



PLANNED DEVELOPMENT FINAL PLAN

► **FILE #:** 11-A-21-PD

AGENDA ITEM #: 37

AGENDA DATE: 11/10/2021

► **APPLICANT:** DOUG KIRCHHOFFER / RR LAND LLC

OWNER(S): Multiple owners (see attached)

TAX ID NUMBER: 0 MULTIPLE (SEE ATTACHED)

[View map on KGIS](#)

JURISDICTION: City Council District 6

STREET ADDRESS: Multiple addresses (see attached)

► **LOCATION:** Generally bounded to the north by E. Jackson Avenue, to the east by Florida Street, on the west by Hall of Fame Drive and to the south of First Creek

► **APPX. SIZE OF TRACT:** 21.5 acres

SECTOR PLAN: Central City

GROWTH POLICY PLAN: N/A (Within City limits)

ACCESSIBILITY: In its final stage, the project will have frontage along E. Jackson Avenue, Florida Street, and a private drive that is yet to be created. E. Jackson Avenue and Florida Street are both classified as a local road. E. Jackson currently has a 23-ft pavement width inside a 47-ft wide right-of-way. Florida currently has a 28-ft right-of-way inside a 32-ft right-of-way north of Willow Avenue, and a 35-ft pavement width inside a 43-ft wide right-of-way south of Willow Avenue.

UTILITIES: Water Source: Knoxville Utilities Board

Sewer Source: Knoxville Utilities Board

WATERSHED: First Creek

► **ZONING:** I-MU (Industrial Mixed-Use), I-G (General Industrial), & HP (Hillside Protection Overlay)

► **EXISTING LAND USE:** Warehouses and vacant land

► **PROPOSED USE:** Multi-use stadium / mixed use planned development with associated commercial uses

HISTORY OF ZONING: None noted

SURROUNDING LAND USE AND ZONING:

North: Vacant land and commercial - I-MU (Industrial-Mixed Use) District

South: Multifamily and public/quasi-public land - RN-6 (Multi-Family Residential Neighborhood) and C-G-2 (General Commercial) Districts

East: Wholesale, commercial, and public/quasi-public land - I-MU (Industrial-Mixed Use) District

West: S. Hall of Fame Drive and James White Parkway rights-of-way

NEIGHBORHOOD CONTEXT: The parcels comprising the project area are located east of the Old City across from the James White Parkway and S. Hall of Fame Drive viaducts

and next to First Creek to the south. This is an under-utilized area surrounded by warehouse buildings.

STAFF RECOMMENDATION:

- ▶ **Approve the final plan for the multi-use stadium/mixed-use planned development because it is in substantial compliance with the approved preliminary plan (9-A-21-PD), subject to 12 conditions.**

Recommend that City Council amend the zoning map to add the PD (Planned Development) designation for those properties identified in Exhibit C.0 (Planned Development- Final Plan-Phase Diagram) as Phase 1.

1. Modifications to the final plan must be approved in accordance with Article 16.7.F (Modifications to Approved Final Plans).
2. Approval of the zoning map amendment by City Council to add the PD (Planned Development) designation for those properties identified in Exhibit C.0 (Planned Development- Final Plan-Phase Diagram) as Phase 1.
3. The development shall be compliant with the City of Knoxville Zoning Ordinance unless an exception has approved through the planned development process outlined in Article 16.7.
4. Implementation of all street and intersection improvement recommendations required to be installed by City Engineering and/or the Tennessee Department of Transportation (TDOT) as outlined in the approved Traffic Impact Study (TIS) prepared by Cannon & Cannon, Inc., as last revised on September 23, 2021, and/or subsequently revised and approved by the City of Knoxville Engineering Department, TDOT, and Planning Commission staff. The design details and timing of the installation of the improvements shall be worked out with the City of Knoxville Engineering Department and TDOT during the permitting phase. If the improvements will be implemented in phases, this shall be outlined and agreed upon by City Engineering and TDOT.
5. Obtaining all applicable permits from TDOT for any work within the TDOT right-of-way.
6. Meeting all applicable requirements of the City of Knoxville Engineering Department.
7. Provision of street names which are consistent with the Uniform Street Naming and Addressing System.
8. Installation of all sidewalks, walkways and the public plaza as identified on the site plan. A bond shall be provided to the City of Knoxville Engineering Department by the developer in an amount sufficient to guarantee the installation of the sidewalks unless otherwise agreed upon in the development agreement with the City.
9. Landscaping plans (Article 12) and a Master Sign plan (Article 13.7) shall be submitted, per their respective articles in the zoning ordinance, as part of the Alternative Landscaping Plan review process (Article 12.2.D) or the Master Sign Plan process (Article 13.7) outlined in the Zoning Ordinance. Proposed signage types shall be in substantial compliance with the preliminary plan.
10. A lighting plan shall be submitted for review and approval by Planning staff and Plans Review and Inspections staff for the areas of the site outside of the stadium for compliance with Article 10.2 (Exterior Lighting) and the approved preliminary plan. This shall be completed before building permits are issued for the applicable phase of the development.
11. Flickering or flashing lights, searchlights, or other high intensity lights, if approved through the Office of Special Events, shall be shielded or pointed so as not to affect traffic safety.
12. Ensuring that all accessory structures, including those for which an exception has been provided, are located such that they do not interfere with the required visibility triangle at intersections and driveways. The final plat should include any line-of-sight easements across lots as may be required by the City of Knoxville Engineering Department. A Concept Plan will be required if 6 or more lots are proposed.
13. All Project Documents are incorporated herein by reference and made a part of this Staff Report as if they were fully set out verbatim. To the extent there is a conflict or ambiguity between the terms of any of the Project Documents, and notwithstanding anything to the contrary in the foregoing documents, the order of priority listed below will be used for purposes of resolving the conflict or ambiguity:
 1. The Approved Final Plan;
 2. The Approved Preliminary Plan, Planning File No. 9-A-21-PD, attached as Exhibit A;
 3. The City of Knoxville Zoning Code.

COMMENTS:

PROJECT DESCRIPTION

GEM Development Group is proposing a multi-use stadium, mixed-use development under the Planned Development section of the Zoning Ordinance (Section 16.7). The applicant has stated that, "...the site will consist of a public multi-purpose sports stadium along with privately developed mixed-use buildings. The mixed-use buildings on site are anticipated to house apartment units, condominiums, retail space, and office space. Additional retail space facing Jackson Avenue is anticipated within the Multi-Use Stadium [parcel]. The proposed Multi-Use Stadium will serve as the home of a local minor league baseball

team, a local professional soccer team, and also serve as a downtown destination site for hosting concerts and other outdoor entertainment events. In addition to the public nature of the Stadium, the proposed development will provide other public amenities such as new public plaza(s) and new pedestrian-oriented streetscapes along the surrounding rights of way.”

The project is expected to be constructed in two or more phases. Phase 1 will include the buildings south of E. Jackson Avenue, including the actual stadium. The property north of E. Jackson Avenue will be a surface parking lot in phase 1. Phase 2 will include a large building fronting E. Jackson Avenue on the north. This building will house a large retail establishment (planned for a grocer, but tenants are as of yet undetermined) and a parking garage and will take the place of the surface parking lot. See Exhibit C.0 (Planned Development-Final Plan-Phase Diagram) for more information on the properties included in Phases 1 and 2.

SITE DESCRIPTION

The site is located in the Magnolia Warehouse District, east of The Old City. It encompasses the property between S Hall of Fame Drive and Florida Street from east to west, with a couple of parcels outside of those bounds. From north to south, it encompasses property between the railroad tracks above E Jackson Avenue and First Creek.

The surrounding development primarily consists of warehouse buildings, most of which are one-story structures. The area has an industrial, warehouse district atmosphere and does not include a lot of pedestrian activity. Some of the buildings in the area are in various states of disrepair with boarded-up windows.

Outside of the Old City across the viaducts, the nearest residences are currently located on Henrietta Avenue, backing up to Harriet Tubman Street. The Austin Homes housing development by Knoxville Community Development Corporation (KCDC) is currently underway and will be located across First Creek to the south.

ROAD NETWORK

Several modifications to the road network are proposed where the planned development is to be located. A traffic impact study has been submitted that describes road modifications that will occur, as well as detailing some preliminary recommendations. In addition to those described in the traffic impact study, the following modifications have been requested:

1. Patton Street -- Closure between Willow Avenue and E. Jackson Avenue; the roadway would be reconfigured as a private drive.
2. Campbell Avenue -- Closure from S. Hall of Fame Drive on the west to Florida Street.
3. Willow Avenue -- Closure between Patton Street and Florida Street to be incorporated as part of the stadium property. Willow Avenue will become non-contiguous after construction, so one section of it will need to be renamed in accordance with Article II, Section 5 (Street or Subdivision Name Change Application) of the Knoxville-Knox County Planning Commission Administrative Rules and Procedures.
4. Humes Street -- Closure between the railroad and E. Jackson Avenue (during Phase 2).

These changes are not part of the scope of the planned development approval but will be required to comply with all City of Knoxville Engineering standards. More detail about other proposed changes can be found in the draft Traffic Impact Study submitted as part of this application.

A preliminary circulation and operations plan has been submitted per the preliminary plan and will be reassessed in the future if needed (Appendix G.4).

APPROVED EXCEPTIONS FROM DISTRICT REGULATIONS AND CONFORMANCE TO THE PRELIMINARY PLAN

The following exceptions to the underlying dimensional, design, and use standards were recommended by the Planning Commission and approved by the City Council on October 5, 2021 as part of the preliminary plan for the multi-use stadium / mixed use planned development. Please refer to the Project Summary provided by the applicant for information on the rationale and justification for each of the exceptions listed (beginning on p. 8). The zoning ordinance articles referenced for each topic below correspond to the organization of the Project Summary.

Items for which no exception was granted are required to comply with I-MU zoning standards and the other articles of the zoning ordinance as appropriate. Items for which an exception were granted are reviewed for

substantial conformance below. Under each exception is verification that the proposal is in substantial conformance with the approved preliminary plan.

1. Uses. As tenants are identified they will be evaluated according to the approved preliminary plan. Two of the proposed uses are allowed as a special use inside the Planned Development per the approved preliminary plan. See Staff Report Appendix A for evaluation of the items below as a special use.

a. The stadium is considered an “outdoor amusement facility” (Articles 6.2 and 9.3), which is allowed as a special use.

b. The surface parking lot proposed for phase 1 north of Jackson Avenue is also allowed as a special use.

2. Dimensional Standards (Article 6.3). All proposed heights are below the maximum building height of 175 ft allowed for the planned development.

a. Building form is yet to be finalized, and a range of building heights are proposed for each building. The height range is specified in the Building Data Summary on Exhibit D.8 (Building Coverage Per Lot) and is shown on the building height dimensions in Exhibits E.1 through E.5 as follows:

- Stadium (excluding playing field): 36 ft to 52 ft proposed
- Building A: 90 ft to 132 ft proposed
- Building B: 74 ft to 89 ft proposed
- Building C: 74 ft to 89 ft proposed

b. The mixed use buildings surrounding the stadium will be located on their own lots. The proposal is in compliance with the planned development 0-ft. side and rear setbacks. A Concept Plan will be required if 6 or more lots are proposed.

c. The build-to zone has been depicted on the site plans which illustrates compliance with the front setback build-to zone requirements. A build-to percentage specifies the percentage of the building façade that must be located within a build-to line or build-to zone. Plazas and other open space features are counted as meeting the build-to percentage.

3. Design Standards (Article 6.4). One exception was requested from the design standards, for repeating patterns or materials to repeat every 100 ft. (6.4.A). Compliance will be verified during permitting.

a. The precise placement of various materials on the elevations is not as significant as the repetition and fenestration percentage when reviewing for compliance at this stage. Since the proposed materials will be required to meet the standards of the zoning ordinance and preliminary plan, the specific location of these materials can be determined as part of the permitting process.

4. Exterior Lighting (Article 10.2).

a. A lighting plan was submitted for the stadium. The photometric plan for the stadium shows the light levels at 0 footcandles (fc) at the rights-of-way lines (10.2.B.1).

b. Lighting for the mixed use buildings surrounding the stadium will be submitted at a future date in accordance with the exception granted in the preliminary plan (10.2.A) allowing lighting plans to be submitted at a future time.

c. Proposed fixtures meet the exceptions granted in the preliminary plan (10.2.B).

d. Lighting plans list the mounting height and pole height to be 110 ft or below. (10.2.C.3.a).

e. Flashing or flickering lights (10.2.D.1).

- The LED screens will feature flashing and flickering lights. These are primarily internal to the site and an exception was granted during the preliminary plan.

- There is also the potential for flashing and flickering lights in the stadium, as the “Show Light Entertainment Package” is a standard feature with Musco Lighting Company (stadium lighting provider) for the LED light fixtures. The stadium lights will have the ability to be programmed to flash or flicker. The lighting consultant has stated that the lighting intensity of these lights would not exceed what has been provided in the analysis in Exhibit C.6 (Photometric Calculations).

However, the stadium lighting should only be programmed to allow flashing and flickering during approved and permitted special events.

f. With regard to glare on nearby roadways, the stadium light fixtures in the northwestern corner of the stadium will be visible from the intersection of Willow Avenue and S. Hall of Fame Drive. A note from the lighting consultant stating that, “a glare impact study has been conducted and showed that the glare impact level at the intersection of E. Summit Hill Dr. and S. Hall of Fame Dr. is 0 candela. As a point of reference, a candela level between 25,000 and 75,000 candela is equivalent to the high beam headlights of a car. A candela level of 500 or less is equivalent to a 100W incandescent light bulb.”

g. No searchlights, laser source lights, or similar high-intensity lights (10.2.D.2) are proposed at this time. These would be requested for special events on a case-by-case basis to be permitted through the City of Knoxville.

h. If not listed in the preliminary plan exceptions above, any exterior lighting proposed must also meet zoning ordinance requirements. For example, the proposed stadium lighting fixtures will be shielded to meet Articles 10.2.B.6 and 7.

5. Accessory Uses and Structures (Article 10.3).

a. Flag pole locations are yet to be finalized; however, the project proposes up to 11 flag poles to be located within the stadium and public plazas. This is in compliance with the preliminary plans, which granted an exception from the flag pole maximum of 3 poles for a site.

b. No other accessory structures associated with the approved exceptions were proposed. Proposal of any additional accessory uses and structures (Article 10.3) would be a modification to the final plan and would be reviewed at such time of submittal in accordance with Article 16.7.F as either a major or minor modification. For example, an additional ticket booth is an additional accessory use that could be proposed at a future time.

6. Required Off-Street Parking (Article 11.4). No off-street parking is required for the multi-use stadium; residential parking in the multi-use buildings will be required to comply with the zoning ordinance (11.4.A). No exceptions from the zoning ordinance requirements have been requested for residential parking, so it is not part of the planned development and would be reviewed at the time of permitting. Vehicular and bicycle parking will be submitted during the permitting process.

7. Access and Driveway Design (Article 11.7). The proposal does not exceed the maximum number of driveways allowed by the lot sizes, and the development was granted exceptions from the corner clearance requirements.

8. Master Sign Plans for Unified Developments (Article 13.7). A master sign plan will be submitted at a later date.

9. Required Off-Street Loading Spaces (Article 11.10).

a. The mixed-use buildings are not required to provide off-street loading spaces. No loading areas are shown on the plans for the mixed use buildings (Buildings A, B, and C), and this is in compliance with the exception eliminating this requirement for those buildings.

b. No exceptions have been requested for stadium event loading and unloading. Loading and unloading for stadium activities would occur along the private right-of-way on the west and/or off of the south entrance of Florida Street. The intent is to close the private right-of-way for large event loading and unloading for the stadium, and/or to use the driveway off of Florida Street. Neither is a loading space designated with striping or other markers; however, both areas exceed the loading dock dimensional requirements of Article 11.10.D of the zoning ordinance.

ZONING ORDINANCE REQUIREMENTS: I-MU (INDUSTRIAL-MIXED USE) DISTRICT AND LANDSCAPING

The following are standards for which no exceptions were requested. Under each criterion is verification that the proposal is in compliance with the zoning ordinance.

1. Building and Site Design (Article 6.4, Table 6-2). No exceptions were sought for the following standards, and the project proposal meets the zoning ordinance requirements for the I-MU zone.

a. The proposed fenestration meets the 30% minimum required at ground level and the 15% minimum required for upper levels. This is noted in the Fenestration Design Table on Exhibits E.1 through E.5 and is depicted on the elevations.

b. The proposal meets commercial site design requirements for pedestrian access as sidewalks are provided from the public rights-of-way and walkways are provided throughout the stadium area.

c. No surface parking is proposed between the building and the front lot line.

2. Landscaping (Article 12). No exceptions were sought for this Article. An Alternative Landscape Design will be submitted meeting the requirements of Article 12.2.D.

ADDITIONAL MEASURES

1. Building Coverage: Neither the I-MU zone nor the preliminary plan have any requirements for building coverage. However, per Article 16.7.F (Modifications to Approved Plans), if a modification to a plan resulted in a difference to the building coverage, it would require another round of approvals. A change to the building coverage on a lot amounting to less than 10% would require Planning Commission approval; a change to the building coverage greater than 10% would require City Council approval. Therefore, a range of building coverage is proposed to reduce the need for later approvals by the Planning Commission or City Council for items that have not yet been finalized, but that would not affect the overall planned development.

a. Stadium (excluding playing field): 20-26% proposed

b. Building A: 60%-100% proposed

c. Building B: 75%-100% proposed

d. Building C: 75%-100% proposed

The proposal is in compliance with the preliminary plan of the planned development and with the other dimensional and design standards of the I-MU (Industrial-Mixed Use) district and no nonconformities were identified by staff as part of this review.

If the final plan is approved by the Planning Commission, the application will go forward to City Council for consideration of an amendment to the official zoning map to add the PD (Planned Development) designation. The amendment to the zoning map will be considered by City Council on December 14, 2021 and January 11, 2022.

The Planning Commission's approval or denial of Phase 1 of the final plan (as identified in Exhibit C.0) is final, unless the action is appealed to the Knoxville City Council. The date of the Knoxville City Council hearing will depend on when the appeal application is filed. Appellants have 15 days to appeal a Planning Commission decision in the City.

APPENDIX A.1 SPECIAL USE EVALUATION FOR STADIUM AS AN OUTDOOR AMUSEMENT FACILITY

STANDARDS FOR EVALUATING A SPECIAL USE (ARTICLE 16.2.F.2.)

1) THE USE IS CONSISTENT WITH ADOPTED PLANS AND POLICIES, INCLUDING THE GENERAL PLAN AND THE ONE-YEAR PLAN.

A. The One Year Plan and Central City Sector Plan both have this property designated as MU-SD, CC3 (Mixed Use-Special District, SoMag) which allows consideration of the MU-RC (Mixed Use-Regional Center) and LI (Light Industrial) land use classes. MU-RC is described as intended for the highest intensity mixed use centers and should be serviced by sidewalks, transit systems, and on major arterials. An outdoor amusement facility would meet this description, and the proposed development meets all of the listed criteria associated with MU-RC. And the LI land use class allows the I-MU base zone, which in turn allows outdoor recreational facilities as a special use regardless of whether a Planned Development (PD) designation is in place.

2) THE USE IS IN HARMONY WITH THE GENERAL PURPOSE AND INTENT OF THIS ZONING CODE.

A. Both the original I-MU (Industrial-Mixed Use) base zoning and the approved preliminary plan allow outdoor amusement facilities as a special use.

B. The approved preliminary plan contains exceptions with which the applicant must comply.

C. The proposal meets all requirements of the Planned Development, as well as other criteria for approval of a special use.

3) THE USE IS COMPATIBLE WITH THE CHARACTER OF THE NEIGHBORHOOD WHERE IT IS PROPOSED, AND WITH THE SIZE AND LOCATION OF BUILDINGS IN THE VICINITY.

A. The project summary was approved as part of the preliminary plan and goes into great detail regarding the surrounding area and the public benefits anticipated by the proposed stadium development. The project summary has been submitted with the final plan to provide guidance for plan review. Refer to the "Site Description" section of the staff report and the "Public Benefit" section on p. 4 of the Project Summary for more information.

4) THE USE WILL NOT SIGNIFICANTLY INJURE THE VALUE OF ADJACENT PROPERTY OR BY NOISE, LIGHTS, FUMES, ODORS, VIBRATION, TRAFFIC, CONGESTION, OR OTHER IMPACTS DETRACT FROM THE IMMEDIATE ENVIRONMENT.

A. The development would be required to comply with the Article 10 of the City of Knoxville Zoning Ordinance standards for the aforementioned impacts. Section 10.2 regulates lighting, while noise, dust and pollution, odors, fire hazards, and other similar concerns are regulated in Section 10.5. All aspects of the zoning ordinance shall apply unless an exception has been granted and a special event permit issued, if applicable.

5) THE USE IS NOT OF A NATURE OR SO LOCATED AS TO DRAW SUBSTANTIAL ADDITIONAL TRAFFIC THROUGH RESIDENTIAL STREETS.

A. Additional traffic will not be drawn through residential streets because the project is bordered by nonresidential streets and is just off of S. Hall of Fame Drive, a major arterial.

6) THE NATURE OF DEVELOPMENT IN THE SURROUNDING AREA IS NOT SUCH AS TO POSE A POTENTIAL HAZARD TO THE PROPOSED USE OR TO CREATE AN UNDESIRABLE ENVIRONMENT FOR THE PROPOSED USE.

A. There are no known uses in the area that could be a potential hazard or create an undesirable environment for the proposed uses within the development.

APPENDIX A.2 SPECIAL USE EVALUATION FOR A SURFACE PARKING LOT (PHASE 1, NORTH SIDE OF E. JACKSON AVENUE)

STANDARDS FOR EVALUATING A SPECIAL USE (ARTICLE 16.2.F.2.)

1) THE USE IS CONSISTENT WITH ADOPTED PLANS AND POLICIES, INCLUDING THE GENERAL PLAN AND THE ONE-YEAR PLAN.

A. The One Year Plan and Central City Sector Plan both have this property designated as MU-SD, CC3 (Mixed Use-Special District, SoMag) which allows consideration of the MU-RC (Mixed Use-Regional Center) and LI (Light Industrial) land use classes.

B. The SoMag District is part of the Magnolia Avenue Corridor Plan. The plan recommends a mix of uses, including vertical mixed-use buildings, multi-level structures, office, institutional, and residential uses. The historic forms of the Old City, specifically buildings with front doors next to the sidewalk, are encouraged in the SoMag District, with the exception of Summit Hill Drive, where buildings should be set farther back.

C. In recognition of the opportunity for a denser, more urban network similar to what is found in the Old City, the plan recommends underground parking and parking structures in the Summit Hill area, as well as placing parking lots to the side and rear of buildings. However, the surface parking lot proposed in Phase 1 is a stand-alone use. Staff believes a surface parking lot is not out of character with the area as an extension of the Old City, which also has surface parking lots.

2) THE USE IS IN HARMONY WITH THE GENERAL PURPOSE AND INTENT OF THIS ZONING CODE.

A. The original I-MU (Industrial-Mixed Use) base zoning allows surface parking lots as a special use, and the approved preliminary plan for the stadium project added parking lots as a special use.

B. The approved preliminary plan contains exceptions with which the applicant must comply.

C. The proposal meets all requirements of the Planned Development, as well as other criteria for approval of a special use.

D. A landscape plan for the parking lot will be required that must comply with the zoning ordinance.

3) THE USE IS COMPATIBLE WITH THE CHARACTER OF THE NEIGHBORHOOD WHERE IT IS PROPOSED, AND WITH THE SIZE AND LOCATION OF BUILDINGS IN THE VICINITY.

A. The surface parking lot on the north side of E. Jackson Avenue is proposed for Phase 1 only. Building G is proposed for the site as part of Phase 2. During the interim, the parking lot will also function as a staging area. Due to the size of the project and construction necessary, a staging area will provide relief from construction vehicles parking in the street in addition to the staging functions that will occur.

4) THE USE WILL NOT SIGNIFICANTLY INJURE THE VALUE OF ADJACENT PROPERTY OR BY NOISE, LIGHTS, FUMES, ODORS, VIBRATION, TRAFFIC, CONGESTION, OR OTHER IMPACTS DETRACT FROM THE IMMEDIATE ENVIRONMENT.

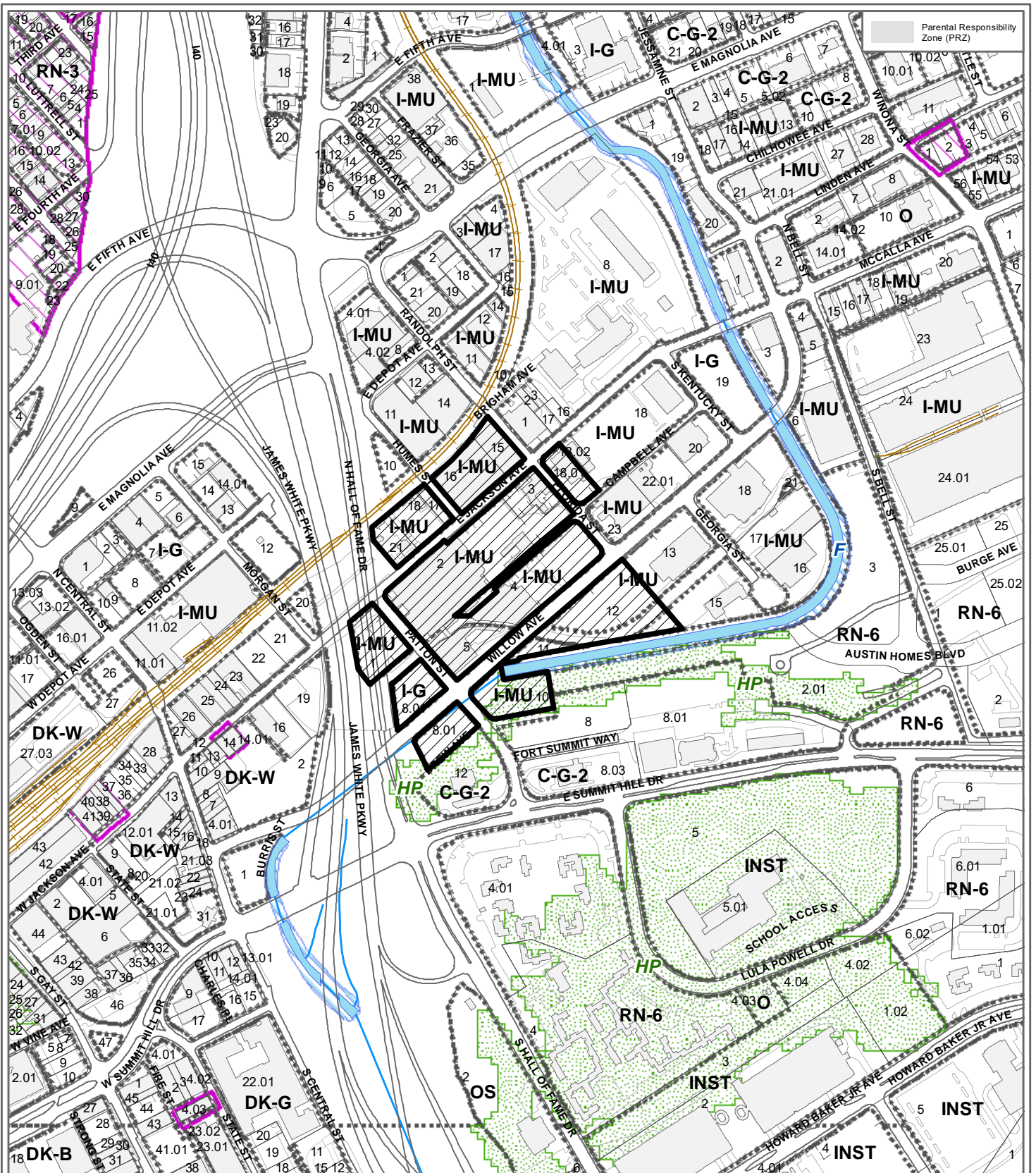
A. The development would be required to comply with the Article 10 of the City of Knoxville Zoning Ordinance standards for the aforementioned impacts. Section 10.2 regulates lighting, while noise, dust and pollution, odors, fire hazards, and other similar concerns are regulated in Section 10.5. All aspects of the zoning ordinance shall apply unless an exception has been granted and a special event permit issued, if applicable.

5) THE USE IS NOT OF A NATURE OR SO LOCATED AS TO DRAW SUBSTANTIAL ADDITIONAL TRAFFIC THROUGH RESIDENTIAL STREETS.

A. Additional traffic will not be drawn through residential streets because the project is bordered by nonresidential streets and is just off of S. Hall of Fame Drive, a major arterial.

6) THE NATURE OF DEVELOPMENT IN THE SURROUNDING AREA IS NOT SUCH AS TO POSE A POTENTIAL HAZARD TO THE PROPOSED USE OR TO CREATE AN UNDESIRABLE ENVIRONMENT FOR THE PROPOSED USE.

A. There are no known uses in the area that could be a potential hazard or create an undesirable environment for the proposed uses within the development.



11-A-21-PD
CONCEPT PLAN/DEVELOPMENT PLAN

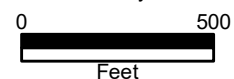


A multi-use stadium / mixed use planned development in I-MU (Industrial Mixed-Use), I-G (General Industrial), and HP (Hillside Protection Overlay) Districts

Original Print Date: 10/13/2021 Revised: 10/20/2021
 Knoxville - Knox County Planning Commission * City / County Building * Knoxville, TN 37902

Petitioner: Kirchhofer, Doug
 Undefined

Map No: 0
 Jurisdiction: City



Multi-Use Stadium / Mixed Use Planned Development

Project Summary

Revised: 10/29/21



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EXHIBITS

Exhibit A.1 Current Ownership- RR Land LLC.....
 Exhibit A.2 Current Ownership- Quitclaim Deed Norfolk Southern.....
 Exhibit A.3 Current Ownership- Contract King Property.....
 Exhibit A.4 Current Ownership- David Dewhirst.....
 Exhibit A.5 Current Ownership- Bottoms Group One LLC.....
 Exhibit A.6 Current Ownership- King Property Authorization.....
 Exhibit A.7 Current Ownership- Pavlis Property Authorization.....

Exhibit B.1 – Expected Project Schedule.....

Exhibit C.0 – Planned Development Final Plan Phase Diagram.....
 Exhibit C.1 – Extent of Planned Development (Current Parcels).....
 Exhibit C.2 – Extent of Planned Development (Proposed Site Plan)

Exhibit D.1 – Phase 1 Site Plan Layout

Exhibit D.2 – Phase 2 Site Plan Layout

Exhibit D.3– Site Plan Phase 2 Proposed Property Lines and Setbacks

Exhibit D.4 – Site Plan Phase 2 Rendered Site Plan- Design Intent.....

Exhibit D.5 – Site Landscaping Intent Diagram

Exhibit D.6 – Stadium Lighting Intent Concept Plan

Exhibit D.7 – Stadium Lighting Preliminary Photometric Calcs and Specs...

Exhibit D.8 – Building Coverage per Lot

Exhibit E.1– Proposed Schematic Building A Elevation- Plaza

Exhibit E.2– Proposed Schematic Building B/C Elevation- Florida St.....

Exhibit E.3– Not Used.....

Exhibit E.4– Proposed Schematic Stadium Elevation- Jackson Ave.....

Exhibit E.5– Proposed Section Thru 2nd Base, Looking South.....

Exhibit E.6- 3-D Views, Preliminary Schematic Design.....

Exhibit E.7- 3-D Views, Preliminary Schematic Design.....

Exhibit E.8– Proposed Preliminary Jackson Ave Street Cross-Section.....

Exhibit F.1– Proposed Public Utilities Site Plan.....

Exhibit G.1– Parking Study

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Exhibit G.3– Traffic Impact Study.....

Exhibit G.4– Multi-Use Stadium Circulation Summary and Operations Plan..

SUMMARY OF PLANNED DEVELOPMENT

Planned Development Summary:

GEM Development Group proposes a Multi-Use Stadium / Mixed Use Planned Development, formed as a public-private partnership. The completed work on the site will consist of a public multi-purpose sports stadium along with privately developed mixed use buildings. The mixed-use buildings on site are anticipated to house apartment units, condominiums, retail space, and office space. Additional retail space facing Jackson Avenue is anticipated within the Multi-Use Stadium. The proposed Multi-Use Stadium will serve as the home of a local minor league baseball team, a local professional soccer team, and also serve as a downtown destination site for hosting concerts and other outdoor entertainment events. In addition to the public nature of the Stadium, the proposed development will provide other public amenities such as new public plaza(s) and new pedestrian-oriented streetscapes along the surrounding rights of way.

The planned development will be located in an area of the “Old City” located East of Hall of Fame Drive as described in the attached maps, on properties totaling approximately 21.5 acres.

The Multi-Use Stadium Planned Development is intended to provide a mix of Entertainment, Office, Retail, and Residential uses at the eastern edge of the Old City District in a density necessary to activate areas East of Hall of Fame Drive and to promote further quality development and economic growth eastward beyond the current limits of the downtown area.

Once completed, the Planned Development will provide a prominent new public amenity to downtown Knoxville with a mix of proposed uses intended to promote activity in the area throughout the day, creating a thriving urban environment that extends the downtown district beyond the elevated viaducts of James White Parkway and Hall of Fame Drive and reaching into East Knoxville. Additionally, the development will be designed to complement the existing urban fabric and support the function of the adjacent I-MU districts to encourage the reuse of older, character giving structures that may no longer be suitable for their original industrial purposes, but that can accommodate a variety of alternative types of uses.

Note: red text indicates requested exception to ordinance throughout document

Public Benefit / Objectives of the City:

- **Create an active urban node connecting downtown to districts east of the James White Parkway / Hall of Fame Drive**
 - Due to the impacts of various urban renewal projects over the last half-century, in addition to the construction of an elevated overpass for James White Parkway and Hall of Fame Drive, this area has suffered from a visual and physical separation to downtown. The proposed development aims to improve connectivity by energizing this location with active year-round activities in the stadium, public plaza, and through the retailing and other mixed-use components of the project
- **Recognition of the history and culture of the site and surrounding area.**
 - The development aims to display images and art that will bring light to the rich history and culture that once thrived in this area. Highlights will include history and background information on past businesses, organizations, and citizens that were integral to the local community that existed previously. Special attention will be placed on including information on Knoxville’s connection to the Negro Southern Baseball League, the Knoxville Giants, and other Knoxville Baseball greats.
- **Provide more housing to this portion of downtown east of Hall of Fame Drive, including a mix of apartments, condominiums, and the necessary off-street parking to support the additional housing.**
 - This housing will complement the affordable housing component that KCDC is constructing at Austin Homes, and will further enhance the potential for other mixed-use development further eastward
- **Create a hub that promotes connectivity through a mix of pedestrian and public transportation routes and refurbishes existing parking and provides for new bus and ride-share pick-up and drop off zones.**

- With east and north Knoxville being within walking and biking distance, the development will aim to enhance the multi-modal experiences in the reconstructed streets comprised on the site. The completed site will reinforce connections with nearby neighborhoods and various public transportation options by developing smart design solutions for outdoor use zones, pedestrian zones, landscape zones, and auto zones.
- Transit route configurations and stops have been discussed with KAT, as to enhance the areas connectivity between the development and parking garages throughout downtown
- **Connect proposed urban greenway with new plaza encouraging pedestrian traffic between downtown and residential/commercial developments to the East.**
 - By expanding the pedestrian connectivity between downtown, Old City, and East/North Knoxville, as well as planning connections for other future greenway paths, the city will have a healthier environment and will further contribute to the residents' health and well-being.
- **Development of the public plaza as a gathering place, which can be used for pre-game festivities, music and other festivals, a public market space, casual relaxation, arts displays, and other general community use opportunities**
 - The availability of an open public urban space like this provides the community for opportunities of developing connections to one another and contributes to a greater feeling of togetherness, while also further contributing to a healthy city environment.
- **The proposed Stadium concourse level will be available for public use during non-event periods, for walks, minor events viewing, socializing, etc.**
 - The availability of this space adds public spaces which promotes health and well-being.
- **Provide areas for school bus pull off to encourage further engagement with the community and neighborhoods not immediately adjacent to the development**
 - School bus pull off for picking up children or dropping off for ball games and other events will have a dedicated zone, as to isolate such activity from vehicular traffic, with access from the busses to the sidewalks being on the right side and bus shelters. The specific location will be on a planned one-way road as to reduce the risk of cross traffic incidents
- **Promote and encourage eastward quality development.**
 - As evidenced by other cities with similar developments, such projects become the catalyst for further properties developing as mixed-use projects, with further retail and residential opportunities that enhance the surrounding communities
- **Provide desirable space for mid-size retailers like a grocery necessary to support a thriving population of downtown residents.**
 - Downtown Knoxville and East Knoxville residents will benefit from the availability of a location in this facility that will facilitate the potential for a mid-sized neighborhood grocery or other mid-size uses important to residents.
- **Provide pedestrian-oriented streetscapes with urban landscaping and areas for outdoor restaurant patios.**
 - Promotion of healthy communities with generous walkable shaded sidewalks encourage walkability and a healthier city environment. Pedestrian-oriented streets also encourage activity when the stadium is not in use.
- **Activate an under-performing district for a net increase in tax revenue.**
- **Remediate a current brownfield site and convert it into a productive amenity within the city.**
 - The prior uses of this property have classified it as a brownfield designation per state agencies and the EPA. Through smart planning and design, the property will be repurposed for the safe uses as planned, with no impact on any adjoining properties.
- **Improve lighting, design, and facilitate the intentional use of area beneath James White Parkway/Hall of Fame Dr. Viaduct.**
 - The newly reconstructed streets will include new light fixtures meeting the city's sustainability and energy efficiency standards, which will also conform to dark-sky initiatives of reducing light pollution.
- **Update and modernize utility infrastructure in the area.**

- The overhead electrical services through the project will be reconstructed to be concealed underground, creating a better environment free from overhead wires.
- The area water, sewer, and gas infrastructure will be improved as part of the design, and will have capacities required to serve this and other future adjacent properties.
- **Rebuild streets in the area.**
 - The oversized wide streets once constructed for warehousing purposes will be designed to encourage slower traffic patterns, further enhancing the community. New sidewalks will be designed to encourage pedestrian activities and accessibility.
- **Help foster a common identity for City of Knoxville residents by bringing sports teams back to Knoxville**
 - The stadium provides an additional activity type not currently available downtown (outdoor sports). A greater diversity of activities and options increases the base of available tourists to downtown, as well as the reasons for people to stay in downtown and engage in additional economic activities.
- **Support underserved communities/districts by improving connectivity, economic development, and access to public amenities.**
- **Contribution of landscaping to a healthy environment.**
 - Proposed native trees and greenway plantings will offer summer shading to streets and public plaza areas, will produce a cooler, welcoming environment, contribute to a sense of place, and create a desirable urban destination.
- **Anticipated creation of local jobs**
 - Due to this development, jobs will be created for all segments of the population including the construction industry, service and managerial positions within the stadium, the sports organization, the residential communities, the retail, and restaurant businesses, as well as all the many surrounding businesses in the Old City and East Knoxville that will thrive due to this development.
 - The jobs will include opportunities for teenagers and retirees to engage with the working community
- **Development of the Public City Plaza**
 - The development of the City Public Plaza will encourage daily social gathering by all citizens, create a wonderful venue, not just during sporting events, but for a wide variety of festivals, public market space, and many other types of events. The creation of a Public City Plaza also will help support sales for the new local retail vendors in the area.

Present Ownership:

Current ownership of the Development parcels of this Planned Development are as follows:

Parcel ID: 095AM016; 601 E Jackson Ave; Bottoms Group One LLC

Parcel ID: 095AM017; 0 E Jackson Ave; Bottoms Group One LLC

Parcel ID: 095AM018; 501 E Jackson Ave; RR Land LLC

Parcel ID: 095AM021; 0 E Jackson Ave; RR Land LLC

Parcel ID: 095HB00801; 205 Patton St; RR Land LLC

Parcel ID: 095HB001; 0 Patton Street; Dewhirst, David

Parcel ID: 095HB002; 400 E Jackson Ave; RR Land LLC

Parcel ID: 095HB003; 0 E Jackson Ave; RR Land LLC

Parcel ID: 095HB004; 651 Willow Ave; RR Land LLC

Parcel ID: 095HB005; 501 Willow Ave; RR Land LLC

Parcel ID: 095HC010; 0 Patton St; RR Land LLC

Parcel ID: 095HC012; 650 Willow Ave; RR Land LLC

Parcel ID: 095AM015; 107 Randolph Street; owned by Jamie A. Pavlis, under contract to sell to RR Land LLC closing expected July 2021

Parcel ID: 095AK018.01; 702 East Jackson Ave.; owned by Jamie A. Pavlis, under contract to sell to RR Land LLC – closing expected July 2021

Parcel ID: 095HC015; 401 Georgia Street (.20 acre portion); owned by Daniel W. King, under contract to sell to RR Land LLC – closing expected July 2021

A portion of this Planned Development is a joint public-private partnership. Upon the completion of near upcoming property transactions, the newly formed Sports Authority will be the Owner of the Stadium, Public Plaza, and public zones between property lines of the Private Development Parcels and the City Right of way as described in Exhibit C.2 – Extent of Planned Development (Proposed Site Plan)

Expected Project Schedule

See attached Exhibit B.1 – Expected Project Schedule with the exhibits attached at the end of this document.

