this study of the proposed new Westland Cove indicate that the traffic generated by this development in tandem with existing and future traffic will operate adversely at the intersection of Westland Drive and Emory Church Road. This intersection has been calculated to operate at failure for the southbound and northbound approaches currently, in the future (background conditions), and when the new development has begun operations if no roadway improvements are made.

The following is a presentation of recommendations of what has been concluded as a means to mitigate the impacts of the overall development with the surrounding road system while achieving an acceptable level of traffic flow, safety, and cost.

- 1) **Fox Road at Emory Church Road:** From the capacity calculations, it has been shown that southbound left turns could operate at LOS D during the AM peak hours once the development becomes operational. It should be noted that this could potentially occur in 2015 even without the new development being constructed as shown in the earlier background discussion. **It does not appear that new separate southbound left and right turn lanes should be constructed.** Since this southbound approach is operating under yield control to avoid vehicles stopping unnecessarily on the railroad tracks, the concern is that allowing two turn lanes on this approach would interfere with sight distance and could cause operational problems near this railroad line. Overall, the small benefit it would provide in vehicle delay reduction as compared to the larger issues involved with adding a turn lane at this intersection with the railroad system do not seem warranted.
- 2) **Emory Church Road:** The current plans show a crosswalk across Emory Church Road at the apartment complex intersection and at the marina. It is not known at this point whether this will be allowed by the reviewing agencies. Special care should be applied if allowed. If crosswalks are allowed, **it is recommended that a series of warning signs be constructed along the roadway.** The posted speed limit on Emory Church Road is 30 mph but has been shown to operate at much higher speeds. If crosswalks are allowed specific signage should be installed and sidewalks must be present on both sides of the road. Adequate stopping sight distance must be available in both directions. Based on a posted 30 mph speed, the recommended stopping sight distance is approximately 200

feet for level conditions. However, based on the observed operating speeds along Emory Church Road, a stopping sight distance of 425 feet would be required.

- 2a) The ladder crosswalk design, consisting of two transverse lines parallel to one another together with longitudinal lines parallel to traffic flow, should be used so that the visibility of the crosswalk is maximized.
- 2b) The crosswalk width of the crosswalk should be 10 feet, solid white in color and the lines should have a width of 12 inches. The longitudinal lines should be spaced 3 feet apart.
- 2c) Pedestrian in crosswalk signs (W11A-2) with downward arrow plaque (W16-7p) should be installed at each end of the crosswalk location. The signs should be placed in advance of the crosswalk adjacent to the travel lane and facing the driver. Advanced pedestrian warning signs (W11-2) should be installed at a minimum distance of 150 feet but not exceeding 500 feet in advance of the crosswalk in either direction. Advanced warning signs should be accompanied by supplemental plaques with the legend "AHEAD" (W16-9p). See Figure 11 at the end of this report for illustration of recommended signage.

3) **New Driveway Entrances along Emory Church Road:** The current site plan does not show separate lanes for left and right turns out of any of the development entrance points. From the capacity studies it does not appear that they are warranted. Neither does it appear that separate left or right turn lanes into the driveway entrances are warranted based on the examination shown earlier of the turning and opposing volumes.

- 3a) All of the new roadway connections with Emory Church Road should be constructed with a Stop Sign (R1-1).
- 3b) Sight distance at the new intersections must not be impacted by new signage or landscaping. Sight distance at the marina should not be interfered with due to parked vehicles or watercraft at the marina parking ground. Currently there is significant wood and brush growth along this road corridor that would need to be removed to achieve the proper distances.
  - Based on a posted 30 mph speed, the recommended stopping sight distance is approximately 200 feet for level conditions and the corner sight distance requirement is 300 feet. However, taking into account the spot speed study results, there is concern that greater lengths should be provided due to the observed high speeds. Based on the higher observed operating speeds along

Emory Church Road, a stopping sight distance of 425 feet would be required. The road layout designer should insure that these sight distance lengths are met, maximized, and they should be labeled on the plans.

- Any design elements that would not impact sight distance, but could be designed such that would lend to a reduction of speeds due to a perceived narrowing of the road template along Emory Church Road should be encouraged. All potential “narrowing” design elements should take into account pedestrians and possible bicycle traffic.
- It is recommended that there be further monitoring of this road area once the development is operational if excessive speeds and conflicts are observed. The developer should work with the Knox County Engineering Department to investigate traffic calming/speed reduction strategies or greater speed enforcement.

3c) All road grade and intersection elements internally and externally should be designed to AASHTO and Knox County Engineering specifications and guidelines to insure proper operation.


