



PLANNED DEVELOPMENT PRELIMINARY PLAN

► **FILE #:** 9-A-21-PD

AGENDA ITEM #: 30

AGENDA DATE: 9/9/2021

► **APPLICANT:** DOUG KIRCHHOFFER

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), and HP (Hillside Protection Overlay) Districts

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

► **PROPOSED USE:** Planned Development for baseball stadium and associated commercial uses (see application for more information).

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 preliminary plan for the multi-use stadium/mixed-use planned development, including the requested exceptions to the underlying zoning's dimensional, design, and use standards, subject to the following conditions:**

- 1) Upon approval of the preliminary plan by City Council, a final plan shall be submitted for review and approval by the Planning Commission. The final plan shall be in substantial compliance with the approved preliminary plan as established in Article 16.7.E.3.
- 2) The development shall be compliant with all aspects of the City of Knoxville Zoning Ordinance unless an exception has approved through the planned development process outlined in Article 16.7.
- 3) Landscaping plans (Article 12), a master sign plan (Article 13.7), and a lighting plan (Article 10.2) shall be submitted with the final planned development application per their respective articles in the zoning ordinance unless an exception has been requested and approved as part of the Alternative Landscaping Plan review process (Article 12.2.D), the Master Sign Plan process (Article 13.7), and/or as part of this Planned Development process.
- 4) Flickering or flashing lights, searchlights, or other high intensity lights, if permitted through the Office of Special Events, shall be shielded or pointed so as not to affect traffic safety.
- 5) Obtaining any applicable permits from the Tennessee Department of Transportation (TDOT) for any work within the TDOT right-of-way.
- 6) Providing a Transportation Impact Study (TIS) for review and approval by the staff of Knoxville-Knox County Planning (Planning), City of Knoxville Department of Engineering (City Engineering), and Tennessee Department of Transportation (TDOT). All street and intersection improvement recommendations outlined in the approved TIS that are required to be installed by City Engineering and/or TDOT shall be shown on the final plan and implemented by the applicant. If the improvements will be implemented in phases, this shall be outlined as part of the final plan and agreed upon by City Engineering and TDOT.
- 7) Submitting an operations plan with the final Planned Development plan that details how the project will accommodate people arriving from various parking facilities highlighted in the Parking Utilization Study Maps (Exhibit G.3) via trolley and/or bus, ride-share drop offs, scooter or bike, etc., since some of the available parking is located beyond a typical walking radius. The plan shall include efforts to promote or educate the public about the availability of these amenities.
- 8) Other conditions may be identified as necessary with the final plan submittal.

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 take place over two phases. Phase 1 will include construction of the buildings south of E Jackson Avenue, including the actual stadium. The property north of E Jackson Avenue will be a 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 parking lot.

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.

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 are proposed for the road network where the planned development is to be located. A traffic impact summary 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 summary, the following modifications will be requested:

1. Patton Street will be requested for closure between Willow Avenue and E Jackson Avenue to be reconfigured as a private drive.
2. Campbell Avenue will be requested for closure from its terminus on the west to Florida Street.
3. A portion of Humes Street will be requested for closure between the railroad and E Jackson Avenue (during Phase 2).
4. Willow Avenue will be requested for closure between Patton Street and Florida Street to become part of the stadium property. Willow Avenue would become non-contiguous after construction, so one side of it would need to be renamed in accordance with Section 5 of the Knoxville-Knox County Planning Commission Administrative Rules and Procedures.

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. Road closures and street name changes will be submitted as separate requests to the Planning Commission and City Council. More detail about other proposed changes can be found in the draft Traffic Impact Summary submitted as part of this application.

COMMUNITY BENEFITS

The applicant describes the public benefits in the Project Summary document submitted with the application. The Public Benefits section (p. 4) of the Project Summary lists over twenty public benefits in some detail. They are too numerous to discuss individually in this report. However, there are several over-arching benefits that should be highlighted.