Conclusion

A thriving urban environment requires a mix of uses and functions, a diversity of participants, modernized infrastructure, pedestrian-friendly scale and detailing, and a high density of use and function. This proposed development aggregates the necessary parcels in a particularly effective location to leverage the proposed uses and density to serve as an ideal catalyst for future growth of Downtown Knoxville and for the economic growth of East Knoxville. The Ownership Team, Development Team, Design Team, and Primary Tenants of the Stadium, together create a unique synergy and opportunity for the City, County, and region at this particular moment in time to create a planned development whose impact will reach beyond the current limits of Downtown Knoxville and help shape the future of the surrounding commercial and residential areas as thriving districts and communities.

ARTICLE 6.0 INDUSTRIAL DISTRICTS**6.1 Purpose Statements of Planned Development within the I-MU zone****A. Multi-Use Stadium / Mixed Use Planned Development**

The Multi-Use Stadium / Mixed-Use Planned Development is intended to provide a mix of Entertainment, Commercial, and Residential uses at the eastern edge of the Old City District in a density necessary to activate areas East of Hall of Fame Drive for the purpose of promoting further quality development and economic growth eastward beyond the current limits of the downtown area. Once completed, the Planned Development will provide a prominent new public amenity to downtown Knoxville with a mix of proposed uses intended to promote activity in the area throughout the day, creating a thriving urban environment that extends the downtown district beyond the elevated viaducts of James White Parkway and Hall of Fame Drive and reaching into East Knoxville. The allowed uses are intended to provide for light industrial uses and a variety of compatible commercial uses such as entertainment, amusement, and retail establishments as well as office space common to downtown areas. This planned development is intended to support the function of the adjacent I-MU districts to complement the reuse of older, character giving structures that may no longer be suitable for their original industrial purposes, but that can accommodate a variety of alternative types of uses.

6.2 Uses

- A. In addition to the acceptable uses defined in Article 9 by the base zoning district (I-MU), the following listed uses shall also be considered an appropriate use for the Planned Development:

Financial Institution
Medical / Dental Office, Urgent Care Clinic
Pre-School / Kindergarten:
Dwelling - Townhouse

Special Uses:

Special uses shall still be evaluated on a per proposed use basis and shall require the same review and approvals as special uses outside of the defined Planned Development.

Night Club
Parking Lot
Social Service Center

Article 9.2 Use Matrix

TABLE 9-1: USE MATRIX			
P = Permitted Use S = Special Use T = Temporary Use			
PRINCIPAL US	I-MU	Mixed-Use Multi-Purpose Stadium Planned Development	USE STAN- DARD (Section)
Agriculture			
Airport			
Alternative Correctional Facility			
Amusement Facility—Indoor	P	P	
Amusement Facility—Outdoor	S	S	
Animal Care Facility—Large Animal			
Animal Care Facility—Small Animal	P	P	9.3.A
Animal Breeder			9.3.A
Art Gallery	P	P	
Arts and Fitness Studio	P	P	
Bed and Breakfast			9.3.B
Body Modification Establishment	P	P	
Broadcasting Facility—With Antennae			
Broadcasting Facility—No Antennae	P	P	
Campground			9.3.C
Car Wash			9.3.D
Cemetery			
Community Center	P	P	
Conservation Area			
Crematory			9.3.M
Country Club			
Cultural Facility	P	P	
Day Care Center	P	P	9.3.E
Day Care Home			9.3.E
Domestic Violence Shelter			
Drive-Through Facility			9.3.F
Drug/Alcohol Treatment Facility, Residential			
Drug Treatment Clinic			9.3.G
Dwelling—Above the Ground Floor	P	P	
Dwelling—Manufactured Home			9.3.H
Dwelling—Multi-Family	P	P	9.3.I
Dwelling—Townhouse		P	9.3.I

Dwelling—Single-Family	P	P	
Dwelling—Two-Family	P	P	9.3.J
Eating and Drinking Establishment	P	P	
Educational Facility—Primary or Secondary			
Educational Facility—University or College/Vocational	S	S	
Financial Institution		P	
Financial Service, Alternative			9.3.K
Food Bank	P	P	
Food Pantry			
Food Truck Park	P	P	9.3.L
Fraternity/Sorority			
Funeral Home			9.3.M
Garden, Community	P	P	9.3.N
Garden, Market	P	P	9.3.N
Garden, Personal	P	P	9.3.N
Gas Station	S	S	9.3.O
Golf Course/Driving Range			
Government Office/Facility	P	P	
Greenhouse/Nursery—Retail			
Group Home			
Halfway House	S	S	
Healthcare Facility			
Heavy Retail, Rental, and Service			
Heliport	S	S	
Homeless Shelter			
Hotel	P	P	
Impound Lot			9.3.P
Independent Living Facility			
Industrial—Craft	P	P	9.3.Q
Industrial—General	P	P	
Industrial—Heavy			
Industrial Design	P	P	
Kennel	S	S	9.3.A
Live Entertainment—Secondary Use	P	P	
Live Performance Venue	P	P	
Live/Work	P	P	9.3.R
Lodge/Meeting Hall	P	P	9.3.S
Marina	S	S	9.3.T
Medical/Dental Office/Clinic		P	
Micro-Brewery/Distillery/Winery	P	P	9.3.U
Neighborhood Nonresidential Reuse			9.3.V
Nightclub		S	

Office	P	P	
Parking Lot		S	Art. 11
Parking Structure	P	P	Art. 11
Personal Service Establishment	P	P	
Place of Worship			
Pre-School/Kindergarten		P	9.3.W
Public Park	P	P	
Public Safety Facility	P	P	
Public Works Facility	P	P	
Reception Facility	S	S	9.3.X
Research and Development	P	P	
Residential Care Facility			9.3.Y
Retail Goods Establishment	P	P	
Retail Liquor Stores	P	P	
Salvage Yard			9.3.Z
Self-Storage Facility: Enclosed	P	P	9.3.AA
Self-Storage Facility: Outdoor			9.3.AA
Social Service Center		S	
Solar Farm			9.3.BB
Storage Yard, Outdoor			9.3.CC
Storage Yard, Outdoor—Secondary Use	S	S	9.3.CC
Vehicle Dealership			
Vehicle Operation Facility			
Vehicle Rental—Indoor			
Vehicle Rental—With Outdoor Storage/Display			
Vehicle Repair/Service	S	S	9.3.DD
Warehouse and Distribution	P	P	
Waste Transfer Station			
Wholesale Establishment	S	S	
Wind Energy System			9.3.EE
Wireless Telecommunications	P	P	9.3.

6.3 Dimensional Standards

- A. Table 6-1: Multi-Use Stadium / Mixed Use Planned Development Dimensional Standards establishes the dimensional standards for the Planned Development. These regulations apply to all uses within the planned development unless a different standard is listed for a specific use.

Table 6-1: Proposed Planned Development Dimensional Standards		
	IM-U	Multi-Purpose Stadium / Mixed Use Planned Development
Bulk		
Minimum Lot Area	None	None
Minimum Lot Width	None	None
Maximum Building Height	50'	175'
Setbacks		
Minimum Front Setback	Build-to Zone: 0' to 25'	Build-to Zone: 0' to 25'
Minimum Interior Side Setback	None	None
Minimum Corner Side Setback	Build-to-Zone: 0' to 25'	None
Minimum Rear Setback	15'	None

6.4 Design Standards

The following design standards apply only to new construction within the limits of the Planned Development.

A. Multi-Use Stadium / Mixed Use Planned Development Design Standards

Table 6-2: MUS-PD Standards apply to new construction and to any additions to a structure existing as of the effective date of this Code that exceed 30% or more of the existing structure's square footage within the MUS-PD district.

Table 6-2: Industrial Districts Design Standards		
	IM-U	Multi-Use Stadium / Mixed Use Planned Development
Façade Design		
Building façades that abut a public right-of-way, excluding alleys, must not contain blank wall areas that exceed 30 linear feet, measured parallel to public rights of way.	•	•
Building façades in excess of 100 linear feet that abut a public right-of-way, excluding alleys, must include a repeating pattern with no less than two of the following elements: texture change, material module change, or a wall articulation change of no less than 2 feet in depth or projection, such as a reveal, pilaster, or projecting rib. All elements must repeat at intervals of no more than 50 linear feet.	•	All elements must repeat at intervals of no more than 100 linear feet.
All buildings must have a public entrance from the sidewalk along the primary building frontage. Public entrances must be visually distinctive from the remaining portions of the façade along which they are located.	•	•

Building materials and visual elements used on the primary building frontage must continue on all building façades that are visible from a public right-of-way.	•	•
Fenestration Design		
The ground floor of the front façade must maintain a minimum transparency of 30%, measured between two and ten feet in height from grade.	•	•
Upper floors of the front façade must maintain a minimum transparency of 15% of the wall area of the story	•	•
Commercial Site Design		
Sites must be designed to ensure safe pedestrian access from the public right-of-way, and safe pedestrian circulation within the development.	•	•
Surface parking may not be located between a principal building and the front lot line. Parking must be located to the side or rear of the principal building.	•	•

B. Building Material Restrictions

In the I-MU District, the following building materials are prohibited on any façade facing a public right-of-way, excluding alleys, or any façade that abuts a residential district. Such materials may still be used as decorative or detail elements for up to 25% of the façade, or as part of the exterior construction that is not used as a surface finish material.

The proposed design will not vary from the requirements for 6.4.B Building Material Restrictions except for the line items listed below.

2. Aluminum, steel or other through panel fastened metal sheets; this restriction does not include concealed fastener or insulated metal architectural wall panels

Requesting exception from 6.4.B.2 to allow for Aluminum, steel or other through panel fastened metal sheets.

ARTICLE 10.0 SITE DEVELOPMENT STANDARDS

The proposed Multi-Use Stadium / Mixed Use Planned Development shall comply with the Site Development Standards included in Article 10 – Site Development Standards of the City of Knoxville’s Zoning Ordinance with the exception of items defined herein.

10.1 General Development Requirements

The Planned Development will consist of one defined area that contains separate parcels each complying with the guidelines and standards contained in Knoxville’s Zoning ordinance, or as modified by the Planned Development.

- C. Applicability of Setbacks – Setbacks will not be modified beyond what is defined in Section 6.3 – Planned Development District of this Planned Development.
- D. Applicability of Dimensional Requirements – The Planned Development will comply with all dimensional requirements as described in Section 6.3 – Planned Development District of this Planned Development.

10.2 Exterior Lighting**A. Lighting Plan Required**

- 1. Lighting Plan Required – A lighting plan shall be submitted for review and approval by Plans Review and Inspection and Planning staff.

Modification requested to 10.2.A.1 as follows: A lighting plan that meets the requirements outlined in 10.2.A shall be submitted for approval by Planning staff and Plans Review and Inspections staff with submission for Building Permit.

B. Lighting Standards

The proposed design will not vary from the requirements for Lighting standards outlined in 10.2.B except for the line items listed below.

- 1. For townhouse and multi-family dwellings and non-residential developments, the maximum allowable footcandle at any lot line is one footcandle.

Modification requested from requirement 10.2.B.1 changing requirement for maximum allowable footcandle to occur at the R.O.W. instead of any lot line.

Rationale: Given that the private development property is located within the stadium parcel, it would not be practical to have the one footcandle level limit at those lot lines.

- 2. All luminaires must be of the cut off luminaire design.

Exception requested to revise requirement 10.2.B.2 to be luminaires with an up-light rating of 0. The “up-light rating of 0” that we are proposing is derived from an alternate rating system, the B.U.G. (Backlight, Up-light, Glare) rating system adopted by the Dark-Sky Association that quantifies the amount of light a fixture emits within different zones around the fixture. A site light with an up-light rating of zero has a light-source, reflector and lens designed to work together and direct light downward so that it meets Dark-Sky certification requirements

Rationale. This rating system is more flexible than the standard required by the Ordinance, allowing for more efficient spacing of luminaires with a greater selection of fixtures to choose from.

- 3. To be considered a cut off luminaire, the cut off angle must be 75 degrees or less. A cut off luminaire must be designed to completely shield the light source from an observer 3.5 feet above the ground at any point along an abutting line.

Exception requested to eliminate requirement 10.2.B.3. provided the Planned Development complies with the “up-light rating of 0” of the Dark-Sky Association’s B.U.G rating system.

Rationale: The rationale for this request is the same as the rationale for item 2 above regarding cut-off luminaire design. It is intended that exterior lighting within the Planned Development will be designed to prioritize pedestrian safety and all selected fixtures will have the Seal of Approval of the International Dark-Sky Association which provides objective, third-party certification for luminaires that minimize glare, reduce light trespass, and do not pollute the night sky to meet the intentions of this provision of the Ordinance. Typically, these fixtures allow for more efficient spacing of luminaires than the 75 ° cut-off fixtures required by the zoning ordinance, often reducing the number of fixtures that would be required. They also provide a greater selection of fixtures to choose from.

8. Flood or spot lamps must be aimed down no higher than 45 degrees to the horizontal (halfway between straight down and straight to the side) when the source is visible from any adjacent residential property.

Exception requested to revise requirement 10.2.B.8. to allow luminaires to be aimed up or down to provide wall-wash lighting of architectural, landscape, and signage features. The wall wash lighting would have a maximum rating of 2000 lumens. Aiming diagrams, showing distribution and limits of lighting levels shall be provided as part of the Lighting Plan to be reviewed by City Staff during the permitting process. to illustrate how light levels of feature lighting is contained within each parcel.

Rationale: Accent lighting of architectural, landscape, and signage features will be necessary to help create a pedestrian friendly environment for evening events. Supplemental accent illumination of less intensity than the site lighting will help illuminate building elements above the level of the site lighting standards. Given the height of the private development buildings, supplemental wall wash lighting of the facades expands the lit area of the urban spaces that make up the Stadium District.

C. Exceptions to Lighting Standards

3. Because of their unique requirements for nighttime visibility and limited hours of operation, outdoor recreational fields (public or private) such as, but not limited to, football fields, soccer fields, baseball fields, softball fields, tennis courts, driving ranges, and other similar uses are exempt from the requirements of item B above and subject to the following:

- a. Recreational fields are permitted a total luminaire height of 65’ in any district. Luminaires greater than 65 feet in total height may only be approved by special use permit.

Exception requested from requirement 10.2.C.3.a to allow for a total luminaire height of 110’ without special permit through Planned Development process.

Rationale: The Multi-Use Stadium will require taller luminaire for a proper design that will cater to the multiple types of events planned to be held in it.

- c. The recreational field lighting must be extinguished 45 minutes following the end of the event.

Modification requested from requirement 10.2.C.3.c to allow field lighting levels needed for the event to remain on no longer than one hour following the end of an event, at which time it will be reduced to a lighting level of no greater than 30 footcandles, which falls roughly between the ground light levels of a modern auto dealership and an average gymnasium or workshop, to provide “house” light levels necessary to clean, break down and load out all equipment which may require a few hours after the event.

Exception requested for ‘house’ lighting level be permitted, as necessary, prior to the start of an event when several hours may be needed the night before to prepare the Stadium for an event, as well as other periods of maintenance work.

Rationale: The time limitations required by the ordinance are not adequate for the required operations of the Multi-Use Stadium.

D. Prohibited Lighting:

1. Flickering or flashing lights are prohibited.

Exception requested from requirement 10.2.D.1 to allow flickering or flashing lights associated with computerized LED display boards so long as the LED displays are not directed aimed toward James White Parkway.

Rationale: Modern LED boards with computer-controlled displays often incorporate flashing or flickering images. This sort of lighting is a common feature of modern stadiums. In this circumstance the LED displays will not be directed toward James White Parkway. Flickering or flashing lights associated with special events (concert lighting, etc.) would be reviewed by City Staff as part of the required permits for the associated Special Event.

2. Searchlights, laser source lights, or any similar high intensity lights are prohibited

Exception requested from requirement 10.2.D.2 to allow Searchlights, laser source lights, or any similar high intensity lights as part of a specific sporting, or outdoor entertainment events. Any permitted searchlights, laser source lights, or any similar high intensity lights as part of events would be aimed internally to not interfere with vehicular traffic, pedestrian traffic, air traffic control, or Residential districts.

Rationale: Performances and concerts often incorporate searchlights, laser source and other high intensity lights into their performances.

10.3 Accessory Structures and Uses

F. Awnings and Marquees

2. Awnings and marquees may extend across any required yard and over public property or right-of-way subject to the following:
 - b. When extending across any required yard and/or over public property or right-of-way, but not over a sidewalk, the following apply:
 - iii. Not to exceed three feet in all districts, unless reviewed by a design review board.

Exception requested from requirement 10.2.F.2.b to allow for extension of eight feet.

Rationale: This exception may be necessary at building elevations facing the public plaza and the stadium entrances. The requested exception is intended to also cover other unforeseen circumstance where similar conditions occur. (eg. - An entry canopy or sunscreen that extends over an adjacent bed of ground-cover, a seating area, or other design feature, in addition to the entry-path).

M. Flagpoles

1. Flagpoles are limited to the maximum of three poles throughout the site.

Exception requested to eliminate requirement 10.2.M.1 maximum quantity for flagpoles.

Rationale: The size of the Multi-Use Stadium with its four entrances, and the anticipated surrounding multi-building developments is anticipated to require more than 3 flag poles.

2. Flagpoles must be setback a minimum of five feet from any lot line.

Exception requested from requirement 10.2.M.3 to allow Flagpoles to be placed within setbacks and build-to limits established in Section 6.0– Planned Development District of the Planned Development Application.

Rationale: The unique placement of the Multi-Use Stadium and Private Development buildings may dictate locations in which Flagpoles places withing set-backs and build-to limits for proper impact and visibility.

N. Flat Roof Features

2. For multi-family, mixed-use, and nonresidential buildings, rooftop decks or patios must be set back 18 inches from all building edges.

Exception requested from requirement 10.2.N.2 to allow for rooftop decks or patios to be setback zero inches from all building edges.

Rationale: Eliminate this restriction as to allow for a design with stronger connectivity between the rooftop decks and the pedestrian areas of the plazas where lower-level roof tops may exist on some of the buildings. The intent for the edges of these areas is to be treated similar to potential balcony edges in other mixed-use buildings where an 18” set back is not applicable.

O. Freestanding Roofed Structure, Pergola, or Gazebo

1. A freestanding roofed structure, pergola, or gazebo is permitted in the interior side yard, corner side yard, or rear yard only. No freestanding roofed structure, pergola, or gazebo may be located in the front yard.

Exception requested from requirement 10.2.O.1 to allow for freestanding roofed structure, pergola, or gazebo to be located in the front yard.

Rationale: The Stadium may require such structures for ticket booths, etc. within the plazas, which at times will be classified as front yards.

2. A freestanding roofed structure, pergola, or gazebo must be located five feet from any side or rear lot line.

Exception requested from requirement 10.2.O.2 to allow for a freestanding roofed structure, pergola, or gazebo to be located at zero feet from any side or rear lot line.

Rationale: The Stadium may require such structures for ticket booths, etc. which at times will be classified as side or rear yards due to the unique relationships of interior lot lines between the Stadium and Private Development sites.

T. Mechanical Equipment

1. Ground Mounted Equipment

- a. Mechanical Equipment is permitted in the interior side or rear yard only.

Exception requested from requirement 10.2.T.1.a to allow Mechanical Equipment in the front yard. Any Mechanical Equipment placed in front yards will be appropriately screened from the ROW or sidewalks according to guidelines described in 10.2.T.1.b.

Rationale: The project may have equipment in the front yards such as transformers, pending final design development by the Utility Company.

11.0 OFF-STREET PARKING**A. Multi-Use Stadium / Mixed Use Planned Development– Preamble:**

This Multi-Use Stadium Planned Development will consist of a public multi-use athletic stadium along with privately developed mixed-use buildings. This Multi-use Stadium / Mixed-Use Planned Development will be developed as a public-private partnership. The development will consist of a public multi-use athletic stadium along with privately developed mixed-use buildings. The mixed-use buildings are anticipated to house apartment units, condominiums, retail space, and office space. Additional retail space facing Jackson Avenue is anticipated within the Multi-Use Stadium. The proposed stadium will serve as the home of the local minor league baseball team, the local professional soccer team, and serve as a downtown destination site for hosting concerts and other outdoor entertainment events. During normal stadium use for sporting events the facility is expected to seat approximately 7,000 attendees. During outdoor entertainment events, it is projected that the stadium may house up to 15,000 attendees.

Off-street parking for the residential uses is anticipated to be provided on site.

Off street parking for non-residential, office, and retail will utilize existing public and private owned parking facilities within the area, as documented in attached Downtown Parking Summary report by S&ME, dated February 24, 2020. A Parking utilization study is underway and will be submitted.

Bicycle parking for the residential units of the Planned Development will be housed on site and provided in accordance with the count requirements established by Article 11 of the current Zoning Code. Bicycle parking for the stadium, businesses, and miscellaneous retail will be provided throughout the Planned Development depending on the need and overall final design. The required count for bicycle parking associated with those uses shall be in accordance with the requirements established in the current Zoning Code and as approved by the City.

Off-Street Loading for the Stadium will be provided at its southeast corner, and the Stadium will be designed to accommodate large trucks to enter its field for concerts and other events servicing. The mixed-use buildings will rely on on-street loading and unloading, as is the case for most of the downtown and Old City areas. There will be some dedicated spaces along the street edges that are designed to accommodate bus stops during stadium events, which can also be used for loading purposes.

Exceptions to Ordinance Request:**11.4 Required Off-Street Parking****C. Mixed-Use Multi-Tenant Structure Requirement.**

A mixed-use multi-tenant structure is not subject to the individual use calculations for required vehicle parking in Table 11-2. Minimum and maximum parking is calculated as follows:

1. Non-residential gross floor area—minimum parking required: 3 per 1,000 sf GFA;

Exception requested from requirement 11.4.C to change minimum parking required to zero (0) for all Non-residential uses including but not limited to the Stadium (Sports, Concerts, and other events), Office, and Retail (Mercantile, Food Service, Bars, and other uses).

Rationale: Based on the available parking within the downtown and surrounding region, it is deemed acceptable to not build large parking lots or garages that will further the downtown region's heat sinks, and to capitalize on the available parking as does the adjacent DK-W zone. Based on the available land for this project and the size of required footprint of the Multi-Use Stadium, if parking is provided, the areas available for the mixed-use private developments will be consumed by parking rather than facilities that will benefit the residents of the community.

11.7 Access and Driveway Design

- B. The minimum distance between a driveway and the intersecting street is described in Table 11-5: Corner Clearance Requirements.

Exception requested from requirement 11.7.B to reduce the corner clearances as noted below:

Rationale: In a downtown urban type of environment with minimized built-to zones, where the proposed driveway locations are often dependent on adjoining facilities and existing topography, it is difficult to meet the requirements noted in this section. The relationship of Florida and Willow and the need to access the Multi-Use Stadium service areas necessitate a required private driveway at the south corner at the intersection of such roads.

Table 11-5: Corner Clearance Requirements

Classification of Intersecting Street	Classification of Street to be Accessed		
	Arterial	Collector	Local
Arterial	200'	150'	100'
Collector	150'	100'	50' 0'
Local	100'	50'	50' 0'

11.10 Required Off-Street Loading Spaces:

A. Off-street loading spaces must be provided for any use that distributes or receives materials or merchandise by trucks or other commercial vehicles in accordance with Table 11-8: Off-Street Loading Requirements. In the case of multi-tenant developments, required loading spaces are calculated on the basis of each individual tenant.

The Multi-Use Stadium will meet requirements outlined in 11.10 for Off-Street Loading spaces. Exception requested for surrounding mixed-use development components.

Rationale: The creation of proper off-street loading spaces for the Mixed-Use private development projects will greatly detract from the available land use, will impact the successful designs for such facilities, and will cause the loss of street frontage retail and pedestrian use zones to the detriment of this Planned Development and the city.

Table 11-8: Off-Street Loading Requirements

Use Type	Number of Spaces Required	Number of Spaces Requested Exception
Multi-Family Dwelling		
Total of 50 dwelling units or more	1 loading space	0 loading space
Commercial & Institutional Use		
20,000—100,000 sf GFA	1 loading space	0 loading space
100,001—200,000 sf GFA	2 loading spaces	0 loading spaces
Each additional 50,000 sf of floor area (This applies only for each additional full 50,000 sf over 200,000 sf)	1 additional loading space	0 additional loading space

12.0 LANDSCAPE

The proposed Multi-Use Stadium / Mixed Use Planned Development shall comply with the Site Development Standards included in Article 12 – Landscape of the City of Knoxville’s current Zoning Ordinance with the exception of items defined herein.

12.1 Purpose/Summary

The current condition of the site is an urban one with no landscaping, vegetative buffer, or existing vegetation. The development seeks to support this urban context while improving the experience of end users with appropriately sized landscaping to create pedestrian scale rights of way and public spaces with new landscaping fitting the context.

12.2 Landscape Plan

D. Alternative Landscape Design

1. These landscape requirements are intended to set minimum standards for quality development and environmental protection. Site conditions or other reasons may justify the need to request an alternate method of compliance. Alternative landscape plans may be considered when an applicant cannot meet one or more of the specific requirements of this Article because:
 - a. Strict application of the landscaping requirements would require unreasonable or unnecessary compliance. Such situations could include water features, topography, lot configurations, utility maintenance zones, or unusual site conditions.
 - b. The applicant envisions a more creative means to meet the spirit and intent of these requirements.
 - c. A comprehensive landscaping plan involving several properties is proposed.

An alternative landscape plan that meets the requirements per 12.2.D shall be submitted for approval by Planning staff and Plans Review and Inspections staff with submission for Building Permit.

13.0 Signs

The proposed Multi-Use Stadium / Mixed Use Planned Development shall comply with the Site Development Standards included in Article 13 – Signs of the City of Knoxville’s Zoning Ordinance with the exception of items defined herein.

Summary:**13.2 – Prohibited Signs**

The following signs are prohibited in all zoning districts:

- A. Signs which by color, location, and/or design resemble or conflict with traffic control signs or signals.
- B. Signs which contain or make use of any word, phrase, symbol, shape, form or character in such manner as to interfere with, mislead or confuse traffic.
- ~~C. Signs with moving parts and signs with red, green, yellow, amber or blue lights.~~
- ~~D. Signs with flashing, chasing, pulsating, twinkling, dancing, scintillating, and/or oscillating lights or light emitting diodes, or with any other rotating, revolving or moving part; except for a documented historic or reproduction sign located in any H-Overlay District and such sign has received a certificate of appropriateness from the Historic Zoning Commission, or an approved sign within the DK District (excluding the DK-E Subdistrict) and such sign has received a certificate of appropriateness from the Downtown Design Review Board.~~
- ~~E. Illuminated signs within 100 feet of property in any residential zone district, unless the illumination of such sign is so designed that it does not shine or reflect light onto such property within a residential district.~~
- F. Signs within the public right-of-way, except publicly owned signs, such as wayfinding signs and regulatory signs, and those signs approved by the Department of Engineering.
- ~~G. Signs placed on a parked vehicle or trailer visible from the public right-of-way where the primary purpose is to advertise a product or direct people to a business located on the same or another property. For the purposes of this regulation, logos, identification or advertising on vehicles being operated by being moved on and off the site in the normal course of business are not prohibited.~~
- ~~H. Billboards and other off-premise signs.~~
- ~~I. Portable signs.~~
- ~~J. Roof signs.~~

Exception requested to remove the items struck above (C, D, E, G, H, I, and J) from the Prohibited Signs list.

Rationale: The Planned Development would like to allow for flexibility of signage characteristic of other urban multi-use stadium developments. The struck sign types above contain descriptions that contradict the following requested desirable permitted sign types defined in 13.6 below: Roof Sign, Rotating Sign, Animated Sign, Portable Sign, and Billboards.

13.6 - STANDARDS FOR SPECIFIC SIGN TYPES

In addition to the Sign Types permitted in Article 13.6- Standards for Specific Sign Types, the proposed Planned Development is requesting that the following additional sign types be permitted within the Master Sign Plan as defined below:

- A. **Banner Signs- Permanent and Temporary Use**
 - a. A sign constructed of cloth, canvas, light fabric, or other light material that is permanently affixed to a pole or a building by a permanent frame at one or more edges.
- B. **Roof Sign**
 - a. A type of attached sign that is mounted on or above the roof of a building, which could be wholly or partially dependent upon a building roof or other components for support.
- C. **Rotating Sign**

- a. A sign designed to revolve, rotate, or otherwise turn in whole or in part, by means of electrical power.
- D. Ground Surface Sign
 - a. A flat sign affixed to a ground surface by means of paint, decal, or composed of alternating common hardscape materials.
- E. Portable Sign
 - a. All moveable or portable off-premise or on-premise signs mounted upon trailers or other structure(s) or device(s) designed to be transported by or on a motor-driven vehicle with only incidental parking and assembling for reuse. To be permitted for use only on event days for the purpose of displaying informational messages
- F. Animated Sign
 - a. A sign designed to move or change lighting to depict action or to create a special effect or scene.

13.7 - Master Sign Plans for Unified Developments

A. Summary/ Purpose Statement of Planned Development

For the purpose of providing maximum flexibility to accommodate the nature of signage unique to the scale and use of other multi-use stadiums, as well as the adjacent mixed-use (residential, retail, office buildings), and public plaza, Signage within the proposed Planned Development will conform to a Master Sign Plan and not be subject to the minimum size, number, location, and illuminance requirements listed in Article 13- Signs. The Master Sign Plan will be reviewed by the Knoxville- Knox County Planning Commission for appropriateness with the proposed development and land use designation.

EXHIBIT A.1 CURRENT OWNERSHIP- RR LAND LLC

GEM Associated Architects

BarberMcMurry Architects
505 Market Street, Suite 300
Knoxville, Tennessee 37902
865-934-1915

Design Innovation Architects
402 S. Gay Street
Knoxville, Tennessee 37902
865-637-8540

Elan Barry

From: Faris Eid
Sent: Friday, July 23, 2021 1:28 PM
To: Elan Barry
Cc: Scott Falvey; Kelly Headden (kheadden@bma1915.com); Mickey Sutliff; 'Kevin Matherly'
Subject: 201100 F01 2021-07-23 Authorization e-mail from Randy Boyd re Planned development

Elan,

See below and please confirm the inclusion of all the properties. Thanks

Sincerely,

Faris N. Eid, AIA, LEED AP

President/Principal-In-Charge
Design Innovation Architects
Direct: 865.243.8441 Cell: 865.740.8984

From: Randy Boyd <rdb@randyboyd.com>
Sent: Friday, July 23, 2021 12:52 PM
To: Faris Eid <FEid@dia-arch.com>
Subject: Planned development Proposal

Dear Planning Commissioners and City Council members,

My property is located within the proposed Planned Development area identified on the maps included with the application. I am in support of the Planned Development and approve the inclusion of my property for its use.

Properties included –

Parcel ID: 095AM018; 501 E Jackson Ave; RR Land LLC

Parcel ID: 095AM021; 0 E Jackson Ave; RR Land LLC

Parcel ID: 095HB00801; 205 Patton St; RR Land LLC

Parcel ID: 095HB002; 400 E Jackson Ave; RR Land LLC

Parcel ID: 095HB003; 0 E Jackson Ave; RR Land LLC

Parcel ID: 095HB004; 651 Willow Ave; RR Land LLC

Parcel ID: 095HB005; 501 Willow Ave; RR Land LLC

Parcel ID: 095HC010; 0 Patton St; RR Land LLC

Parcel ID: 095HC012; 650 Willow Ave; RR Land LLC

Parcel ID: 095AM015; 107 Randolph Street; owned by Jamie A. Pavlis, under contract to sell to RR Land LLC – closing expected July 2021

Parcel ID: 095AK018.01; 702 East Jackson Ave.; owned by Jamie A. Pavlis, under contract to sell to RR Land LLC – closing expected July 2021

Parcel ID: 095HC015; 401 Georgia Street (.20 acre portion); owned by Daniel W. King, under contract to sell to RR Land LLC – closing expected July 2021

In addition, properties also include that property acquired by RR Land LLC from Norfolk Southern Railway Company by Quitclaim Deed dated May 11, 2021, that adjoins one of more the parcels listed above.

*Randy Boyd
Managing Member
RR Land, LLC*

EXHIBIT A.2 CURRENT OWNERSHIP- QUITCLAIM DEED NORFOLK SOUTHERN

GEM Associated Architects

BarberMcMurry Architects
505 Market Street, Suite 300
Knoxville, Tennessee 37902
865-934-1915

Design Innovation Architects
402 S. Gay Street
Knoxville, Tennessee 37902
865-637-8540

After recording, return to:
OWNER/RESPONSIBLE TAXPAYER:
RR Land, LLC
P. O. Box 51887
Knoxville, Tennessee 37950

Nick McBride
Register of Deeds
Knox County

STATE OF TENNESSEE)
)
COUNTY OF Knox)

Knox County, TN Page: 1 of 8
REC'D FOR REC 5/20/2021 8:03 AM
RECORD FEE: \$45.00 T20210032439
M. TAX: \$0.00 T. TAX: \$3,700.00
202105200095601

QUITCLAIM DEED

KNOW ALL MEN BY THESE PRESENTS,

THAT NORFOLK SOUTHERN RAILWAY COMPANY, a Virginia corporation,
Grantor, for and in consideration of the sum of ONE AND 00/100 DOLLARS (\$1.00) and other
good and valuable considerations, to it in hand paid by the Grantee hereinafter named, the receipt
whereof is hereby acknowledged, does hereby quitclaim unto RR LAND, LLC, a Tennessee
limited liability company, Grantee, with a mailing address of P.O. Box 51887, Knoxville,
Tennessee 37950, the following described real estate located in Knoxville, County of Knox,
State of Tennessee, to wit:

SEE EXHIBIT A

SUBJECT, however, to any easements, reservations, conditions, licenses and restrictions,
whether or not of record.

Grantor further hereby terminates that reservation and the covenants contained therein for
abutments in that deed from Southern Railway Company to T. L. Lay Packing Company, dated
July 27, 1949, filed of record in Deed Book 739, page 521 in the Knox County Register of Deeds
Office.

FOR SOURCE OF TITLE see deeds filed for record in Warranty Deed Book 185,
page 390, Warrnaty Deed Book 281, page 98 and Warranty Deed Book 1134, page
196 all in the Knox County Registe of Deeds Office.

IN TESTIMONY WHEREOF, Grantor has caused this instrument to be executed by and through its duly authorized officers and its corporate seal to be hereunto affixed, this 11th day of May, 2021.

Norfolk Southern Railway Company

By

Krist D. Blair
Real Estate Manager

STATE OF GEORGIA)

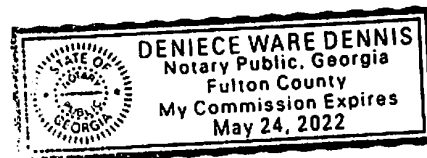
COUNTY OF Fulton)

Personally appeared before me, Krist D. Blair, Real Estate Manager of Norfolk Southern Railway Company, with whom I am personally acquainted, and who acknowledged that he/she executed the within instrument for the purposes herein contained and who further acknowledged that he/she is the Real Estate Manager of Norfolk Southern Railway Company and is authorized to execute this instrument on behalf of the maker.

WITNESS my hand, at office, this 11th day of May, 2021.

[Signature]
Notary Public

My Commission Expires: May 24, 2022



STATE OF TENNESSEE)
)
COUNTY OF Knox)

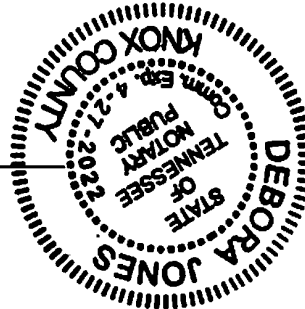
I hereby swear or affirm that the actual consideration for this transfer is ONE MILLION AND NO/100 DOLLARS (\$1,000,000.00).

Ryan M. Hankins
AFFIANT - Grantee

Subscribed and sworn to before me, on
this 19 day of May, 2021.