4) Westland Drive/AL Lotts Elementary School: Prior to the commencement of the study, some concerns were discussed by the reviewing agencies in regards to the operation of the Westland Drive/ Emory Church Road intersection during the afternoon school dismissal at AL Lotts Elementary school. It has been suggested that during school dismissal at 2:45 PM, traffic queues have formed all the way from the school to the intersection in question (a distance of approximately 2,300 feet). All of the eastbound approaches along Westland Drive at other intersections in between the school and Emory Church Road are marked with “Do Not Block Intersection” (R10-7) signs which suggests past queuing problems. However, during the several days of current traffic counts for this study, no queuing problems were observed at the intersection of Westland Drive and Emory Church Road. For the most part, the queue line observed for the school dismissal never went much further than Cloverhill Lane which is approximately 1,200 feet from the Westland Drive and Emory Church Road intersection. This queue did not seem to affect operations at the studied intersection in any aspect during the traffic counts.

The school dismissal on Westland Drive in front of AL Lotts Elementary is assisted by Knox County Deputies. The queue on the eastbound side of the school along Westland

Drive was observed starting before the official school dismissal and was completely dissipated off of the street by 3:10. For the eastbound queue along Westland Drive, all of the waiting vehicles were observed parked to the far edge of the pavement along the curb which allowed thru vehicles to proceed cautiously through the school zone.

- 5) **Westland Drive at Emory Church Road:** From the capacity calculations, it has been shown that the southbound and northbound approaches at this intersection are at failure during the AM peak hour currently and projected to be at failure when the proposed development is operational. The existing and background volumes meet Warrant #2 volume thresholds for a traffic signal based on the posted speed of 40 mph, and they also meet Warrants #1, Condition B and Warrant #2 based on the observed speeds. The posted speed limit on Westland Drive is 40 mph but the spot speed study indicated speeds of approximately 47 mph. It is recommended that this intersection be signalized. A preliminary optimized signalization timing plan has been applied to this intersection and is based on a 90 second cycle length for the AM and PM peak hours. These preliminary signalization results for the intersection of Westland Drive and Emory Church Road are shown in Table 8 and the calculations are found in Appendix B.

TABLE 8  
2015 PEAK HOUR LEVEL OF SERVICE - PROJECTED WITH SIGNALIZATION

INTERSECTION	TRAFFIC CONTROL	TURNING MOVEMENT	LEVEL OF SERVICE	
			AM PEAK	PM PEAK
Westland Drive and Emory Church Road	Signalized 	Eastbound Left	E	E
		Eastbound Thru	A	A
		Westbound Left	A	A
		Westbound Thru	B	B
		Northbound Left/Thru/Right	C	B
		Southbound Left/Thru	D	C
		Southbound Right	D	C
		Eastbound Approach	C	B
		Westbound Approach	B	B
		Northbound Approach	C	B
		Southbound Approach	D	C

Furthermore, based on nomographs from ITE's publication, Transportation and Land Development, it is recommended that the southbound approach left/thru lane on Emory Church Road be extended to accommodate the increased future traffic. The current southbound left/thru shared turn lane storage length is approximately 65 feet in length (excluding taper). With signalization, the needed storage length has been estimated from a "Nomograph for Single-Lane Left Turn Storage at Signalized Intersections" and Synchro software calculations. Based on a presumed 90 second cycle length, the storage length needs to be a minimum of 230 feet.

Additionally, it is also recommended that the eastbound approach left turn lane on Westland Drive be extended as well. The current eastbound storage length is approximately 100 feet (not including taper). Using the above method estimations, it has been calculated that the eastbound left turn lane storage length should be approximately 280 feet in length based on a signalized intersection with a presumed 90 second cycle length.

The storage lengths are shown in Table 9 and the calculations are shown in Appendix B (Synchro) and in Appendix H (Nomograph).

**TABLE 9  
TURN LANE STORAGE SUMMARY  
2015 Combined Projected Conditions**

Intersection Name/Turn Lane	Turn Volume (vph) *	Existing Storage Length (ft)	Synchro 50% Queue (ft)	Synchro 95% Queue (ft)	Nomograph (See Appendix) Storage Length (ft)
<b>Westland Drive at Emory Church Road SIGNALIZED (100 sec cycle length)</b>					
Eastbound Left Turn	205	100	88	279	250
Southbound Left/Thru	168	65	116	228	220

\* Queues and turn volumes are taken from worst case scenario for each individual turn movement

In closing, it is believed that the intersection of Westland Drive and Emory Church Drive should be signalized based on traffic signal warrant analysis and based on the LOS for the existing, background, and projected conditions. With the addition of the new development, it is not recommended that this intersection remain unsignalized due to the LOS F conditions and the significant queuing problems that would result.