1. Connecting the Old City and East Knoxville. This project will attempt to bridge the current Old City area to the Magnolia Warehouse District. Prior to the construction of James White Parkway and S Hall of Fame Drive, there was a natural progression from the Old City commercial area to the warehouses. Currently, the warehouses on E Jackson Avenue have been repurposed and add to the Old City's vitality and pedestrian activity. The warehouses in the Magnolia Warehouse District are just across the viaducts, yet many remain empty and there is very little pedestrian activity.
2. Revitalize the Area. Building the stadium and associated mixed-use buildings will create a hub of activity on the east side of the viaducts, increasing the likelihood of additional investment in the area and creating momentum for future projects. This activity would serve to connect the two areas (Old City and Warehouse District), aiming to mitigate some of the damage that was done with the construction of the two overpasses and the separation that was created. The proposed sidewalks, street trees, retail and restaurant uses, and future greenway connection would contribute to the vitality of the area and create a destination point.
3. Housing. There is an increased demand for housing nationwide. And during the process to update the City's zoning ordinance, staff heard from residents that housing in walkable areas with needed amenities was desired. A real estate analysis was undertaken in July 2019 as part of the research involved in the KCDC project to the south. The Austin Homes Redevelopment Plan included a market study of Knoxville's downtown area conducted by Applied Real Estate Analysis, Inc (AREA), a third-party consulting firm. The study concluded that there is an estimated base market demand for 3,500 to 5,000 downtown housing units (Appendix 2, p. 61). According to the analysis, approximately 1,700 units already exist and another 1,200 to 1,500 are in various stages of planning. In addition to the units identified in the planning stage at that time, the KCDC project will add 420 dwelling units to the downtown area.

4. Additional Goods and Services. This project proposes to bring a variety of retail and office uses to the area, and these will add to the goods and services available to downtown residents. The proposed dwellings in this proposal and in the Austin Homes development under construction could bring the downtown area population to a critical point in attracting a mid-sized grocer. The aforementioned market study recognized the need for a grocer in the downtown area and identified Patton Street (becoming Stadium Way in this proposal) as the most viable site (location of Building G). A day care is another permitted use that could be beneficial to the growing population of this area, and this project would provide an opportunity for this kind of use to locate near housing.

5. Employment Opportunities. The stadium and surrounding commercial uses included in the planned development will add a multitude of jobs to the downtown area. At the City Council/County Commission workshop, the Knoxville Area Urban League (KAUL) identified a baseline target of 50% of the jobs that become available as a result of this development to be filled with nearby residents to promote diversity and economic equity in the workforce. KAUL has undertaken a training program to prepare local residents for the expected job opportunities, which would range from construction-related jobs to general retail and vending.

6. Brownfield Site Mitigation. The area is currently a brownfield site based on its prior uses as identified by the EPA and state agencies. The mitigation efforts involved in the process of cleaning up the site, paired with the proposed streetscaping efforts will add to the value and desirability of the area, which in turn will help create the aforementioned momentum in the continued development of the warehouse district.

7. Architectural Compatibility. KCDC's Austin Homes project (Staff Exhibit A, Contextual Images) across First Creek proposes different housing types, and building heights vary, with some buildings containing six stories. The proposed height of the residential buildings in the proposed Planned Development would step down to the KCDC development then meet Summit Hill Boulevard, which transitions into a more traditional apartment complex development. The KCDC buildings are designed in a modern style, with materials that would complement those proposed in this planned development request. Since the developments are adjacent (across First Creek), the complementary nature of the building design lends a sense of cohesiveness to the area and forges a connection between the two developments. This continues the idea of creating a bridge between the Old City and East Knoxville.

Staff Recommendation. Based on the community benefits identified, the project is anticipated to provide community benefits warranting the requested exceptions to the development standards of the underlying zoning. Staff recommends approval of the requested exceptions as described in more detail below.

ZONING EXCEPTIONS REQUESTED

Exceptions to the underlying zoning's dimensional and use standards may be recommended by the Planning Commission and approved by the City Council as part of the Planned Development approval process. The applicant is requesting the following exceptions from the City of Knoxville Zoning Code. 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.