Debra Jones
Notary Public

My commission expires: 4.27.2022



This instrument prepared by:

Ryan M. Hankins
General Attorney - Real Estate
Norfolk Southern Corporation
1200 Peachtree Street, NE
Atlanta, Georgia 30309

EXHIBIT A TO QUITCLAIM DEED

DESCRIPTION

Situated in the First Civil District of Knox County, Tennessee and within the Sixth Ward of the City of Knoxville, Tennessee being known and being more particularly described as follows:

BEGINNING at an iron rod set, N:603,081.29 E: 2,586,154.67, along the northwesterly right-of-way of Southern Railroad and being the common corner of RR Land LLC (Inst. No. 201609010014589) and Wallace (Inst. No. 201109010011915), said iron rod being South 00 deg. 01 min. 23 sec. West, 885.52 feet from the City of Knoxville Control Monument Number 1256 (N: 603,966.817, E: 2,586,155.029);

Thence leaving said common line, along said right-of-way South 40 deg. 29 min. 30 sec. East, 49.38 feet to an iron rod set being a common corner of King (Inst. No. 200606260109054);

Thence along said line the following four (4) calls:

Thence South 48 deg. 51 min. 20 sec. West, 79.16 feet to an iron rod set;

Thence South 53 deg. 19 min. 58 sec. West, 45.98 feet to an iron rod set;

Thence South 62 deg. 35 min. 37 sec. West, 39.68 feet to an iron rod set;

Thence South 75 deg. 33 min. 20 sec. West, 49.41 feet to an iron rod set along the northerly line of the First Creek Viaduct;

Thence along said line South 78 deg. 06 min. 47 sec. West, 86.56 feet to an iron rod set being the common corner of RR Land LLC (Inst. No. 201609010014589);

Thence along said common line the following four (4) calls:

Thence North 87 deg. 54 min. 00 sec. West, 49.08 feet to an iron rod set;

Thence North 83 deg. 01 min. 00 sec. West, 53.36 feet to an iron rod set;



Thence North 80 deg. 45 min. 00 sec. West, 47.23 feet to an iron rod set;

Thence North 80 deg. 33 min. 00 sec. West, 72.15 feet to an iron rod set along the easterly right-of-line of Willow Ave;

Thence crossing over said right-of-way North 78 min. 54 min. 48 sec. West, 88.98 feet to an iron rod set being the common corner of RR Land LLC (Inst. No. 201609010014589);

Thence along said common line the following four (4) calls:

Thence North 49 deg. 12 min. 46 sec. East, 18.22 feet to an iron rod set;

Thence North 80 deg. 30 min. 30 sec. West, 7.89 feet to an iron rod set;

Thence 192.01 feet along a curve to the left, having a radius of 496.88 feet and a chord bearing and distance of North 88 deg. 30 min. 12 sec. West, 190.82 feet to an iron rod set;

Thence South 48 deg. 49 min. 45 sec. West, 134.23 feet to an iron rod set along the northeasterly right-of-way of Patton Street;

Thence along said right-of-way North 40 deg. 26 min. 57 sec. West, 48.00 feet to an iron rod set being the common corner of RR Land LLC (Inst. No. 201609010014589);

Thence along said line North 48 deg. 57 min. 55 sec. East, 142.90 feet to an iron rod set being the common corner of RR Land LLC (Inst. No. 201609010014589);

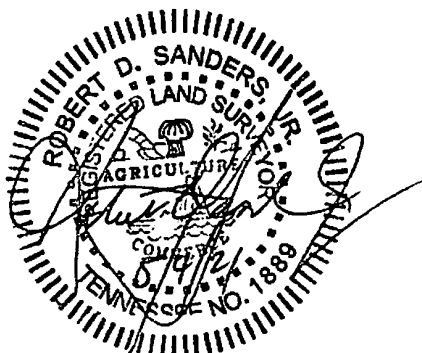
Thence along said line the following five (5) calls:

Thence 73.23 feet along a curve to the right, having a radius of 516.88 feet and a chord bearing and distance of North 89 deg. 28 min. 20 sec. East, 73.17 feet to an iron rod set;

Thence South 48 deg. 49 min. 45 sec. West, 25.36 feet to an iron rod set;

Thence 165.46 feet along a curve to the right, having a radius of 516.88 feet and a chord bearing and distance of South 86 deg. 05 min. 33 sec. East, 164.75 feet to an iron rod set;

Thence South 80 deg. 30 min. 39 sec. East, 24.51 feet to an iron rod set along the westerly right-of-way line of Willow Ave;



Thence along said right-of-way North 49 deg. 12 min. 42 sec. East, 18.20 feet to an iron rod set;

Thence crossing over said right-of-way South 79 deg. 09 min. 52 sec. East, 89.28 feet to an iron rod set being the common corner of RR Land LLC (Inst. No. 201609010014589);

Thence along said common line the following eight (8) calls:

Thence South 80 deg. 19 min. 00 sec. East, 44.07 feet to an iron rod set;

Thence South 81 deg. 23 min. 00 sec. East, 43.57 feet to an iron rod set;

Thence South 85 deg. 03 min. 00 sec. East, 77.78 feet to an iron rod set;

Thence North 84 deg. 21 min. 00 sec. East, 49.57 feet to an iron rod set;

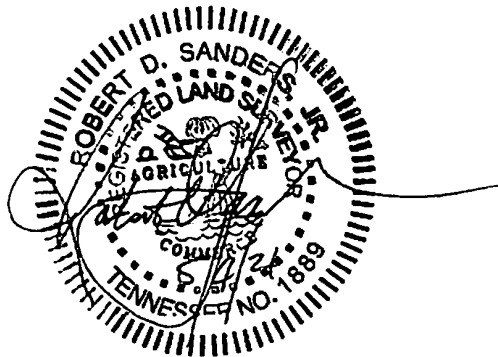
Thence North 73 deg. 35 min. 00 sec. East, 40.82 feet to an iron rod set;

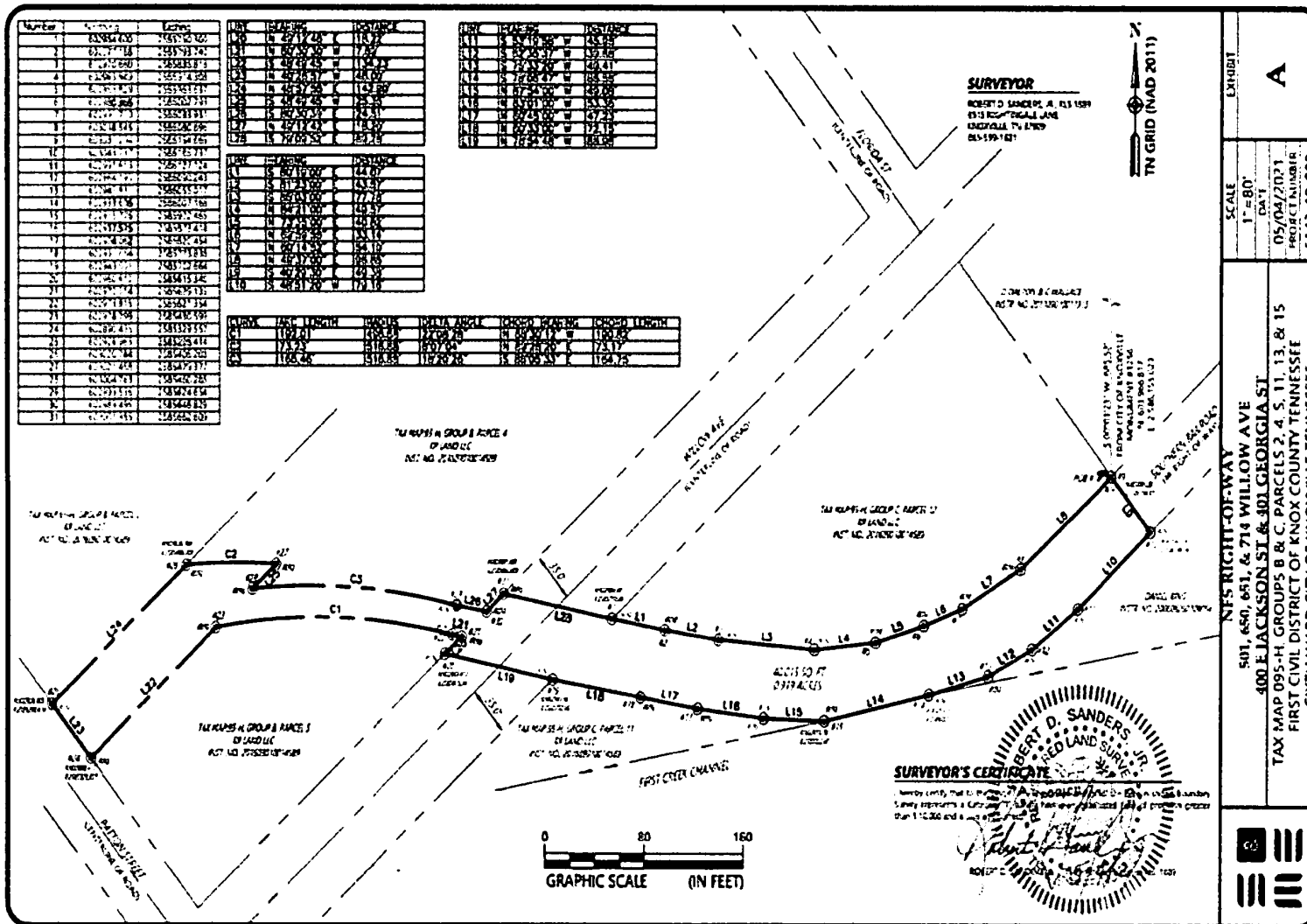
Thence North 69 deg. 59 min. 56 sec. East, 33.14 feet to an iron rod set;

Thence North 60 deg. 14 min. 52 sec. East, 54.10 feet to an iron rod set;

Thence North 49 deg. 37 min. 00 sec East, 96.85 feet to the POINT OF BEGINNING and containing 0.919 acres (40,015 square feet) more or less.

Also show on Railway Drawing number RB-2021-17.





True Copy Certification

I, James E. Bondurant, Jr., do hereby make oath that I am a licensed attorney and/or the custodian of the electronic version of the attached document tendered for registration herewith and that this is a true and correct copy of the original document executed and authenticated according to law.

James E. Bondurant, Jr.
Signature

State of Tennessee

County of Knox

Personally appeared before me, Debora Jones, a notary public for this county and state, James E. Bondurant, Jr., who acknowledges that this certification of an electronic document is true and correct and whose signature I have witnessed.

Debora Jones
Notary

My Commission Expires: 4.27.2022

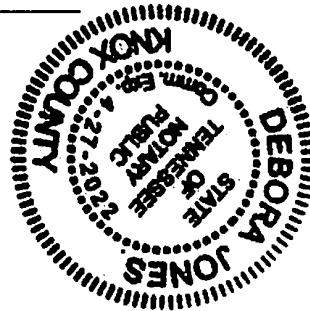


EXHIBIT A.3 CURRENT OWNERSHIP- CONTRACT KING PROPERTY

GEM Associated Architects

BarberMcMurry Architects
505 Market Street, Suite 300
Knoxville, Tennessee 37902
865-934-1915

Design Innovation Architects
402 S. Gay Street
Knoxville, Tennessee 37902
865-637-8540

**COMMERCIAL DIVISION
REAL ESTATE SALES CONTRACT**

This Contract entered on this ____ day of March 2021 by and between Daniel W. King herein referred to as Seller and RR Land LLC. or assigns herein referred to as Buyer(s).

WITNESSETH:

1) Subject to the terms and conditions hereinafter set forth, the Seller has contracted to sell and the Buyer hereby agrees to purchase the following described real estate (the Property):

Approximately 2 acres of portion of land located at 401 Georgia Street in Knoxville Tennessee. Also described on CLT Map #95H Group C Parcel #015 with approximate 2 acres.
[see plat attached]

2) The purchase price for the Property Fifty Thousand Dollars and no/100 cents (\$50,000.00) and is to be paid as follows: Five Thousand Dollars and no/100 cents (\$5,000.00), paid within 5 business days of the execution of this contract in the form of (check one) ☐ Cash ☒ Check, the receipt of which is hereby acknowledged as earnest money which sum shall apply upon the purchase price. Earnest monies shall be held in an Escrow Account maintained by Tennessee Valley Title. The balance of the purchase price shall be paid as follows:

Cash at closing.

3) This sale is to be closed within 14 days after the end of Due Diligence and the Seller shall grant possession of this property to the Buyer no later than closing.

4) The current year's real estate taxes on this Property shall be prorated as of the date of closing. All other taxes and assessments shall be current as of the date of closing.

5) In case merchantable and unencumbered title cannot be obtained which is acceptable to the Buyer, earnest money is to be returned to the Buyer and this Contract shall be null and void. In case legal action is necessary to perfect the title, such action must be taken by the Seller promptly at his own expense, whereupon the time herein specified for closing by the Buyer will thereby be extended for the period necessary for such prompt action. The Seller shall convey the Property to the Buyer by general Warranty Deed free of encumbrances except (i) taxes that are not yet due or payable; and (ii) restrictive covenants and easements of record, which do not preclude the Buyer from using the Property for a buyer use. Title defects against which title insurance can be obtained at Seller's expense will not be deemed to render the title unmerchantable or encumbered.

6) Both parties mutually understand and agree that time is of the essence of this Contract. Should the Buyer fail to perform the covenants herein contained within the time specified, Seller shall have the right to pursue any and all remedies available to Seller at law or in equity, including, without limitation, requiring specific performance on the part of Buyer, and retaining as liquidated damages all sums which have heretofore been paid to the Seller or the Agent by the Buyer.

7) If the Seller defaults in the performance of this contract, Buyer may reclaim the earnest money deposit and pursue any and all remedies available at law, or in equity.

8) In the event legal action is instituted by the Agent, or any party to this contract arising out of the execution of this contract or the sale of the Property, or to collect commissions, the prevailing party shall be entitled to receive from the other party all costs of enforcing this agreement, including a reasonable attorney fee.

RDB

9) If the improvements on said property are destroyed or substantially damaged by any cause before delivery of the deed, the Buyer shall have the option of enforcing this contract or canceling same by written notice within ten (10) days thereafter. If canceled, the earnest money shall be returned to the Buyer. If the Agent shall deem it necessary to institute an interpleader or similar action in order to determine the proper disposition of the earnest-money deposit, the party determined by the court not to be entitled to receive those funds shall pay or shall reimburse the Agent for all of the Agent's reasonable attorney's fees, costs and expenses incurred in connection with the filing and prosecution of that action.

10) Seller and Buyer understand and agree that the Agent shall deposit earnest money in an escrow/trust account following the execution of this Contract by all parties. The parties to this Contract understand and agree that disbursement of earnest money held by the Agent, acting as escrow agent, can occur at closing, upon written agreement signed by all parties having an interest in the funds, upon court order, upon default by Buyer or Seller as described in Paragraphs 6 and 7 above, or upon failure of any loan approval as specified in the terms and conditions as described herein.

11) Buyer agrees to accept this Property in its "AS IS" condition under the terms of this paragraph, unless otherwise specified. Buyer shall have the privilege and responsibility of making inspections of the systems prior to the closing of sale.

Buyer agrees that he has inspected the Property and has not relied upon any representation made by the Agent in describing this Property and understands that the Agent involved in this transaction makes no warranties regarding the Property, including the physical condition of the building and other improvements.

12) This is a legal document and each party to this Contract must read carefully and fully understand the conditions and terms set forth in this Real Estate Sales Contract. The Agent is serving only as a real estate broker in connection with this transaction and cannot give legal advice to any party. Any pronoun used herein shall include the masculine, feminine and neuter and the singular shall include the plural and the plural, the singular, as required by the context hereof.

13) Buyer and Seller acknowledge that they have read and understand this Contract and have received a copy hereof.

Other Terms and Conditions:


The Seller represents to purchaser that, to the best of Seller's knowledge, (i) the Land is free of hazardous substances, and (ii) there are no conditions on the land which constitute a violation of any Environmental Laws. (iii) The Purchaser, at Purchaser's sole option shall conduct a Series I Environmental test at Purchaser's sole expense. In the event that either party discovers the presence of hazardous substances or the violation of Environmental Laws prior to closing, it shall promptly notify the other party. Either party may then promptly terminate this agreement by giving written notice to the other in which event all earnest moneys shall be returned to the Purchaser or the parties shall have no further rights or obligations hereunder.

Inspection Period. For a period of Thirty (30) days after the Date of this Contract (the "Inspection Period"), Purchaser and its employees and agents shall have the right (the "Inspection Right") to enter upon the Property for the purpose of inspecting and investigating matter relating to the physical condition of the Property (which matters may include, without limitation, the soil conditions thereof, the environmental status thereof) and to conduct such other inspections and investigations as Purchaser shall deem necessary or desirable in order to satisfy Purchaser's other investment criteria with respect to the Property (which criteria may include, without limitation, matters relating to

RDB

environmental reports, zoning, doing a one lot subdivision approved by the Metropolitan Planning Commission and governmental permits); provided, however, the Purchaser shall not have the right to conduct any so called "Phase II" environmental testing on or about the Property without the prior written consent of Seller. Purchaser shall and does hereby indemnify and hold harmless Seller from and against any claim, loss, damage or obligation arising out of or incurred in connection with the exercise of the Inspection Right by Purchaser, and such indemnity obligation shall survive both the closing and any termination of this Contract without the closing having occurred. Should Buyer find the property does not suit their needs for any of the provisions above this contract will be null and void and the earnest money returned to the Buyer.

Date and Time Executed

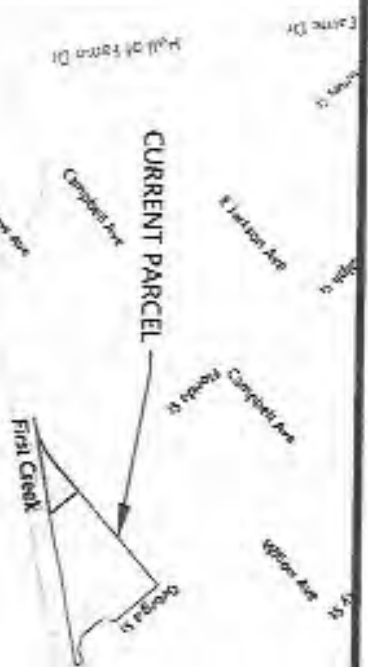
 3-17-21

Buyer

3-17-21

Date and Time Executed

Seller



NTS.

PROPERTY TO BE TRANSFERRED -
-0.2 ACRES

CURRENT OWNER:
KING, DANIEL W.
401 GEORGIA ST
KNOXVILLE, TN 37915

PROPERTY LINES BASED ON FINAL PLAT OF
RESUBDIVISION OF RIVERFRONT WILLOW STREET
REDEVELOPMENT PROJECT, PART OF LOT 7 AND 8R
BLOCK K SECOND DISTRICT OF KNOX COUNTY
TENNESSEE, WITHIN THE 6TH WARD OF CITY OF
KNOXVILLE

CITY BLOCK: 07304
CLT MAP: 95
INSERT: H
GROUP: C
PARCEL NUMBER: 015
ADDRESS: 401 GEORGIA ST.

401 GEORGIA ST.
KNOXVILLE, TN 37915

S.A.N.

1522

$$N_{\text{eff}} \approx 3.36$$

0 100 200

GRAPHIC SCALE (IN FEET)

PROPERTY TRANSFER EXHIBIT

SCALE:

FIGURE NO.

1" = 100'

DATE: _____

03/16/2021

PROJECT NUMBER

5143-19-009

X1.5



EXHIBIT A.4 CURRENT OWNERSHIP- DAVID DEWHIRST

GEM Associated Architects

BarberMcMurry Architects
505 Market Street, Suite 300
Knoxville, Tennessee 37902
865-934-1915

Design Innovation Architects
402 S. Gay Street
Knoxville, Tennessee 37902
865-637-8540

Elan Barry

From: Faris Eid
Sent: Monday, July 26, 2021 10:48 AM
To: Elan Barry
Cc: Scott Falvey
Subject: 201100M F02 2021-07-26 Planned Dev - Dewhirst-Heinz approval on 095HB001

Sincerely,

Faris N. Eid, AIA, LEED AP

President/Principal-In-Charge
Design Innovation Architects
Direct: 865.243.8441 Cell: 865.740.8984

From: Mark Heinz <mark@dewhirstproperties.com>
Sent: Monday, July 26, 2021 10:45 AM
To: Faris Eid <FEid@dia-arch.com>
Cc: Kevin Matherly - Partners Development <kmatherly@partnersinfo.com>; Kelly Headden <kheadden@bma1915.com>; David Dewhirst <david@dewhirstproperties.com>
Subject: RE: 201100M F02 2021-07-26 Planned Dev Final Draft Status

Dear Planning Commissioners and City Council members,

My property, Parcel ID **095HB001**, is located within the proposed Planned Development area identified on Exhibit C included with the application. I am in support of the Planned Development and approve the inclusion of my property for its use.

David Dewhirst
123 South Gay Street
Knoxville, TN 37902
865.971.3137

From: Faris Eid [mailto:FEid@dia-arch.com]
Sent: Monday, July 26, 2021 10:05 AM
To: Mark Heinz (mark@dewhirstproperties.com)
Cc: Kevin Matherly - Partners Development (kmatherly@partnersinfo.com); Kelly Headden (kheadden@bma1915.com)
Subject: Fwd: 201100M F02 2021-07-26 Planned Dev Final Draft Status

Mark

See attached for the revised documents. Please send us the email as soon as you can. Thanks

Sent from my Verizon, Samsung Galaxy smartphone
Get [Outlook for Android](#)

From: Kevin Matherly <kmatherly@partnersinfo.com>
Sent: Monday, July 26, 2021, 9:59 AM

EXHIBIT A.5 CURRENT OWNERSHIP- BOTTOMS GROUP ONE LLC

GEM Associated Architects

BarberMcMurry Architects
505 Market Street, Suite 300
Knoxville, Tennessee 37902
865-934-1915

Design Innovation Architects
402 S. Gay Street
Knoxville, Tennessee 37902
865-637-8540

Elan Barry

From: Faris Eid
Sent: Monday, July 26, 2021 11:06 AM
To: Elan Barry
Cc: Scott Falvey
Subject: 01100M F02 2021-07-26 Planned Dev Dewhirst-Heinz approval to include Parcel ID 095AM017 and 095AM016

Sincerely,

Faris N. Eid, AIA, LEED AP

President/Principal-In-Charge

Design Innovation Architects

Direct: 865.243.8441 Cell: 865.740.8984

From: Mark Heinz <mark@dewhirstproperties.com>
Sent: Monday, July 26, 2021 10:51 AM
To: Faris Eid <FEid@dia-arch.com>
Cc: Kevin Matherly - Partners Development <kmatherly@partnersinfo.com>; Kelly Headden <kheadden@bma1915.com>; David Dewhirst <david@dewhirstproperties.com>
Subject: RE: 201100M F02 2021-07-26 Planned Dev Final Draft Status

Dear Planning Commissioners and City Council members,

Our properties, Parcel ID **095AM017** and **095AM016**, are located within the proposed Planned Development area identified on Exhibit C included with the application. We are in support of the Planned Development and approve the inclusion of our property for its use.

Bottoms Group One, LLC
Mark Heinz & David Dewhirst
123 South Gay Street
Knoxville, TN 37902
865.971.3137

From: Faris Eid [mailto:FEid@dia-arch.com]
Sent: Monday, July 26, 2021 10:05 AM
To: Mark Heinz (mark@dewhirstproperties.com)
Cc: Kevin Matherly - Partners Development (kmatherly@partnersinfo.com); Kelly Headden (kheadden@bma1915.com)
Subject: Fwd: 201100M F02 2021-07-26 Planned Dev Final Draft Status

Mark

See attached for the revised documents. Please send us the email as soon as you can. Thanks

Sent from my Verizon, Samsung Galaxy smartphone
Get [Outlook for Android](#)

EXHIBIT A.6 CURRENT OWNERSHIP- KING PROPERTY AUTHORIZATION

GEM Associated Architects

BarberMcMurry Architects
505 Market Street, Suite 300
Knoxville, Tennessee 37902
865-934-1915

Design Innovation Architects
402 S. Gay Street
Knoxville, Tennessee 37902
865-637-8540

Elan Barry

From: Faris Eid
Sent: Monday, July 26, 2021 10:31 AM
To: Elan Barry
Cc: Scott Falvey
Subject: 201100M F01 2021-07-26 Approval to include Parcel 095HC015

[See below](#)

Sincerely,

Faris N. Eid, AIA, LEED AP

President/Principal-In-Charge

Design Innovation Architects

Direct: 865.243.8441 Cell: 865.740.8984

From: Randy Boyd <rdb@randyboyd.com>
Sent: Monday, July 26, 2021 9:40 AM
To: Roger Moore <RogerMoore@koellamoore.com>; Doug Kirchhofer <doug@boydsportsllc.com>
Subject: Fwd: Parcel 095HC015

Sent from my iPhone (any typos and all bad grammar are solely the fault of the iPhones auto correct features)

Begin forwarded message:

From: Daniel King <dking@universal-products.com>
Date: July 26, 2021 at 1:09:50 PM GMT
To: Randy Boyd <rdb@randyboyd.com>
Subject: Parcel 095HC015

Dear Randy,

RR Land, LLC is authorized to include property current owned by me in the Planned Development application.

Parcel – 095HC015

EXHIBIT A.7 CURRENT OWNERSHIP- PALVIS PROPERTY AUTHORIZATION

GEM Associated Architects

BarberMcMurry Architects
505 Market Street, Suite 300
Knoxville, Tennessee 37902
865-934-1915

Design Innovation Architects
402 S. Gay Street
Knoxville, Tennessee 37902
865-637-8540

Elan Barry

From: Doug Kirchhofer <doug@boydsportsllc.com>
Sent: Tuesday, July 27, 2021 8:22 PM
To: Faris Eid
Cc: Elan Barry
Subject: FW: Planned Development application

In case this has not made its way to you yet – here is the Pavlis email.

Doug

From: nick Pavlis <nick@nickpavlis.com>
Date: July 24, 2021 at 8:19:20 AM EDT
To: "randy@randyboyd.com" <randy@randyboyd.com>
Subject: Pavlis reply

Dear Randy,

Consistent with our recent conversations, I am writing you on behalf of the owners of the property identified as Parcel ID: 095AM015 & Parcel ID: 095AK018.01. Those owner are myself and my relatives, Bill Pavlis, Tina Pavlis, Tyler Pavlis, Blake Pavlis. The have all authorized me to send this authorization and consent to your company's inclusion of our property in the Planned Development application you are going to file for the proposed development being pursued by RR Land LLC.

Thank You,

Nick Pavlis
Founder & Chief Strategist
Pavlis Public Strategies
865-599-4606
Pavlispublicstrategies.com

Sent from my iPhone

From: Doug Kirchhofer <doug@boydsportsllc.com<<mailto:doug@boydsportsllc.com>>>
Sent: Friday, July 23, 2021 9:32 AM
To: Roger Moore <rogermoore@koellamoore.com<<mailto:rogermoore@koellamoore.com>>>

EXHIBIT B.1 – EXPECTED PROJECT SCHEDULE

GEM Associated Architects

BarberMcMurry Architects
505 Market Street, Suite 300
Knoxville, Tennessee 37902
865-934-1915

Design Innovation Architects
402 S. Gay Street
Knoxville, Tennessee 37902
865-637-8540

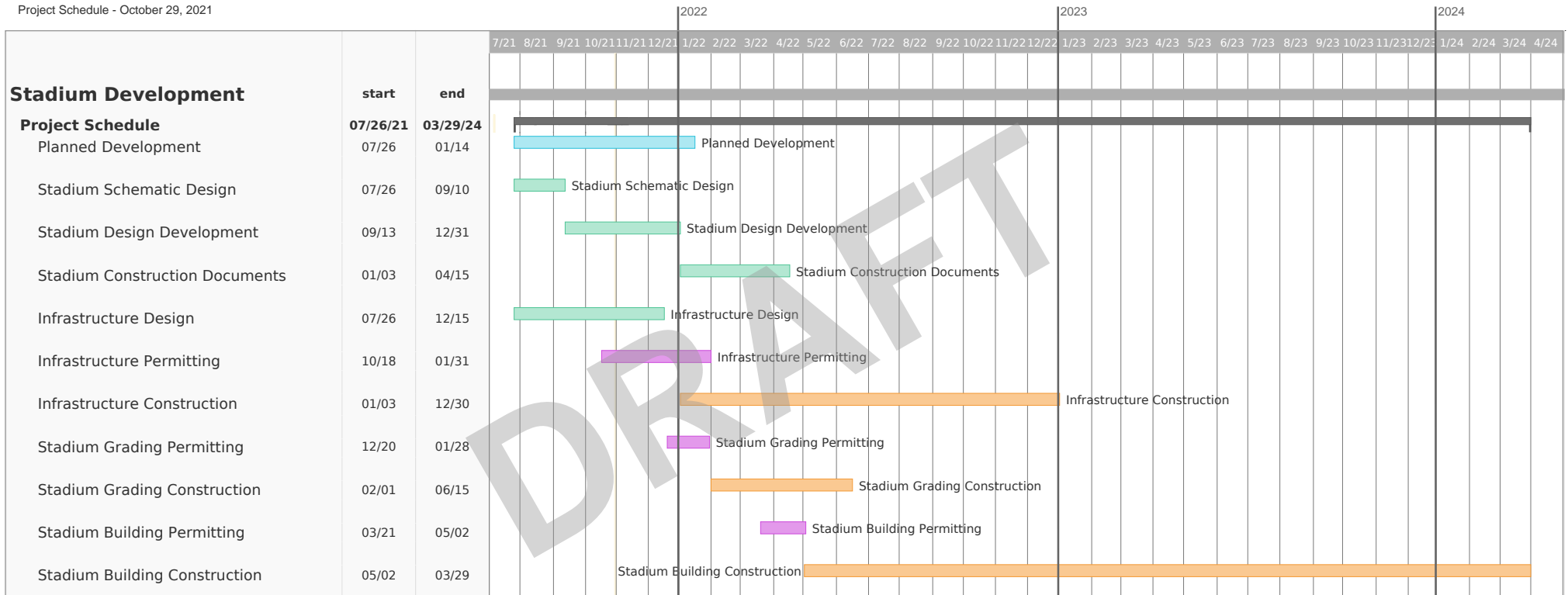
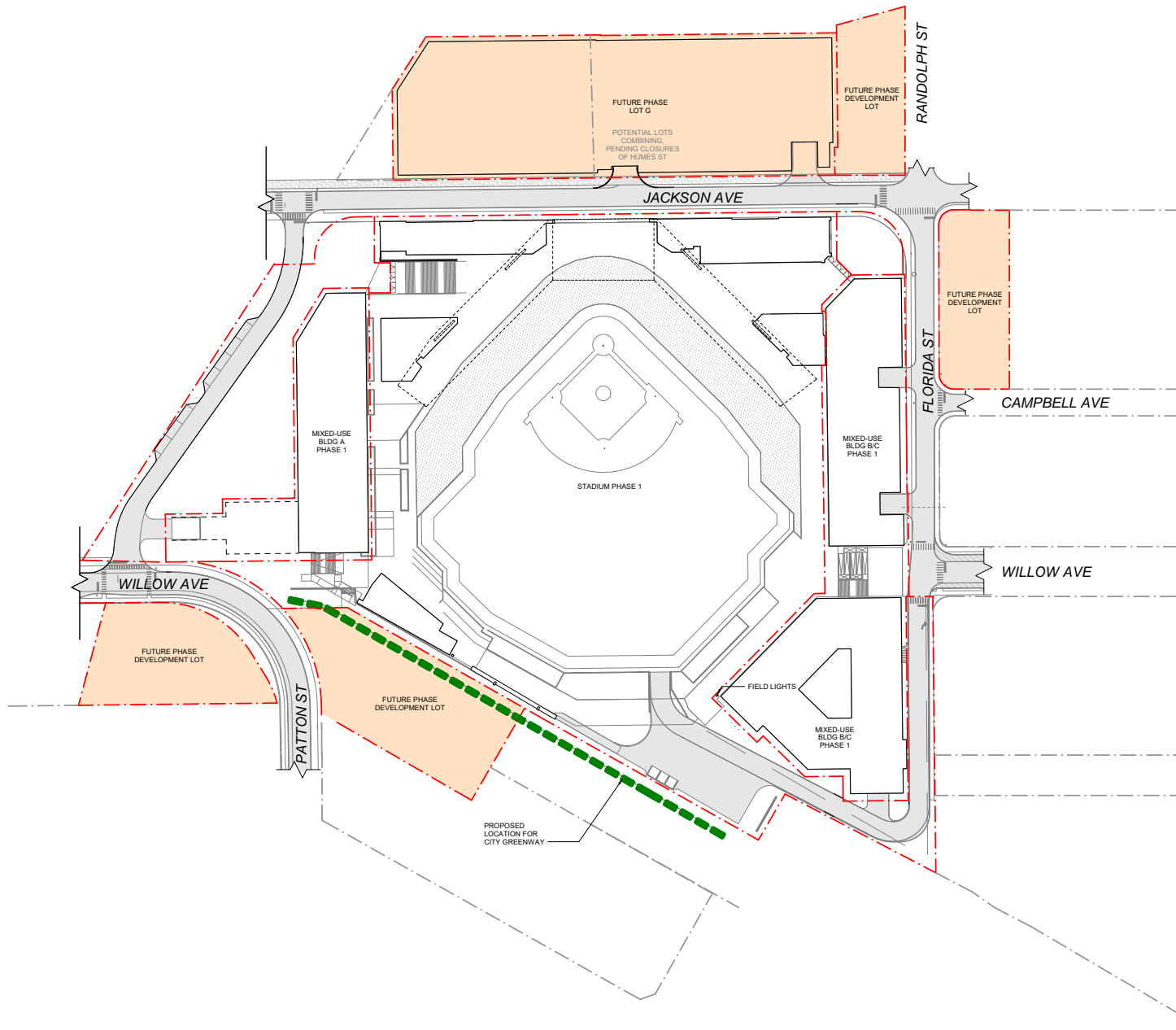


EXHIBIT C.0 – PLANNED DEVELOPMENT- FINAL PLAN-PHASE DIAGRAM

GEM Associated Architects

BarberMcMurry Architects
505 Market Street, Suite 300
Knoxville, Tennessee 37902
865-934-1915

Design Innovation Architects
402 S. Gay Street
Knoxville, Tennessee 37902
865-637-8540



GENERAL NOTES	
#	NOTE
DESIGN INTENT	SITE PLAN INDICATES OVERALL DESIGN INTENT BUT MAY BE SUBJECT TO CHANGE DEPENDING ON THE OWNER/DEVELOPER OF THE PROPERTY ONCE DETERMINED. ANY ALTERATIONS WILL MEET THE ZONING REQUIREMENTS OF THE URBAN BASE ZONE, THE PLANNED DEVELOPMENT, AND CONDITIONS OF THE FINAL PLAN APPROVAL (AS APPROPRIATE).
EASEMENTS	EASEMENT AGREEMENTS AND USE RESTRICTIONS BY AND BE TIED TO LAND, LLC AND AFFILIATES, GEM COMMUNITY DEVELOPMENT GROUP, LLC, THE CITY OF KNOXVILLE, SPORTS AUTHORITY BOARD, AND KNOXVILLE UTILITIES BOARD, AS WOULD BE REQUIRED FOR THE FULL USE AND OPERATIONS OF THE FACILITY.
PROPERTY LINES	PROPERTY LINE FINAL PLACEMENT APPROXIMATE, SUBJECT TO FUTURE FINAL PLATTING.
ACCESSORY	LOCATIONS OF ACCESSORY STRUCTURES SUCH AS FREESTANDING ROOFED STRUCTURES, PERCOLAS, OR GAZEBOS ARE YET TO BE DETERMINED. THESE TYPES OF STRUCTURES MAY BE UTILIZED IN THE VARIOUS PLAZAS AS NEEDED FOR THE OPERATIONS OF THE STADIUM AND FACILITY AND WILL COMP.

1 PHASING PLAN
C.B. 0 50 100

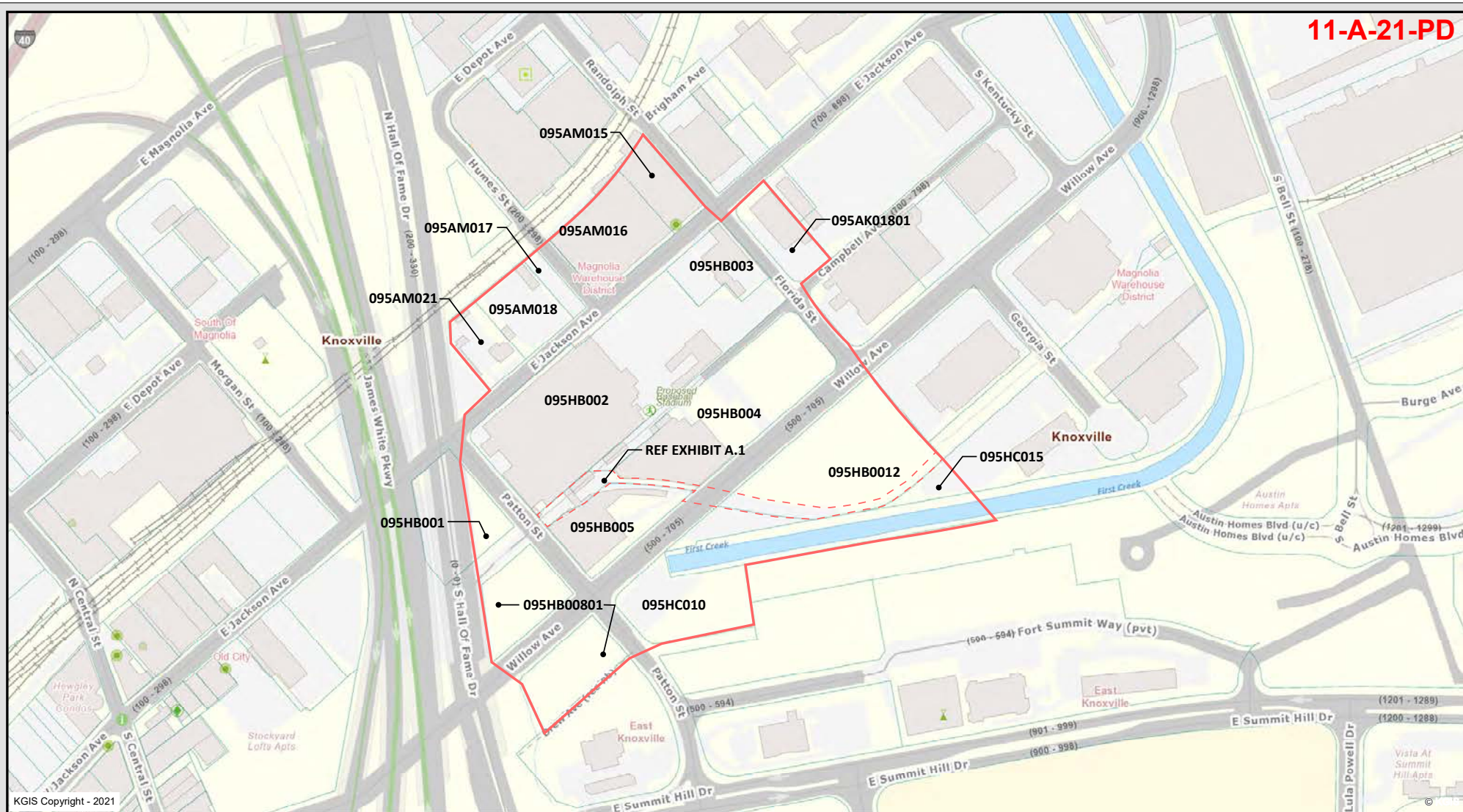
0.0 PLANNED DEVELOPMENT PHASE DIAGRAM
PRELIMINARY SCHEMATIC DESIGN
GEM Development Masterplanning

EXHIBIT C.1 – EXTENT OF PLANNED DEVELOPMENT (CURRENT PARCELS)

GEM Associated Architects

BarberMcMurry Architects
505 Market Street, Suite 300
Knoxville, Tennessee 37902
865-934-1915

Design Innovation Architects
402 S. Gay Street
Knoxville, Tennessee 37902
865-637-8540



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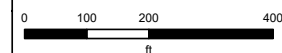
= PROPOSED PLANNED
DEVELOPMENT BOUNDARY

Planned Development Parcel ID's

Proposed Multi-Purpose Stadium Planned Development

Knoxville - Knox County - KUB Geographic Information System

Printed: 7/23/2021 at 3:17:43 PM



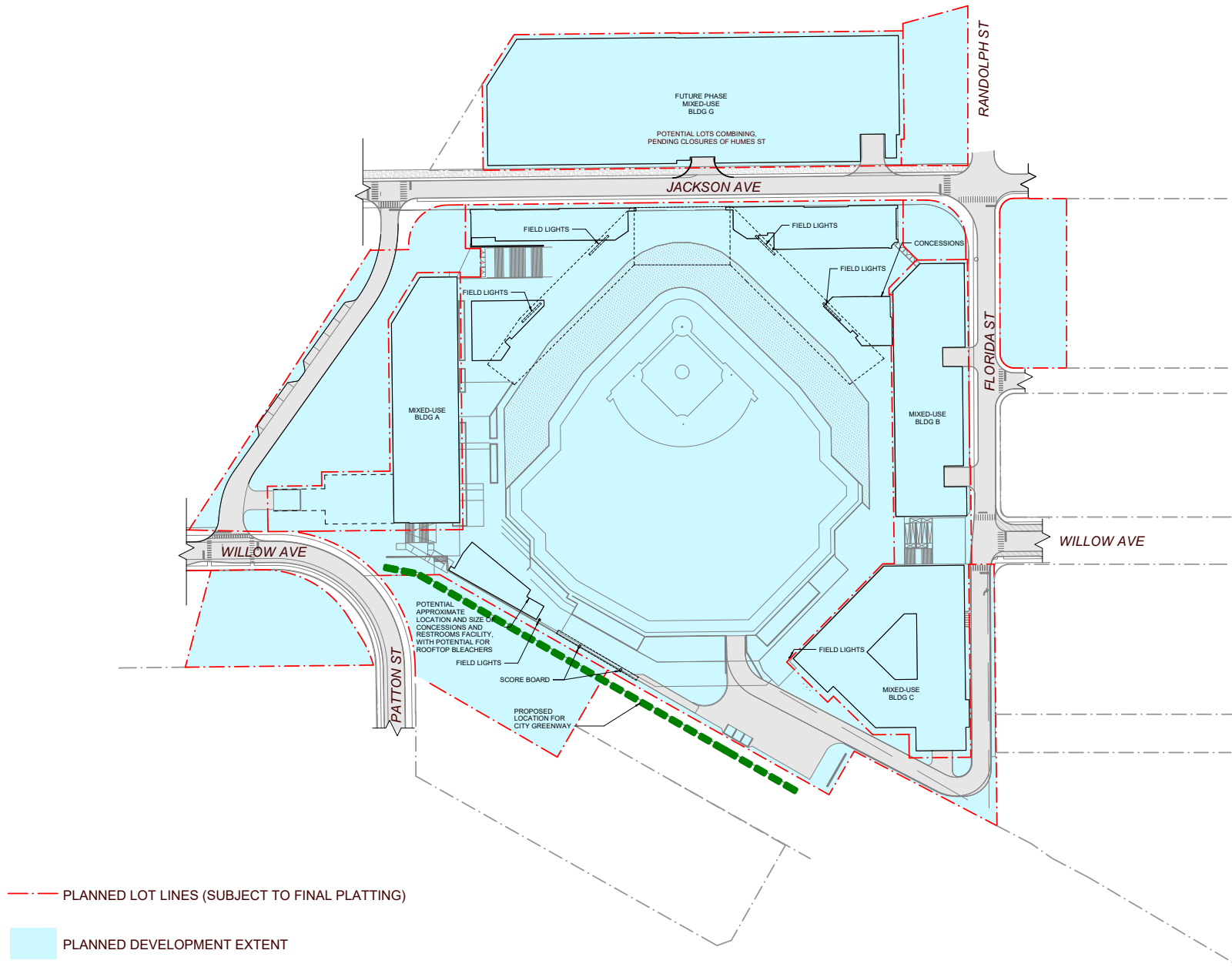
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EXHIBIT C.2 – EXTENT OF PLANNED DEVELOPMENT (PROPOSED SITE PLAN)

GEM Associated Architects

BarberMcMurry Architects
505 Market Street, Suite 300
Knoxville, Tennessee 37902
865-934-1915

Design Innovation Architects
402 S. Gay Street
Knoxville, Tennessee 37902
865-637-8540



GENERAL NOTES	
#	NOTE
DESIGN INTENT	SITE PLAN INDICATES OVERALL DESIGN INTENT BUT MAY BE SUBJECT TO CHANGE DEPENDING ON THE OWNER/DEVELOPER OF THE PROPERTY ONCE DETERMINED. ANY ALTERATIONS WILL MEET THE ZONING REQUIREMENTS OF THE URBAN BASE ZONE, THE PLANNED DEVELOPMENT, AND CONDITIONS OF THE FINAL PLAN APPROVAL AS APPROPRIATE.
EASEMENTS	EASEMENT AGREEMENTS AND USE RESTRICTIONS BY AND BETWEEN RRL LAND, LLC AND AFFILIATES, GEM COMMUNITY DEVELOPMENT GROUP, LLC, THE CITY OF KNOXVILLE, SPORTS AUTHORITY BOARD, AND KNOXVILLE UTILITIES BOARD, AS WOULD BE REQUIRED FOR THE FULL USE AND OPERATIONS OF THE SITE.
PROPERTY LINES	PROPERTY LINE FINAL PLACEMENT APPROXIMATE, SUBJECT TO FUTURE FINAL PLATTING.
ACCESSORY	LOCATIONS OF ACCESSORY STRUCTURES SUCH AS FREESTANDING ROOFED STRUCTURES, PORCHES, OR GAZEBOS ARE YET TO BE DETERMINED. THESE TYPES OF STRUCTURES MAY BE UTILIZED IN THE VARIOUS PLAZAS AS NEEDED FOR THE OPERATIONS OF THE STADIUM AND FACILITY AND WILL COMP.