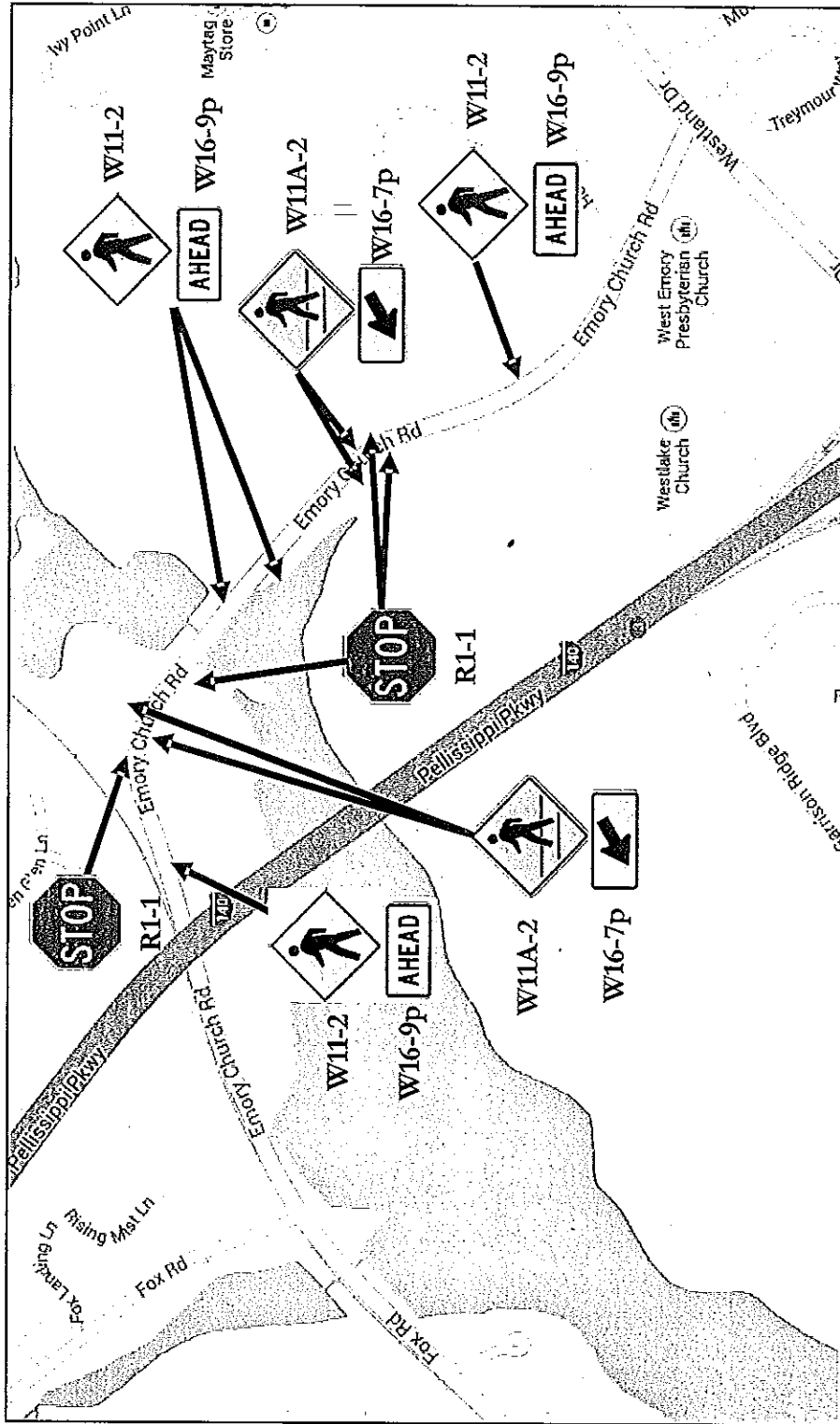


Figure 11  
Recommended Signage Map



**FOR FURTHER OPPOSITION COMMENTS  
AND EMAILS SEE 9-A-13-RZ**



**Fwd: Use on Review 9-B-13-UR and Zoning Request 9-B-13-RZ (A to PR)**

1 message

**Mark Donaldson** <mark.donaldson@knoxmpc.org> Tue, Sep 3, 2013 at 9:46 AM  
To: Betty Jo Mahan <bettyjo.mahan@knoxmpc.org>, Buz Johnson <Buz.Johnson@knoxmpc.org>, Michael  
Brusseau <Mike.Brusseau@knoxmpc.org>, Tom Brechko <Tom.Brechko@knoxmpc.org>, Dan Kelly  
<Dan.Kelly@knoxmpc.org>

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

From: **ED BENSON** <bensonce@bellsouth.net>  
Date: Tue, Sep 3, 2013 at 9:27 AM  
Subject: Use on Review 9-B-13-UR and Zoning Request 9-B-13-RZ (A to PR)  
To: "mark.donaldson@knoxmpc.org" <mark.donaldson@knoxmpc.org>

Subject: Use on Review 9-B-13-UR and Zoning Request 9-B-13-RZ (A to PR)

“Westland Cove Development”

\*Please note this Emory Church Road proposal does not relate to the Northshore Town Center issues.