1. Uses (Articles 6.2 and 9.2.A, Table 9.1). The applicant has requested to add the uses listed below as either permitted by right (P) or as a special use (S). These are uses that would not be allowed under the existing I-MU (Industrial-Mixed Use) district. No specific tenants have been identified, so all of the specific uses for each space are still relatively unknown, and the following uses may or may not be included in the final development:

- a. Financial Institution (P)
- b. Medical / Dental Office (P)
- c. Preschool / Kindergarten (P)
- d. Dwelling – Townhouse (P)
- e. Nightclub (S)
- f. Parking lot (S)
- g. Social Service Center (S)

2. Dimensional Standards (Article 6.3). The following standards would replace those of the I-MU zone:

- a. Increase the maximum building height from 50 ft to 175 ft.
- b. Eliminate the corner side setback requirement (typically a build-to zone of 0-25 ft).
- c. Eliminate the rear setback requirement (typically 15 ft).

3. Design Standards (Article 6.4). The following standards would replace those of the I-MU zone:

- a. Increase the distance by which a pattern or material must repeat from every 50 ft to every 100 ft (6.4.A).
- b. Allow use of aluminum, steel, or other through-panel fastened metal sheet panels (6.4.B).

4. Exterior Lighting (Article 10.2).
 - a. Allow the lighting plan to be submitted at a later phase as part of the permitting process (10.2.A).
 - b. Change the boundary for when lighting levels shall be 0 footcandles (fc) from the lot line to the right-of-way line (10.2.B.1).
 - c. Allow luminaires to be of a different design than full-cutoff, provided the up light ratio is zero.
 - d. Allow angles for cutoff fixtures to consist of angles other than 75 degrees, provided they are sealed by the Dark Sky Association, thus meeting those standards (10.2.B.3).
 - e. Allow luminaires to be aimed up or down, with a maximum of 2,000 lumens, in specific locations to highlight specific features (10.2.B.8).
 - f. Allow height of light poles to be 110 ft maximum (would otherwise require a special use approval) (10.2.C.3.a).
 - g. Change the requirement so that lighting can be dimmed, rather than terminated, after an event. At 45 minutes from event termination, lighting levels would be dimmed to 30 fc instead of extinguished (10.2.C.3.c).
 - h. Allow flashing or flickering lights (10.2.D.1).
 - i. Allow searchlights, laser source lights, or any similar high-intensity lights (10.2.D.2).
5. Accessory Uses and Structures (Article 10.3).
 - a. Increase the length by which an awning or marquee can extend across any required yard, or over private property or a right-of-way, from 3 ft to 8 ft. (Article 10.3.F.2.b.iii).
 - b. Waive the limitation on the number of flagpoles allowed on a site (Article 10.3.M.1).
 - c. Allow flagpoles to be placed within the setback areas and build-to limits (Article 10.3.M.2).
 - d. Waive the requirement for rooftop decks and patios to be setback from building edges by 18 inches. (Article 10.3.N.2).
 - e. Eliminate the requirement for a freestanding roofed structure, pergola, or gazebo to be located within the interior side yard, corner side yard, or rear yard only (Article 10.3.O.1).
 - f. Eliminate the requirement for a freestanding roofed structure, pergola, or gazebo to be located a minimum of 5 ft from any side or rear lot line (Article 10.3.O.2).
 - g. Allow mechanical equipment in ground locations other than the side or rear yard (10.3.T.1).
6. Required Off-Street Parking (Article 11.4). Eliminate the requirement for off-street parking (11.4.A).
7. Access and Driveway Design (Article 11.7). Reduce the corner clearance to 0 ft from collector and local roads (11.7.B, Table 11-5).
8. Master Sign Plans for Unified Developments (Article 13.7). The applicant is requesting to add assorted types of signage to those that would be allowed in the base zone. Signage would be submitted for review with the final plan for each building and/or the stadium.
 - a. Allow the following sign types, which are either not a permitted sign per Article 13.6 of the zoning ordinance, or which are typically prohibited per Article 13.2:
 - i. Banner signs
 - ii. Roof signs
 - iii. Rotating signs
 - iv. Ground surface signs
 - v. Portable signs
 - vi. Animated signs

STAFF ANALYSIS OF REQUESTED EXCEPTIONS

1. Uses. The uses listed are typical of uses that could be found in an urban area. As an extension of the Old City, the area could support these uses and provide services and amenities to the surrounding community and new residents of this development. The proposed added uses are not expected to generate adverse impacts for the area. The special use process is required for some of the added uses proposed, which would provide opportunities to address potential incompatibilities.