EXTENT OF PLANNED DEVELOPMENT

C.2 EXTENT OF PLANNED DEVELOPMENT
PRELIMINARY SCHEMATIC DESIGN
GEM Development Masterplanning

EXHIBIT D.1 – PHASE 1 SITE PLAN LAYOUT

GEM Associated Architects

BarberMcMurry Architects
505 Market Street, Suite 300
Knoxville, Tennessee 37902
865-934-1915

Design Innovation Architects
402 S. Gay Street
Knoxville, Tennessee 37902
865-637-8540

11-A-21-PD



6515 NIGHTINGALE LANE
KNOXVILLE, TN 37909
(865) 934-6023



500 Market St Suite 300 Knoxville, TN 37902
T 865.934.1915 F 865.546.0242

NOT FOR
CONSTRUCTION

PROJECT NUMBER
201100

PLANNING COMMISSION FILE NUMBER
9-A-21-PD

PROJECT NAME
Private Development
Study

PROJECT PHASE
Phase 1 Plan

OWNER
GEM Development
Masterplanning
UNDER AGREEMENT WITH
CITY OF KNOXVILLE AND
KNOX COUNTY, TN
PROJECT ADDRESS
Jackson Ave.
Knoxville, TN 37902

PROPOSED FEATURES LEGEND

- BUILDING
CONCOURSE/CONCRETE
PAVEMENT
CONCRETE SIDEWALK
HEAVY DUTY PAVEMENT
PLAZA
GRASS TURF
CONCRETE CURB
CENTERLINE
PROPOSED PROPERTY
LINE
FEMA FLOODWAY
FEMA 500 YEAR
FIRST CREEK CULVERT
EXTENSION
- NOTE:
1. CITY OF KNOXVILLE PARKS AND RECREATION TO COORDINATE DESIGN AND CONSTRUCTION OF GREENWAY.
2. ALL ROADWAYS WILL COMPLY WITH AASHTO REQUIREMENTS.
3. WILLOW/PATTON ROADWAY TO BE POSTED 25 MPH.
4. FEMA LINES WILL BE REVISED BASED ON CLOMRF/LOMR.
5. SIZE, SHAPE, AND ACCESS OF PARKING LOT TO BE DESIGNED BASED ON OWNERSHIP AND AT THE TIME OF DESIGN.



Know what's below.
Call before you dig.

811
GRAPHIC SCALE (IN FEET)

C5.1
PHASE 1 SITE LAYOUT PLAN

EXHIBIT D.2 – PHASE 2 SITE PLAN LAYOUT

GEM Associated Architects

BarberMcMurry Architects
505 Market Street, Suite 300
Knoxville, Tennessee 37902
865-934-1915

Design Innovation Architects
402 S. Gay Street
Knoxville, Tennessee 37902
865-637-8540

11-A-21-PD



6515 NIGHTINGALE LANE
KNOXVILLE, TN 37909
(865) 934-6023



505 Market St Suite 300 Knoxville, TN 37902
T 865.934.1915 F 865.546.0242



PROJECT NUMBER
201100

PLANNING COMMISSION FILE NUMBER
9-A-21-PD

PROJECT NAME
Private Development
Study

PROJECT PHASE
Phase 2 Plan

OWNER
GEM Development
Masterplanning
UNDER AGREEMENT WITH
CITY OF KNOXVILLE AND
KNOX COUNTY, TN

PROJECT ADDRESS
Jackson Ave.
Knoxville, TN 37902

PROPOSED FEATURES LEGEND

BUILDING	
CONCOURSE/CONCRETE PAVEMENT	
CONCRETE SIDEWALK	
HEAVY DUTY PAVEMENT	
PLAZA	
GRASS TURF	
CONCRETE CURB	
CENTERLINE	
PROPOSED PROPERTY LINE	
FEMA FLOODWAY	
FEMA 500-YEAR CULVERT OUTLINE	

NOTE

1. CITY OF KNOXVILLE PARKS AND RECREATION TO COORDINATE DESIGN AND CONSTRUCTION OF GREENWAY.
2. ALL ROADWAYS WILL COMPLY WITH AASHTO REQUIREMENTS.
3. WILLOW/PATTON ROADWAY TO BE POSTED 25 MPH.
4. FEMA LINES WILL BE REVISED BASED ON CLOM/LOMR.



Know what's below.
Call before you dig.

811
GRAPHIC SCALE (IN FEET)

PARTNER-IN-CHARGE	KU/TE
PROJECT MANAGER	BRS
DRAWN BY	JRB
REVIEWED BY	BRS
ISSUE DATE	10.29.2021
REVISIONS	

C5.2

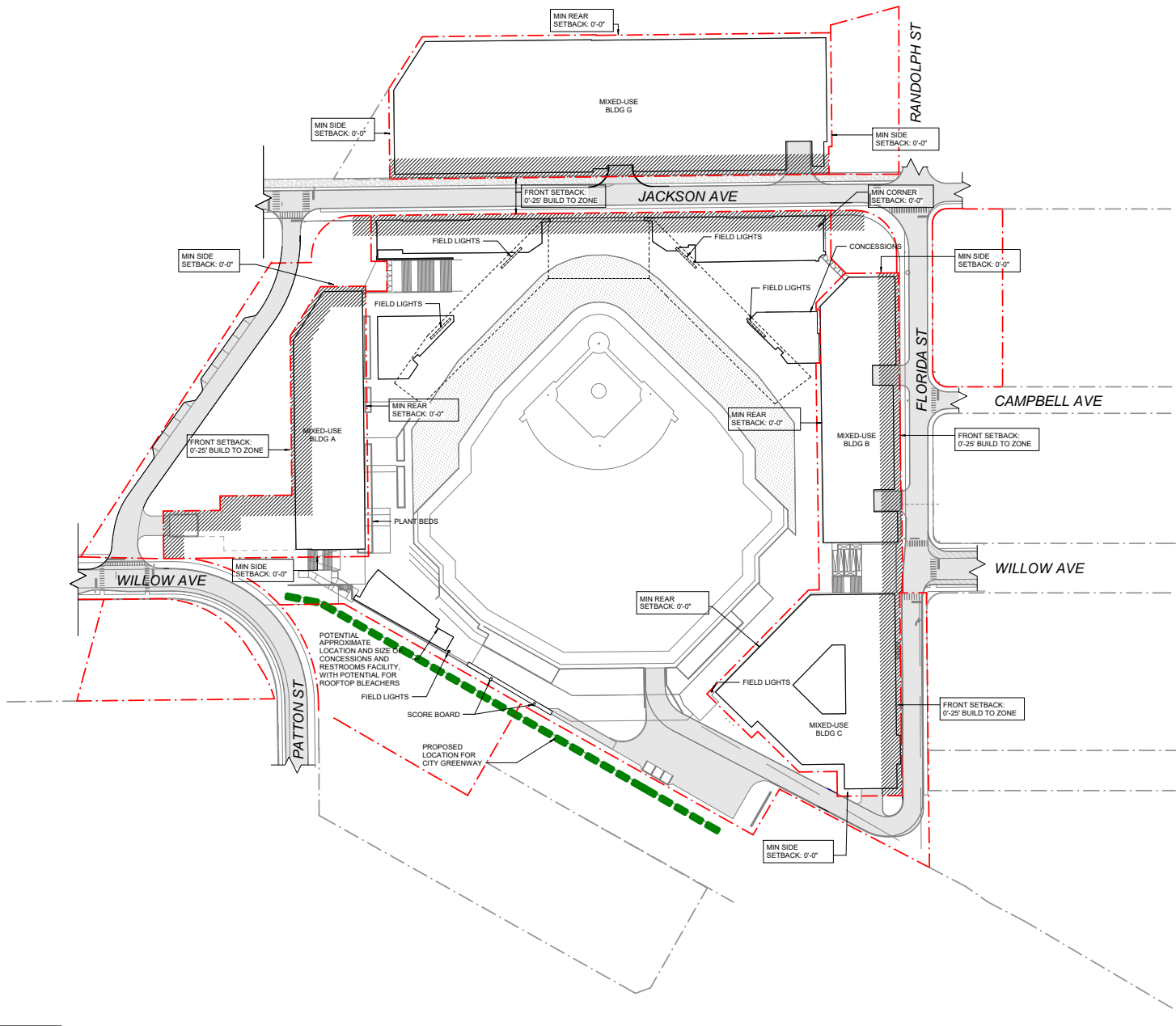
PHASE 2 SITE LAYOUT PLAN

EXHIBIT D.3 – SITE PLAN PHASE 2 PROPOSED PROPERTY LINES AND SETBACKS

GEM Associated Architects

BarberMcMurry Architects
505 Market Street, Suite 300
Knoxville, Tennessee 37902
865-934-1915

Design Innovation Architects
402 S. Gay Street
Knoxville, Tennessee 37902
865-637-8540



GENERAL NOTES SETBACKS	
SETBACK	PD DIMENSIONAL STANDARDS
FRONT SETBACK	0'-25' BUILD TO ZONE
SIDE SETBACK	MIN SIDE SETBACK 0'-0"
CORNER SETBACK	MIN CORNER SETBACK 0'-0"
REAR SETBACK	MIN REAR SETBACK 0'-0"

GENERAL NOTES	
#	NOTE
DESIGN INTENT	SITE PLAN INDICATES OVERALL DESIGN INTENT BUT MAY BE SUBJECT TO CHANGE DEPENDING ON THE OWNER/DEVELOPER OF THE PROPERTY ONCE DETERMINED. ANY ALTERATIONS WILL MEET THE ZONING REQUIREMENTS OF THE LAUREL BASE ZONE, THE PLANNED DEVELOPMENT AND CONDITIONS OF THE FINAL PLAN APPROVAL AS APPROPRIATE.
EASEMENTS	EASEMENT AGREEMENTS AND USE RESTRICTIONS BY AND BETWEEN RRLAND, LLC AND AFFILIATES, GEM COMMUNITY DEVELOPMENT GROUP, LLC, THE CITY OF KNOXVILLE, SPORTS AUTHORITY BOARD, AND KNOXVILLE UTILITIES BOARD, AS WOULD BE REQUIRED FOR THE FULL USE AND OPERATION OF THE FACILITY.
PROPERTY LINES	PROPERTY LINE FINAL PLACEMENT APPROXIMATE, SUBJECT TO FUTURE FINAL PLATTING.
ACCESSORY	LOCATIONS OF ACCESSORY STRUCTURES SUCH AS FRIESTANDING ROOFED STRUCTURES, PERGOLAS, OR GAZEBOS ARE TO BE DETERMINED. THESE TYPES OF STRUCTURES MAY BE UTILIZED IN THE VARIOUS PLAZAS AS NEEDED FOR THE OPERATION OF THE STADIUM AND FACILITY AND WILL COMP.



EXHIBIT D.4 – SITE PLAN PHASE 2 RENDERED SITE PLAN- DESIGN INTENT

GEM Associated Architects

BarberMcMurry Architects
505 Market Street, Suite 300
Knoxville, Tennessee 37902
865-934-1915

Design Innovation Architects
402 S. Gay Street
Knoxville, Tennessee 37902
865-637-8540

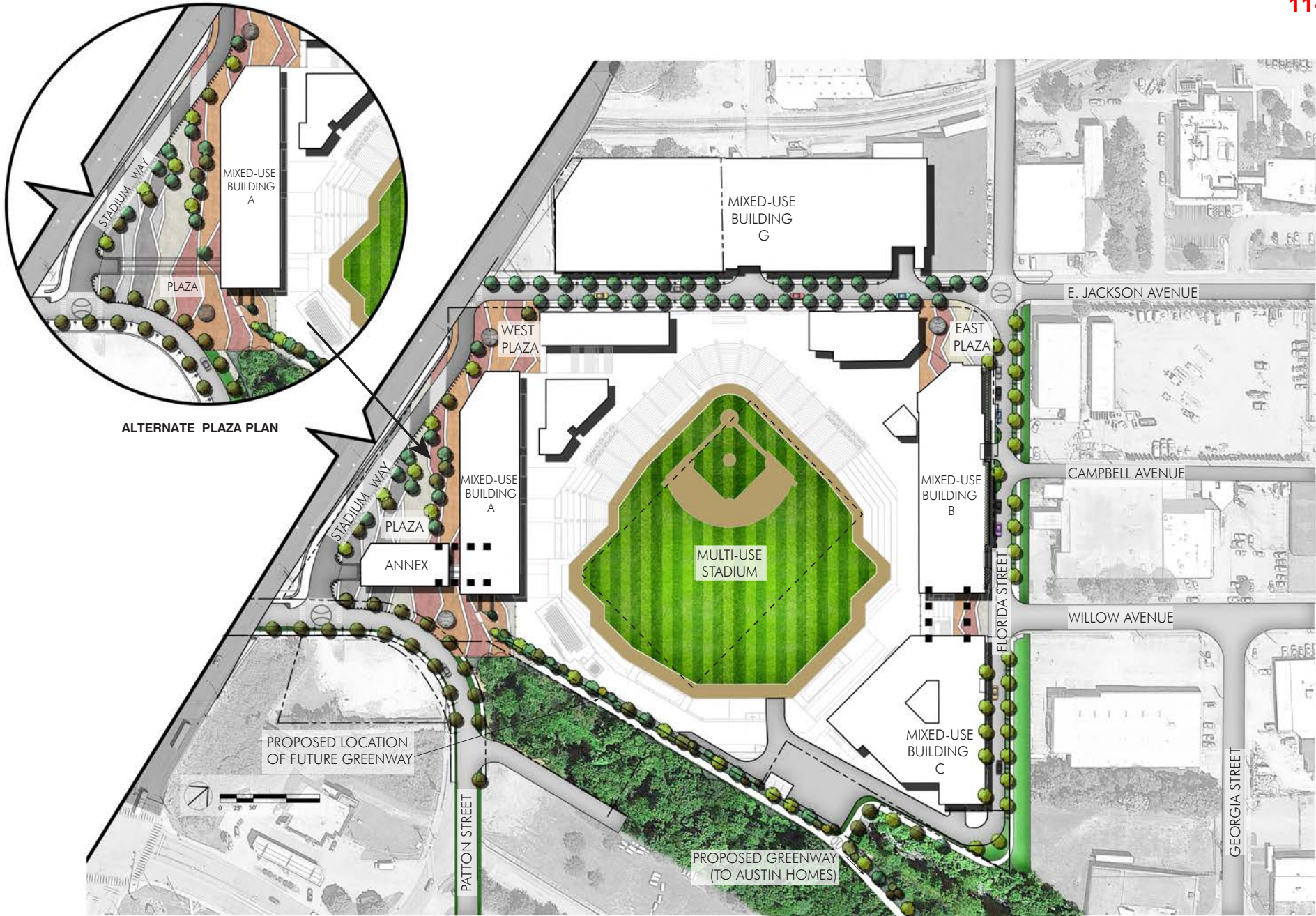


EXHIBIT D.5 – SITE LANDSCAPING INTENT CONCEPT PLAN

GEM Associated Architects

BarberMcMurry Architects
505 Market Street, Suite 300
Knoxville, Tennessee 37902
865-934-1915

Design Innovation Architects
402 S. Gay Street
Knoxville, Tennessee 37902
865-637-8540

ALL TREES SHOWN IN THE THE RIGHT-OF-WAY ARE FOR DESIGN INTENT ONLY.

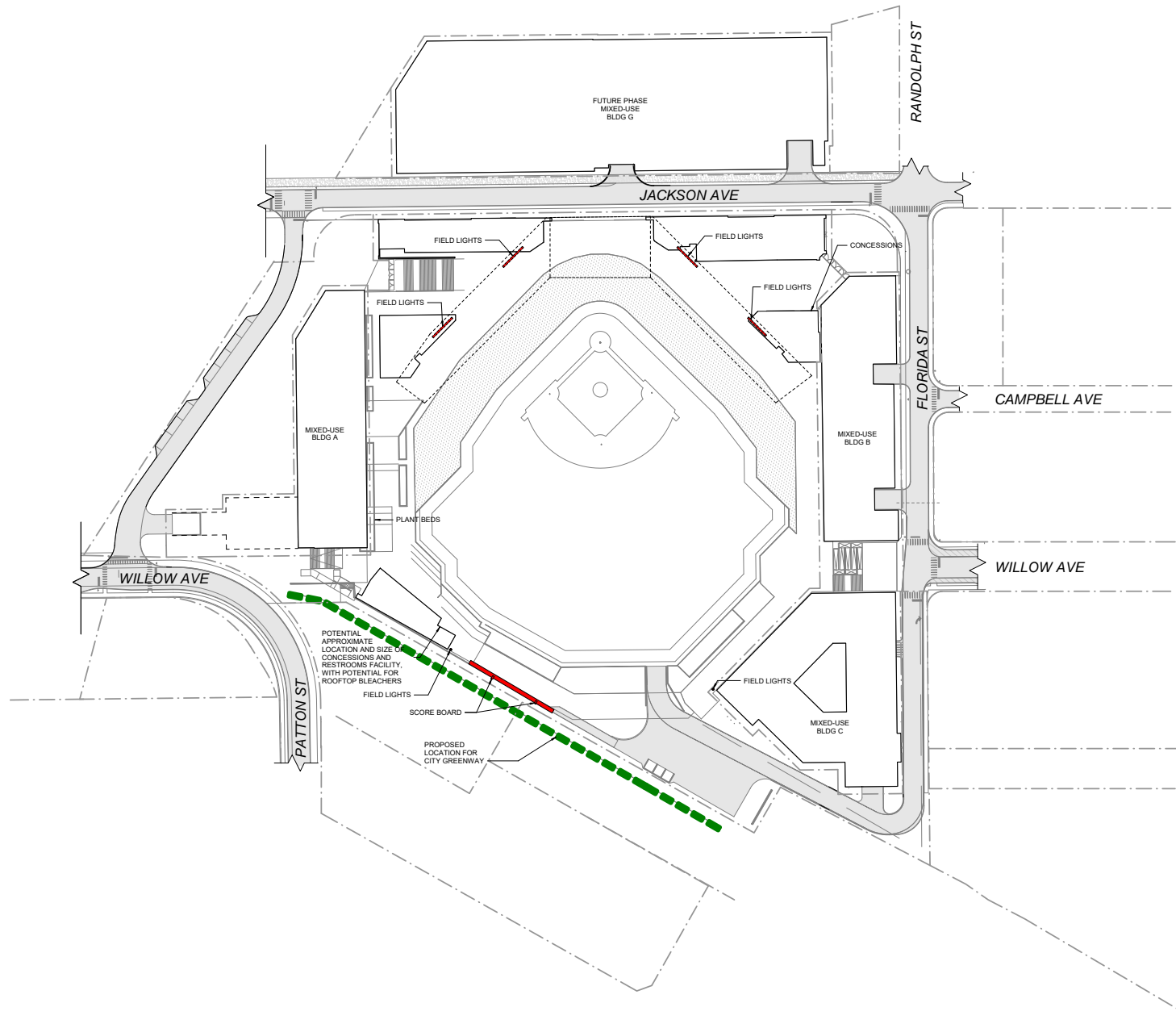


EXHIBIT D.6 – STADIUM LIGHTING INTENT CONCEPT PLAN

GEM Associated Architects

BarberMcMurry Architects
505 Market Street, Suite 300
Knoxville, Tennessee 37902
865-934-1915

Design Innovation Architects
402 S. Gay Street
Knoxville, Tennessee 37902
865-637-8540



"THIS LIGHTING INTENT PLAN IS A CONCEPT PLAN TO ILLUSTRATE THE DESIGN INTENT, AND WILL BE SUBJECT TO DESIGN ADJUSTMENTS AS NECESSARY AS THE PROJECT DESIGN IS FURTHERED AND COORDINATED WITH UTILITIES, REQUIRED SERVICES, BUILDINGS DESIGN, AND OTHER RELEVANT ELEMENTS.

10.2 EXTERIOR LIGHTING	
SECTION	APPROVED EXCEPTION FROM ORDINANCE
10.2.1	10.2.1.1 REQUESTED FOR MAXIMUM ALLOWABLE FOOTCANDLES TO OCCUR AT THE R.O.W. INSTEAD OF ANY LOT LINE.
10.2.1	10.2.1.1 REQUESTED FOR MAXIMUM ALLOWABLE FOOTCANDLES TO OCCUR AT THE R.O.W. INSTEAD OF ANY LOT LINE.
10.2.2	10.2.2.1 REQUESTED TO REUSE REQUIREMENT 10.2.2.1 TO BE LUMINAIRES WITH AN UP LIGHT RATING OF 0. THE UP LIGHT RATING OF 0 THAT ARE PROPOSED TO BE DERIVED FROM AN ALTERNATE RATING SYSTEM, THE B.U.G. UNIFORM LIGHT, UP LIGHT, GLARE, AND SYSTEM ADOPTED BY THE DARK'S BY ASSOCIATION THAT QUANTIFIES THE AMOUNT OF LIGHT A FUTURE PARTY WITHIN DIFFERENT ZONES AROUND THE FIXTURE. A SITE LIGHT WITH AN U.P.L. LIGHT RATING OF ZERO HAS A LIGHT SOURCE REFLECTOR AND LENS DESIGNED TO WORK TOGETHER AND DIRECT LIGHT DOWNWARD SO THAT IT MEETS DARK SKY CERTIFICATION REQUIREMENTS.
10.2.3	10.2.3.1 REQUESTED TO REUSE REQUIREMENT 10.2.3.1 TO PROVIDE THE PLANNED DEVELOPMENT COMPLIES WITH THE UP-LIGHT RATING OF 0 OF THE DARK-SKY ASSOCIATION'S B.U.G. RATING SYSTEM.
10.2.3	10.2.3.1 REQUESTED TO REUSE REQUIREMENT 10.2.3.1 TO ALLOW LUMINAIRES TO BE AIMED UP OR DOWN TO PROVIDE WALL WASH LIGHTING OF ARCHITECTURAL, LANDSCAPE, AND SIGNAGE FEATURES. THE WALL WASH LIGHTING WOULD HAVE A MAXIMUM RATING OF 2000 LUMENS. Aiming diagrams showing distribution and limits of lighting levels shall be provided as part of the lighting plan to be reviewed by city staff during the permitting process. To illustrate how light levels of feature lighting is contained within each parcel.
10.2.3.1	10.2.3.1.1 REQUESTED FROM REQUIREMENT 10.2.3.1.1 TO ALLOW FOR A TOTAL LUMINAIRE HEIGHT OF 15' WITHOUT SPECIAL PERMIT THROUGH PLANNED DEVELOPMENT PROCESS.
10.2.3.1	10.2.3.1.1 REQUESTED FOR HOUSE LIGHTING LEVEL BE PERMITTED AS NECESSARY PRIOR TO THE START OF AN EVENT WHEN SEVERAL HOURS MAY BE NEEDED THE NIGHT BEFORE TO PREPARE THE STADIUM FOR AN EVENT AS WELL AS OTHER PERIODS OF MAINTENANCE WORK.

* PLEASE REFERENCE EXTERIOR LIGHTING SECTION OF PROJECT SUMMARY FOR RATIONALE.

GENERAL NOTES	
#	NOTE
DESIGN INTENT	SITE PLAN INDICATES OVERALL DESIGN INTENT BUT MAY BE SUBJECT TO CHANGE DEPENDING ON THE OWNER/DEVELOPER OF THE PROPERTY ONCE DETERMINED.
EASEMENTS	ANY ALTERATIONS WILL MEET THE ZONING REQUIREMENTS OF THE LAND USE ZONE, THE PLANNED DEVELOPMENT, AND CONDITIONS OF THE FINAL PLAN APPROVAL AS APPROVED.
PROPERTY LINES	EASEMENT AGREEMENTS AND USE RESTRICTIONS BY AND BETWEEN LAND, LLC AND AFFILIATES, GEN COMMUNITY DEVELOPMENT GROUP, LLC, THE CITY OF KNOXVILLE, SPORTS AUTHORITY BOARD, AND KNOXVILLE UTILITIES BOARD, AS WOULD BE REQUIRED FOR THE FULL USE AND OPERATIONS.
ACCESSORY	PROPERTY LINE FINAL PLACEMENT APPROXIMATE, SUBJECT TO FUTURE FINAL PLATTING.
	LOCATIONS OF ACCESSORY STRUCTURES SUCH AS FREESTANDING ROOFED STRUCTURES, PERISCOPES, OR GAZEBOS ARE YET TO BE DETERMINED. THESE TYPES OF STRUCTURES MAY BE UTILIZED FOR THE VARIOUS PLAZAS AS NEEDED FOR THE OPERATIONS OF THE STADIUM AND FACILITY AND WILL COMP.

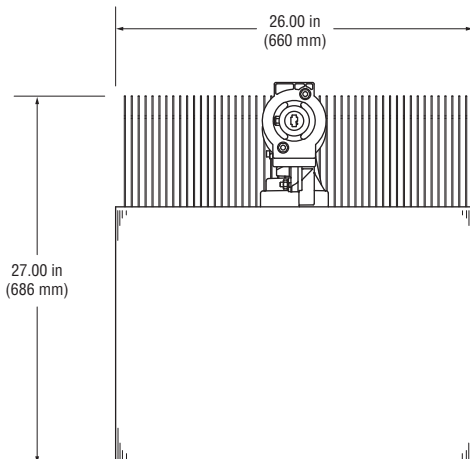
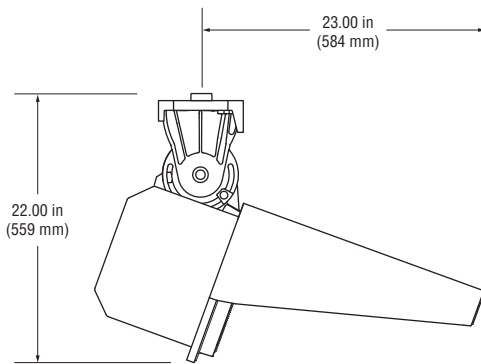
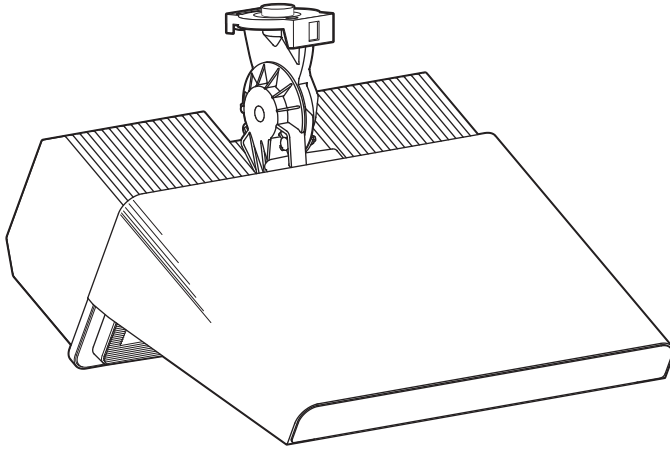


**EXHIBIT D.7 – STADIUM LIGHTING PRELIMINARY PHOTOMETRIC CALCS
AND SPECIFICATIONS**

GEM Associated Architects

BarberMcMurry Architects
505 Market Street, Suite 300
Knoxville, Tennessee 37902
865-934-1915

Design Innovation Architects
402 S. Gay Street
Knoxville, Tennessee 37902
865-637-8540



Luminaire Data

Weight (luminaire)	67 lb (30 kg)
UL listing number	E338094
UL listed for USA / Canada	UL1598 CSA-C22.2 No.250.0
CE Declaration	LVD, EMC, RoHS
Ingress protection, luminaire	IP65
Impact rating	IK07
Material and finish	Aluminum, powder-coat painted
Wind speed rating (aiming only)	150 mi/h (67 m/s)
UL, IEC ambient temperature rating, luminaire	50°C (122°F)

Photometric Characteristics

Projected lumen maintenance per IES TM-21-11

L90 (20k)	>120,000 h
L80 (20k)	>120,000 h
L70 (20k)	>120,000 h
Lumens ¹	160,000
CIE correlated color temperature	5700 K
Color rendering index (CRI)	75 typ, 70 min
LED binning tolerance	7-step MacAdam Ellipse

Footnotes:

- 1) Incorporates appropriate dirt depreciation factor for life of luminaire.

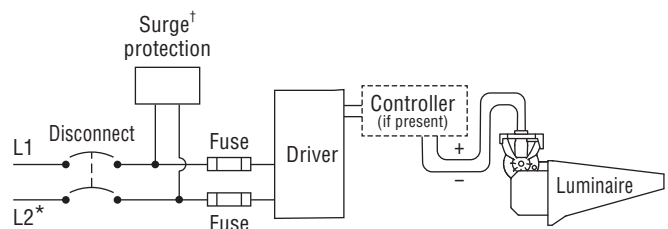
Datasheet: TLC-LED-1500 Luminaire and Driver

Driver Data

Typical Wiring

Electrical Data

Rated wattage ¹	
Per driver	1430 W
Per luminaire	1430 W
Number of luminaires per driver	1
Starting (inrush) current	<40 A, 256 μ s
Fuse rating	15 A
UL, IEC ambient temperature rating, electrical components enclosure	50°C (122°F)
Ingress protection, electrical components enclosure	IP54
Efficiency	95%
Dimming mode	optional
Range, energy consumption	12 – 100%
Range, light output	17 – 100%
Flicker	<2%
Total harmonic distortion (THD) at full output	<20%



* If L2 (com) is neutral then not switched or fused.

† Not present if indoor installation.

	200 Vac 50/60 Hz	208 Vac 60 Hz	220 Vac 50/60 Hz	230 Vac 50 Hz	240 Vac 50/60 Hz	277 Vac 60 Hz	347 Vac 60 Hz	380 Vac 50/60 Hz	400 Vac 50 Hz	415 Vac 50 Hz	480 Vac 60 Hz
Max operating current per luminaire²	8.86 A	8.52 A	8.06 A	7.71 A	7.39 A	6.40 A	5.11 A	4.67 A	4.43 A	4.27 A	3.70 A

Footnotes:

- 1) Rated wattage is the power consumption, including driver efficiency losses, at stabilized operation in 25°C ambient temperature environment.
- 2) Operating current includes allowance for 0.90 minimum power factor, operating temperature, and LED light source manufacturing tolerances.

Notes

1. Use thermal magnetic HID-rated or D-curve circuit breakers.
2. See *Musco Control System Summary* for circuit information.



Knoxville Ball Park MiLB
Knoxville,TN

Lighting System

Pole / Fixture Summary						
Pole ID	Pole Height	Mtg Height	Fixture Qty	Luminaire Type	Load	Circuit
A1-A2	110'	110'	11	TLC-LED-1500	15.73 kW	A
		57"	3	TLC-LED-1500	4.29 kW	B
B1-B2	110'	110'	21	TLC-LED-1500	28.99 kW	A
		60"	3	TLC-LED-1500	4.29 kW	B
C1-C2	90'	90'	22	TLC-LED-1500	31.46 kW	A
		10'	3	TLC-LED-1500	4.29 kW	B
6			126		178.10 kW	

Circuit Summary			
Circuit	Description	Load	Fixture Qty
A	Baseball	152.36 kW	108
B	BTF	25.74 kW	18

Fixture Type Summary							
Type	Source	Wattage	Lumens	L90	L80	L70	Quantity
TLC-LED-1500	LED 5700K - 75 CRI	1430W	160,000	>120,000	>120,000	>120,000	118
TLC-LED-1500	LED 5700K - 75 CRI	1170W	160,000	>120,000	>120,000	>120,000	8

Light Level Summary

Calculation Grid Summary								
Grid Name	Calculation Metric	Illumination					Circuits	Fixture Qty
		Ave	Min	Max	Max/Min	Ave/Min		
Baseball (Infield)	Horizontal Illuminance	107	98	114	1.16	1.09	A	108
Baseball (Outfield)	Horizontal Illuminance	73.1	56	99	1.76	1.31	A	108
LF Bullpen	Horizontal	67	46	79	1.73	1.46	A	108
RF Bullpen	Horizontal	60.2	37	72	1.96	1.63	A	108

From Hometown to Professional



P-1



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NOTE: ONLY MUSCO SPORT/EVENT LIGHTS ANALYZED IN CALCULATIONS



Guaranteed Performance: The ILLUMINATION described above is guaranteed per your Musco Warranty document and includes a 0.95 dirt depreciation factor.

Field Measurements: Individual field measurements may vary from computer-calculated predictions and should be taken in accordance with IESNA RP-6-25.

Electrical System Requirements: Refer to Amperage Draw Chart and/or the "Musco Control System Summary" for electrical sizing.

Installation Requirements: Results assume ± 2% nominal voltage at line side of the driver and structures located within 3 feet (1m) of design locations.

BASEBALL FOOTCANDLE ILLUMINATION SUMMARY

P-2



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ILLUMINATION SUMMARY

NOTE: ONLY MUSCO SPORT/EVENT
LIGHTS ANALYZED IN CALCULATIONS

Knoxville Ball Park MILB

Knoxville, TN

GRID SUMMARY

Item	Grid Footcandle Summary
Size	300' x 220'
Spacing	5.0' x 5.0'
Height	134.0' above grade

ILLUMINATION SUMMARY

Guaranteed Performance: Entire Grid

Item	Value
Scene Average	36.34
Maximum	94
Minimum	0
Avg. Value	172.03
Max / Min	324.00
IES Reference	0.00
No. of Points	1307

Applied Coefficient	A
No. of Luminaires	188
Total Load	152.38 kW

Guaranteed Performance: The ILLUMINATION described above is guaranteed per your Musco Warranty document and includes a 0.95 deprecation factor.

Field Measurements: Individual field measurements may vary from computer-calculated predictions and should be taken in accordance with IEEE 1615-2011.

Electrical System Requirements: Refer to Ampage/Drive Chart and/or the "Mass Control System Summary" for electrical wiring.

Installation Requirements: Results assume a 2% nominal voltage at line side of the driver and structures located within 5 feet (2m) of design locations.

BOWL FOOTCANDLE ILLUMINATION SUMMARY

P-3



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ILLUMINATION SUMMARY

SCALE IN FEET 1"=30'

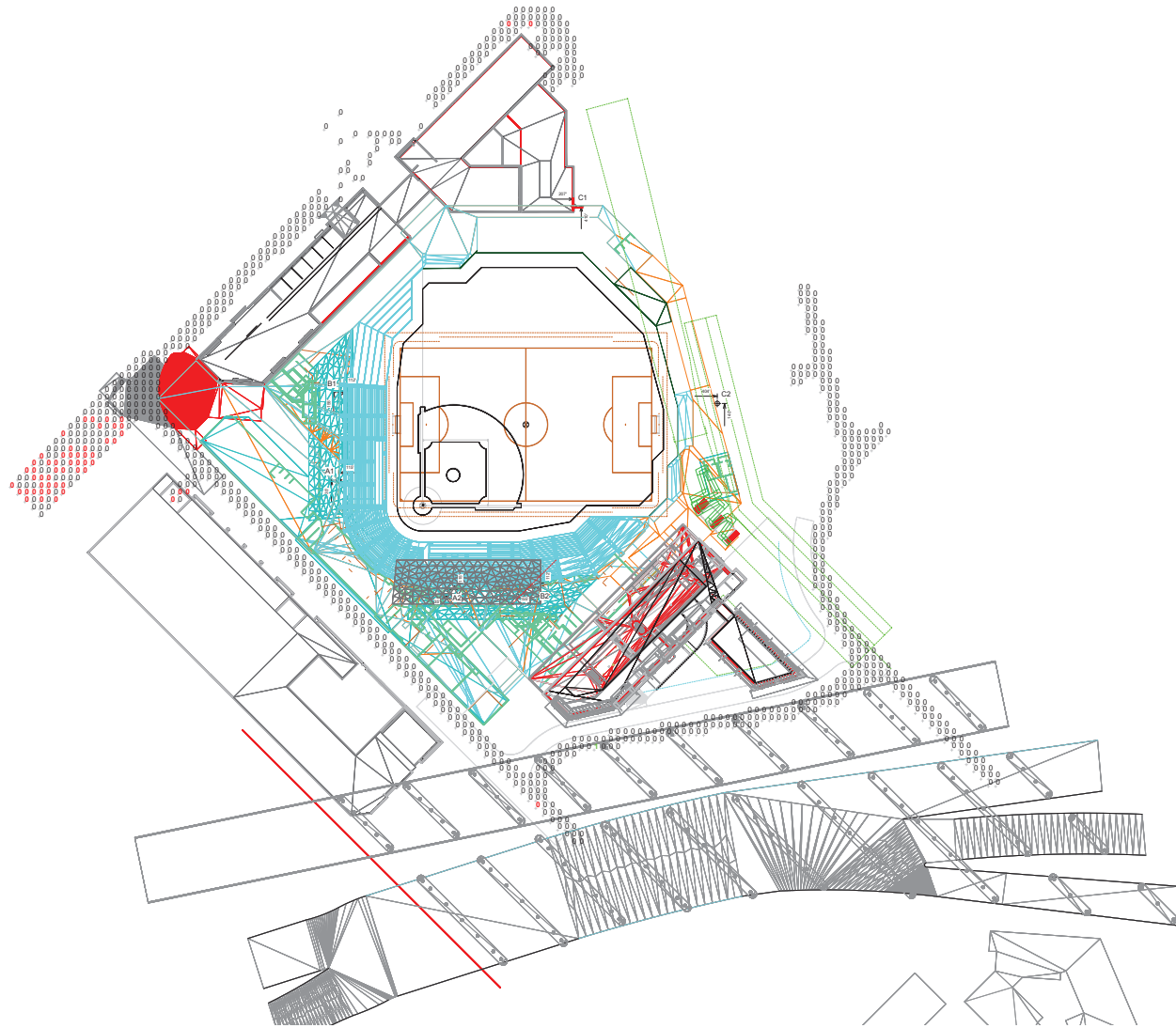
ENGINEERED DESIGN By: File #210713E -13-Oct-21

P-3

Pole locations (X) to G.D. reference points (O)

Dimensions are relative to G.D. reference points (O)

NOTE: ONLY MUSCO SPORT/EVENT
LIGHTS ANALYZED IN CALCULATIONS



SCALE IN FEET 1"=80'

Pole location(s) ● Illuminations are relative to 0.0 reference point(s) ●

Knoxville Ball Park MILB

Results:IN

GRID SUMMARY

Name:	Base Footcandle summary
Size:	Image: 1217 x 1487 / 1217
Spacing:	10.0' x 10.0'
Height:	28.1' above grade

ILLUMINATION SUMMARY

GUARANTEED PERFORMANCE	
Entire Grid	
Scene Average	6.66
Maximum	8
Minimum	0
Avg / Min	...
Max / Min	...
IES Illuminance	0.00
No. of Points	894
LUMINAIRE REQUIREMENTS	
Applied Circuits	A
No. of Luminaires	188
Total Load	132.38 kW

Guaranteed Performance: The ILLUMINATION described above is guaranteed per your Musco Warranty document and includes a 0.95 deprecation factor.