Meeting: September 12, 2013 @ 1:30p

File Number(s): 9-B-13-UR and 9-B-13-RZ

Tract Size: 101.26

Address: 909 Emory Church Rd.

Dear Mr. Donaldson,

I am writing to oppose the Westland Cove apartment complex development proposed for the Melgaard property located at 909 Emory Church Road in West Knox County. This property is adjacent to my personal residence and my family’s land.

Twelve four story apartment buildings with a total of 328 apartments is in violation of the long standing Southwest County Sector plan that proposes single family residential dwellings for our community.

Adjacent property owners have adhered to the county density guidelines, but homeowners are now facing this dense apartment development that will devastate our community.

The proposed high density development presents a multitude of problems for our community.

- o Increased traffic
- o 6 additional entrances/exits on Emory Church Road

- Inadequate roads
- Fire Safety (328 apartments plus 254 boats, all serviced by narrow roads.)
- Safety (traffic, pedestrians, crime)
- Impact on schools
- Transient renters (non-owner care of property, continual support/transient traffic)
- Noise

Tax Records on this property indicate total acreage of 91.98 acres, but the developer claims 101.26 acres much of which is not “usable” land according to the Southwest Sector Plan definition.

The proposed development does not adhere to the current Knoxville-Knox County MPC: Southwest Sector General Plan 2033 and does not comply with the Hillside and Ridgetop Protection Plan.

Knoxville-Knox County MPC: Southwest Sector General Plan 2033 specifies in section 11.2 “Additional Development Policies”, the density for residential development will be based upon the amount of “usable” acreage, excluding areas which are under water, in floodways, have steep slopes, or are otherwise undevelopable.

Drawings submitted to MPC by the developer indicate the clearing and demolition requirements for this proposed apartment development will be:

Apartment Complex West of Emory Church Rd. - 9.0 acres will be cleared

Apartment Complex East of Emory Church Rd. - 17.6 acres will be cleared

For a total of 26.6 acres cleared

How can 328 apartments on 26.6 acres comply with the Southwest Sector Plan when the developer has indicated on his own drawings that only 26.6 acres is usable land?

Sincerely,

Charles Ed Benson

1000 Henderson Lane

Knoxville, TN 37922

Home [\(865\)693-7307](tel:8656937307)

Mobile [\(865\)567-3815](tel:8655673815)



---

## Fwd: MPC File #9-B-13-UR - Emory Church Road

1 message

---

**Mark Donaldson** <mark.donaldson@knoxmpc.org>

Thu, Sep 5, 2013 at 8:06 AM

To: Betty Jo Mahan <bettyjo.mahan@knoxmpc.org>, Buz Johnson <Buz.Johnson@knoxmpc.org>, Michael Brusseau <Mike.Brusseau@knoxmpc.org>, Tom Brechko <Tom.Brechko@knoxmpc.org>, Dan Kelly <Dan.Kelly@knoxmpc.org>

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

From: **Sherry Whitaker** <whitakerknox@earthlink.net>

Date: Thu, Sep 5, 2013 at 8:04 AM

Subject: MPC File #9-B-13-UR - Emory Church Road

To: [mark.donaldson@knoxmpc.org](mailto:mark.donaldson@knoxmpc.org)

Mr. Donaldson,

We are writing in strong opposition to the request for rezoning and development of the property located at 909 Emory Church Road (File #9-B-13-UR). As landowners located in the adjoining cove, we feel the proposed development of over 300 apartments would totally be out of character with the existing properties around the lake in the area. Each of the long-term residents around the cove has over an acre of property per dwelling (most have 3 or more acres).

The area east of Emory Church Road is currently a quiet cove bustling with wildlife. Blue herons nest each year in this area. Other inhabitants include beavers, wild turkeys, deer, ospreys, and ducks. We have recently started seeing a bald eagle in the area. It truly is a wildlife sanctuary.

While we realize that some development is unavoidable, our main concerns with this extraordinarily large project are:

1. Destroying the character of the neighborhood
2. Environmental impact to existing wildlife due to increased noise and activity
3. Greatly increased traffic to an already crowded Westland Drive and narrow Emory Church Road
4. Overcrowding of schools that were just recently adjusted
5. Large influx of transient apartment dwellers not invested in taking care of the property

Thank you for your consideration. Please do not allow this development at the current high density proposal. We would be happy for you to visit us and see the area for yourself.