2. Dimensional Standards. If one of the objectives of the project is to bridge the Magnolia Warehouse District with the Old City as a means of increasing connection and interweaving the two areas, a tighter building pattern with greater height would be expected as a part of that effort. The proposed standards are similar to what could be found in the Old City as an extension of the downtown area, and the requested exceptions from the dimensional standards would allow for the creation of a more urban form in this location.

The only 1-story buildings adjacent to the planned development site are the warehouses to the east. As such, no adverse impacts are expected from the increased massing or height. The defined project area is bordered by railroad tracks and warehousing to the north, including the existing 6-story Fireproof Storage building. On the west is the two main thoroughfare overpasses separating the property from The Old City. First

Creek lies to the south, with the Austin Homes development directly across from that with its proposed multi-story buildings.

3. Design Standards. The scale of the buildings is such that an increase in pattern-repeat to 100 ft is appropriate. A 50-ft pattern repeat would likely appear visually cluttered. Metal panels are one of many materials likely to be used on the site. The material would occur on pedestrian walkways and buildings. When used on buildings, decorative panels would be utilized over pre-fabricated siding typically seen on warehouses.

4. Exterior Lighting. Most of the city's lighting standards are intended for more traditional development. An outside sports stadium has unique needs that, for the most part, are not addressed by the ordinance. Relaxing these standards allows for the lighting to function appropriately for the venue space. Taller light poles will be located internally to the development. Use of cutoff fixtures other than the full cutoff fixture of 75 degrees allows the use of more efficient light fixtures, resulting in fewer light poles needed for the development, reducing visual clutter while still meeting dark sky standards. Shields will be required on the taller light pole fixtures to protect adjacent residential units in the taller buildings in the development from glare during events.

The request to allow flashing or flickering lights is specific to the LED board that will be used during sporting events and to allow these types of lights, search lights, and laser lights during special events in the stadium. This would be permitted individually for each special event, allowing the City to review them on a case-by-case basis. These lights would be internal and are not to be pointed in such a way as to endanger air or street traffic safety.

5. Accessory Structures and Uses. The standards for accessory uses and structures are intended for more traditional developments on standard lots. This project will entail subdividing the block so that each building will be on its own lot. Elimination of the setbacks allows the site to function more efficiently as a whole.

6. Required off-street parking. In lieu of off-street parking in the form of a parking garage or parking lot, the project proposes to use existing parking spaces with a bus and trolley system to ferry event attendees to the site. This would function similar to UT's football game parking, where attendees have parked in spaces ranging in location from The Old City to UT's Agriculture Campus and been shuttled in via UT's internal bus system or the City's trolleys.

The downtown zones do not require parking spaces since there are so many parking facilities in the area. This project attempts to extend the downtown area in form, and proposes to use the same parking approach.

The Parking Utilization Study (Application Exhibit G.2) shows the locations of various public and private parking garages and surface lots within a 1-mile radius of the proposed stadium, the estimated number of spaces per parking facility available at the anticipated event times, and the number of spaces required by the zoning ordinance for an outdoor amusement facility. The study confirms that the number of available spaces in the area meets the zoning ordinance requirement.

7. Access and driveway design. The section of Florida Street south of Willow Avenue is proposed to be reclassified to a private drive. Reducing the corner clearance allows the reclassification to occur. Since through traffic will not be allowed on Willow Avenue between Kentucky and Florida Streets, elimination of the corner clearance will only impact traffic that is internal to the site.

8. Master sign plan for unified development. Since the site will function as a mixed-use, unified development, utilization of the master sign provision is appropriate and will facilitate a more cohesive signage package than review of individual sign permits would be likely to provide.