Field Measurements: Individual field measurements may vary from computer-calculated predictions and should be taken in accordance with IESNA RP-4-20.

Electrical System Requirements: Refer to Ampage Drive Chart under the "Mass Control System Summary" for electrical sizing.

Installation Requirements: Results assume a 2% nominal voltage at the side of the driver and structures located within 5 feet (1.5m) of design locations.

STREET FOOTCANDLE
ILLUMINATION SUMMARY

P-5



Note: To be implemented in order to get certified, the entire content of Musco Sports Lighting, LLC, 41981, 2021 Musco Sports Lighting, LLC.

ILLUMINATION SUMMARY

NOTE: ONLY MUSCO SPORT/EVENT
LIGHTS ANALYZED IN CALCULATIONS

Knoxville Ball Park MILB

Knoxville, TN

GRID SUMMARY

Item	Item 2 Footcandle summary
Size	240' x 220'
Spacing	20.0' x 20.0'
Height	45.0' above grade

ILLUMINATION SUMMARY

Item	Item 2 Footcandle summary
Scene Average	0.00
Maximum	0
Minimum	0
Avg. Value	0
Max / Min	0/0
US Reference point	0.00
No. of Points	110
Applied Circuits	4
No. of Luminaires	100
Total Load	152.38 kW

Guaranteed Performance: The ILLUMINATION described above is guaranteed per your Musco Warranty document and includes a 0.95 de-lux depreciation factor.

Field Measurements: Individual field measurements may vary from computer-calculated predictions and should be taken in accordance with IESNA RP-4-20.

Electrical System Requirements: Refer to Ampage/Drive Chart and/or the "Musco Control System Summary" for electrical wiring.

Installation Requirements: Results assume a 2% nominal voltage at line side of the driver and structures located within 5 feet (2m) of design locations.

HALL OF FAME DR FOOTCANDLE ILLUMINATION SUMMARY

P-6



Note: To be implemented in order of priority, the order listed of Musco Sports Lighting, LLC, 41901, 2021 Musco Sports Lighting, LLC.

ILLUMINATION SUMMARY

SCALE IN FEET 1"=50'

P-6

Pole location(s) ● Illuminators are relative to 0.0 reference point(s) ●

NOTE: ONLY MUSCO SPORT/EVENT LIGHTS ANALYZED IN CALCULATIONS

Knoxville Ball Park MiLB

Knoxville, TN

GRID SUMMARY	
Name:	Bowl Candela summary
Spacing:	15.0° x 15.0°
Height:	18.4" above grade

ILLUMINATION SUMMARY	
MAIN TAILLIGHT CANDLES (2000 CIRCLES)	
Scan Average:	Entire Grid 229967.39
Maximum:	7072.82
Minimum:	9.486
Avg / Min:	27.710
Max / Min:	83.35
UG (adjacent) ota:	0.00
CU:	0.87
No. of Pixels:	185
LUMINAIRE INFORMATION	
Applied Circuits:	
No. of Luminaires:	108
Total Load:	151.366 kW

Guaranteed Performance: The ILLUMINATION described above is guaranteed per your Musco Warranty document and includes a 0.95 dirt depreciation factor.

Field Measurements: Individual field measurements may vary from computer-calculated predictions and should be taken

Electrical System Requirements: Refer to Amperage Draw Chart and/or the "Mission Control System Summary"

Installation Requirements: Results assume $\pm 3\%$ nominal voltage at line side of the driver and structures located within 3 feet (1m) of design locations.

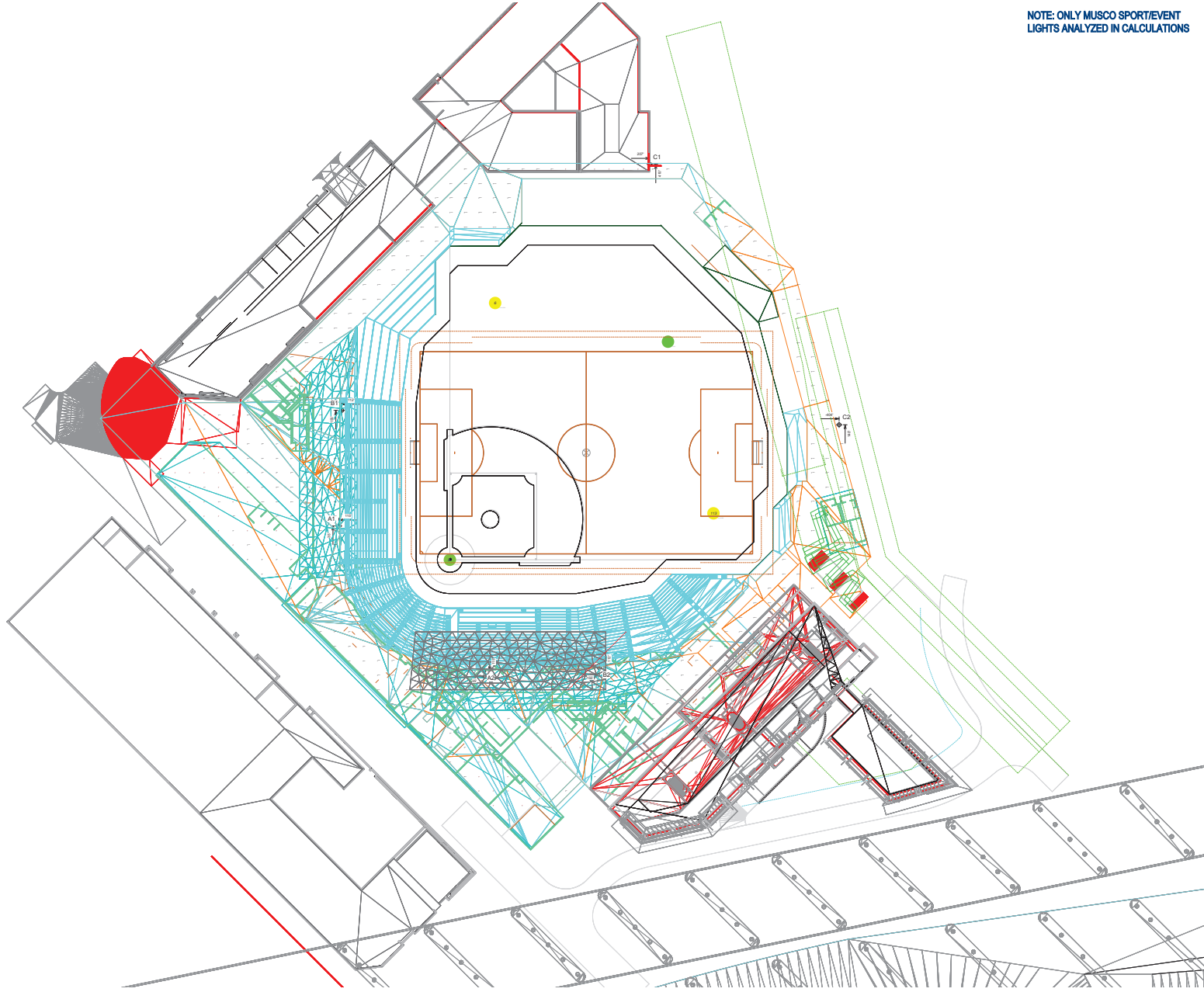
BOWL CANDELA ILLUMINATION SUMMARY

P-8



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ILLUMINATION SUMMARY



NOTE: ONLY MUSCO SPORT/EVENT
LIGHTS ANALYZED IN CALCULATIONS

Knoxville Ball Park MILB	
Revised: 07/21/2021	
GRID SUMMARY	
Notes:	Concourse Canela Summary
Size:	100' x 100' x 100'
Spacing:	15.0' x 15.0'
Height:	25.0' above grade
ILLUMINATION SUMMARY	
Guaranteed Performance: The illumination described above is guaranteed per your Musco Warranty document and includes a 3.0% depreciation factor.	
Field Measurements: Individual field measurements may vary from computer calculated predictions and should be taken in accordance with IESNA RP-6-22.	
Electrical System Requirements: Refer to Appendix C, Draw Sheet and/or the "Musco Control System Summary" for electrical sizing.	
Installation Requirements: Results assume a 3% nominal voltage at line side of the driver and structures located within 5 feet (2m) of design locations.	
Scan Average:	300000
Maximum:	100000
Minimum:	0
Avg / Min:	0.00
Max / Min:	0.00
US Illuminance:	0.00
CU:	0.00
No. of Fixtures:	500
LUMINAIRE INFORMATION	
Applied Canela:	A
No. of Luminaires:	500
Total Lumens:	150,000,000

Guaranteed Performance: The illumination described above is guaranteed per your Musco Warranty document and includes a 3.0% depreciation factor.

Field Measurements: Individual field measurements may vary from computer calculated predictions and should be taken in accordance with IESNA RP-6-22.

Electrical System Requirements: Refer to Appendix C, Draw Sheet and/or the "Musco Control System Summary" for electrical sizing.

Installation Requirements: Results assume a 3% nominal voltage at line side of the driver and structures located within 5 feet (2m) of design locations.

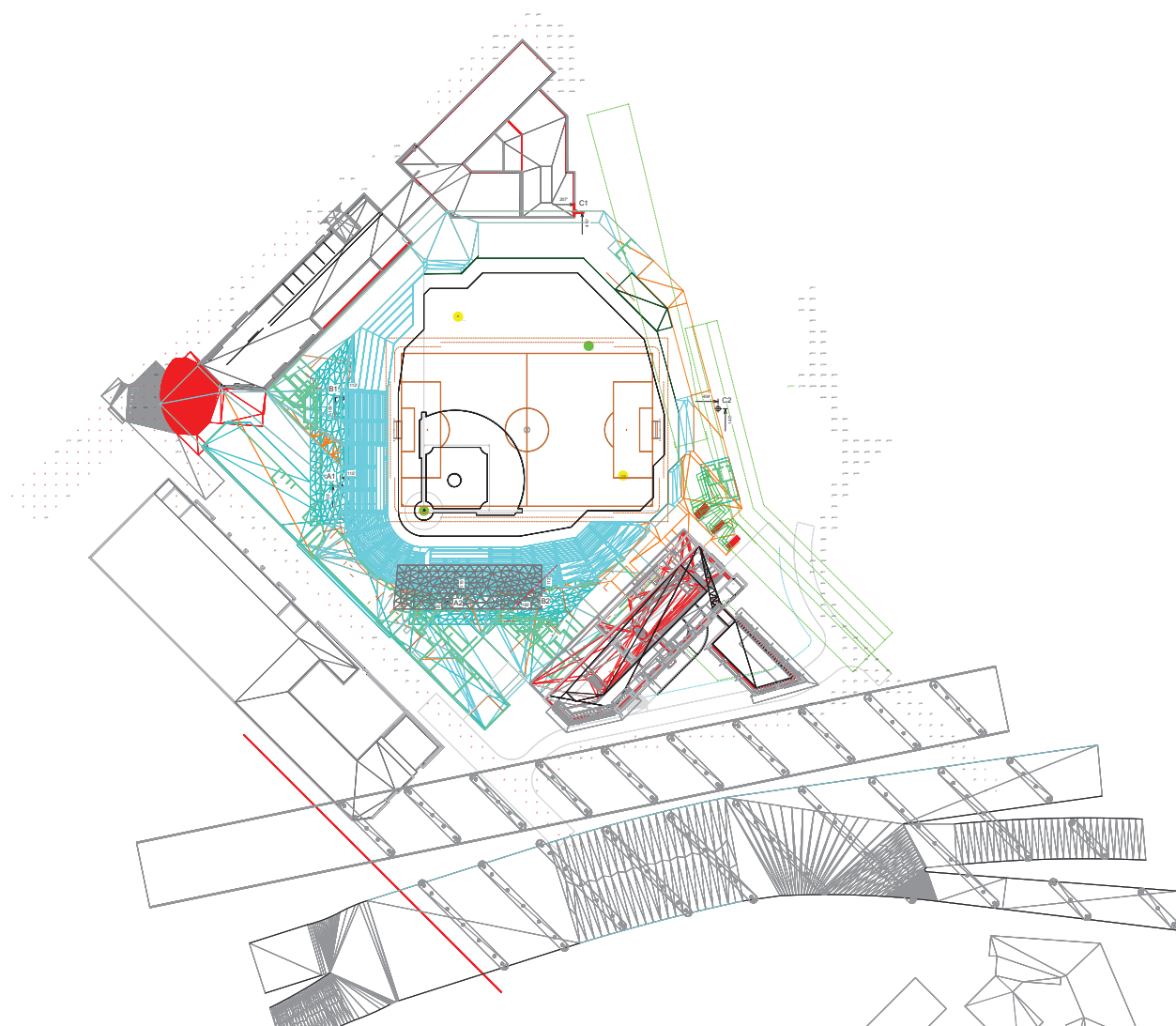
CONCOURSE CANELA ILLUMINATION SUMMARY

P-9



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ILLUMINATION SUMMARY



- NOTES:
1. ONLY MUSCO SPORT/EVENT LIGHTS ANALYZED IN CALCULATIONS
 2. A GLARE IMPACT STUDY CONDUCTED OCTOBER 28, 2021, SHOWED THAT THE GLARE LEVEL FROM PROPOSED FIXTURES AT THE INTERSECTION OF E. SUMMIT HILL DR. AND S. HALL OF FAME DR. IS 0 CANDELA. AS A POINT OF REFERENCE, A CANDELA LEVEL BETWEEN 25,000 AND 75,000 CANDELA IS EQUIVALENT TO THE HIGH BEAM HEADLIGHTS OF A CAR. A CANDELA LEVEL OF 500 OR LESS IS EQUIVALENT TO 100W INCANDESCENT LIGHT BULB.

Knoxville Ball Park MILB

Knoxville, TN

GRID SUMMARY

Name: Road Canдела Summary

Scale: Imperial 1/2" = 1'-0"

Spacing: 15.0' x 15.0'

Height: 25.0' above grade

ILLUMINATION SUMMARY

Guaranteed Canдела Summary

Entire Grid

Scale Average: 8774.46

Maximum: 132000

Minimum: 0

Avg / Min: -

Max / Min: 0.00

US Illuminance: 0.00

CU: 0.00

No. of Fixtures: 438

Applied Circuitry: A

No. of Luminaires: 188

Total Load: 125.38 kW

Guaranteed Performance: The ILLUMINATION described above is guaranteed per your Musco Warranty document and includes a 3% dft depreciation factor.

Field Measurements: Individual field measurements may vary from computer calculated predictions and should be taken in accordance with IESNA RP-5-02.

Electrical System Requirements: Refer to Appendix C, Drawings and/or the "Musco Control System Summary" for electrical data.

Installation Requirements: Results assume a 3% nominal voltage at the site of the driver and structures located within a foot cone of design locations.

STREET CANDELA ILLUMINATION SUMMARY

P-10



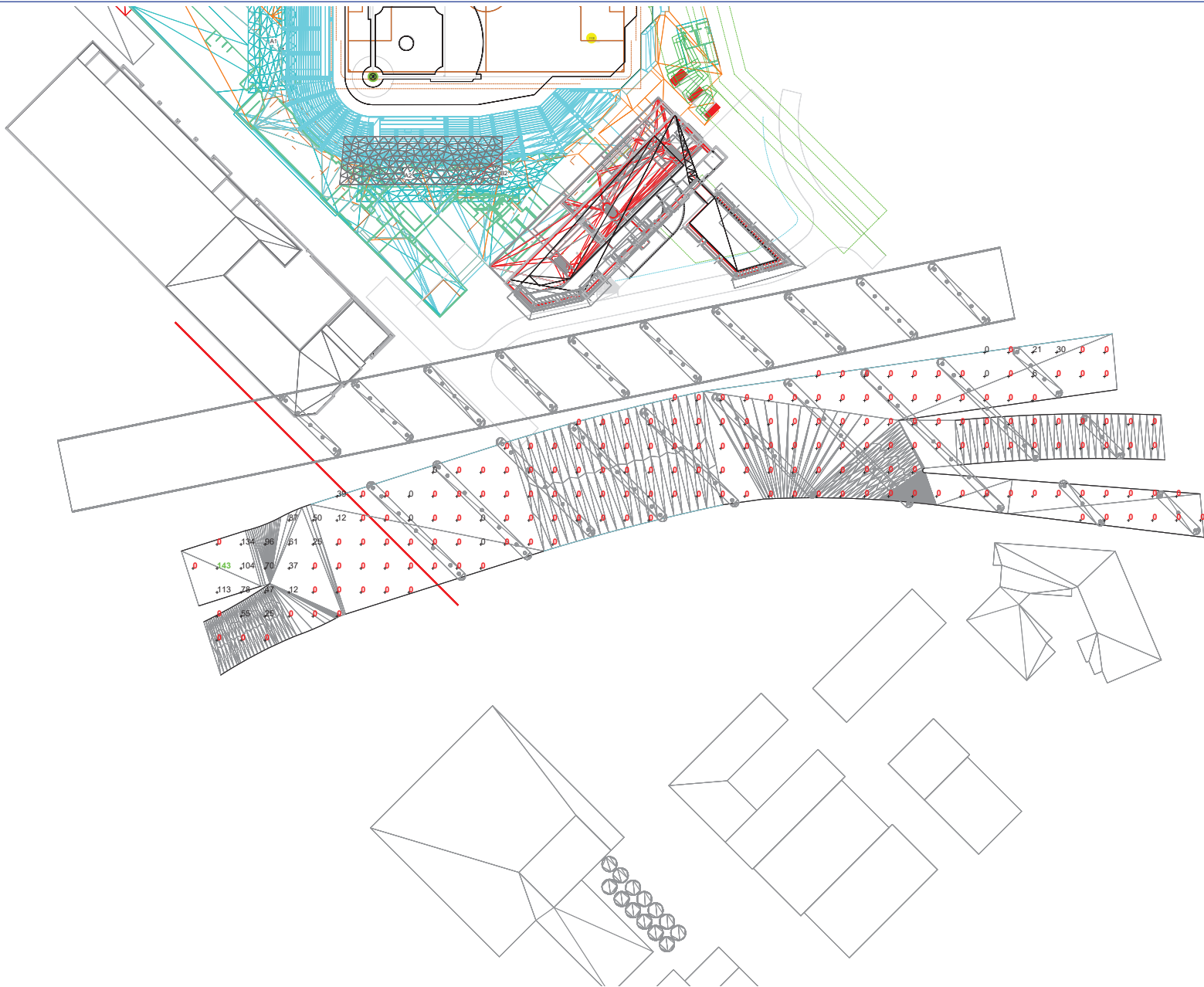
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ILLUMINATION SUMMARY

SCALE IN FEET 1" = 80'

ENGINEERED DESIGN By: File #210713E max candela - 13-Oct-21

P-10



NOTES:
1. ONLY MUSCO SPORT/EVENT LIGHTS ANALYZED IN CALCULATIONS
2. A GLARE IMPACT STUDY CONDUCTED OCTOBER 28, 2021, SHOWED THAT THE GLARE LEVEL FROM PROPOSED FIXTURES AT THE INTERSECTION OF E. SUMMIT HILL DR. AND S. HALL OF FAME DR. IS 0 CANDELA. AS A POINT OF REFERENCE, A CANDELA LEVEL BETWEEN 25,000 AND 75,000 CANDELA IS EQUIVALENT TO THE HIGH BEAM HEADLIGHTS OF A CAR. A CANDELA LEVEL OF 500 OR LESS IS EQUIVALENT TO 100W INCANDESCENT LIGHT BULB.

Knoxville Ball Park MILB	
Hessville, TN	
GRID SUMMARY	
Name:	Ball 3 Candela summary
Source:	250' x 250'
Height:	85'0" above grade
ILLUMINATION SUMMARY	
Guaranteed Performance	
Scan Average:	0.00
Minimum:	0.00
Maximum:	0.00
Avg / Min:	0.00 / 0.00
Max / Min:	0.00 / 0.00
UG (foot-candle):	0.00
No. of Points:	213
LUMINAIRE REQUIREMENTS	
Applied Circuits:	A
No. of Luminaires:	100
Total Load:	152.38 kW

Guaranteed Performance: The ILLUMINATION described above is guaranteed per your Musco Warranty document and includes a 0.95 dirt depreciation factor.
Field Measurements: Individual field measurements may vary from computer-calculated predictions and should be taken in accordance with IESNA RP-22-20.
Electrical System Requirements: Refer to Ampage Drive Chart under the "Musco Control System Summary" for electrical sizing.
Installation Requirements: Results assume a 2% mounted voltage at the side of the driver and structures located within 3 feet (1m) of design locations.

JAMES WHITE PKWY CANDELA
ILLUMINATION SUMMARY

P-11

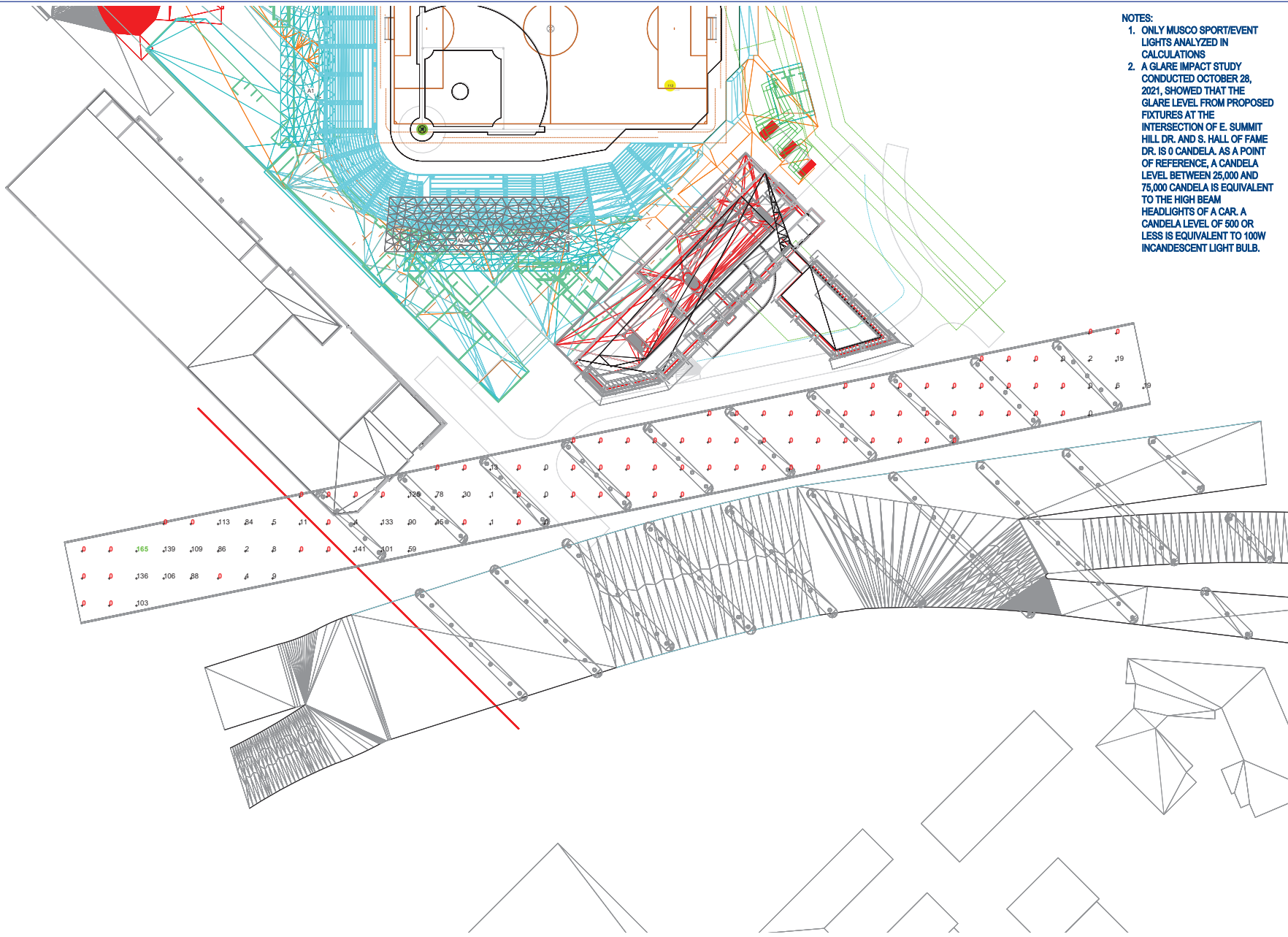


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ILLUMINATION SUMMARY

SCALE IN FEET 1"=50'

Point locations (●) ● Luminaires are relative to 0.0 reference points (○)



NOTES:

1. ONLY MUSCO SPORT/EVENT LIGHTS ANALYZED IN CALCULATIONS
2. A GLARE IMPACT STUDY CONDUCTED OCTOBER 28, 2021, SHOWED THAT THE GLARE LEVEL FROM PROPOSED FIXTURES AT THE INTERSECTION OF E. SUMMIT HILL DR. AND S. HALL OF FAME DR. IS 0 CANDELA. AS A POINT OF REFERENCE, A CANDELA LEVEL BETWEEN 25,000 AND 75,000 CANDELA IS EQUIVALENT TO THE HIGH BEAM HEADLIGHTS OF A CAR. A CANDELA LEVEL OF 500 OR LESS IS EQUIVALENT TO 100W INCANDESCENT LIGHT BULB.

Knoxville Ball Park MILB	
Knoxville, TN	
GRID SUMMARY	
Name:	Ball 2 Canдела summary
Source:	2021-10-27
Height:	ASL above grade
ILLUMINATION SUMMARY	
Guaranteed Performance: The ILLUMINATION described above is guaranteed per your Musco Warranty document and includes a 0.95 deprecation factor.	
Field Measurements: Individual field measurements may vary from computer-calculated predictions and should be taken in accordance with IESNA 90-0-25.	
Electrical System Requirements: Refer to Ampage/Drive Chart under the "Musco Control System Summary" for electrical wiring.	
Installation Requirements: Results assume a 2% assumed voltage at line side of the driver and structures located within 5 feet (1.5m) of design locations.	
Item	Value
Scan Average	45.38
Maximum	105
Minimum	0
Avg / Min	-
Max / Min	-
UG (average unit)	0.00
UG	0.00
No. of Points	119
Applied Circuits	A
No. of Luminaires	188
Total Load	152.38 kW

HALL OF FAME DR CANDELA ILLUMINATION SUMMARY

P-12



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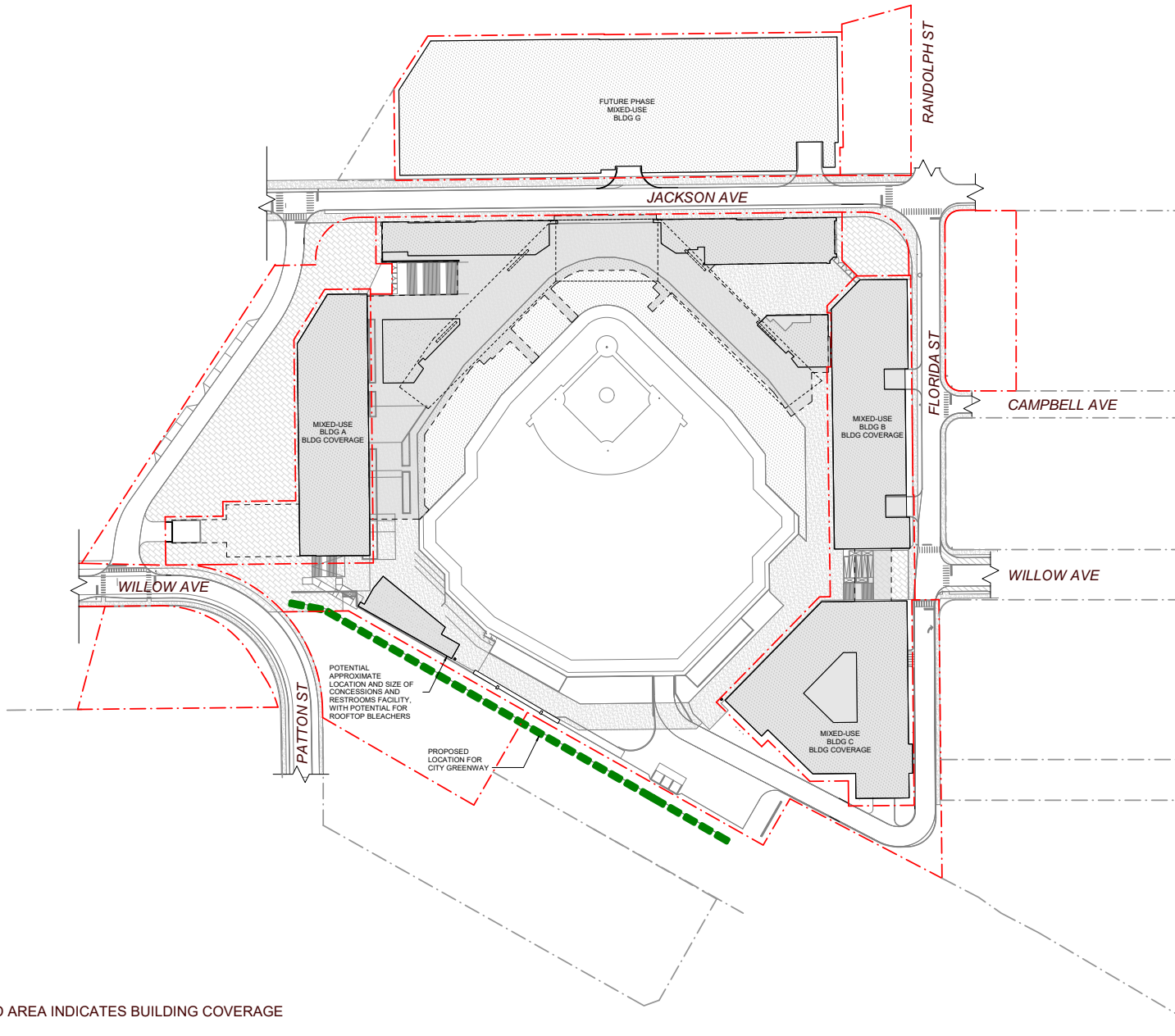
ILLUMINATION SUMMARY

EXHIBIT D.8 – BUILDING COVERAGE PER LOT

GEM Associated Architects

BarberMcMurry Architects
505 Market Street, Suite 300
Knoxville, Tennessee 37902
865-934-1915

Design Innovation Architects
402 S. Gay Street
Knoxville, Tennessee 37902
865-637-8540



RULES OF MEASUREMENT		
SECTION	NAME	DEFINITION
2.4.D	BUILDING COVERAGE	THE PORTION OF THE LOT DETERMINED BY BUILDING FOOTPRINT, EXCLUDING OF EASES AND OTHER OVERHANGS, THAT IS OR MAY BE COVERED BY BUILDINGS AND ACCESSORY STRUCTURES.

10.3 ACCESSORY STRUCTURES AND USES	
SECTION	NOTE
10.3.M	FLAGPOLES: A RANGE OF 5-11 FLAGPOLES REQUESTED WITHIN THE STADIUM AND PUBLIC PLAZAS LOCATIONS YET TO BE DETERMINED

BUILDING DATA			
BUILDING	BUILDING HEIGHT	BUILDING COVERAGE %	
STADIUM	50'-0" - 52'-0"	20% - 25%	
BUILDING A	50'-0" - 130'-0"	20% - 100%	
BUILDING BC	14'-0" - 89'-0"	70% - 100%	

GENERAL NOTES	
#	NOTE
DESIGN INTENT	SITE PLAN INDICATES OVERALL DESIGN INTENT BUT MAY BE SUBJECT TO CHANGE DEPENDING ON THE OWNER/DEVELOPER OF THE PROPERTY ONCE DETERMINED. ANY ALTERATIONS WILL MEET THE ZONING REQUIREMENTS OF THE URBAN BASE ZONE, THE PLANNED DEVELOPMENT AND CONDITIONS OF THE FINAL PLAN APPROVAL AS APPROPRIATE.
EASEMENTS	EASEMENT AGREEMENTS AND USE RESTRICTIONS BY AND BETWEEN LAND, LLC AND AFFILIATES, GEM COMMUNITY DEVELOPMENT GROUP, LLC, THE CITY OF KNOXVILLE, SPORTS AUTHORITY BOARD, AND KNOXVILLE UTILITIES BOARD, AS WOULD BE REQUIRED FOR THE FULL USE AND OPERATIONS OF THE STADIUM AND FACILITY WILL COME.
PROPERTY LINES	PROPERTY LINE FINAL PLACEMENT APPROXIMATE, SUBJECT TO FUTURE FINAL PLATTING.
ACCESSORY	LOCATIONS OF ACCESSORY STRUCTURES SUCH AS FREESTANDING ROOFED STRUCTURES, PERCOLA OR GAZEBOS ARE YET TO BE DETERMINED. THESE TYPES OF STRUCTURES MAY BE UTILIZED IN THE VARIOUS PLAZAS AS NEEDED FOR THE OPERATIONS OF THE STADIUM AND FACILITY AND WILL COME.

SHADED AREA INDICATES BUILDING COVERAGE

1 SITE PLAN
0.5 10 50 100'

D.8 BUILDING COVERAGE PER LOT
PRELIMINARY SCHEMATIC DESIGN
GEM Development Masterplanning

GEMAA
GEM Associated Architects: A Joint Venture
BarberMcMurry Architects + Design Innovation Architects
©2021 GEMAA

EXHIBIT E.1 – PROPOSED SCHEMATIC BUILDING A ELEVATION- PLAZA
EXHIBIT E.2 – PROPOSED SCHEMATIC BUILDING B ELEVATION- FLORIDA ST
EXHIBIT E.3 – NOT USED
EXHIBIT E.4 – PROPOSED SCHEMATIC STADIUM ELEVATION- JACKSON AVE
EXHIBIT E.5 – PROPOSED SECTION THRU 2ND BASE, LOOKING SOUTH EXHIBIT
E.6 – 3-D VIEWS, PRELIMINARY SCHEMATIC DESIGN
EXHIBIT E.7 – 3-D VIEWS, PRELIMINARY SCHEMATIC DESIGN
EXHIBIT E.8 –PROPOSED PRELIMINARY JACKSON AVE STREET CROSS SECTION

GEM Associated Architects

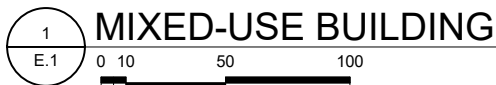
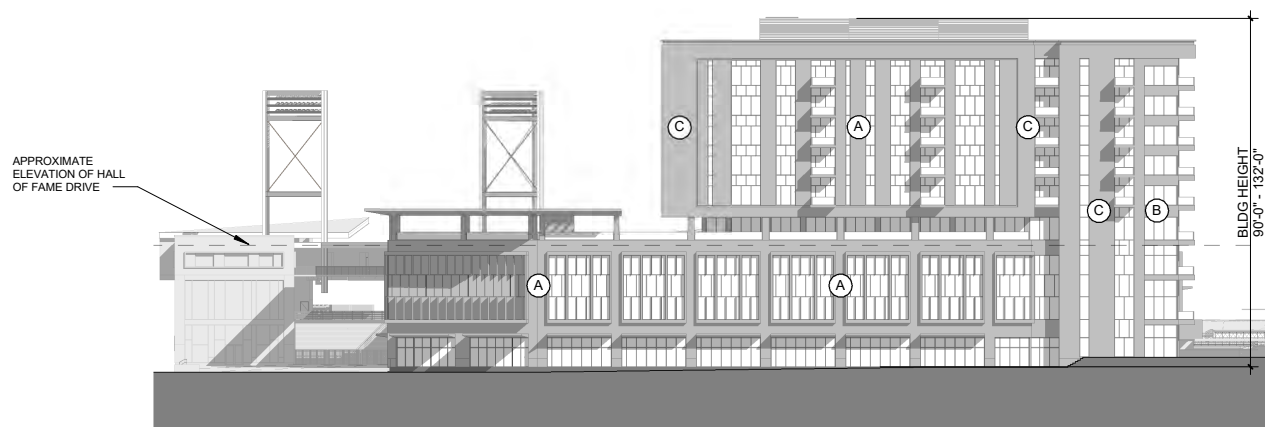
BarberMcMurry Architects
505 Market Street, Suite 300
Knoxville, Tennessee 37902
865-934-1915

Design Innovation Architects
402 S. Gay Street
Knoxville, Tennessee 37902
865-637-8540

FENESTRATION DESIGN		
LEVEL	REQ'D % FENESTRATION	% FENESTRATION
GROUND LEVELS	30%	EXCEEDS 30%
UPPER LEVELS	15%	EXCEEDS 15%

ELEVATION INDICATES OVERALL DESIGN INTENT BUT MAY BE SUBJECT TO CHANGE DEPENDING ON THE OWNER/DEVELOPER OF THE PROPERTY ONCE DETERMINED. ANY ALTERATIONS WILL MEET THE ZONING REQUIREMENTS OF THE I-MU BASE ZONE, THE PLANNED DEVELOPMENT, AND CONDITIONS OF THE FINAL PLAN APPROVAL AS APPROPRIATE.

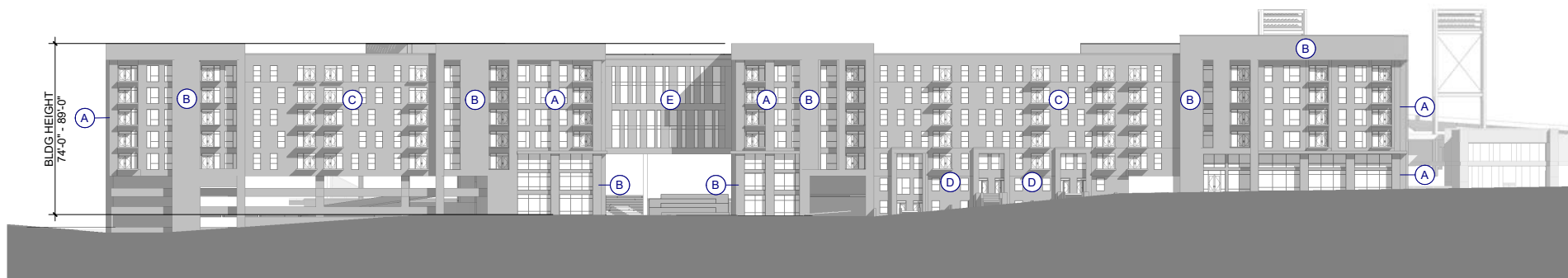
(X) = POTENTIAL PLANNED VARIATION IN BUILDING MATERIAL TYPE, SIZE, AND CONFIGURATION



FENESTRATION DESIGN		
LEVEL	REQ'D % FENESTRATION	% FENESTRATION
GROUND LEVELS	30%	EXCEEDS 30%
UPPER LEVELS	15%	EXCEEDS 15%

ELEVATION INDICATES OVERALL DESIGN INTENT BUT MAY BE SUBJECT TO CHANGE DEPENDING ON THE OWNER/DEVELOPER OF THE PROPERTY ONCE DETERMINED. ANY ALTERATIONS WILL MEET THE ZONING REQUIREMENTS OF THE I-MU BASE ZONE, THE PLANNED DEVELOPMENT, AND CONDITIONS OF THE FINAL PLAN APPROVAL AS APPROPRIATE.