Respectfully,

Michael and Sherry Whitaker

823 Zola Lane

Knoxville, TN 37922

[\(865\) 693-3439](tel:(865)693-3439)



---

## Fwd: File #9-B-13-UR 909 Emory Church Road "Westland Cove"

1 message

---

**Mark Donaldson** <mark.donaldson@knoxmpc.org>

Thu, Sep 5, 2013 at 8:06 AM

To: Betty Jo Mahan <bettyjo.mahan@knoxmpc.org>, Buz Johnson <Buz.Johnson@knoxmpc.org>, Michael Brusseau <Mike.Brusseau@knoxmpc.org>, Tom Brechko <Tom.Brechko@knoxmpc.org>, Dan Kelly <Dan.Kelly@knoxmpc.org>

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

From: **Pete Carpenter** <pwcarp@charter.net>

Date: Wed, Sep 4, 2013 at 7:54 PM

Subject: File #9-B-13-UR 909 Emory Church Road "Westland Cove"

To: [herb@claibornhauling.com](mailto:herb@claibornhauling.com), [bartcarey@comcast.net](mailto:bartcarey@comcast.net), [artclancy3@gmail.com](mailto:artclancy3@gmail.com), [cole5137@bellsouth.net](mailto:cole5137@bellsouth.net), [ewart@georteewart.com](mailto:ewart@georteewart.com), [lenedna@bellsouth.net](mailto:lenedna@bellsouth.net), [makane1@bellsouth.net](mailto:makane1@bellsouth.net), [Nathan.J.Kelly@gmail.com](mailto:Nathan.J.Kelly@gmail.com), [cflomax@hotmail.com](mailto:cflomax@hotmail.com), [rebeccalongmire@hotmail.com](mailto:rebeccalongmire@hotmail.com), [brianpierce@mbiarch.com](mailto:brianpierce@mbiarch.com), [jwroth@qmwkx.com](mailto:jwroth@qmwkx.com), [wstowers@stowerscat.com](mailto:wstowers@stowerscat.com), [jtocher.mpc@gmail.com](mailto:jtocher.mpc@gmail.com), [tom.brechko@knoxmpc.org](mailto:tom.brechko@knoxmpc.org), [michael.brusseau@knoxmpc.org](mailto:michael.brusseau@knoxmpc.org), [mark.donaldson@knoxmpc.org](mailto:mark.donaldson@knoxmpc.org)

Cc: Pete Carpenter <[pete.carpenter@provisionhp.com](mailto:pete.carpenter@provisionhp.com)>, [saddlebreds@charter.net](mailto:saddlebreds@charter.net)

I am writing as a concerned resident of Tan Rara Oeste subdivision just north of this proposed apartment/marina/boat storage complex on Emory Church Road. I highly encourage each of you to travel Emory Church Road near rush hour or when school is starting or letting out, or travel up Fox Road to Kingston Pike during rush hour to fully appreciate my concerns.

First, traffic:

- Emory Church, Fox, George Williams, and Canton Hollow Roads are all narrow, 2-lane, winding country roads totally incapable of handling the added traffic this project will impose. What traffic study has been done to justify the additional vehicle load? What written commitments has the developer made to widen the roads (to at least 3 lanes with a center turn lane) and shoulders (which are non-existent now). What traffic signals and signs has he committed to in writing to provide for the safety of motorists and relief of enormous congestion—Fox Road/Kingston Pike, Fox Road/Emory Church Road, Emory Church Road/Westland Drive, entry/exit to the development?
- Fox Road and Canton Hollow each pass by the entrance road to a school which are dangerously hard to navigate during rush hours. Increased traffic will only increase the danger to drivers and children.
- Fox Road tees into Emory Church Road at a dangerous railroad crossing that has no traffic signals or signage of any sort—only crossing arms and lights. this crossing already backs up hundreds of feet in all directions during busy times when a train passes. This added volume will make this intersection extremely dangerous without substantial improvements.
- Fox Road is very busy during morning rush/school hours and often backs up past Commercial Drive with drivers waiting to get out onto Kingston Pike. Traffic on Fox Road notoriously speeds and I would expect no improvement with a heavier flow—only increased danger. This will be the obvious route for residents of the development to reach Kingston Pike. The increase in volume will also greatly increase the already difficult task of exiting from the (4) subdivisions who only have this route of exit available to them.

- The residents at this development would send their kids to West Valley MS or A.L. Lotts Elementary School

via George Williams Drive or Westland Drive respectively. The traffic at Lotts already backs up hundreds of feet in either direction at school start and dismissal every day choking traffic on Westland Drive. To get to West Valley, traffic has to travel a heavily residential area over a very narrow country street with a difficult curve and hill leading up to the stop light at the entry to West Valley.

- Where Fox Road ends and becomes Canton Hollow Road there is a sharp 90-degree turn that immediately crosses the same railroad tracks—again with no traffic control measures at all. There have been several serious accidents at this corner, and heavier traffic will only make matters worse.
- What pedestrian traffic can be expected on Emory Church Road from the residents? There are no shoulders nor sidewalks now, so pedestrians would have to walk in the travel lanes of this very narrow road.