PURSUANT TO ARTICLE 16.7.E.3.e, THE RECOMMENDATION OF THE KNOXVILLE-KNOX COUNTY PLANNING COMMISSION AND DECISION OF THE CITY COUNCIL MUST MAKE A FINDING THAT THE FOLLOWING STANDARDS FOR A PLANNED DEVELOPMENT HAVE BEEN MET:

A. THE PROPOSED PLANNED DEVELOPMENT MEETS THE PURPOSE OF A PLANNED DEVELOPMENT (Article 16.7.A).

1. Approving the requested exceptions allows for more creativity and flexibility on the part of the design team. The mix of uses, streetscape improvements, and building design provide benefits that warrant the exceptions requested.

2. The proposed development intends to clean up the section of First Creek that abuts this property.

Information presented during the workshop with City Council and County Commission included that there are

poor soil conditions at the site, particularly when compared with other properties typically found in the area. Utility lines would be relocated underground, and the developer will provide the City the right to construct a future greenway that connects the stadium, the Austin Homes development, and E Summit Hill Drive.

3. The land is currently underutilized, containing vacant buildings, vacant lots, and generally underutilized facilities. This condition contributes to the lack of pedestrian activity and neighborhood vitality despite its close proximity to The Old City. The construction of the proposed businesses is expected to revitalize the area since the mixture of proposed uses (office, retail, dining, residential, etc.) will bring people to the area at different times of day in this development as well as The Old City.

4. The project directly meets many of the public benefit suggestions of the ordinance (Article 16.7.D). It provides public gathering spaces and public plazas, improves the existing utility infrastructure, protects environmental features, and provides a land set-aside for a future greenway connection.

B. THE PROPOSED PLANNED DEVELOPMENT WILL NOT BE INJURIOUS TO THE USE AND ENJOYMENT OF OTHER PROPERTY IN THE VICINITY.

1. The project proposes to mitigate the brownfield site and repurpose it to a streetscaped development with a mix of uses available to the general public.

2. The project proposes light fixtures that are dark sky compliant, and all light fixtures will be aimed away from proposed residential units planned for the perimeter of the site. The lighting plan will be evaluated upon submittal. If it is deemed shielding would be necessary for residential units, this can be conditioned at that time.

3. All properties are required to comply with Article 10 of the City of Knoxville Zoning Ordinance, which regulates lighting, noise, glare and heat, vibration, odors, and various other impacts. Section 10.2 regulates lighting, while noise, dust and pollution, odors, fire hazards, and other similar concerns are regulated in Section 10.5.

C. THE PROPOSED PLANNED DEVELOPMENT WILL NOT IMPEDE THE NORMAL AND ORDERLY DEVELOPMENT AND IMPROVEMENT OF SURROUNDING PROPERTY.

1. The surrounding properties have not seen investment in some time. The proposed stadium project will likely encourage development and improvement of those properties.

D. THERE IS PROVISION FOR ADEQUATE UTILITIES AND INFRASTRUCTURE, DRAINAGE, OFF-STREET PARKING AND LOADING, PEDESTRIAN ACCESS, AND ALL OTHER NECESSARY FACILITIES.

1. The proposed development must comply with all of the City of Knoxville Engineering Department's requirements, as well as those requirements of the City's zoning ordinance, except where an exception has been approved.

2. The site is served by utility lines, but this project is proposing new underground utilities.

3. A parking utilization study was submitted that analyzed parking lots, parking garages, and street parking within 1 mile of the site. The study confirmed that the number of unutilized parking spaces meets what would be required under the zoning code and finds that parking is sufficient to service event attendees. The findings are discussed in detail in that report (Application Exhibit G.2, Parking Utilization Study). Parking data was collected on three weekdays and one weekend day in August 2021 at hourly intervals from 3:00 p.m. to 7:00 p.m., which is reflective of anticipated times of sporting events.