(X) = POTENTIAL PLANNED VARIATION IN BUILDING MATERIAL TYPE, SIZE, AND CONFIGURATION

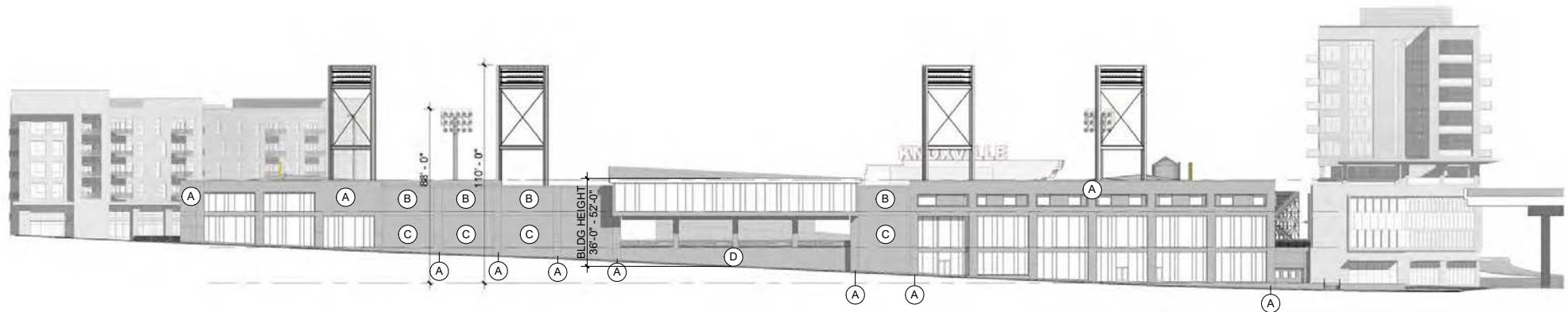


10.12.21 **E.2** PROPOSED BLDG B/C ELEVATION FACING FLORIDA ST
PRELIMINARY SCHEMATIC DESIGN
GEM Development Masterplanning

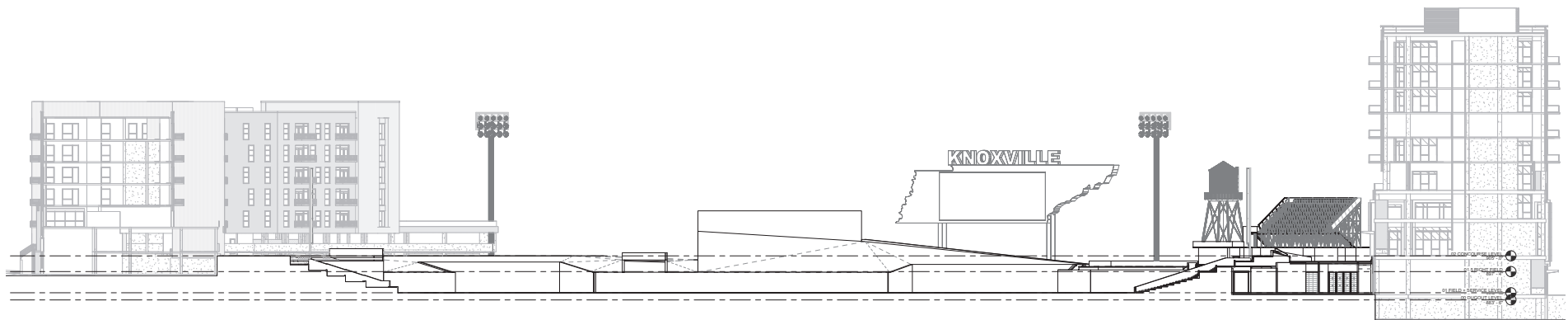
FENESTRATION DESIGN		
LEVEL	REQ'D % FENESTRATION	% FENESTRATION
GROUND LEVELS	30%	EXCEEDS 30%
UPPER LEVELS	15%	EXCEEDS 15%

ELEVATION INDICATES OVERALL DESIGN INTENT BUT MAY BE SUBJECT TO CHANGE DEPENDING ON THE OWNER/DEVELOPER OF THE PROPERTY ONCE DETERMINED. ANY ALTERATIONS WILL MEET THE ZONING REQUIREMENTS OF THE I-MU BASE ZONE, THE PLANNED DEVELOPMENT, AND CONDITIONS OF THE FINAL PLAN APPROVAL AS APPROPRIATE.

(X) = POTENTIAL PLANNED VARIATION IN BUILDING MATERIAL TYPE, SIZE, AND CONFIGURATION



10.12.21 **E.4** PROPOSED STADIUM ELEVATION FACING JACKSON AVE
PRELIMINARY SCHEMATIC DESIGN
GEM Development Masterplanning



10.12.21 **E.5** PROPOSED SECTION THRU 2ND BASE, LOOKING SOUTH
PRELIMINARY SCHEMATIC DESIGN
GEM Development Masterplanning

POPULOUS
As Design Architect © 2021 GEMAA

GEMAA
GEM Associated Architects: A Joint Venture
BarberMcMurry Architects + Design Innovation Architects
© 2021 GEMAA





East Jackson Street @ Stadium, looking east
 Knoxville, Tennessee

11-A-21-PD



Entertainment zone	Sidewalk	Trees/ lights	Shared Travel Line	Shared Travel Line	Trees/ lights	Sidewalk	Entertainment zone
VARIES 4'0" min	6'0"	4'0"	11'0"	11'0"	4'0"	6'0"	VARIES 4'0" min



STREET PLAN



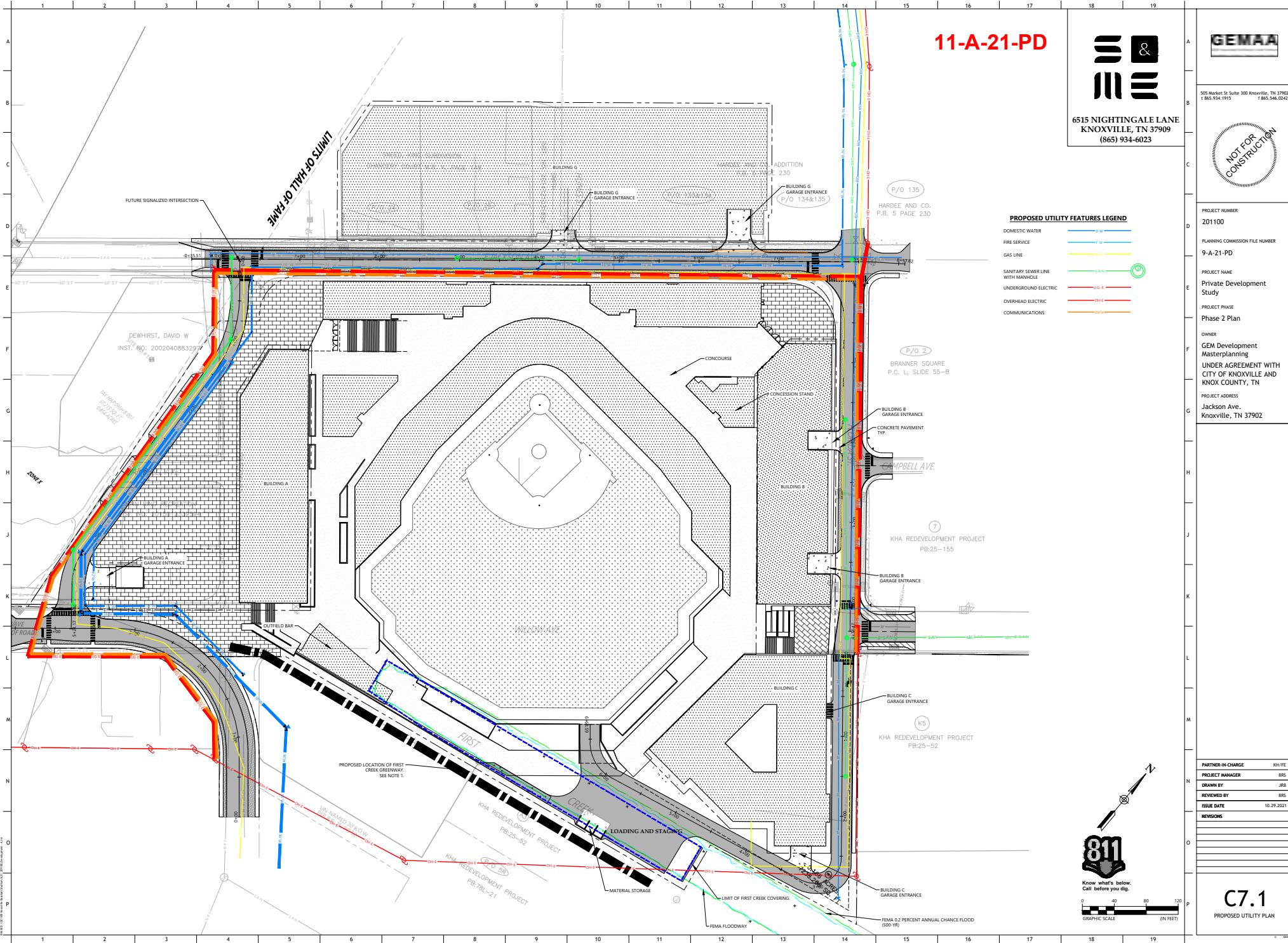
E.8 PROPOSED JACKSON AVE STREET CROSS-SECTION
 PRELIMINARY SCHEMATIC DESIGN
 GEM Development Masterplanning

EXHIBIT F.1 – PROPOSED PUBLIC UTILITIES SITE PLAN

GEM Associated Architects

BarberMcMurry Architects
505 Market Street, Suite 300
Knoxville, Tennessee 37902
865-934-1915

Design Innovation Architects
402 S. Gay Street
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865-637-8540



11-A-21-PD



6515 NIGHTINGALE LANE
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PROJECT NUMBER
201100

PLANNING COMMISSION FILE NUMBER
9-A-21-PD

PROJECT NAME
Private Development
Study

PROJECT PHASE
Phase 2 Plan

OWNER
GEM Development
Masterplanning
UNDER AGREEMENT WITH
CITY OF KNOXVILLE AND
KNOX COUNTY, TN

PROJECT ADDRESS
Jackson Ave.
Knoxville, TN 37902

PROPOSED UTILITY FEATURES LEGEND

- DOMESTIC WATER
- FIRE SERVICE
- GAS LINE
- SANITARY SEWER LINE WITH MANHOLE
- UNDERGROUND ELECTRIC
- OVERHEAD ELECTRIC
- COMMUNICATIONS



Know what's below.
Call before you dig.



PARTNER-IN-CHARGE	KU/FE
PROJECT MANAGER	BRS
DRAWN BY	JRB
REVIEWED BY	BRS
ISSUE DATE	10.29.2021
REVISIONS	

C7.1

PROPOSED UTILITY PLAN

EXHIBIT G.1 – PARKING STUDY

GEM Associated Architects

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Knoxville, Tennessee 37902
865-934-1915

Design Innovation Architects
402 S. Gay Street
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February 24, 2020

RR Land, LLC
3540 Line Drive
Kodak, TN 37764

Attention: Mr. Doug Kirchhofer

Reference: **Downtown Parking Summary**
S&ME Project No. 514319009

Dear Mr. Kirchhofer:

S&ME, Inc. (S&ME) appreciates the opportunity to submit this letter report summarizing the results of a downtown parking evaluation. This evaluation was prepared in general accordance with our January 24, 2020 Proposal for Engineering Services.

RR Land, LLC has enlisted the help of several architecture and land planning firms for the master planning and visioning for the redevelopment of several parcels in and around the Old City District of downtown Knoxville. This Parking study was prepared to support these master planning efforts and for use in further discussion with downtown stakeholders as the redevelopment projects develop.

◆ Introduction

Interest in redevelopment of the Old City district east of James White Parkway and north of Summit Hill has increased as the private and public Downtown District redevelopment has neared completion. The question of parking for this area has routinely been asked and there are numerous and varied opinions on the correct or reasonable way to handle parking in the future for this area. An inventory of potential and available parking has not been made publicly available and S&ME staff were requested to evaluate the existing parking assets for use in future discussion on the redevelopment of the Old City District and adjacent areas. The block bounded by Jackson Street (north), Florida Street (east), Patton Street (west) and Willow Avenue (south) was used as the center of the study area and parking for use by the community was the focus of this study.

◆ Parking Summary

Methodology

S&ME staff have provided a summary of existing available parking in and around downtown Knoxville. The purpose of the study is to provide quantification of the available parking resources to be shared by current and future downtown entertainment, restaurant retail, commercial and residential users. Parking areas were counted by:

- Review of existing aerial photography (Google Earth and KGIS,
- Publicly available parking database from the City of Knoxville, and
- Site reconnaissance of the area to evaluate current uses and counts.

The collected data was compiled and sorted by distance, public vs private and type of parking asset (surface, garage, street, etc.). Aerial plans of the parking assets evaluated were developed and are attached with this letter. The parking was specifically sorted by distance as follows:

- **¼ mile radius**—Determined to be roughly a 5-minute walk from the area of interest. Most users would park and walk within this limit.
- **½ mile radius**—Determined to be a 10 to 15-minute walk from the area of interest. Users would most likely either walk or use publicly available transportation of either KAT bus, rental bicycles or scooters within this limit.
- **1 mile radius**—Determined to be a 30 min walk from the area of interest. Some users would walk if already downtown or reside in the downtown district. Publicly available transportation as previously defined would be relied on for site access.

Additionally, the parking was defined/describe by the asset's existing use, ownership and/or location. These use definitions can be described as:

- **Public**—Public spaces are those spaces located within open surface lots, public garages or on-street parking within the ROW of an existing street. These spaces are free to the public and generally available to the public for use.
- **Public/Paid**—These parking assets are located on private lots that require payment or tags for parking, within controlled garages or as metered spaces within the City street ROW. Parking is generally readily available to public, with the exception of special events, where it may be reserved.
- **Private**—Private lots are those shown and listed for residents, employees or patrons only. The availability for use by the public will vary depending on the date, time of day, etc.. for the requested use. Residential lots should not be considered available for any public use. Local businesses may use nearby lots as a revenue source during high intensity events in the District.

Results

The data collected was sorted and plotted. Aerial plans of the parking assets evaluated are attached. A table of the data collected and tabulated is attached with this letter for review. Below is a summary table of the findings:

Distance	Public	Public/Paid	Private	Total	Sum Total
¼ Mile	682	210	441	1,333	1,333
½ Mile	620	4,043	1,679	6,342	7,675
1 Mile	406	6,299	1,350	8,055	15,730
Totals	1,708	10,552	3,470	15,730	

¼ Mile

There are approximately 892 publicly available spaces within ¼ mile of the study area. Most of these are open spaces beneath James White Parkway and on-street parking on Willow Avenue, Jackson Avenue and adjacent streets.

Private spaces (approximately 441) within ¼ mile of the study area are generally surface lots for local businesses east of Randolph/Florida Streets.

½ Mile

There are approximately 4,663 publicly available spaces located between ¼ and ½ mile from the study area. These spaces include the Civil Coliseum A&B garages, State Street and Promenade garages and several on-street parking areas. Local KAT bus routes are available from the existing garages to the Old City and near the study area.

Private spaces (1,679) between ½ and ¾ mile of the study area are generally distributed to the east and west of the site. Private lots to the east are owned by local businesses and KUB. Private lots to the west are generally private downtown lots for owners and patrons.

1 Mile

There are approximately 6,705 publicly available parking spaces located between ½ and 1 mile from the study area. These are a mix of public garages, on-street parking and available surface lots. As stated before, public transportation, (KAT, scooter & bicycle rental) are readily available from these areas to the Old City and study area.

Private spaces (1,305) documented between ½ and 1 mile of the study area again are generally distributed to the east and west of the site. The private lots are generally large private surface lots which are gated and signed for private use only.

Summary

There are approximately 5,500 publicly available spaces within ½ mile of the study area comprised of a mix of free public and paid public parking. Additionally, there is the opportunity, with discussion with local business owners by either the development team or the City of Knoxville, for additional existing private spaces to be used as paid parking during special events.

The site is centralized to a large portion of the Knoxville area. Access from the west and east is available via James White Parkway, Summit Hill and the Magnolia Corridor. Access from north will generally be from Broadway to James White Parkway and the Magnolia Corridor and access from the south will be via James White Parkway and Riverside Drive. Locally much of this area is already designed to accommodate Coliseum and University of Tennessee event parking. Streets within the Old City and adjacent to the study are relatively narrow and designed for light to moderate local traffic. The quantity of available parking within the ¼ to ½ mile radius of the study area will be a benefit to prior and post event traffic movements as it will allow for a greater disbursement of patrons to and from the site.

The availability of KAT bus routes in the vicinity of the study area will also play a significant role in transportation to and from the site. Additionally, it may provide opportunities for additional patrons to this generally under-utilized resource.

◆ Closing

S&ME appreciates the opportunity to be of service to you on this very important project for RR Land and the City of Knoxville. If you have any questions regarding this letter, if you wish to discuss the data or its presentation, or if we may be of further assistance, please do not hesitate to contact us.

Sincerely,
S&ME, Inc.



Brad Salsbury, P.E.
Project Manager

Downtown Parking Summary Data

Description	Location	No			Distance	Type
E Jackson Lot	Barley	45	Private		0.25 Mile	Parking Lot
E Depot Lot	Knox Rail	14	Private		0.25 Mile	Parking Lot
Morgan St Lot	Knox Rail	23	Private		0.25 Mile	Parking Lot
S Kentucky Lot	KUB	80	Private		0.25 Mile	Parking Lot
E Jackson Lot Front	KUB	35	Private		0.25 Mile	Parking Lot
E Jackson Lot Back	KUB	180	Private		0.25 Mile	Parking Lot
Randolph St Lot	Marc Nelson	30	Private		0.25 Mile	Parking Lot
Randolph St Lot	Graning Paint Co	34	Private		0.25 Mile	Parking Lot
Platinum Pkg		80	Public	Cash/Credit	0.25 Mile	Parking Lot
Dewhurst (127 E Jack)		130	Public	Cash/Credit	0.25 Mile	Parking Lot
Old City Public Parking	COK 1	100	Public	Open	0.25 Mile	Parking Lot
Old City Public Parking	COK 2	150	Public	Open	0.25 Mile	Parking Lot
Georgia St Pkg		32	Public	Open	0.25 Mile	Street Parking
Randolph St Pkg		30	Public	Open	0.25 Mile	Street Parking
Willow Ave St Pkg	Patton	100	Public	Open	0.25 Mile	Street Parking
W Jackson Ave St Pkg	Old City	120	Public	Open	0.25 Mile	Street Parking
Willow Ave	Street	150	Public	Open	0.25 Mile	Street Parking
S Bell St Lot	Lit. Imper.	113	Private		0.5 Mile	Parking Lot
Harriet Tubman St Lot	Church	33	Private		0.5 Mile	Parking Lot
McCalla Ave Lot	Unity Mort.	60	Private		0.5 Mile	Parking Lot
Harriet Tubman St Lot	KCDC S 8 H.	125	Private		0.5 Mile	Parking Lot
E Magnolia Lot	KAT	24	Private		0.5 Mile	Parking Lot
Myrtle St Lot	PSCC	60	Private		0.5 Mile	Parking Lot
McCalla Ave Lot	Stokes	60	Private		0.5 Mile	Parking Lot
Winona St Lot	Sertoma Ctr	28	Private		0.5 Mile	Parking Lot
E 5th Ave Lot	Gibbons St	27	Private		0.5 Mile	Parking Lot
Jessamine St Lot	KAT	72	Private		0.5 Mile	Parking Lot
Jessamine St Lot	KAT	38	Private		0.5 Mile	Parking Lot
S Gay St Lot	Fire St	65	Private		0.5 Mile	Parking Lot
Fire St	Bacon	15	Private		0.5 Mile	Parking Lot
S Gay St	TVA	42	Private		0.5 Mile	Parking Lot
W Vine	Sterchi	72	Private		0.5 Mile	Parking Lot
W Vine	Sterchi	80	Private		0.5 Mile	Parking Lot
Union Ave Lot	State St	32	Private		0.5 Mile	Parking Lot
Charles Pl Lot	Vine Furn	30	Private		0.5 Mile	Parking Lot
Charles Pl Lot	Axiom	25	Private		0.5 Mile	Parking Lot
W Depot Ave Lot	N Central	70	Private		0.5 Mile	Parking Lot
Ogden St Lot	Depot	16	Private		0.5 Mile	Parking Lot
W Jackson Lot	Loft/Pour	150	Private		0.5 Mile	Parking Lot
N Central Lot	GreyHound	20	Private		0.5 Mile	Parking Lot
W Depot Ave Lot	S Station	140	Private		0.5 Mile	Parking Lot
W Depot Ave Lot	Whist Crt	90	Private		0.5 Mile	Parking Lot
Frazier Lot	KCS	42	Private		0.5 Mile	Parking Lot

Georgia Ave Lot	KCS	40	Private		0.5 Mile	Parking Lot
Georgia Ave Lot	KCS	70	Private		0.5 Mile	Parking Lot
Civic Coliseum	PG A	703	Public	Cash/Credit	0.5 Mile	Parking Garage
Civic Coliseum	PG B	754	Public	Cash/Credit	0.5 Mile	Parking Garage
State Street	PG	1497	Public	Cash/Credit	0.5 Mile	Parking Garage
Promenade	PG	277	Public	Cash/Credit	0.5 Mile	Parking Garage
Jackson Ave Lot		190	Public	Cash/Credit	0.5 Mile	Parking Lot
205 Union Ave Lot		23	Public	Cash/Credit	0.5 Mile	Parking Lot
Union Ave Lot	Marble Alley	120	Public	Cash/Credit	0.5 Mile	Parking Lot
S+P Jackson Ave		67	Public	Cash/Credit	0.5 Mile	Parking Lot
S+P Central/Willow		105	Public	Cash/Credit	0.5 Mile	Parking Lot
W Vine Ave	S Gay	40	Public	Meter	0.5 Mile	Parking Lot
N Gay St	Bridge	60	Public	Meter	0.5 Mile	Street Parking
S Gay St	Jackson/Vine	26	Public	Meter	0.5 Mile	Street Parking
W Vine Ave	Street	16	Public	Meter	0.5 Mile	Street Parking
State Street St Pkg		30	Public	Meter	0.5 Mile	Street Parking
S Central St Pkg	State St	70	Public	Meter	0.5 Mile	Street Parking
Commerce Ave St Pkg		6	Public	Meter	0.5 Mile	Street Parking
N Central St Pkg	W Depot	13	Public	Meter	0.5 Mile	Street Parking
W Depot Ave St Pkg		23	Public	Meter	0.5 Mile	Street Parking
N Gay St Pkg	W Magn	12	Public	Meter	0.5 Mile	Street Parking
S Central St Pkg	Old City	11	Public	Meter	0.5 Mile	Street Parking
Honor Our Troops	Police Station	234	Public	Open	0.5 Mile	Parking Lot
W Magnolia Pkg Lot	COK 2	100	Public	Open	0.5 Mile	Parking Lot
W Magnolia Pkg Lot	COK 3	115	Public	Open	0.5 Mile	Parking Lot
William St Lot		45	Public	Open	0.5 Mile	Parking Lot
Central and Depot	Front	6	Public	Open	0.5 Mile	Street Parking
W Magnolia St Pkg		30	Public	Open	0.5 Mile	Street Parking
W Depot Ave St Pkg		22	Public	Open	0.5 Mile	Street Parking
William St Pkg		8	Public	Open	0.5 Mile	Street Parking
Ogden St Pkg		12	Public	Open	0.5 Mile	Street Parking
W Jackson Ave St Pkg	Balter/Pour	48	Public	Open	0.5 Mile	Street Parking
E Depot Lot	Knox Rail	40	Private		0.5 Mile	Parking Lot
Myrtle St Lot	PSCC	200	Private		1 Mile	Parking Lot
Myrtle St Lot	E TN PBS	28	Private		1 Mile	Parking Lot
Myrtle St Lot	Midway	88	Private		1 Mile	Parking Lot
E 5th Ave Lot	Knox Ubn Lg	28	Private		1 Mile	Parking Lot
Winona St Lot	Regions Bk	34	Private		1 Mile	Parking Lot
Summer Place	Monthly	780	Private		1 Mile	Parking Garage
194 W Church Pkg		72	Private		1 Mile	Parking Lot
413 W Clinch Ave		54	Private		1 Mile	Parking Lot
Walnut St	W Clinch	66	Private		1 Mile	Parking Lot
Civic Coliseum	PG C	750	Public	Cash/Credit	1 Mile	Parking Garage
State St PG DK	Dwight Kessel	964	Public	Cash/Credit	1 Mile	Parking Garage
Main St W (S + P)	Riverview Tower	429	Public	Cash/Credit	1 Mile	Parking Garage
Main St W	Main Ave	475	Public	Cash/Credit	1 Mile	Parking Garage
First TN Plaza		424	Public	Cash/Credit	1 Mile	Parking Garage

Clinch Ave	Hilton PG	398	Public	Cash/Credit	1 Mile	Parking Garage
Locust St PG	W Clinch	649	Public	Cash/Credit	1 Mile	Parking Garage
Market Square	Walnut St	677	Public	Cash/Credit	1 Mile	Parking Garage
Locust St PG	Langley	944	Public	Cash/Credit	1 Mile	Parking Garage
Republic Pkg	Cumberland Ave	208	Public	Cash/Credit	1 Mile	Parking Lot
603 W Hill Ave		71	Public	Cash/Credit	1 Mile	Parking Lot
Main St W (S + P)	Clay Lot	51	Public	Cash/Credit	1 Mile	Parking Lot
Walnut St	Premier	133	Public	Cash/Credit	1 Mile	Parking Lot
W Church Ave (S + P)		66	Public	Cash/Credit	1 Mile	Parking Lot
S Gay St Pkg		60	Public	Meter	1 Mile	Street Parking
Jessamine St Lot	JT O'C /YMCA	216	Public	Open	1 Mile	Parking Lot
Jessamine St Lot	RH BB Field	85	Public	Open	1 Mile	Parking Lot
700 S Gay St Pkg		25	Public	Open	1 Mile	Parking Lot
W Magnolia Pkg Lot	COK 1	80	Public	Open	1 Mile	Parking Lot
Location		Count	Type	Payment	Range	Category

Summary

	Spots
Total	15730
Private	3470
Public	12260

	Spots
Parking Garage	9721
Street Parking	885
Parking Lot	5124

	Spots	Public	Public Free	Public Paid	Private
0.25 Mile	1333	892	682	210	441
0.5 Mile	6342	4663	620	4043	1679
1 Mile	8055	6705	406	6299	1350

EXHIBIT G.2 – PARKING UTILIZATION STUDY

GEM Associated Architects

BarberMcMurry Architects
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Knoxville, Tennessee 37902
865-934-1915

Design Innovation Architects
402 S. Gay Street
Knoxville, Tennessee 37902
865-637-8540



August 27, 2021

RR Land, LLC
3540 Line Drive
Kodak, TN 37764

Attention: Mr. Doug Kirchhofer

Reference: Downtown Parking Utilization Summary
S&ME Project No. 514319009

Dear Mr. Kirchhofer:

S&ME, Inc. (S&ME) appreciates the opportunity to submit this letter report summarizing the results of a downtown parking utilization evaluation. This evaluation was prepared in general accordance with our change order No. 514319009, dated August 11, 2021, Downtown Knoxville Parking Utilization Study.

The City of Knoxville has recognized that public parking capacity will be affected due to the proposed downtown multi-use stadium and other potential redevelopment in and around the Old City of Knoxville, Tennessee, and has requested that a study of available parking spaces be conducted during the time period of anticipated stadium events. The purpose of this report is to provide the methodology and results of this requested study.

◆ Introduction

Planned development within the Old City District east of James White Parkway will likely impact the availability of parking spaces over time. The GEMAA design team has proposed a multi-use stadium along with mixed-use buildings as part of the planned development. The proposed development would promote activity and provide outdoor entertainment events, as well as accommodate 7500 spectators during athletic events and up to 15,000 attendees within the stadium for occasional concert type activities. Based on current code guidance and parking demand calculated at 4 spaces/1000 GSF of floor area (Plazas and stadium), the parking needed to accommodate the demand of the proposed multi-use stadium is approximately 1,750 parking spaces. This study provides a summary of existing utilization and available capacity of existing parking during the anticipated peak demand of the development.

◆ Parking Utilization Summary

Methodology

The following methodology was used to collect and organize the data collected during the preparation of this study.

- S&ME staff observed the listed parking facilities at hourly intervals from 3PM to 7PM, representative of a typical PM peak traffic period and concurrent with future evening events held at the proposed stadium.
- The field survey for public parking occupancy was conducted during three typical weekdays and one high volume weekend day in August 2021.

- The previously submitted Downtown Parking Summary identified existing parking facility types (parking garage, on-street parking, and surface lot) as well as their locations within the one (1) mile study radius. The inventory collection phase of this previous study helped determine relevant facilities to be inventoried for this utilization study.
- Since the submission of the summary report, there have been changes to the existing parking inventory due to construction activity and changes in property ownership. Confirmation of current parking inventory was performed and analyzed as part of this utilization study. A representative map of parking facilities investigated is illustrated in Appendix A.
- Data was not collected for five (5) parking garages, 2,975 spaces, for the parking study and is in the process of being collected and will be included in a supplement. Within the current study, it was assumed 100% utilization for these garages as a conservative estimate of the Parking Garage Occupancy section.
- S&ME staff collected data for the existing parking facilities within a one (1) mile radius of the project site. Occupied vehicle parking stalls were listed as utilized during the study times.
- The utilization study involved collecting observed field data and reviewing provided garage usage data from the Knoxville/Knox County Public Building Authority (PBA).
- The total number of paid (cash/credit or metered), non-metered or timed spaces, and the total number of spaces dedicated to specific uses such as Handicap Parking were recorded. Additionally, available on-street spaces were recorded to support the parking capacity analysis.
- Parking data was collected and distributed to provide the percentage of utilization per hour.
- The data was compiled and sorted by distance, public vs private, and type of parking facility, see in Appendix C.

Results

Within a one (1) mile radius of the project site, there are a total 15,606 parking spaces. Of those, 12,508 spaces are publicly owned. For this study, parking facilities were categorized and analyzed to determine the average and peak utilization rate. Utilization rate was calculated by dividing the total number of vehicles observed over the study period by the total capacity for each parking facility. Parking survey data and further analysis of the utilization study can be found in Appendix C.

It should be noted that during the data collection period, three large events were held in downtown Knoxville. Two large events were held simultaneously on the weekend' the Knoxville Brewfest held at the Southern Railway Station and a social function at the Coliseum, and a graduation ceremony at the Coliseum held on a weekday. Conducting the utilization study during these events provided an opportunity to analyze the availability of parking spaces during a period of greater than typical peak usage.

Table 1 – Weekday Utilization Public Parking

Parking Facilities	Total Available Spots	Average Utilization	Average Utilization Rate	Peak Utilization	Peak Utilization Rate	Peak Utilization Time
Coliseum	2,207	233	11%	288	13%	6:00 PM
City Garages	4,756	1,659	35%	1,999	42%	3:00 PM
Surface Lots	2,435	663	27%	706	29%	3:00 PM
On-Street Parking	915	424	46%	452	49%	6:00 PM
TOTAL	10,313	2,979	29%			

Table 2 – Weekend Utilization Public Parking

Parking Facilities	Total Available Spots	Average Utilization	Average Utilization Rate	Peak Utilization	Peak Utilization Rate	Peak Utilization Time
Coliseum	2,207	419	19%	693	31%	7:00 PM
City Garages	4,756	2,386	50%	2,792	59%	7:00 PM
Surface Lots	2,435	1,049	43%	1,214	50%	6:00 PM
On-Street Parking	915	512	56%	637	70%	7:00 PM
TOTAL	10,313	4,366	42%			

Table 3 – Weekday Available Public Parking

Parking Facilities	Total Available Spots	Average % Available	Average % Available	Average % Available	Average % Available	Average % Available	Daily Average Available
		3:00:00 PM	4:00:00 PM	5:00:00 PM	6:00:00 PM	7:00:00 PM	
Coliseum	2,207	89%	87%	88%	91%	93%	89%
City Garages	4,756	57%	60%	67%	71%	71%	65%
Surface Lots	2,435	71%	75%	73%	73%	72%	73%
On-Street Parking	915	59%	55%	52%	51%	52%	54%

Table 4 – Weekend Available Public Parking

Parking Facilities	Total Available Spots	Average % Available	Average % Available	Average % Available	Average % Available	Average % Available	Daily Average Available
		3:00:00 PM	4:00:00 PM	5:00:00 PM	6:00:00 PM	7:00:00 PM	
Coliseum	2,207	88%	88%	85%	69%	76%	81%
City Garages	4,756	52%	53%	54%	41%	48%	50%
Surface Lots	2,435	62%	60%	58%	50%	54%	57%
On-Street Parking	915	49%	48%	49%	44%	30%	44%

- See Appendix B & C for further analysis.

Coliseum

The Coliseum Parking Garages A,B, & C hold a total of 2,207 publicly available parking spaces. These garages are located ½ mile from the project site. During the weekdays of the parking study, Garages B&C were closed during the study intervals. On the weekend, a social event was held at the Coliseum and all garages were open. The results show Garages A&B were utilized the most on the weekend, with an average utilization rate of 13% for Garage A, 30% for Garage B, and only 5% for Garage C (See Appendix C for data analysis). Overall, the Coliseum Garages have an average overall utilization of 11%, and a peak utilization of 13% at 6:00PM. With a social event being held on the weekend, the average utilization of spaces increased to 19% where peak utilization was 31% at 7:00PM.

Parking Garage Occupancy

There are 4,756 publicly available spaces located in parking garages that were observed and analyzed for this utilization study. All of these are located within a ½ to 1 mile radius of the project site. Most of these are located in downtown Knoxville, south of East Summit Hill Drive. Weekday parking exhibited availability of 65% of parking spaces. Peak utilization of parking garage spaces was at 42% during 3:00 PM for weekdays. By the weekend, utilization had increased with an average of 50% and 59% peak utilization occurring at 6:00PM.

Due to the previously mentioned data gap for public garages, a separate analysis was performed on the parking garage data, applying 100% capacity to the five garages. With maximum capacity analyzed in these parking garages, average availability of parking spaces remained within normal parameters and provided 45% of availability on weekdays and 48% on weekends.

Surface Lot Occupancy

There are approximately 2,435 publicly available spaces within surface lots ranging from ¼ to 1 mile from the project site. During the parking study, an average of 27% of spaces were occupied on weekdays, and occupancy was higher on the weekend with 43% of spaces occupied during the study period. Weekday utilization peaked at 3:00 PM with 29% of spaces occupied. Weekend utilization was had an average rate of 43% and peaked at 6:00 PM with 50% of spaces occupied.

On-Street Parking Occupancy

There are 915 publicly available spaces designated as on-street public parking. These spaces are scattered throughout a 1-mile radius of the project site, as illustrated in Appendix A. On-street parking utilization was consistently higher than any other street facilities inspected. The high demand for parking was evident during the inventory collection process. An average of 56% of on-street parking was consistently utilized during weekdays with peak utilization occurring at 6:00PM. The highest percentage of on-street utilization was during a weekend large event held downtown with 70% of on-street parking utilized.

The major thoroughfares through the Old City and Downtown Districts are South Gay Street and West Jackson Avenue. Street parking utilization was highest along South Gay Street and West Jackson Avenue, where average utilization was found to be 82% and 94%, respectively.

Private Surface Lots

In addition to publicly available parking, private parking facilities were analyzed within the study limits. This will provide opportunity by either the development team or the City of Knoxville to discuss with local business owners

whether additional existing private spaces could be used as paid parking during special events. Rather than designing additional parking facilities, the existing use of private lots would benefit local businesses and the residents of the community. There are 2,318 spaces within privately owned surface lots. On a typical PM weekday, results showed a 78% availability of private surface lots. On the weekends, 92% of spaces were available for use.

ADA Designated Parking Inventory

As part of the discussion between the City of Knoxville and TDOT, the number of currently available public ADA designated spaces within the study radius was incorporated within this parking study. ADA designated parking is located within parking facilities by identified marked signage or accessible symbols. There were approximately 158 designated ADA spaces observed and recorded within the study area in and around downtown Knoxville available for use. Of these, approximately 102 are publicly available ADA designated spaces.

Summary

Based on the utilization of available parking within the downtown and surrounding regions, there is sufficient parking capacity to accommodate the public during a stadium event at the Multi-use Stadium. The current parking availability during evening peak hours provides evidence of no disruption of traffic conflicts or parking overflows in surrounding areas. During peak hours, approximately 4,977 spaces would be available on a weekend to accommodate stadium events and growing development of the Old City District, which exceeds the minimum parking needed to support the proposed development. Additionally, high traffic volumes congruent with local events provides similar characteristics of parking trends and utilization results which the proposed multi-use stadium would encompass.

◆ **Closing**

S&ME appreciates the opportunity to be of service to you on this very important project for RR Land and the City of Knoxville. If you have any questions regarding this letter, if you wish to discuss the data or its presentation, or if we may be of further assistance, please do not hesitate to contact us.

Sincerely,

S&ME, Inc.