Next, Boats:

- There already is a marina less than 1/4mile west of this development—Fox Road Marina. Congestion, noise, dangerous traffic, and degradation of the lake beauty are not worth adding another marina.
- The lake spur where the marina is proposed nearly dries out when the lake is down. This is a terrible spot to put a marina unless you want your boat sitting in mud or navigating water so shallow as to damage props.
- There are existing residential areas surrounding the location. How bright is it to have fuel storage so close to wooded residential property? Considering the volume of fuel I envision, they will either have to have underground tanks which are an environmental nightmare and could pollute the lake, or above ground tanks which are totally ugly and inappropriate for this area.

Other concerns:

- What is the available student capacity at A.L. Lotts and West Valley MS? I suspect both these schools are already near capacity. Has anyone consulted with the schools? If the elementary kids are assigned to the new school at Northshore Town Centre that means they will have to travel on a busy interstate highway to get there and back. That doesn't seem like a wise choice.
- To my knowledge the closest fire stations are the Rural Metro and KFD stations at Parkside Drive north of Kingston Pike. That makes for a dangerous route across Kingston Pike and down Fox Road. Have the fire departments been consulted for their concerns? Is there adequate fire main distribution and pressure for the large influx of residents?

This is a very bad location to place such a large and densely populated development. I strongly, strongly urge you to veto the developer's request for Use on Review.

Pete and Cathy Carpenter

10200 Tan Rara Drive

Knoxville, TN 37922

(865) 712-9192

[pwcarp@charter.net](mailto:pwcarp@charter.net)



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

---

## Fwd: Emery Church Road development

1 message

---

**Michael Brusseau** <mike.brusseau@knoxmpc.org>

Thu, Sep 5, 2013 at 4:06 PM

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

Re: 9-A-13-RZ

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

From: **Joe Harrison** <[joeharri@chartertn.net](mailto:joeharri@chartertn.net)>

Date: Thu, Sep 5, 2013 at 4:03 PM

Subject: Emery Church Road development

To: [tom.brechko@knoxmpc.org](mailto:tom.brechko@knoxmpc.org), [michael.brusseau@knoxmpc.org](mailto:michael.brusseau@knoxmpc.org), [mark.donaldson@knoxmpc.org](mailto:mark.donaldson@knoxmpc.org)

I live in Tan Rara and travel Emory church road daily. The proposed development to include apartments and a marina will seriously overload the current road. I have driven through there in the last half hour and had to wait for a train to pass before crossing on to Fox Road. Traffic was backed past the Pellissippi overpass. Adding additional traffic could easily extend that waiting line beyond the entrance to the proposed development. Adding additional traffic must be preceded by adding with to the northern end of the road and building an railroad overpass.

In addition, the size of the proposed development is out of character for that location. Request you oppose this development. Joe Harrison 709 Colina Circle, 675-3518

--

Michael A. Brusseau, AICP, Senior Planner  
Knoxville-Knox County Metropolitan Planning Commission  
City-County Building, Suite 403  
400 Main St.  
Knoxville, TN 37902  
Phone: (865) 215-2500  
Fax: (865) 215-2068  
[www.knoxmpc.org](http://www.knoxmpc.org)





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

---

## Fwd: FW: Message from KMBT\_C454

1 message

---

**Tom Brechko** <tom.brechko@knoxmpc.org>  
To: Betty Jo Mahan <bettyjo.mahan@knoxmpc.org>

Thu, Sep 5, 2013 at 4:39 PM

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

From: **Virginia Smothers** <virginias@buddysbarbq.com>  
Date: Thu, Sep 5, 2013 at 9:50 AM  
Subject: FW: Message from KMBT\_C454  
To: "tom.brechko@knoxmpc.org" <tom.brechko@knoxmpc.org>

Mr. Brechko,

My husband, Mark Smothers, met with you on Tuesday regarding the rezoning of the Emory Church Road project. We would appreciate it if you would include this letter in your information packet going to the commissioners for consideration. We would love it if you would vote NO to this rezoning or at least postpone it as Mark and I will be out of town and unable to attend the meeting. We are greatly concerned with the traffic issues this project would create among other things.

Thank you!

**Virginia Smothers**

**Buddy's bar-b-q**

**Catering Department**

**Office 865.588.0051**

**Fax 865.588.7211**

**logo\_text\_home**



---

**From:** scans

**Sent:** Thursday, September 05, 2013 9:40 AM

**BUDDY'S**  
**bar-b-q**   
**My Kinda bar-b-q**

September 4, 2013

Metropolitan Planning Commissioners

Re: Huber Project # 9-A-13-RZ / Emory Church Road project

Please vote NO to this rezoning , or at least make a motion to postpone the voting until the community has had time to process the effects this development will have on our neighborhood in addition to the already horrible traffic problems!

My personal residence fronts Emory Church road and backs up to Henderson Lane. This project would border our property line. We have over \$2 million invested in our home and acreage.

When we learned of the rezoning efforts of Huber Properties to build at 378 unit apartment complex 4 stories tall on Emory Church Rd we were immediately concerned with the traffic, property value, over-crowding of A L Lott's elementary school and the privacy of our home.