E. THERE IS PROVISION FOR ADEQUATE VEHICULAR INGRESS AND EGRESS DESIGNED TO MINIMIZE TRAFFIC CONGESTION UPON PUBLIC STREETS. THE KNOXVILLE-KNOX COUNTY PLANNING COMMISSION AND/OR CITY COUNCIL MAY REQUIRE A TRAFFIC STUDY TO PROVIDE EVIDENCE THAT THE CIRCULATION SYSTEM IS ADEQUATE.

1. The Traffic Impact Summary (Exhibit G.3) has been submitted as part of the preliminary plan application. The summary provides some preliminary findings and describes some of the expected modifications to the road network at the site.

2. A traffic impact study (TIS) is required and will provide a finer level of detail in analyzing the site design and road network. Final plan approval will be contingent on review of the site plans and the TIS recommendations as defined in condition 9 of the staff recommendation, which will be evaluated at that time.

3. Since parking will occur in various parking facilities in all directions, pedestrian traffic will be dispersed throughout the area. The site can be accessed from public entries in the four corners of the stadium to expedite foot traffic and streamline the entry process.

F. THE LOCATION AND ARRANGEMENT OF STRUCTURES, PARKING AREAS, WALKS, LANDSCAPE, LIGHTING, AND OTHER SITE DESIGN ELEMENTS, AND THE USES ARE COMPATIBLE WITH THE SURROUNDING NEIGHBORHOOD AND ADJACENT LAND USES.

1. The arrangement of structures is compatible with the development pattern of the surrounding area. There will be infill structures between the stadium structure and the street, forming a similar massing pattern.

2. Internal parking areas, where included, will be in garages below the office and residential units for use by the

residential units. A parking lot is proposed north of Jackson Avenue and would be temporary parking for sports team players. Phase 2 would provide a parking garage with the mixed-use building designated "G" on the Phase 2 site plan.

3. Sidewalks are proposed, and three of the four entries will feature a public plaza. Exterior lighting and landscaping will be submitted for review with the final plan. These site design features will increase the aesthetic quality of the area.

G. OTHER CONSIDERATIONS:

1. 16.7.D.2 of the City's zoning ordinance describes what exceptions to the zoning regulations should achieve. Staff believes the requested exceptions meet the intent of this section. The exceptions provide design flexibility within acceptable parameters for the site and the proposed uses.

2. 16.2.D.3 of the zoning ordinance discusses design intent and provides examples of public benefits and/or amenities that would meet the intent of the Planned Development. Staff finds the proposed development meets the intent of this statement. Several of the proposed amenities are on the provided list, and still others are beyond those listed.

ESTIMATED TRAFFIC IMPACT: Not required.

ESTIMATED STUDENT YIELD: Not applicable.

If approved, this item will be forwarded to Knoxville City Council for action on 10/5/2021. If denied, Knoxville-Knox County Planning Commission's action is final, unless the action to deny is appealed to Knoxville City Council. The date of the appeal hearing will depend on when the appeal application is filed. Appellants have 15 days to appeal a Planning Commission decision in the City.



Design Innovation

ARCHITECTS + INTERIORS + PLANNING

MEMORANDUM

Project Name: GEM Development Multi-Use Stadium
Project No: 201100M / 9-A-21-PD **File No.:** I07
Date / Time: September 3, 2021
To: Michelle Portier, AICP, Senior Planner, Planning
Amy Brooks, AICP, Executive Director, Planning
Mike Conger, PE, Senior Transportation Engineer, TPO
From: Faris Eid, AIA, LEED AP, President & Principle-in-charge, DIA
Kevin Matherly, LEED AP, Executive Director of Development, Partners
Development