Brad Salsbury, P.E.
Project Manager



Jennifer R. Blanchard
Staff Professional I

Appendices

Appendix A – Parking Map

Appendix B – Parking Study Analysis

Available Public Parking

Tuesday

Parking Facilities	Tot. Avbl. Spots	15:00		16:00		17:00		18:00		19:00		Daily Avg. Avbl.	Peak Avbl.
		Spots Avbl.	% Avbl.	Spots Avbl.	% Avbl.	Spots Avbl.	% Avbl.	Spots Avbl.	% Avbl.	Spots Avbl.	% Avbl.		
Coliseum	2207	1785	81%	1645	75%	1645	75%	1645	75%	1785	81%	77%	81%
City Garages	4756	2778	58%	2516	53%	2704	57%	2727	57%	2920	61%	57%	61%
Surface Lots	2435	1835	75%	1840	76%	1855	76%	1851	76%	1877	77%	76%	77%
On-Street Parking	915	565	62%	494	54%	473	52%	494	54%	503	55%	55%	62%

Wednesday

Parking Facilities	Tot. Avbl. Spots	15:00		16:00		17:00		18:00		19:00		Daily Avg. Avbl.	Peak Avbl.
		Spots Avbl.	% Avbl.	Spots Avbl.	% Avbl.	Spots Avbl.	% Avbl.	Spots Avbl.	% Avbl.	Spots Avbl.	% Avbl.		
Coliseum	2207	2031	92%	2031	92%	2031	92%	2172	98%	2172	98%	95%	98%
City Garages	4756	2729	57%	2992	63%	3373	71%	3691	78%	3658	77%	69%	78%
Surface Lots	2435	1653	68%	1804	74%	1777	73%	1808	74%	1786	73%	73%	74%
On-Street Parking	915	529	58%	467	51%	451	49%	412	45%	453	49%	51%	58%

Friday

Parking Facilities	Tot. Avbl. Spots	15:00		16:00		17:00		18:00		19:00		Daily Avg. Avbl.	Peak Avbl.
		Spots Avbl.	% Avbl.	Spots Avbl.	% Avbl.	Spots Avbl.	% Avbl.	Spots Avbl.	% Avbl.	Spots Avbl.	% Avbl.		
Coliseum	2207	2066	94%	2080	94%	2137	97%	2187	99%	2195	99%	97%	99%
City Garages	4756	2765	58%	3014	63%	3435	72%	3655	77%	3505	74%	69%	77%
Surface Lots	2435	1700	70%	1806	74%	1724	71%	1687	69%	1573	65%	70%	74%
On-Street Parking	915	513	56%	547	60%	516	56%	483	53%	464	51%	55%	60%

Weekday

Parking Facilities	Tot. Avbl. Spots	15:00		16:00		17:00		18:00		19:00		Daily Avg. Avbl.	Peak Avbl.
		Spots Avbl.	% Avbl.	Spots Avbl.	% Avbl.	Spots Avbl.	% Avbl.	Spots Avbl.	% Avbl.	Spots Avbl.	% Avbl.		
Coliseum	2207	1961	89%	1919	87%	1938	88%	2001	91%	2051	93%	89%	93%
City Garages	4756	2757	58%	2841	60%	3171	67%	3358	71%	3361	71%	65%	72%
Surface Lots	2435	1729	71%	1817	75%	1785	73%	1782	73%	1745	72%	73%	75%
On-Street Parking	915	535	59%	503	55%	480	52%	463	51%	473	52%	54%	60%

Weekend

Parking Facilities	Tot. Avbl. Spots	15:00		16:00		17:00		18:00		19:00		Daily Avg. Avbl.
		Spots Avbl.	% Avbl.	Spots Avbl.	% Avbl.	Spots Avbl.	% Avbl.	Spots Avbl.	% Avbl.	Spots Avbl.	% Avbl.	
Coliseum	2207	1935	88%	1935	88%	1870	85%	1514	69%	1687	76%	81%
City Garages	4756	3245	68%	3258	69%	3187	67%	2476	52%	2805	59%	63%
Surface Lots	2435	1503	62%	1462	60%	1417	58%	1221	50%	1327	54%	57%
On-Street Parking	915	445	49%	442	48%	445	49%	407	44%	278	30%	44%

Utilized Public Parking

Tuesday

Parking Facilities	Tot. Avbl. Spots	Average Utilization Rate	Peak Utilization Rate	Peak Utilization Time
Coliseum	2207	23%	25%	4:00 PM & 6:00 PM
City Garages	4756	43%	47%	4:00 PM
Surface Lots	2435	24%	25%	3:00 PM
On-Street Parking	915	45%	48%	5:00 PM

Wednesday

Parking Facilities	Tot. Avbl. Spots	Average Utilization Rate	Peak Utilization Rate	Peak Utilization Time
Coliseum	2207	5%	8%	3:00 PM - 5:00 PM
City Garages	4756	31%	43%	3:00 PM
Surface Lots	2435	27%	32%	3:00 PM
On-Street Parking	915	49%	55%	6:00 PM

Friday

Parking Facilities	Tot. Avbl. Spots	Average Utilization Rate	Peak Utilization Rate	Peak Utilization Time
Coliseum	2207	3%	6%	3:00 PM
City Garages	4756	31%	42%	3:00 PM
Surface Lots	2435	30%	35%	7:00 PM
On-Street Parking	915	45%	49%	7:00 PM

Weekday

Parking Facilities	Tot. Avbl. Spots	Average Utilization	Average Utilization Rate	Peak Utilization	Peak Utilization Rate	Peak Utilization Time
Coliseum	2,207	233	11%	288	13%	6:00 PM
City Garages	4,756	1,659	35%	1,999	42%	3:00 PM
Surface Lots	2,435	663	27%	706	29%	3:00 PM
On-Street Parking	915	424	46%	452	49%	6:00 PM
TOTAL	10,313	2,979	29%	3,445	33%	

Weekend

Parking Facilities	Tot. Avbl. Spots	Average Utilization	Average Utilization Rate	Peak Utilization	Peak Utilization Rate	Peak Utilization Time
Coliseum	2,207	419	19%	693	31%	7:00 PM
City Garages	4,756	1,762	37%	2,280	48%	7:00 PM
Surface Lots	2,435	1,049	43%	1,214	50%	6:00 PM
On-Street Parking	915	512	56%	637	70%	7:00 PM
TOTAL	10,313	3,741	36%	4,824	47%	

Appendix C – Parking Survey Data

Downtown Parking Site Information

Location		Additional	Provided	Type	Distance	Type	Daily Average % Utilization				Category
Map Route	Location	Address	Count		Payment	Range	Tuesday	Wednesday	Friday	Saturday	
1	W Jackson Avenue Street Parking	516 W Jackson Ave	48	0 Public	Open	0.5 Mile	87%	92%	98%	99%	Street Parking
2	W Jackson Avenue Lot	401 W Jackson Ave	190	4 Public	Cash/Credit	0.5 Mile	31%	31%	64%	97%	Surface Lot
3	W Jackson Lot SP+	109 W Jackson Ave	67	3 Public	Cash/Credit	0.5 Mile	88%	78%	78%	90%	Surface Lot
4	E Jackson Avenue Street Parking	118 E Jackson Ave	120	1 Public	Open	0.25 Mile	21%	23%	19%	32%	Street Parking
5	E Jackson Lot	200 E Jackson Ave	45	1 Private		0.25 Mile	72%	75%	81%	91%	Surface Lot
6	Tonic Lot	207 E Jackson Ave.	130	3 Public	Cash/Credit	0.25 Mile	3%	1%	4%	7%	Surface Lot
7	Platinum Parking	210E W. Jackson Ave	80	0 Public	Cash/Credit	0.25 Mile	9%	8%	18%	15%	Surface Lot
8	Old City Public Parking	305 E Jackson Ave	101	0 Public	Open	0.25 Mile	17%	30%	28%	41%	Surface Lot
9	Old City Public Parking	300 E Jackson Ave	150	4 Public	Open	0.25 Mile	58%	67%	80%	90%	Surface Lot
10	Willow Avenue Street Parking	Patton	100	0 Public	Open	0.25 Mile	32%	36%	44%	44%	Street Parking
11	N Central Street & Willow SP+	130 S Central St	105	5 Public	Cash/Credit	0.5 Mile	35%	29%	39%	62%	Surface Lot
12	S Central Street Parking	Old City	11	0 Public	Meter	0.5 Mile	87%	69%	109%	100%	Street Parking
13	N Central Street & W Depot Parking	222 N Central St	13	0 Public	Meter	0.5 Mile	69%	91%	92%	100%	Street Parking
14	N Central Lot	300 N Central St	20	0 Private		0.5 Mile	50%	77%	86%	40%	Surface Lot
15	E Depot Lot	200 E Magnolia Ave	14	0 Private		0.25 Mile	36%	24%	41%	6%	Surface Lot
16	Morgan Street Lot	200 E Magnolia Ave	23	2 Private		0.25 Mile	16%	32%	31%	4%	Surface Lot
17	W Magnolia Street Parking	212 W Magnolia Ave	30	0 Public	Open	0.5 Mile	31%	64%	56%	78%	Street Parking
18	W Magnolia Surface Lot	202 State Hwy 9	115	4 Public	Open	0.5 Mile	6%	13%	22%	19%	Surface Lot
19	W Magnolia Surface Lot	316 W Magnolia Ave	100	4 Public	Open	0.5 Mile	6%	14%	6%	11%	Surface Lot
20	W Magnolia Surface Lot	511 N Gay St	80	4 Public	Open	1 Mile	34%	36%	8%	60%	Surface Lot
21	W Depot Avenue Street Parking	227 W Depot Ave	22	0 Public	Open	0.5 Mile	47%	69%	45%	86%	Street Parking
22	W Depot Avenue Street Parking	306 W Depot Ave	23	0 Public	Meter	0.5 Mile	18%	74%	43%	85%	Street Parking
23	N Central & W Depot Street Parking	103 W Depot Ave	6	0 Public	Open	0.5 Mile	100%	100%	100%	100%	Street Parking
24	Ogden Street & W Depot Avenue Lot	351 Ogden St	16	0 Private		0.5 Mile	46%	33%	79%	89%	Surface Lot
25	Ogden Street Parking	317 King St NW	12	0 Public	Open	0.5 Mile	52%	50%	2%	47%	Street Parking
26	W Magnolia Avenue Parking	218W W Magnolia Ave	45	0 Public	Open	0.5 Mile	44%	77%	76%	100%	Surface Lot
27	William Street Parking	235 W Depot Ave	8	0 Public	Open	0.5 Mile	83%	93%	65%	100%	Street Parking
28	W Depot Avenue Lot	413 W Depot Ave	90	1 Private		0.5 Mile	20%	26%	21%	11%	Surface Lot
29	N Gay Street Parking	318 N Gay St	12	2 Public	Meter	0.5 Mile	15%	38%	83%	103%	Street Parking
30	N Central Street & W Depot Avenue Lot	100 W Depot Ave	70	0 Private		0.5 Mile	60%	29%	60%	50%	Surface Lot
31	N Gay Street	205-201 N Gay St	60	3 Public	Meter	0.5 Mile	55%	73%	70%	84%	Street Parking
32	S Gay Street	121 S Gay St	26	2 Public	Meter	0.5 Mile	79%	75%	84%	91%	Street Parking
33	S Gay Street Lot	128 S Gay St	40	2 Public	Meter	0.5 Mile	67%	78%	79%	85%	Surface Lot
34	W Vine Avenue		16	0 Public	Meter	0.5 Mile	81%	61%	36%	99%	Street Parking
35	W Vine Avenue Lot	305 W Vine Ave	72	1 Private		0.5 Mile	43%	36%	62%	62%	Surface Lot
36	Locust Street Lot	111 Locust St	9	0 Public	Meter	1 Mile	93%	98%	91%	111%	Street Parking
37	S Central Street Parking	State St	91	2 Public	Meter	0.5 Mile	64%	62%	42%	65%	Street Parking
38	Commerce Avenue Street Parking		6	0 Public	Meter	0.5 Mile	40%	57%	67%	90%	Street Parking
39	Charles Place Lot Axiom	Vine Furn	30	0 Private		0.5 Mile	11%	15%	25%	38%	Surface Lot
40	Charles Place Lot Vine Furniture	Axiom	25	0 Private		0.5 Mile	11%	24%	10%	25%	Surface Lot
41	State Street Street Parking		30	1 Public	Meter	0.5 Mile	89%	86%	94%	108%	Street Parking
42	Union Avenue Lot	Marble Alley	120	0 Public	Cash/Credit	0.5 Mile	21%	43%	40%	90%	Surface Lot
43	Promenade	PG	277	9 Public	Cash/Credit	0.5 Mile	30%	20%	26%	52%	Parking Garage
44	205 Union Avenue Lot		23	1 Public	Cash/Credit	0.5 Mile	37%	31%	21%	3%	Surface Lot
45	Union Avenue Lot	State St	32	0 Private		0.5 Mile	32%	30%	24%	4%	Surface Lot
46	State Street Garage	520 State Street	1718	Public	Cash/Credit	0.5 Mile	17%	18%	17%	0%	Parking Garage
47	700 S Gay Street Parking		25	2 Public	Open	1 Mile	41%	51%	33%	90%	Surface Lot
48	Cumberland Avenue Parking	Cumberland Ave	208	4 Public	Cash/Credit	1 Mile	25%	29%	28%	60%	Surface Lot
49	Walnut Street	Premier	133	1 Public	Cash/Credit	1 Mile	28%	21%	34%	49%	Surface Lot

Map Route	Location	Address	Count	ADA	Type	Payment	Range	Tuesday	Wednesday	Friday	Saturday	Category
50	W Church Avenue (SP+)		66	1	Public	Cash/Credit	1 Mile	28%	24%	25%	18%	Surface Lot
51	W Vine & S Gay Street Lot	401 W Summit Hill Dr SW	80	0	Private		0.5 Mile	28%	54%	33%	39%	Surface Lot
53	Market Square - Walnut Street	406 Walnut Street	677		Public	Cash/Credit	1 Mile	58%	54%	61%	81%	Parking Garage
54	Locust Street PG	540 Locust Street	645		Public	Cash/Credit	1 Mile	20%	30%	32%	24%	Parking Garage
56	Main Street W (SP+)	Clay Lot	51	1	Public	Cash/Credit	1 Mile	23%	47%	36%	9%	Surface Lot
57	603 W Hill Avenue		71	0	Public	Cash/Credit	1 Mile	12%	17%	12%	19%	Surface Lot
58	S Gay Street Lot	Fire St	65	0	Private		0.5 Mile	25%	38%	34%	21%	Surface Lot
59	Fire Street	Bacon	15	0	Private		0.5 Mile	21%	28%	45%	1%	Surface Lot
60	S Gay Street Parking		60	0	Public	Meter	1 Mile	88%	91%	90%	96%	Street Parking
61	413 W Clinch Avenue		54	2	Private		1 Mile	13%	13%	11%	11%	Surface Lot
62	Main Street W	550 West Main Avenue	475		Public	Cash/Credit	1 Mile	0%	24%	22%	17%	Parking Garage
64	State Street PG DK	900 State Street	964		Public	Cash/Credit	1 Mile	13%	20%	25%	0%	Parking Garage
66	194 W Church Parking		72	0	Private		1 Mile	18%	13%	7%	4%	Surface Lot
67	Civic Coliseum	PG A	703	13	Public	Cash/Credit	0.5 Mile	72%	17%	11%	13%	Parking Garage
68	Civic Coliseum	PG B	754		Public	Cash/Credit	0.5 Mile	0%	0%	0%	38%	Parking Garage
69	Civic Coliseum	PG C	750		Public	Cash/Credit	1 Mile	0%	0%	0%	5%	Parking Garage
70	Honor Our Troops Lot	Police Station	234	6	Public	Open	0.5 Mile	8%	9%	7%	4%	Surface Lot
71	Georgia Street Parking	PP	32	0	Public	Open	0.25 Mile	21%	24%	11%	0%	Street Parking
72	Willow Avenue Street Parking	Street	150	0	Public	Open	0.25 Mile	14%	11%	6%	7%	Street Parking
73	S Kentucky Lot	1010 E Jackson Ave	80	0	Private		0.25 Mile	4%	3%	4%	0%	Surface Lot
74	E Jackson Lot Front	KUB	35	4	Private		0.25 Mile	11%	14%	13%	0%	Surface Lot
75	Randolph Street Parking	107 Randolph St	30	0	Public	Open	0.25 Mile	17%	15%	4%	0%	Street Parking
76	Randolph Street Lot	700 E Depot Ave	30	0	Private		0.25 Mile	12%	27%	14%	6%	Surface Lot
77	Randolph Street Lot	600 E Magnolia Ave	34	1	Private		0.25 Mile	8%	18%	12%	2%	Surface Lot
78	S Bell Street Lot	201 Harriet Tubman St	113	3	Private		0.5 Mile	7%	1%	0%	0%	Surface Lot
79	McCalla Avenue Lot	1425 McCalla Ave	60	0	Private		0.5 Mile	16%	4%	14%	0%	Surface Lot
80	Harriet Tubman Street Church	211 Harriet Tubman St	33	2	Private		0.5 Mile	13%	32%	29%	12%	Surface Lot
81	Harriet Tubman Street Housing Lot	400 Harriet Tubman St	125	5	Private		0.5 Mile	11%	13%	9%	0%	Surface Lot
82	McCalla Avenue Lot - Stokes	1701 McCalla Ave	60	1	Private		0.5 Mile	5%	16%	6%	9%	Surface Lot
83	Myrtle Street Lot	1610 E Magnolia Ave	200	7	Private		1 Mile	1%	2%	1%	0%	Surface Lot
84	Myrtle Street Lot	315 Myrtle St	60		Private		0.5 Mile	2%	0%	0%	0%	Surface Lot
85	Myrtle Street Lot	1611 E Magnolia Ave	28	1	Private		1 Mile	19%	24%	10%	3%	Surface Lot
86	Myrtle Street Lot	1515 E Magnolia Ave	88	4	Private		1 Mile	22%	34%	15%	5%	Surface Lot
87	E 5th Avenue Lot	1514 E 5th Ave	28	2	Private		1 Mile	11%	8%	1%	0%	Surface Lot
88	Winona Street Lot	1503 E Magnolia Ave	34	2	Private		1 Mile	12%	22%	17%	4%	Surface Lot
89	Winona Street Lot	1400 E 5th Ave	28	4	Private		0.5 Mile	86%	100%	100%	59%	Surface Lot
90	Jessamine Street Lot	616 Jessamine St.	216	17	Public	Open	1 Mile	18%	12%	12%	11%	Surface Lot
91	Jessamine Street Lot	658-698 Jessamine St	85	3	Public	Open	1 Mile	2%	6%	4%	0%	Surface Lot
92	E 5th Avenue Lot	1308 E 5th Ave	27	0	Private		0.5 Mile	17%	92%	27%	0%	Surface Lot
93	E Magnolia Lot	100 E Magnolia Ave	24	5	Private		0.5 Mile	34%	30%	28%	8%	Surface Lot
94	Jessamine Street Lot	1135 E Magnolia Ave	38	0	Private		0.5 Mile	36%	82%	54%	50%	Surface Lot
95	Jessamine Street Lot	1207 E Magnolia Ave	72	0	Private		0.5 Mile	36%	90%	56%	10%	Surface Lot
96	Frazier Lot	KCS	42	1	Private		0.5 Mile	28%	16%	34%	0%	Surface Lot
97	Georgia Avenue Lot South	KCS	40	0	Private		0.5 Mile	42%	42%	100%	8%	Surface Lot
98	Georgia Avenue Lot North	KCS	70	0	Private		0.5 Mile	57%	57%	100%	8%	Surface Lot
52/ EXCLUDED PG 2	EXCLUDED Locust Street PG	Langley	944		Public	Cash/Credit	1 Mile	0%	0%	0%	0%	Parking Garage
52A/ EXCLUDED PG 1	EXCLUDED Summer Place	Monthly	780		Private		1 Mile	0%	0%	0%	0%	Parking Garage
55/ EXCLUDED PG 3	EXCLUDED Clinch Avenue	Hilton PG	398		Public	Cash/Credit	1 Mile	0%	0%	0%	0%	Parking Garage
61A	Walnut Street	W Clinch	66	3	Private		1 Mile	40%	31%	42%	13%	Surface Lot
63/ EXCLUDED PG 4	EXCLUDED Main Street W (SP+)	Riverview Tower	429		Public	Cash/Credit	1 Mile	0%	0%	0%	0%	Parking Garage
65/ EXCLUDED PG 5	EXCLUDED First Street TN Plaza		424		Public	Cash/Credit	1 Mile	0%	0%	0%	0%	Parking Garage
74A	E Jackson Lot Back	KUB	180	4	Private		0.25 Mile	36%	40%	36%	0%	Surface Lot

Downtown Parking Site Information

Tuesday

Location			Additional	Weather	93°	Activity: Graduation near Coliseum			
Map Route	Location	Address		3:00 Tue	4:00 Tue	5:00 Tue	6:00 Tue	7:00 Tue	
1	W Jackson Avenue Street Parking	516 W Jackson Ave		94%	79%	83%	90%	90%	
2	W Jackson Avenue Lot	401 W Jackson Ave		22%	36%	32%	32%	33%	
3	W Jackson Lot SP+	109 W Jackson Ave		82%	88%	90%	90%	91%	
4	E Jackson Avenue Street Parking	118 E Jackson Ave		13%	13%	26%	25%	27%	
5	E Jackson Lot	200 E Jackson Ave		50%	49%	69%	100%	91%	
6	Tonic Lot	207 E Jackson Ave.		0%	3%	3%	3%	4%	
7	Platinum Parking	210E W. Jackson Ave		4%	5%	5%	18%	11%	
8	Old City Public Parking	305 E Jackson Ave		14%	22%	16%	17%	16%	
9	Old City Public Parking	300 E Jackson Ave		49%	45%	57%	66%	71%	
10	Willow Avenue Street Parking	Patton		13%	20%	35%	37%	53%	
11	N Central Street & Willow SP+	130 S Central St		22%	21%	33%	46%	51%	
12	S Central Street Parking	Old City		45%	109%	91%	91%	100%	
13	N Central Street & W Depot Parking	222 N Central St		69%	62%	62%	77%	77%	
14	N Central Lot	300 N Central St		50%	55%	50%	50%	45%	
15	E Depot Lot	200 E Magnolia Ave		50%	79%	21%	14%	14%	
16	Morgan Street Lot	200 E Magnolia Ave		30%	22%	9%	9%	9%	
17	W Magnolia Street Parking	212 W Magnolia Ave		33%	30%	43%	20%	30%	
18	W Magnolia Surface Lot	202 State Hwy 9		6%	6%	5%	5%	6%	
19	W Magnolia Surface Lot	316 W Magnolia Ave		6%	9%	5%	5%	3%	
20	W Magnolia Surface Lot	511 N Gay St		0%	49%	51%	38%	34%	
21	W Depot Avenue Street Parking	227 W Depot Ave		32%	32%	45%	59%	68%	
22	W Depot Avenue Street Parking	306 W Depot Ave		57%	35%	0%	0%	0%	
23	N Central & W Depot Street Parking	103 W Depot Ave		100%	100%	100%	100%	100%	
24	Ogden Street & W Depot Avenue Lot	351 Ogden St		63%	63%	25%	38%	44%	
25	Ogden Street Parking	317 King St NW		67%	50%	33%	50%	58%	
26	W Magnolia Avenue Parking	218W W Magnolia Ave		36%	44%	49%	44%	44%	
27	William Street Parking	235 W Depot Ave		88%	50%	88%	88%	100%	
28	W Depot Avenue Lot	413 W Depot Ave		30%	26%	17%	14%	14%	
29	N Gay Street Parking	318 N Gay St		8%	17%	25%	17%	8%	
30	N Central Street & W Depot Avenue Lot	100 W Depot Ave		30%	30%	40%	100%	100%	
31	N Gay Street	205-201 N Gay St		55%	68%	42%	60%	50%	
32	S Gay Street	121 S Gay St		35%	81%	100%	92%	88%	
33	S Gay Street Lot	128 S Gay St		43%	38%	65%	98%	90%	
34	W Vine Avenue			113%	144%	56%	44%	50%	
35	W Vine Avenue Lot	305 W Vine Ave		60%	32%	40%	40%	40%	
36	Locust Street Lot	111 Locust St		100%	100%	89%	89%	89%	
37	S Central Street Parking	State St		24%	70%	90%	88%	49%	
38	Commerce Avenue Street Parking			50%	17%	33%	17%	83%	
39	Charles Place Lot Axiom	Vine Furn		7%	17%	13%	10%	7%	
40	Charles Place Lot Vine Furniture	Axiom		12%	8%	12%	12%	12%	
41	State Street Street Parking			83%	83%	100%	93%	83%	
42	Union Avenue Lot	Marble Alley		19%	19%	22%	21%	23%	
43	Promenade	PG		40%	40%	30%	20%	20%	
44	205 Union Avenue Lot			83%	61%	26%	9%	9%	
45	Union Avenue Lot	State St		53%	53%	25%	13%	16%	
46	State Street Garage	520 State Street		17%	17%	17%	17%	17%	
47	700 S Gay Street Parking			56%	44%	36%	36%	32%	
48	Cumberland Avenue Parking	Cumberland Ave		52%	29%	15%	14%	13%	
49	Walnut Street	Premier		36%	33%	33%	25%	14%	

Map Route	Location	Address	3:00 Tue	4:00 Tue	5:00 Tue	6:00 Tue	7:00 Tue
50	W Church Avenue (SP+)		48%	24%	24%	15%	26%
51	W Vine & S Gay Street Lot	401 W Summit Hill Dr SW	23%	20%	31%	31%	33%
53	Market Square - Walnut Street	406 Walnut Street	58%	56%	52%	54%	68%
54	Locust Street PG	540 Locust Street	20%	20%	20%	20%	20%
56	Main Street W (SP+)	Clay Lot	37%	25%	25%	22%	6%
57	603 W Hill Avenue		18%	15%	13%	13%	3%
58	S Gay Street Lot	Fire St	52%	35%	15%	15%	8%
59	Fire Street	Bacon	53%	53%	0%	0%	0%
60	S Gay Street Parking		75%	87%	88%	88%	100%
61	413 W Clinch Avenue		26%	15%	15%	6%	4%
62	Main Street W	550 West Main Avenue	1%	0%	0%	0%	0%
64	State Street PG DK	900 State Street	21%	21%	8%	6%	6%
66	194 W Church Parking		38%	22%	22%	7%	1%
67	Civic Coliseum	PG A	60%	80%	80%	80%	60%
68	Civic Coliseum	PG B	0%	0%	0%	0%	0%
69	Civic Coliseum	PG C	0%	0%	0%	0%	0%
70	Honor Our Troops Lot	Police Station	17%	7%	7%	6%	2%
71	Georgia Street Parking	PP	44%	44%	9%	3%	3%
72	Willow Avenue Street Parking	Street	15%	18%	19%	9%	8%
73	S Kentucky Lot	1010 E Jackson Ave	4%	4%	9%	4%	0%
74	E Jackson Lot Front	KUB	43%	9%	3%	3%	0%
75	Randolph Street Parking	107 Randolph St	30%	30%	27%	0%	0%
76	Randolph Street Lot	700 E Depot Ave	10%	10%	10%	13%	17%
77	Randolph Street Lot	600 E Magnolia Ave	26%	6%	3%	3%	3%
78	S Bell Street Lot	201 Harriet Tubman St	1%	4%	13%	13%	5%
79	McCalla Avenue Lot	1425 McCalla Ave	50%	28%	3%	0%	0%
80	Harriet Tubman Street Church	211 Harriet Tubman St	9%	21%	21%	15%	0%
81	Harriet Tubman Street Housing Lot	400 Harriet Tubman St	26%	14%	10%	6%	0%
82	McCalla Avenue Lot - Stokes	1701 McCalla Ave	5%	5%	5%	5%	5%
83	Myrtle Street Lot	1610 E Magnolia Ave	1%	1%	1%	1%	1%
84	Myrtle Street Lot	315 Myrtle St	5%	3%	2%	2%	0%
85	Myrtle Street Lot	1611 E Magnolia Ave	46%	21%	11%	11%	7%
86	Myrtle Street Lot	1515 E Magnolia Ave	39%	23%	23%	15%	11%
87	E 5th Avenue Lot	1514 E 5th Ave	29%	14%	7%	7%	0%
88	Winona Street Lot	1503 E Magnolia Ave	21%	15%	9%	9%	9%
89	Winona Street Lot	1400 E 5th Ave	100%	93%	86%	79%	75%
90	Jessamine Street Lot	616 Jessamine St.	12%	22%	20%	17%	19%
91	Jessamine Street Lot	658-698 Jessamine St	6%	2%	0%	0%	0%
92	E 5th Avenue Lot	1308 E 5th Ave	52%	19%	7%	7%	0%
93	E Magnolia Lot	100 E Magnolia Ave	75%	33%	21%	21%	21%
94	Jessamine Street Lot	1135 E Magnolia Ave	50%	40%	40%	30%	20%
95	Jessamine Street Lot	1207 E Magnolia Ave	50%	40%	40%	30%	20%
96	Frazier Lot	KCS	100%	17%	10%	7%	7%
97	Georgia Avenue Lot South	KCS	60%	60%	30%	30%	30%
98	Georgia Avenue Lot North	KCS	100%	100%	29%	29%	29%
52/ EXCLUDED PG 2	EXCLUDED Locust Street PG	Langley	0%	0%	0%	0%	0%
52A/ EXCLUDED PG 1	EXCLUDED Summer Place	Monthly	0%	0%	0%	0%	0%
55/ EXCLUDED PG 3	EXCLUDED Clinch Avenue	Hilton PG	0%	0%	0%	0%	0%
61A	Walnut Street	W Clinch	82%	32%	32%	29%	26%
63/ EXCLUDED PG 4	EXCLUDED Main Street W (SP+)	Riverview Tower	0%	0%	0%	0%	0%
65/ EXCLUDED PG 5	EXCLUDED First Street TN Plaza		0%	0%	0%	0%	0%
74A	E Jackson Lot Back	KUB	60%	60%	20%	20%	20%

Downtown Parking Site Information

Thursday

Location			Additional	Weather	82°	Activity: None		
Map Route	Location	Address		3:00 Thu	4:00 Thu	5:00 Thu	6:00 Thu	7:00 Thu
1	W Jackson Avenue Street Parking	516 W Jackson Ave		100%	96%	85%	85%	92%
2	W Jackson Avenue Lot	401 W Jackson Ave		36%	32%	26%	25%	35%
3	W Jackson Lot SP+	109 W Jackson Ave		36%	82%	90%	93%	91%
4	E Jackson Avenue Street Parking	118 E Jackson Ave		28%	18%	20%	23%	25%
5	E Jackson Lot	200 E Jackson Ave		33%	49%	93%	98%	100%
6	Tonic Lot	207 E Jackson Ave.		0%	0%	1%	1%	5%
7	Platinum Parking	210E W. Jackson Ave		9%	6%	6%	6%	14%
8	Old City Public Parking	305 E Jackson Ave		33%	32%	28%	28%	33%
9	Old City Public Parking	300 E Jackson Ave		85%	11%	72%	77%	88%
10	Willow Avenue Street Parking	Patton		29%	30%	39%	38%	46%
11	N Central Street & Willow SP+	130 S Central St		27%	21%	24%	29%	46%
12	S Central Street Parking	Old City		36%	55%	73%	91%	91%
13	N Central Street & W Depot Parking	222 N Central St		100%	85%	77%	92%	100%
14	N Central Lot	300 N Central St		70%	65%	50%	100%	100%
15	E Depot Lot	200 E Magnolia Ave		36%	64%	21%	0%	0%
16	Morgan Street Lot	200 E Magnolia Ave		52%	43%	39%	13%	13%
17	W Magnolia Street Parking	212 W Magnolia Ave		67%	90%	53%	53%	57%
18	W Magnolia Surface Lot	202 State Hwy 9		7%	8%	14%	17%	19%
19	W Magnolia Surface Lot	316 W Magnolia Ave		24%	22%	12%	6%	4%
20	W Magnolia Surface Lot	511 N Gay St		40%	40%	30%	50%	20%
21	W Depot Avenue Street Parking	227 W Depot Ave		45%	55%	68%	100%	77%
22	W Depot Avenue Street Parking	306 W Depot Ave		52%	57%	70%	100%	91%
23	N Central & W Depot Street Parking	103 W Depot Ave		100%	100%	100%	100%	100%
24	Ogden Street & W Depot Avenue Lot	351 Ogden St		13%	25%	38%	44%	44%
25	Ogden Street Parking	317 King St NW		58%	50%	50%	58%	33%
26	W Magnolia Avenue Parking	218W W Magnolia Ave		44%	64%	78%	100%	100%
27	William Street Parking	235 W Depot Ave		88%	100%	100%	100%	75%
28	W Depot Avenue Lot	413 W Depot Ave		41%	22%	22%	22%	22%
29	N Gay Street Parking	318 N Gay St		8%	25%	42%	92%	25%
30	N Central Street & W Depot Avenue Lot	100 W Depot Ave		30%	30%	40%	23%	23%
31	N Gay Street	205-201 N Gay St		55%	60%	80%	95%	77%
32	S Gay Street	121 S Gay St		58%	58%	77%	92%	92%
33	S Gay Street Lot	128 S Gay St		60%	68%	65%	100%	95%
34	W Vine Avenue			100%	75%	38%	50%	44%
35	W Vine Avenue Lot	305 W Vine Ave		40%	40%	40%	30%	28%
36	Locust Street Lot	111 Locust St		100%	100%	100%	78%	111%
37	S Central Street Parking	State St		20%	67%	88%	85%	50%
38	Commerce Avenue Street Parking			17%	33%	33%	100%	100%
39	Charles Place Lot Axiom	Vine Furn		23%	17%	7%	13%	13%
40	Charles Place Lot Vine Furniture	Axiom		36%	32%	28%	12%	12%
41	State Street Street Parking			30%	100%	100%	100%	100%
42	Union Avenue Lot	Marble Alley		28%	27%	33%	52%	75%
43	Promenade	PG		30%	30%	15%	15%	10%
44	205 Union Avenue Lot			52%	61%	22%	13%	9%
45	Union Avenue Lot	State St		44%	53%	31%	9%	13%
46	State Street Garage	520 State Street		19%	18%	18%	17%	17%
47	700 S Gay Street Parking			68%	56%	56%	44%	32%
48	Cumberland Avenue Parking	Cumberland Ave		58%	38%	31%	11%	8%
49	Walnut Street	Premier		38%	32%	27%	7%	2%

Map Route	Location	Address	3:00 Thu	4:00 Thu	5:00 Thu	6:00 Thu	7:00 Thu
50	W Church Avenue (SP+)		41%	30%	21%	18%	8%
51	W Vine & S Gay Street Lot	401 W Summit Hill Dr SW	70%	60%	50%	40%	50%
53	Market Square - Walnut Street	406 Walnut Street	53%	52%	47%	51%	68%
54	Locust Street PG	540 Locust Street	47%	33%	22%	26%	25%
56	Main Street W (SP+)	Clay Lot	63%	84%	49%	31%	8%
57	603 W Hill Avenue		24%	21%	17%	14%	10%
58	S Gay Street Lot	Fire St	60%	42%	37%	31%	23%
59	Fire Street	Bacon	60%	60%	7%	7%	7%
60	S Gay Street Parking		75%	87%	92%	100%	100%
61	413 W Clinch Avenue		26%	22%	11%	4%	4%
62	Main Street W	550 West Main Avenue	46%	39%	19%	11%	2%
64	State Street PG DK	900 State Street	40%	28%	14%	9%	8%
66	194 W Church Parking		28%	24%	7%	4%	1%
67	Civic Coliseum	PG A	25%	25%	25%	5%	5%
68	Civic Coliseum	PG B	0%	0%	0%	0%	0%
69	Civic Coliseum	PG C	0%	0%	0%	0%	0%
70	Honor Our Troops Lot	Police Station	18%	13%	6%	6%	2%
71	Georgia Street Parking	PP	53%	47%	6%	6%	6%
72	Willow Avenue Street Parking	Street	16%	13%	7%	7%	10%
73	S Kentucky Lot	1010 E Jackson Ave	10%	1%	1%	0%	0%
74	E Jackson Lot Front	KUB	51%	11%	6%	0%	0%
75	Randolph Street Parking	107 Randolph St	30%	20%	23%	0%	0%
76	Randolph Street Lot	700 E Depot Ave	27%	33%	23%	27%	27%
77	Randolph Street Lot	600 E Magnolia Ave	24%	38%	15%	6%	6%
78	S Bell Street Lot	201 Harriet Tubman St	1%	1%	2%	1%	1%
79	McCalla Avenue Lot	1425 McCalla Ave	5%	5%	2%	3%	3%
80	Harriet Tubman Street Church	211 Harriet Tubman St	48%	73%	30%	0%	6%
81	Harriet Tubman Street Housing Lot	400 Harriet Tubman St	38%	19%	8%	0%	0%
82	McCalla Avenue Lot - Stokes	1701 McCalla Ave	43%	32%	3%	0%	0%
83	Myrtle Street Lot	1610 E Magnolia Ave	5%	3%	0%	0%	0%
84	Myrtle Street Lot	315 Myrtle St	2%	0%	0%	0%	0%
85	Myrtle Street Lot	1611 E Magnolia Ave	50%	36%	11%	11%	11%
86	Myrtle Street Lot	1515 E Magnolia Ave	50%	40%	30%	30%	23%
87	E 5th Avenue Lot	1514 E 5th Ave	25%	11%	4%	0%	0%
88	Winona Street Lot	1503 E Magnolia Ave	41%	18%	21%	18%	15%
89	Winona Street Lot	1400 E 5th Ave	100%	100%	100%	100%	100%
90	Jessamine Street Lot	616 Jessamine St.	11%	9%	18%	12%	12%
91	Jessamine Street Lot	658-698 Jessamine St	14%	12%	5%	0%	0%
92	E 5th Avenue Lot	1308 E 5th Ave	59%	100%	100%	100%	100%
93	E Magnolia Lot	100 E Magnolia Ave	67%	21%	21%	21%	21%
94	Jessamine Street Lot	1135 E Magnolia Ave	82%	82%	82%	82%	82%
95	Jessamine Street Lot	1207 E Magnolia Ave	100%	100%	90%	80%	80%
96	Frazier Lot	KCS	76%	5%	0%	0%	0%
97	Georgia Avenue Lot South	KCS	60%	60%	30%	30%	30%
98	Georgia Avenue Lot North	KCS	100%	100%	29%	29%	29%
52/ EXCLUDED PG 2	EXCLUDED Locust Street PG	Langley	0%	0%	0%	0%	0%
52A/ EXCLUDED PG 1	EXCLUDED Summer Place	Monthly	0%	0%	0%	0%	0%
55/ EXCLUDED PG 3	EXCLUDED Clinch Avenue	Hilton PG	0%	0%	0%	0%	0%
61A	Walnut Street	W Clinch	40%	40%	25%	29%	23%
63/ EXCLUDED PG 4	EXCLUDED Main Street W (SP+)	Riverview Tower	0%	0%	0%	0%	0%
65/ EXCLUDED PG 5	EXCLUDED First Street TN Plaza		0%	0%	0%	0%	0%
74A	E Jackson Lot Back	KUB	80%	60%	20%	20%	20%

Downtown Parking Site Information

Friday

Location		Additional	Weather	90°	Activity: None			
Map Route	Location	Address	3:00 Fri	4:00 Fri	5:00 Fri	6:00 Fri	7:00 Fri	
1	W Jackson Avenue Street Parking	516 W Jackson Ave	96%	96%	100%	98%	100%	
2	W Jackson Avenue Lot	401 W Jackson Ave	36%	33%	70%	80%	100%	
3	W Jackson Lot SP+	109 W Jackson Ave	43%	55%	93%	100%	100%	
4	E Jackson Avenue Street Parking	118 E Jackson Ave	20%	18%	18%	20%	18%	
5	E Jackson Lot	200 E Jackson Ave	49%	58%	100%	100%	100%	
6	Tonic Lot	207 E Jackson Ave.	0%	2%	3%	6%	8%	
7	Platinum Parking	210E W. Jackson Ave	14%	13%	14%	18%	34%	
8	Old City Public Parking	305 E Jackson Ave	24%	20%	22%	31%	43%	
9	Old City Public Parking	300 E Jackson Ave	71%	61%	78%	94%	96%	
10	Willow Avenue Street Parking	Patton	44%	36%	42%	48%	49%	
11	N Central Street & Willow SP+	130 S Central St	29%	23%	34%	40%	71%	
12	S Central Street Parking	Old City	82%	109%	127%	100%	127%	
13	N Central Street & W Depot Parking	222 N Central St	100%	100%	54%	108%	100%	
14	N Central Lot	300 N Central St	70%	75%	100%	90%	95%	
15	E Depot Lot	200 E Magnolia Ave	86%	71%	50%	0%	0%	
16	Morgan Street Lot	200 E Magnolia Ave	39%	39%	43%	17%	17%	
17	W Magnolia Street Parking	212 W Magnolia Ave	80%	67%	47%	40%	47%	
18	W Magnolia Surface Lot	202 State Hwy 9	30%	23%	26%	17%	13%	
19	W Magnolia Surface Lot	316 W Magnolia Ave	7%	6%	5%	5%	5%	
20	W Magnolia Surface Lot	511 N Gay St	4%	8%	6%	6%	15%	
21	W Depot Avenue Street Parking	227 W Depot Ave	32%	36%	36%	59%	64%	
22	W Depot Avenue Street Parking	306 W Depot Ave	17%	22%	30%	61%	87%	
23	N Central & W Depot Street Parking	103 W Depot Ave	100%	100%	100%	100%	100%	
24	Ogden Street & W Depot Avenue Lot	351 Ogden St	75%	94%	63%	75%	88%	
25	Ogden Street Parking	317 King St NW	8%	0%	0%	0%	0%	
26	W Magnolia Avenue Parking	218W W Magnolia Ave	31%	49%	100%	100%	100%	
27	William Street Parking	235 W Depot Ave	25%	75%	63%	63%	100%	
28	W Depot Avenue Lot	413 W Depot Ave	40%	40%	11%	8%	7%	
29	N Gay Street Parking	318 N Gay St	67%	58%	100%	92%	100%	
30	N Central Street & W Depot Avenue Lot	100 W Depot Ave	30%	30%	40%	100%	100%	
31	N Gay Street	205-201 N Gay St	63%	50%	58%	80%	98%	
32	S Gay Street	121 S Gay St	81%	77%	92%	81%	88%	
33	S Gay Street Lot	128 S Gay St	55%	58%	93%	95%	93%	
34	W Vine Avenue		25%	13%	44%	50%	50%	
35	W Vine Avenue Lot	305 W Vine Ave	70%	70%	70%	50%	50%	
36	Locust Street Lot	111 Locust St	78%	100%	78%	100%	100%	
37	S Central Street Parking	State St	50%	40%	38%	40%	40%	
38	Commerce Avenue Street Parking		17%	50%	83%	83%	100%	
39	Charles Place Lot Axiom	Vine Furn	30%	30%	20%	17%	27%	
40	Charles Place Lot Vine Furniture	Axiom	12%	8%	12%	12%	8%	
41	State Street Street Parking		80%	97%	97%	100%	97%	
42	Union Avenue Lot	Marble Alley	27%	33%	39%	50%	52%	
43	Promenade	PG	33%	33%	25%	20%	20%	
44	205 Union Avenue Lot		43%	26%	13%	13%	9%	
45	Union Avenue Lot	State St	47%	34%	16%	16%	9%	
46	State Street Garage	520 State Street	18%	17%	17%	17%	17%	
47	700 S Gay Street Parking		44%	40%	40%	20%	20%	
48	Cumberland Avenue Parking	Cumberland Ave	54%	38%	18%	12%	18%	
49	Walnut Street	Premier	53%	46%	27%	22%	20%	