During peak hours it is very difficult to turn onto Westland Drive without adding 500 more vehicles into the mix.

I greatly appreciate your consideration to vote NO on this rezoning.

Sincerely,



Mark Smothers





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

---

## Fwd: "Westland Cove" reference: File #9-B-13-UR

1 message

---

**Mark Donaldson** <mark.donaldson@knoxmpc.org>

Thu, Sep 5, 2013 at 6:39 PM

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

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

From: **Michele Ciancone** <eagles\_37923@yahoo.com>

Date: Thu, Sep 5, 2013 at 6:20 PM

Subject: "Westland Cove" reference: File #9-B-13-UR

To: "tom.brechko@knoxmpc.org" <tom.brechko@knoxmpc.org>

Cc: "michael.brusseau@knoxmpc.org" <michael.brusseau@knoxmpc.org>

My name is Michele Ciancone and I live off of Emory Church Rd.

I would like to express my concerns to your Metropolitan Planning Commission that I would like to vote NO. For these reasons: increased traffic, Inadequate roads, school overcrowding and such narrow roads.

I hope you will consider my vote of NO on this new development planed for our area. Thanks again;

Michele Ciancone.

Sent from my iPad



---

**Fwd:**

1 message

---

**Michael Brusseau** <mike.brusseau@knoxmpc.org> Fri, Sep 6, 2013 at 8:50 AM  
To: Betty Jo Mahan <bettyjo.mahan@knoxmpc.org>, Dan Kelly <dan.kelly@knoxmpc.org>, Tom Brechko <tom.brechko@knoxmpc.org>, Mark Donaldson <mark.donaldson@knoxmpc.org>, Buz Johnson <buz.johnson@knoxmpc.org>

Re: 9-A-13-RZ

----- Forwarded message -----  
From: **curt** <hammondcw@aol.com>  
Date: Thu, Sep 5, 2013 at 8:33 PM  
Subject:  
To: michael.brusseau@knoxmpc.org

Mr. Brusseau

It came to my attention today of the planned development on Emory Church road. Canton Hollow Rd. , Fox Rd and Emory Church Rd are the feeder roads to this potential development. An apartment complex of 325 units would cause complete disaster on these three roads. Traffic on to Westland drive from Emory Church Rd is already a problem.All three roads are narrow with numerous traffic fatalities over the years. The proposed site would be a problem with single resident housing much less with something of this magnitude. I am against this being rezoned for such a development.I live in Woodland Springs Sub. off Westland Drive. Please consider this concern and discuss it with Tom Brechko and Mark Donaldson.If I can be of any assistance , my phone number is 661-1796.

Thank You , Curtis Hammond

Curtis Hammond  
905 Shadetree Lane  
Knoxville TN 37922

--  
Michael A. Brusseau, AICP, Senior Planner  
Knoxville-Knox County Metropolitan Planning Commission  
City-County Building, Suite 403  
400 Main St.  
Knoxville, TN 37902  
Phone: (865) 215-2500  
Fax: (865) 215-2068  
[www.knoxmpc.org](http://www.knoxmpc.org)



---

## Fwd: File #9-B-13-UR 909 Emory Church Road "Westland Cove" Proposal

2 messages

---

**Mark Donaldson** <mark.donaldson@knoxmpc.org>

Fri, Sep 6, 2013 at 8:04 AM

To: Betty Jo Mahan <bettyjo.mahan@knoxmpc.org>, Buz Johnson <Buz.Johnson@knoxmpc.org>, Dan Kelly <Dan.Kelly@knoxmpc.org>

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

From: **Janet Morgan** <jmkentucky@yahoo.com>

Date: Thu, Sep 5, 2013 at 9:26 PM

Subject: File #9-B-13-UR 909 Emory Church Road "Westland Cove" Proposal

To: "tom.brechko@knoxmpc.org" <tom.brechko@knoxmpc.org>, michael.brusseau@knoxmpc.org, "mark.donaldson@knoxmpc.org" <mark.donaldson@knoxmpc.org>

Mr. Brechko, Mr. Brusseau, & Mr. Donaldson,

I am writing as a very concerned citizen about the "Westland Cove" proposal on Emory Church Road. Emory Church Road is a very narrow road and cannot handle a 328 apartments, 178 boat storage sheds, & a 76 boat marina. My kids go to A.L. Lotts Elementary School. Our school cannot handle that large of an influx of students that would come from 328 apartments. It is already very difficult to turn left onto Westland Drive in the mornings on our way to school.

Traffic already backs up almost to the Shoreline Church back entrance by 7:30am. This is without all the additional traffic from a new apartment complex. I drive Emory Church Road everyday at least 4 times a day. There are many blind turns on this road. It would become much more dangerous with that much additional traffic. Please vote NO on this proposal. This is not the right location for this apartment complex, boat storage shed, & marina. Please take into consideration all the families already around here and do not endanger the safety of our kids. Emory Church Road is not a safe road to add that much traffic. Please vote NO on September 12th!!!

Thank you for listening!

Sincerely,

Janet Morgan

Fox Landing Subdivision (off Fox Road)

---

**Michael Brusseau** <mike.brusseau@knoxmpc.org>

Fri, Sep 6, 2013 at 8:51 AM

To: Betty Jo Mahan <bettyjo.mahan@knoxmpc.org>, Dan Kelly <dan.kelly@knoxmpc.org>, Buz Johnson <buz.johnson@knoxmpc.org>

Re: 9-A-13-RZ

[Quoted text hidden]

--

Michael A. Brusseau, AICP, Senior Planner



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

---

## Fwd: File # 9-B-13-UR

1 message

---

**Michael Brusseau** <mike.brusseau@knoxmpc.org>

Fri, Sep 6, 2013 at 8:52 AM

To: Betty Jo Mahan <bettyjo.mahan@knoxmpc.org>, Buz Johnson <buz.johnson@knoxmpc.org>, Dan Kelly <dan.kelly@knoxmpc.org>

Re: 9-A-13-RZ

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

From: **Joe Barletta** <JBarletta@morrisproperty.com>

Date: Fri, Sep 6, 2013 at 8:17 AM

Subject: File # 9-B-13-UR

To: "tom.brechko@knoxmpc.org" <tom.brechko@knoxmpc.org>, "mark.donaldson@knoxmpc.org" <mark.donaldson@knoxmpc.org>

Cc: "michael.brusseau@knoxmpc.org" <michael.brusseau@knoxmpc.org>

Good morning. I am unable to attend the meeting on the 12<sup>th</sup> in reference to the Emory Church Proposed development.

My family and neighbors have invested hundreds of thousands of dollars to reside and live in this area. One of the major reason we chose here was that there was nothing like this project in the area.

We strongly vote NO to the apartments, storage sheds and marina. Consider the impact this would have next to your homes.

Thank you.

Joe Barletta CMCA

Director of Management Services

Morris Property Management, AMO, AAMC - An Associa® Company

Associa® – Delivering unsurpassed management and lifestyle services to communities worldwide.

9041 Executive Park Drive Suite 122 Knoxville, TN 37923

Phone [865-692-0930](tel:865-692-0930)

Learn more at [www.MorrisProperty.com](http://www.MorrisProperty.com) / Follow us at [www.facebook.com/MorrisPropertyManagement](http://www.facebook.com/MorrisPropertyManagement)

Notice: This e-mail message is for the sole use of the intended recipient(s) and may contain confidential and privileged information. Any unauthorized

review, use, disclosure or distribution is prohibited. If you are not the intended recipient, please contact the sender by reply e-mail and destroy all

copies of the original message. Please virus check all attachments to prevent widespread contamination and corruption of files and operating systems.

The unauthorized access, use, disclosure, or distribution of this email may constitute a violation of the Federal Electronic Communications Privacy Act

of 1986 and similar state laws. This communication does not reflect an intention by the sender or the sender's client or principal to conduct a

transaction or make any agreement by electronic means. Nothing contained in this message or in any attachment shall satisfy the requirements for a

writing, and nothing contained herein shall constitute a contract or electronic signature under the Electronic Signatures in Global and National

Commerce Act, any version of the Uniform Electronic Transactions Act or any other statute governing electronic transactions.

--

Michael A. Brusseau, AICP, Senior Planner  
Knoxville-Knox County Metropolitan Planning Commission  
City-County Building, Suite 403  
400 Main St.  
Knoxville, TN 37902  
Phone: [\(865\) 215-2500](tel:8652152500)  
Fax: [\(865\) 215-2068](tel:8652152068)  
[www.knoxmpc.org](http://www.knoxmpc.org)



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

---

## Please reject use on review File#9-B-13-UR

1 message

---

**Ashley Healy** <healyash@hotmail.com>

Tue, Sep 10, 2013 at 10:59 AM

To: "bettyjo.mahan@knoxmpc.org" <bettyjo.mahan@knoxmpc.org>

Good morning,

As property owners and residents of the community we would implore you to reject the use on review for any commercial development or commercial use on the Emory church road area and allow a rezoning of only PR. Commercial development and use would be dangerous to all vehicular traffic in such a narrow bend of the road. The exponential increase in boat and lake traffic would decrease property values, create hazardous and congested boating conditions and have adverse effects for the fish and wildlife in the area. Please take into consideration the residential intent for this area and allow it to remain a safe and thriving residential community.

Best Regards,  
Ashley Healy

Ashley Healy  
916 Harbor Pointe Way  
Knoxville, Tn 37934  
Cell: 865-679-0780  
Fax: 865-675-2344  
Email: healyash@hotmail.com