Map Route	Location	Address	3:00 Fri	4:00 Fri	5:00 Fri	6:00 Fri	7:00 Fri
50	W Church Avenue (SP+)		55%	38%	15%	8%	11%
51	W Vine & S Gay Street Lot	401 W Summit Hill Dr SW	40%	40%	30%	25%	28%
53	Market Square - Walnut Street	406 Walnut Street	53%	53%	55%	63%	78%
54	Locust Street PG	540 Locust Street	41%	36%	28%	27%	30%
56	Main Street W (SP+)	Clay Lot	41%	35%	39%	33%	29%
57	603 W Hill Avenue		20%	15%	8%	8%	8%
58	S Gay Street Lot	Fire St	54%	45%	29%	20%	22%
59	Fire Street	Bacon	87%	80%	27%	20%	13%
60	S Gay Street Parking		80%	82%	97%	100%	92%
61	413 W Clinch Avenue		17%	15%	7%	7%	9%
62	Main Street W	550 West Main Avenue	49%	37%	15%	7%	4%
64	State Street PG DK	900 State Street	46%	35%	20%	9%	14%
66	194 W Church Parking		17%	11%	6%	0%	0%
67	Civic Coliseum	PG A	20%	18%	10%	3%	2%
68	Civic Coliseum	PG B	0%	0%	0%	0%	0%
69	Civic Coliseum	PG C	0%	0%	0%	0%	0%
70	Honor Our Troops Lot	Police Station	18%	7%	3%	3%	3%
71	Georgia Street Parking	PP	31%	16%	6%	0%	0%
72	Willow Avenue Street Parking	Street	8%	3%	7%	7%	5%
73	S Kentucky Lot	1010 E Jackson Ave	6%	6%	5%	0%	0%
74	E Jackson Lot Front	KUB	14%	9%	11%	11%	17%
75	Randolph Street Parking	107 Randolph St	13%	0%	7%	0%	0%
76	Randolph Street Lot	700 E Depot Ave	27%	20%	7%	7%	10%
77	Randolph Street Lot	600 E Magnolia Ave	24%	12%	12%	6%	6%
78	S Bell Street Lot	201 Harriet Tubman St	1%	0%	0%	0%	0%
79	McCalla Avenue Lot	1425 McCalla Ave	42%	27%	0%	0%	0%
80	Harriet Tubman Street Church	211 Harriet Tubman St	33%	27%	21%	27%	36%
81	Harriet Tubman Street Housing Lot	400 Harriet Tubman St	29%	10%	4%	2%	0%
82	McCalla Avenue Lot - Stokes	1701 McCalla Ave	8%	5%	7%	8%	0%
83	Myrtle Street Lot	1610 E Magnolia Ave	3%	1%	0%	0%	0%
84	Myrtle Street Lot	315 Myrtle St	0%	0%	0%	0%	0%
85	Myrtle Street Lot	1611 E Magnolia Ave	11%	11%	11%	11%	7%
86	Myrtle Street Lot	1515 E Magnolia Ave	17%	13%	11%	16%	16%
87	E 5th Avenue Lot	1514 E 5th Ave	0%	4%	0%	4%	0%
88	Winona Street Lot	1503 E Magnolia Ave	35%	21%	12%	9%	9%
89	Winona Street Lot	1400 E 5th Ave	100%	100%	100%	100%	100%
90	Jessamine Street Lot	616 Jessamine St.	14%	12%	12%	11%	11%
91	Jessamine Street Lot	658-698 Jessamine St	9%	9%	0%	0%	0%
92	E 5th Avenue Lot	1308 E 5th Ave	56%	56%	11%	7%	7%
93	E Magnolia Lot	100 E Magnolia Ave	42%	29%	29%	17%	25%
94	Jessamine Street Lot	1135 E Magnolia Ave	60%	60%	60%	50%	40%
95	Jessamine Street Lot	1207 E Magnolia Ave	80%	60%	60%	40%	40%
96	Frazier Lot	KCS	100%	19%	17%	17%	17%
97	Georgia Avenue Lot South	KCS	100%	100%	100%	100%	100%
98	Georgia Avenue Lot North	KCS	100%	100%	100%	100%	100%
52/ EXCLUDED PG 2	EXCLUDED Locust Street PG	Langley	0%	0%	0%	0%	0%
52A/ EXCLUDED PG 1	EXCLUDED Summer Place	Monthly	0%	0%	0%	0%	0%
55/ EXCLUDED PG 3	EXCLUDED Clinch Avenue	Hilton PG	0%	0%	0%	0%	0%
61A	Walnut Street	W Clinch	66%	50%	40%	33%	23%
63/ EXCLUDED PG 4	EXCLUDED Main Street W (SP+)	Riverview Tower	0%	0%	0%	0%	0%
65/ EXCLUDED PG 5	EXCLUDED First Street TN Plaza		0%	0%	0%	0%	0%
74A	E Jackson Lot Back	KUB	100%	20%	20%	20%	20%

Downtown Parking Site Information

Saturday

Location		Additional	Weather	94°	Activity	Beerfest & Coliseum Event	
Map Route	Location	Address	3:00 Sat	4:00 Sat	5:00 Sat	6:00 Sat	7:00 Sat
1	W Jackson Avenue Street Parking	516 W Jackson Ave	98%	100%	100%	100%	98%
2	W Jackson Avenue Lot	401 W Jackson Ave	94%	90%	100%	100%	100%
3	W Jackson Lot SP+	109 W Jackson Ave	81%	82%	87%	100%	100%
4	E Jackson Avenue Street Parking	118 E Jackson Ave	13%	15%	15%	15%	99%
5	E Jackson Lot	200 E Jackson Ave	67%	91%	98%	100%	100%
6	Tonic Lot	207 E Jackson Ave.	3%	3%	5%	11%	12%
7	Platinum Parking	210E W. Jackson Ave	3%	6%	16%	28%	21%
8	Old City Public Parking	305 E Jackson Ave	25%	18%	24%	60%	80%
9	Old City Public Parking	300 E Jackson Ave	78%	83%	87%	100%	100%
10	Willow Avenue Street Parking	Patton	43%	41%	43%	46%	46%
11	N Central Street & Willow SP+	130 S Central St	28%	48%	45%	93%	96%
12	S Central Street Parking	Old City	100%	100%	100%	100%	100%
13	N Central Street & W Depot Parking	222 N Central St	100%	100%	100%	100%	100%
14	N Central Lot	300 N Central St	30%	45%	35%	45%	45%
15	E Depot Lot	200 E Magnolia Ave	14%	14%	0%	0%	0%
16	Morgan Street Lot	200 E Magnolia Ave	4%	4%	4%	4%	4%
17	W Magnolia Street Parking	212 W Magnolia Ave	87%	57%	47%	100%	100%
18	W Magnolia Surface Lot	202 State Hwy 9	17%	26%	20%	20%	11%
19	W Magnolia Surface Lot	316 W Magnolia Ave	5%	7%	8%	12%	23%
20	W Magnolia Surface Lot	511 N Gay St	50%	40%	40%	90%	80%
21	W Depot Avenue Street Parking	227 W Depot Ave	36%	95%	100%	100%	100%
22	W Depot Avenue Street Parking	306 W Depot Ave	26%	100%	100%	100%	100%
23	N Central & W Depot Street Parking	103 W Depot Ave	100%	100%	100%	100%	100%
24	Ogden Street & W Depot Avenue Lot	351 Ogden St	69%	75%	100%	100%	100%
25	Ogden Street Parking	317 King St NW	42%	33%	25%	33%	100%
26	W Magnolia Avenue Parking	218W W Magnolia Ave	98%	100%	100%	100%	100%
27	William Street Parking	235 W Depot Ave	100%	100%	100%	100%	100%
28	W Depot Avenue Lot	413 W Depot Ave	11%	10%	10%	11%	11%
29	N Gay Street Parking	318 N Gay St	117%	100%	100%	100%	100%
30	N Central Street & W Depot Avenue Lot	100 W Depot Ave	50%	50%	50%	50%	50%
31	N Gay Street	205-201 N Gay St	82%	60%	85%	98%	97%
32	S Gay Street	121 S Gay St	81%	88%	92%	92%	100%
33	S Gay Street Lot	128 S Gay St	58%	83%	90%	95%	100%
34	W Vine Avenue		100%	94%	100%	100%	100%
35	W Vine Avenue Lot	305 W Vine Ave	70%	63%	60%	60%	60%
36	Locust Street Lot	111 Locust St	111%	111%	111%	111%	111%
37	S Central Street Parking	State St	67%	66%	45%	65%	84%
38	Commerce Avenue Street Parking		83%	83%	100%	83%	100%
39	Charles Place Lot Axiom	Vine Furn	50%	60%	37%	20%	23%
40	Charles Place Lot Vine Furniture	Axiom	60%	10%	16%	20%	20%
41	State Street Street Parking		130%	130%	97%	83%	100%
42	Union Avenue Lot	Marble Alley	90%	90%	90%	90%	90%
43	Promenade	PG	52%	60%	60%	50%	40%
44	205 Union Avenue Lot		4%	4%	4%	0%	0%
45	Union Avenue Lot	State St	0%	10%	9%	0%	0%
46	State Street Garage	520 State Street	0%	0%	0%	0%	0%
47	700 S Gay Street Parking		90%	90%	90%	90%	90%
48	Cumberland Avenue Parking	Cumberland Ave	60%	60%	70%	70%	40%
49	Walnut Street	Premier	40%	40%	60%	77%	26%

Map Route	Location	Address	3:00 Sat	4:00 Sat	5:00 Sat	6:00 Sat	7:00 Sat
50	W Church Avenue (SP+)		30%	30%	5%	11%	15%
51	W Vine & S Gay Street Lot	401 W Summit Hill Dr SW	25%	25%	60%	60%	25%
53	Market Square - Walnut Street	406 Walnut Street	73%	75%	80%	85%	91%
54	Locust Street PG	540 Locust Street	23%	23%	22%	23%	27%
56	Main Street W (SP+)	Clay Lot	10%	10%	6%	6%	16%
57	603 W Hill Avenue		27%	30%	14%	13%	13%
58	S Gay Street Lot	Fire St	22%	15%	22%	23%	23%
59	Fire Street	Bacon	0%	0%	0%	7%	0%
60	S Gay Street Parking		90%	90%	100%	98%	100%
61	413 W Clinch Avenue		11%	10%	7%	11%	13%
62	Main Street W	550 West Main Avenue	38%	28%	10%	5%	2%
64	State Street PG DK	900 State Street	0%	0%	0%	0%	0%
66	194 W Church Parking		8%	4%	3%	1%	1%
67	Civic Coliseum	PG A	2%	2%	1%	30%	31%
68	Civic Coliseum	PG B	30%	30%	40%	60%	31%
69	Civic Coliseum	PG C	4%	4%	3%	4%	10%
70	Honor Our Troops Lot	Police Station	6%	5%	4%	1%	3%
71	Georgia Street Parking	PP	0%	0%	0%	0%	0%
72	Willow Avenue Street Parking	Street	8%	6%	8%	7%	4%
73	S Kentucky Lot	1010 E Jackson Ave	0%	0%	0%	0%	0%
74	E Jackson Lot Front	KUB	0%	0%	0%	0%	0%
75	Randolph Street Parking	107 Randolph St	0%	0%	0%	0%	0%
76	Randolph Street Lot	700 E Depot Ave	17%	13%	0%	0%	0%
77	Randolph Street Lot	600 E Magnolia Ave	6%	6%	0%	0%	0%
78	S Bell Street Lot	201 Harriet Tubman St	1%	0%	0%	0%	0%
79	McCalla Avenue Lot	1425 McCalla Ave	0%	0%	0%	0%	0%
80	Harriet Tubman Street Church	211 Harriet Tubman St	36%	21%	0%	0%	0%
81	Harriet Tubman Street Housing Lot	400 Harriet Tubman St	0%	0%	0%	0%	0%
82	McCalla Avenue Lot - Stokes	1701 McCalla Ave	38%	8%	0%	0%	0%
83	Myrtle Street Lot	1610 E Magnolia Ave	1%	1%	0%	0%	0%
84	Myrtle Street Lot	315 Myrtle St	0%	0%	0%	0%	0%
85	Myrtle Street Lot	1611 E Magnolia Ave	7%	7%	0%	0%	0%
86	Myrtle Street Lot	1515 E Magnolia Ave	13%	14%	0%	0%	0%
87	E 5th Avenue Lot	1514 E 5th Ave	0%	0%	0%	0%	0%
88	Winona Street Lot	1503 E Magnolia Ave	12%	9%	0%	0%	0%
89	Winona Street Lot	1400 E 5th Ave	96%	100%	0%	0%	100%
90	Jessamine Street Lot	616 Jessamine St.	11%	14%	11%	10%	9%
91	Jessamine Street Lot	658-698 Jessamine St	0%	0%	0%	0%	0%
92	E 5th Avenue Lot	1308 E 5th Ave	0%	0%	0%	0%	0%
93	E Magnolia Lot	100 E Magnolia Ave	25%	17%	0%	0%	0%
94	Jessamine Street Lot	1135 E Magnolia Ave	50%	50%	50%	50%	50%
95	Jessamine Street Lot	1207 E Magnolia Ave	50%	0%	0%	0%	0%
96	Frazier Lot	KCS	0%	0%	0%	0%	0%
97	Georgia Avenue Lot South	KCS	20%	20%	0%	0%	0%
98	Georgia Avenue Lot North	KCS	20%	20%	0%	0%	0%
52/ EXCLUDED PG 2	EXCLUDED Locust Street PG	Langley	0%	0%	0%	0%	0%
52A/ EXCLUDED PG 1	EXCLUDED Summer Place	Monthly	0%	0%	0%	0%	0%
55/ EXCLUDED PG 3	EXCLUDED Clinch Avenue	Hilton PG	0%	0%	0%	0%	0%
61A	Walnut Street	W Clinch	15%	10%	12%	12%	15%
63/ EXCLUDED PG 4	EXCLUDED Main Street W (SP+)	Riverview Tower	0%	0%	0%	0%	0%
65/ EXCLUDED PG 5	EXCLUDED First Street TN Plaza		0%	0%	0%	0%	0%
74A	E Jackson Lot Back	KUB	0%	0%	0%	0%	0%

EXHIBIT G.3 – TRAFFIC IMPACT STUDY

This exhibit contains only excerpts of the TIS, providing information on the recommendations. For the full TIS (Exhibit G.3 in its entirety), please refer to the [Transportation Analysis link](#) on the project case file on our website.

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KNOXVILLE MULTI-USE STADIUM

TRAFFIC IMPACT STUDY

JACKSON AVENUE
KNOXVILLE, TN

CCI PROJECT NO. 00269-0020



PREPARED FOR:
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Knoxville, TN 37909

SUBMITTED BY
Cannon & Cannon, Inc.
8550 Kingston Pike
Knoxville, TN 37919
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SEPTEMBER 23
2021

KNOXVILLE MULTI-USE STADIUM

TRAFFIC IMPACT STUDY

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SEPTEMBER 23

2021

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EXECUTIVE SUMMARY

This report provides a summary of a traffic impact study that was performed for the proposed Multi-Use Stadium development to be located in the “Old City” district of Knoxville, Tennessee. The project site is the existing Knox Rail Salvage property, which is bounded by Jackson Avenue to the north, Florida Street to the east, First Creek to the south, and the Hall of Fame Drive overpass to the west.

The conceptual development plan for this project proposes the following multi-use components:

- Minor League baseball stadium
- Approximately 70,000 square feet of general retail space
- Approximately 55,000 square feet of office space
- 466 multi-family residential units

The baseball stadium will be home to the Tennessee Smokies AA baseball team, and the stadium will host minor league baseball games and other events such as concerts. The capacity of the stadium will be 6,000 – 7,500 permanent seats.

The purpose of this study was the evaluation of the traffic operational and safety impacts of the proposed development upon roadways in the vicinity of the site. Appropriate intersection evaluations were conducted at the study intersections for existing and future conditions, both with and without traffic volumes generated from the proposed development, in order to determine the anticipated impacts and to establish recommended measures to mitigate these impacts. These evaluations consisted primarily of intersection capacity analyses utilizing the methods of the Highway Capacity Manual. Additionally, the presence of multimodal facilities within the vicinity of the development such as sidewalks, bike lanes, greenways, and transit stops were documented.

The primary conclusion of this study is that the traffic generated from the proposed development will have moderate impacts on study area traffic conditions. The following is a list of recommendations to mitigate traffic impacts resulting from increased traffic with the development:

1. Implement all-way stop control at the intersections of Jackson Avenue at Patton Street and Willow Avenue at Patton Street.
2. Restripe the James White Parkway Southbound Off-Ramp at Summit Hill Drive to include four approach lanes. These lanes would be assigned as two exclusive left turn lanes and two exclusive right turn lanes. The existing bridge width on this approach is approximately 50 feet; therefore, the travel lanes would need to be ten to eleven feet wide in order to maintain several feet of shoulder on each side at the barrier rail and guardrail. The two outside left turn and right turn lanes should have a minimum storage of 250 feet. Signal display modifications for the ramp approach would need to accompany the new lane assignments.
3. Restripe the eastbound approach at the intersection of Summit Hill Drive at Hall of Fame Drive in order to modify the existing lane assignments. New lane assignments would include one exclusive left turn lane, one exclusive through lane, one shared through / right turn lane, and one exclusive right turn lane. Signal display modifications for the eastbound approach would need to accompany the new lane assignments.

4. Update signal timing at all traffic signals within the study area. The signal timing updates are critical at intersections in the immediate vicinity of the development and associated parking areas. Although signal timing changes at the intersections further away from the development may not be needed on an individual intersection basis, the timing should be updated along with the more critical intersections in order to maintain a coordinated signal system.
5. Ensure that sidewalks along the roadways adjacent to the development and along pedestrian paths from offsite parking are of sufficient width to accommodate anticipated pedestrian demand.

CONCLUSIONS & RECOMMENDATIONS

The primary conclusion of this study is that the traffic generated from the proposed development will have moderate impacts on study area traffic conditions. The following paragraphs list conclusions on a per intersection basis, which is followed by recommendations in both list and figure format.

Intersection #1: Jackson Avenue at Patton Street

Increased vehicle traffic will have only minor operational impacts at this intersection. However, a significant increase in pedestrian traffic associated with both retail and stadium trips is anticipated. The increased pedestrian traffic will likely cause significant delay at this intersection during traffic periods with high retail and/or stadium-related activity. Implementation of all-way stop control would help to mitigate the increased delay.

Intersection #2: Jackson Avenue at Florida Street / Randolph Street

The proposed development is not expected to create significant traffic impacts at this intersection. Analyses show that the intersection will continue to operate at LOS "A" and "B" once the development and new roadway configuration are constructed.

Intersection #3: Willow Avenue at Patton Street

Increased vehicle traffic will have only minor operational impacts at this intersection. However, a significant increase in pedestrian traffic associated with both retail and stadium trips is anticipated. The increased pedestrian traffic will likely cause significant delay at this intersection during traffic periods with high retail and/or stadium-related activity. Implementation of all-way stop control would help to mitigate the increased delay.

Intersection #4: Willow Avenue at Florida Street

The proposed development is not expected to create significant traffic impacts at this intersection. Analyses show that the intersection will continue to operate at LOS "A" and "B" once the development and new roadway configuration are constructed.

Intersection #5: Summit Hill Drive at Central Street

This intersection will experience moderate increases in traffic due to trips accessing the development via the Old City. However, this increase in traffic is not expected to result in significant operational impacts. Analyses show that without mitigation, the intersection will operate at LOS "C" or better during the peak traffic periods. With optimized signal timing, the intersection LOS may improve to "B" for all peak traffic periods.

Intersection #6: Summit Hill Drive at James White Parkway Southbound Off-Ramps

The proposed development will have significant traffic operational impacts on this intersection during events due to the large number of anticipated vehicles accessing the development via James White Parkway. Analyses indicate that the addition of a 4th approach lane on the James White Parkway Southbound Off-Ramp would mitigate these impacts, both from a delay and queue length standpoint. There appears to be sufficient width on the bridge to accomplish the addition of a 4th ramp lane via restriping and lane width reductions to ten-to-eleven feet per lane.

Intersection #7: Summit Hill Drive at Hall of Fame Drive

Due to the large amounts of anticipated traffic accessing the Coliseum parking garages via James White Parkway and Summit Hill Drive, the proposed development will have significant traffic operational impacts on this intersection during events. As with the previous intersection, these impacts can be mitigated through restriping. These striping modifications would occur by re-assigning the eastbound approach lanes as discussed in the EVALUATIONS section of the report.

Intersection #8: Summit Hill Drive at Patton Street

The proposed development is not anticipated to create significant traffic impacts at this intersection. Upon completion of the development, the side street LOS at the intersection is expected to be "C" or better for all peak traffic periods.

Intersection #9: Hall of Fame Drive at I-40 Westbound Ramps

The impacts to this intersection from traffic generated by the proposed development are expected to be negligible. The overall intersection LOS is anticipated to be "B" or better upon completion of the development, and the intersection could operate at LOS "A" or better for all peak traffic periods with optimized signal timing.

Intersection #10: Hall of Fame Drive at I-40 Eastbound Ramps

The impacts to this intersection from traffic generated by the proposed development are expected to be negligible. The overall intersection LOS is anticipated to be "B" or better upon completion of the development.

Intersection #11: Hall of Fame Drive at 5th Avenue / Magnolia Avenue

The impacts to this intersection from traffic generated by the proposed development are expected to be negligible. The overall intersection LOS is anticipated to be "C" or better upon completion of the development, and the intersection could operate at LOS "B" or better for all peak traffic periods with optimized signal timing.

Intersection #12: Hall of Fame Drive at Howard Baker Jr. Avenue / Church Avenue

The proposed development will have moderate traffic operational impacts at this intersection during events due to traffic accessing the Coliseum parking garages. Analyses show that capacity is sufficient at this intersection to handle the increased traffic without additional lanes or restriping in order to modify current lane assignments. Optimizing traffic signal timing, especially during events, is critical at this intersection in order to minimize queue impacts for southbound traffic. The capacity analyses results show a shorter southbound queue for events in the scenario without mitigation; however, this shorter queue is due to the fact that traffic was being metered by the upstream signals of Summit Hill Drive at Hall of Fame Drive and Summit Hill Drive at James White Parkway Southbound Off-Ramp. Once improvements were input at the two upstream intersections, traffic was able to access this intersection faster, thereby creating a longer queue.

FIGURES 11 and 11A show in graphical format the recommendations resulting from the conclusions previously discussed. FIGURE 11 presents callouts describing recommendations per intersection, and

CONCLUSIONS & RECOMMENDATIONS | SECTION 7

FIGURE 11A shows existing and proposed lane assignments. The following is a list of recommendations shown in these figures:

1. Implement all-way stop control at the intersections of Jackson Avenue at Patton Street and Willow Avenue at Patton Street.
2. Restripe the James White Parkway Southbound Off-Ramp at Summit Hill Drive to include four approach lanes. These lanes would be assigned as two exclusive left turn lanes and two exclusive right turn lanes. The existing bridge width on this ramp approach is approximately 50 feet; therefore, the travel lanes would need to be ten to eleven feet wide in order to maintain several feet of shoulder on each side at the barrier rail and guardrail. The two outside left turn and right turn lanes should have a minimum storage of 250 feet. Signal display modifications for the ramp approach would need to accompany the new lane assignments.
3. Restripe the eastbound approach at the intersection of Summit Hill Drive at Hall of Fame Drive in order to modify the existing lane assignments. New lane assignments would include one exclusive left turn lane, one exclusive through lane, one shared through / right turn lane, and one exclusive right turn lane. Signal display modifications for the eastbound approach would need to accompany the new lane assignments.
4. Update signal timing at all traffic signals within the study area. The signal timing updates are critical at intersections in the immediate vicinity of the development and associated parking areas. Although signal timing changes at the intersections further away from the development may not be needed on an individual intersection basis, the timing should be updated along with the more critical intersections in order to maintain a coordinated signal system.
5. Ensure that sidewalks along the roadways adjacent to the development and along pedestrian paths from offsite parking are of sufficient width to accommodate anticipated pedestrian demand.

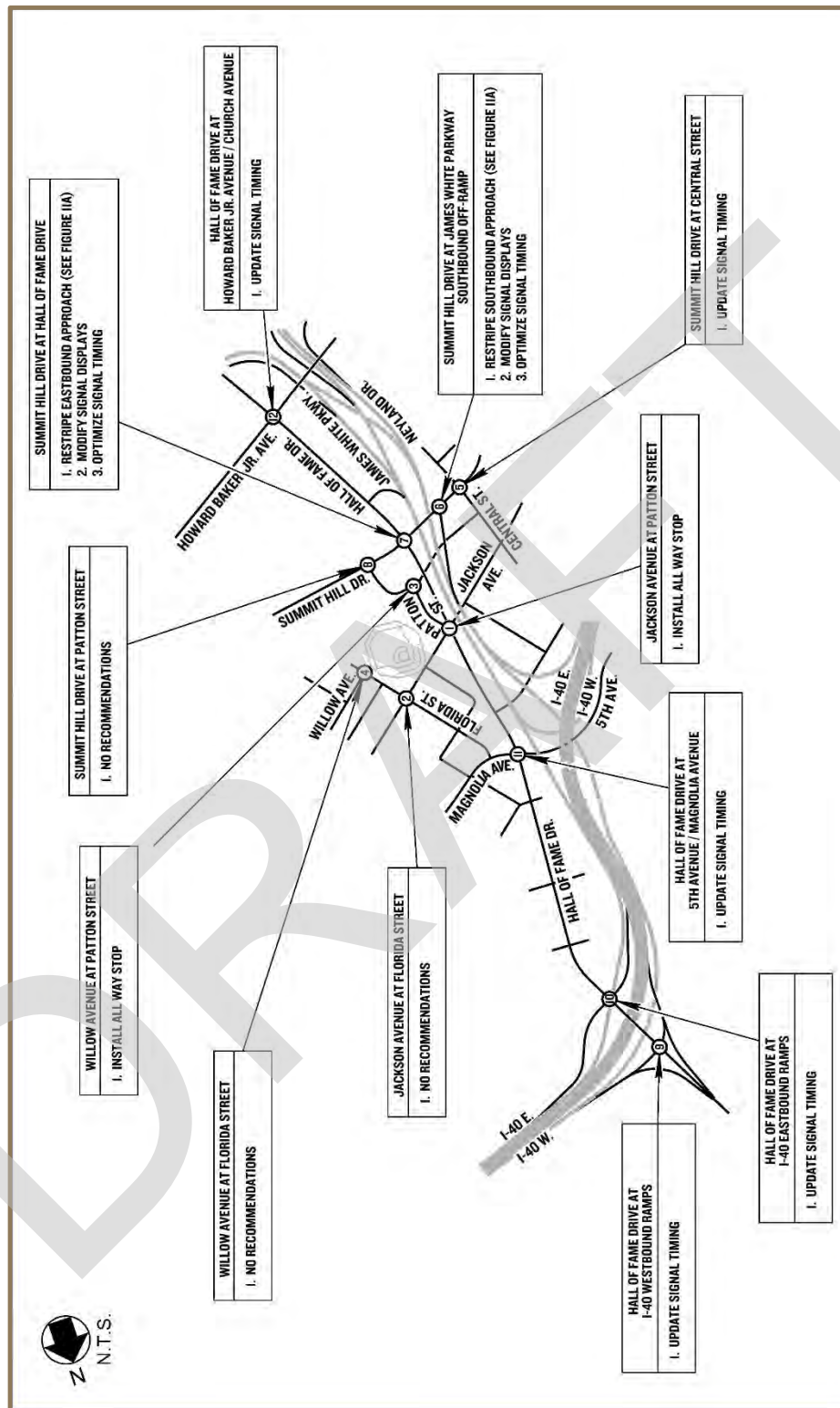


FIGURE 11
RECOMMENDED IMPROVEMENTS

EXHIBIT G.4 – MULTI-USE STADIUM CIRCULATION SUMMARY AND OPERATIONS PLAN

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Multi use stadium circulation summary and operations plan

INTRODUCTION

Below is the summary of current logistics planning for the development and operations of the downtown stadium. As we are early in the design and permitting process, many of the items below are in the planning and early conversation stages. Continued collaboration by all stakeholders during the design process will be key in creating plans that implementable by the City and the stadium lease holder during future events. Further, it is expected that as the public learns the opportunities for walking, riding and parking around the stadium, the patterns will shift and changes to developed plans will be required.

Purpose

The downtown stadium project is proposed to be the culmination of a public-private partnership between RR Land, LLC, Knox County and the City of Knoxville. The completed work on the site will consist of a public multi-purpose sports stadium along with privately developed mixed use buildings. The mixed-use buildings on site are anticipated to house apartment units, condominiums, retail space, and office space. Additional retail space facing Jackson Avenue is anticipated within the Multi-Use Stadium. The proposed Multi-Use Stadium will serve as the home of a local minor league baseball team, a local professional soccer team, serve as a downtown destination site for hosting concerts and other outdoor entertainment events, and an indoor venue for receptions, meetings, holiday parties, etc.... In addition to the public nature of the Stadium, the proposed development will provide other public amenities such as new public plaza(s) and new pedestrian-oriented streetscapes along the surrounding rights of way.

Rezoning of the property for the stadium and surrounding mixed use retail, office and residential properties is in process and the proposed project is in review for planned development within the existing zone. As part of the preliminary planned development conditions, the Knoxville-Knox County Planning Commission has requested the developer work with the City of Knoxville, KAT and other parties in developing an operational plan for the stadium logistics during events.

The purpose of this document is to provide a framework for the logistics and planning associated with the movement of traffic, pedestrians and other mobility around the site during events.

Project Description

GEM Community Development Group, LLC proposes a Multi-Use Stadium / Mixed Use Planned Development, formed as a public-private partnership. The completed work on the site will consist of a public multi-purpose sports stadium along with privately developed mixed use



buildings. The mixed-use buildings on site are anticipated to house apartment units, condominiums, retail space, and office space. Additional retail space facing Jackson Avenue is anticipated within the Multi-Use Stadium. The proposed Multi-Use Stadium will serve as the home of a local minor league baseball team, a local professional soccer team, and also serve as a downtown destination site for hosting concerts and other outdoor entertainment events. In addition to the public nature of the Stadium, the proposed development will provide other public amenities such as new public plaza(s) and new pedestrian-oriented streetscapes along the surrounding rights of way.

Geography--The planned development will be located in an area of the "Old City" located East of Hall of Fame Drive on properties totaling approximately 21.5 acres.

The Multi-Use Stadium Planned Development is intended to provide a mix of Entertainment, Office, Retail, and Residential uses at the eastern edge of the Old City District in a density necessary to activate areas East of Hall of Fame Drive and to promote further quality development and economic growth eastward beyond the current limits of the downtown area.

Attendance—Attendance for the various proposed activities will vary based on date, time of activity and seating capacity of the venue. Below is a brief list of potential activities, expected maximum attendance and occurrence.

Activity	Max attendance	Season	Frequency
Minor League Baseball	7500	April-August	70 Home Games
Minor League Soccer	7500	April-Oct	20 Home Games
Small to mid size concert	5000	Spring-Fall	Monthly
Field level concert	Up to 15,000	Spring-Fall	3-4 per year
Indoor Event space	Max 500	Year round	Weekly

PREVIOUS STUDIES

Parking Study and Amendment

A study of available parking in the vicinity of the development was prepared and issued on March 3, 2020 with a supplemental study prepared and issued on September 8, 2021. Parking needs, 1750 spaces, were estimated based on gross floor area of the stadium and plazas at 4/1000 SF of the GSF. The study provided an inventory of the parking available during the week and weekends at typical event times. The parking study results concluded that ample public parking was available within a 1



mile radius of the project site. This study has been shared with Knoxville-Knox County Metropolitan Planning Commission, KAT and City of Knoxville Engineering staff.

Traffic Impact Study

A traffic impact study for the proposed development of the stadium and private structures has been performed and draft recommendations issued by Cannon & Cannon, Inc., dated September 23, 2021. These improvements recommended with the draft document include the following:

The primary conclusion of this study is that the traffic generated from the proposed development will have moderate impacts on study area traffic conditions. The following is a list of recommendations to mitigate traffic impacts resulting from increased traffic with the development:

Implement all-way stop control at the intersections of Jackson Avenue at Patton Street and Willow Avenue at Patton Street.

Restripe the James White Parkway Southbound Off-Ramp at Summit Hill Drive to include four approach lanes. These lanes would be assigned as two exclusive left turn lanes and two exclusive right turn lanes. The two outside left turn and right turn lanes should have a minimum storage of 250 feet. Signal display modifications for the ramp approach would need to accompany the new lane assignments.

Restripe the eastbound approach at the intersection of Summit Hill Drive at Hall of Fame Drive in order to modify the existing lane assignments. New lane assignments would include one exclusive left turn lane, one exclusive through lane, one shared through / right turn lane, and one exclusive right turn lane. Signal display modifications for the eastbound approach would need to accompany the new lane assignments.

Update signal timing at all traffic signals within the study area. The signal timing updates are critical at intersections in the immediate vicinity of the development and associated parking areas. Although signal timing changes at the intersections further away from the development may not be needed on an individual intersection basis, the timing should be updated along with the more critical intersections in order to maintain a coordinated signal system.

Ensure that sidewalks along the roadways adjacent to the development and along pedestrian paths from offsite parking are of sufficient width to accommodate anticipated pedestrian demand.

WAYFINDING—

The client experience begins with travel to the stadium and ends with their travel home. It is of high importance to the stadium lease holders that a well-defined logistics plan be available to the public for



directions to and from the facility. The Smokies and the Sports Authority have plans to explore the following related to public education regarding transportation to and from the facility.

Media campaign for both facility opening and annual season openers and events. These campaigns will be coordinated with Visit Knoxville, the Sports Authority, Knox Chamber and others and may include information on dates and times, transportation options, ticket sales, maps, wayfinding and app links to relevant resources.

Web data available during ticket purchase.--A large number of the tickets sales will be online and associated with the ticket sales will be parking options, bus availability and directions to the stadium from adjacent Interstate or arterial routes.

Signage—a permanent signage plan will be developed in concert with the City of Knoxville wayfinding signage in the downtown and Old City districts to direct vehicle and pedestrian traffic to the stadium and plazas

Messaging—Temporary signage will be placed in conjunction with a traffic control plan for event traffic and coordinated with TDOT and the City of Knoxville Traffic Engineering division to manage ingress & egress routes.

The design team for the Stadium, City of Knoxville Staff, KAT and TDOT will continue to collaboratively develop the messaging, wayfinding and traffic control plans throughout the design process. An event management plan will be provided to requesting agencies prior to and as part of the planning for opening of the stadium.

TRANSPORTATION

KAT—The development team has met with KAT and will continue to meet during the project design. To serve the area, existing bus and trolley line routes will need to be modified to meet the new circulation and anticipated demand of the development. It is anticipated that additional residential development in the area, stimulated by the redevelopment of the site, may further increase loads and plan would be adjusted at that time. Under discussion at this time are the following:

A dedicated bus stop on westbound Willow under the Hall of Fame overpass. This stop will regularly serve residents and be a designated stop for event activity.

The Sports Authority or lease holder for the stadium will coordinate with KAT, the City of Knoxville, and PBA for use of publicly available garage space (Coliseum, Downtown garages, etc..) during events. The bus lines will be dedicated both prior to, during and after the events for a period to accommodate pedestrians to and from the facility. Traffic management from garages will be coordinated with City of Knoxville Traffic Engineering and the Knoxville Police Department.

Trolley—A free trolley service is currently being operated by KAT for the Old City. Due to roadway closures and shifts, this route will require revision to operate. KAT is also reviewing other trolley opportunities such as providing an additional trolley route from other downtown areas and garages (Gay Street, Market Square) to the Old City to facilitate pedestrian movements around the site.



Rideshare—Rideshare services will have dedicated drop off point on Jackson Ave under the Hall of Fame overpass. This area will be designated as such with signage and a pull off area to minimize traffic disruptions in the Stadium vicinity. This location will be feature on published data for stadium traffic.

Pedestrian—Pedestrian movements to the plaza areas and stadium will be along sidewalk routes from the old city to the west, and along Jackson and Willow to the east. New sidewalks will be constructed adjacent to the stadium. Off site improvements are being reviewed by the City of Knoxville engineering staff and will be prioritized as needed or developed as the surrounding properties are developed.

Bicycle—Bicycle movements will be within the street system. Jackson Ave and Florida Street will be painted as shared traffic lanes and driving lanes narrowed to reduce speeds around the stadium. Bicycle parking will be available at the plaza areas around the stadium. As greenway connections to the stadium from other areas of the City are developed, there may be an increase in bicycle traffic for events. The City of Knoxville and the Sports Authority will work together to evaluate the needs of the public related to bicycle parking and storage and provide additional facilities as needed.

Other—Several other “micro-mobility” options exist within the City of Knoxville. Rentable scooters and bicycles being among the more popular. Similar to rideshare options, we will encourage patrons to utilize the area on Jackson Ave beneath the HOF underpass as a proposed drop off/collection zone for micro-mobility options by posting on ticket websites, Visit Knoxville, etc...



Development Request

DEVELOPMENT

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

SUBDIVISION

- ☐ Concept Plan
☐ Final Plat

ZONING

- ☐ Plan Amendment
☐ SP ☐ OYP
☐ Rezoning

Doug Kirchhofer

Applicant Name

RR Land LLC

Affiliation

09/27/2021

Date Filed

11/10/2021

Meeting Date (if applicable)

File Number(s)

~~9-A-21-PD~~

11-A-21-PD

CORRESPONDENCE

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

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

Faris Eid

GEMAA

Name

Company

402 S. Gay Street, Ste

Knoxville

TN

37902

Address

City

State

ZIP

(865) 243-8441

feid@dia-arch.com

Phone

Email

CURRENT PROPERTY INFO

see attached Project Summary

see attached

Owner Name (if different)

Owner Address

Owner Phone

see attached

see attached

Property Address

Parcel ID

KUB

KUB

No

Sewer Provider

Water Provider

Septic (Y/N)

STAFF USE ONLY

Generally bounded to the north by E Jackson Ave, to the east by
Florida St, on the west by Hall of Fame Dr and to the South. First Creek

21.5 ac

General Location

Tract Size

☒ City ☐ County

6th
District

I-MU, I-G, & HP Overlay
Zoning District

Warehouses and vacant land
Existing Land Use

Central City

MU-SD, CC3 / HP

N/A (within City limits)

Planning Sector

Sector Plan Land Use Classification

Growth Policy Plan Designation

DEVELOPMENT REQUEST

- ☐ Development Plan ☐ Use on Review / Special Use ☐ Hillside Protection COA
☐ Residential ☐ Non-Residential

Home Occupation (specify) _____

Final plan, planned development for stadium and associated

Other (specify) mixed uses

Related City Permit Number(s)

SUBDIVISION REQUEST

Related Rezoning File Number

Proposed Subdivision Name

Unit / Phase Number ☐ Combine Parcels ☐ Divide Parcel

Total Number of Lots Created

☐ Other (specify) _____☐ Attachments / Additional Requirements**ZONING REQUEST**

Pending Plat File Number

☐ Zoning Change Proposed Zoning _____☐ Plan Amendment Change Proposed Plan Designation(s) _____

Proposed Density (units/acre)

Previous Rezoning Requests

☐ Other (specify) _____**STAFF USE ONLY****PLAT TYPE**

- ☐ Staff Review ☐ Planning Commission

ATTACHMENTS

- ☐ Property Owners / Option Holders ☐ Variance Request

ADDITIONAL REQUIREMENTS

- ☐ Design Plan Certification (*Final Plat*)
☐ Use on Review / Special Use (*Concept Plan*)
☐ Traffic Impact Study
☐ COA Checklist (*Hillside Protection*)

Fee 1	<u>4050.00</u>	Total
1504	\$4,150.00	\$4,150.00
Fee 2		
Fee 3		<u>\$4050.00</u>

AUTHORIZATION

By signing below I certify I am the property owner, applicant or the owners authorized representative.

Applicant Signature

Faris Eid (on behalf of Doug Kirchhofer)

09/27/21

Please Print

Date

(865) 243-8441

feid@dia-arch.com

Phone Number

Email

Michelle Portier

Michelle Portier

9/27/2021 9/28/21 swm

Staff Signature

Please Print

Date

Development parcels of this Planned Development are as follows (Parcel ID; Address; Present Ownership):

Parcel ID: 095AM016; 601 E Jackson Ave; Bottoms Group One LLC

Parcel ID: 095AM017; 0 E Jackson Ave; Bottoms Group One LLC

Parcel ID: 095AM018; 501 E Jackson Ave; RR Land LLC

Parcel ID: 095AM021; 0 E Jackson Ave; RR Land LLC

Parcel ID: 095HB00801; 205 Patton St; RR Land LLC

Parcel ID: 095HB001; 0 Patton Street; Dewhirst, David

Parcel ID: 095HB002; 400 E Jackson Ave; RR Land LLC

Parcel ID: 095HB003; 0 E Jackson Ave; RR Land LLC

Parcel ID: 095HB004; 651 Willow Ave; RR Land LLC

Parcel ID: 095HB005; 501 Willow Ave; RR Land LLC

Parcel ID: 095HC010; 0 Patton St; RR Land LLC

Parcel ID: 095HC012; 650 Willow Ave; RR Land LLC (now includes a portion of parcel 095HC015 that was replatted and combined with this lot)

Parcel ID: 095AM015; 107 Randolph Street; owned by Jamie A. Pavlis, under contract to sell to RR Land LLC

Parcel ID: 095AK018.01; 702 East Jackson Ave.; owned by Jamie A. Pavlis, under contract to sell to RR Land LLC