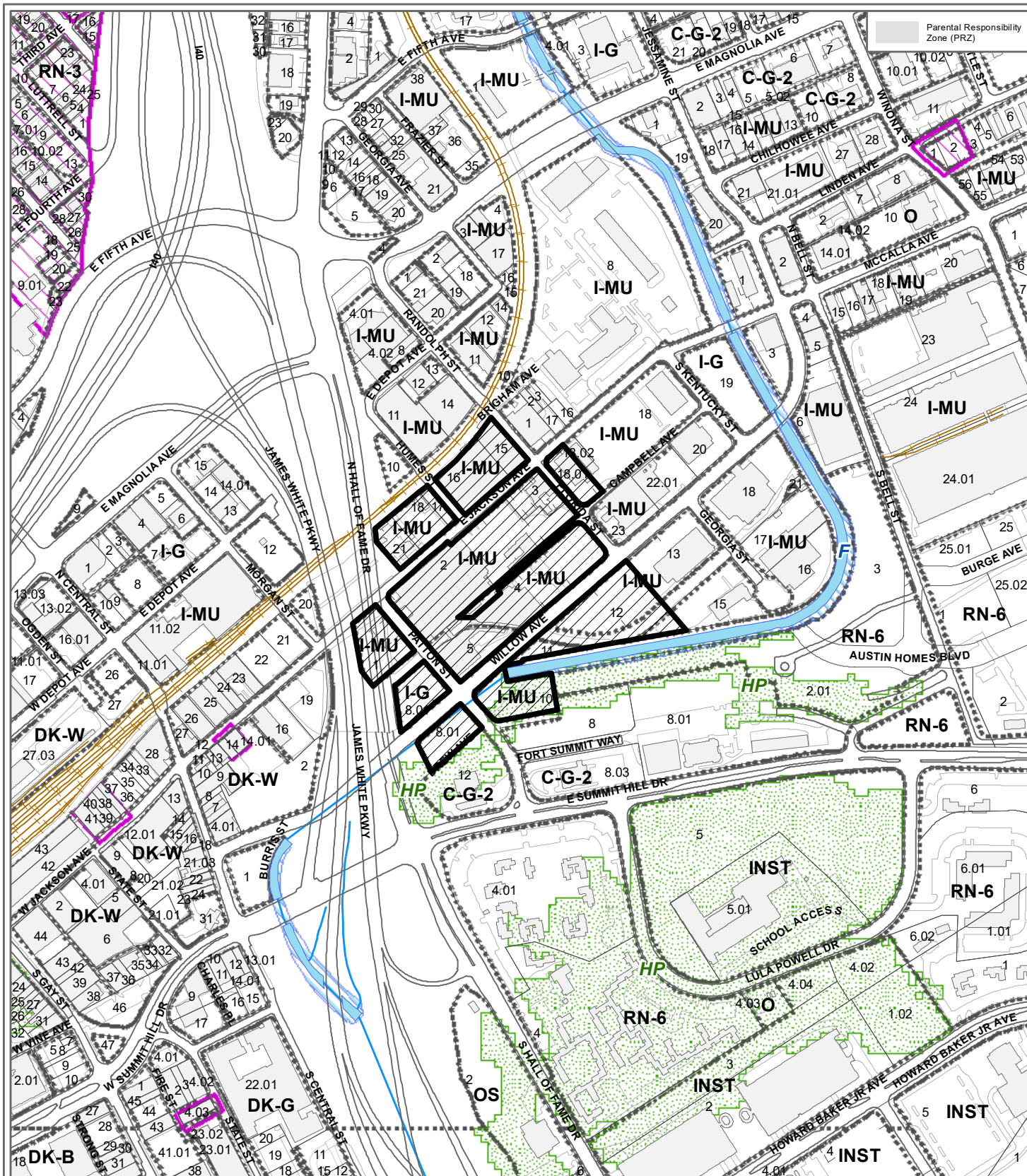
Subject: Removal of King Parcel from Planned Development Application

GEMMA was informed by owners on August 31, 2021, that parcel **0951HC015** located at 401 Georgia St owned by Daniel King, needed to be removed from the Planned Development Application. The far western portion of this property (0.20 acres) was sold to RR land and subdivided (change not yet reflected in KGIS Maps) and will remain in the Planned Development application.

A revised Project Summary and site map exhibits were sent to Planning Staff on August 31, 2021.

Sincerely,

Faris Eid, AIA LEED, AP
President/Principal-In-Charge
Design Innovation Architects



9-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: 8/31/2021

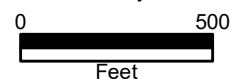
Revised: 8/31/2021

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

Petitioner: Kirchhofer, Doug
 Undefined

Map No: 0

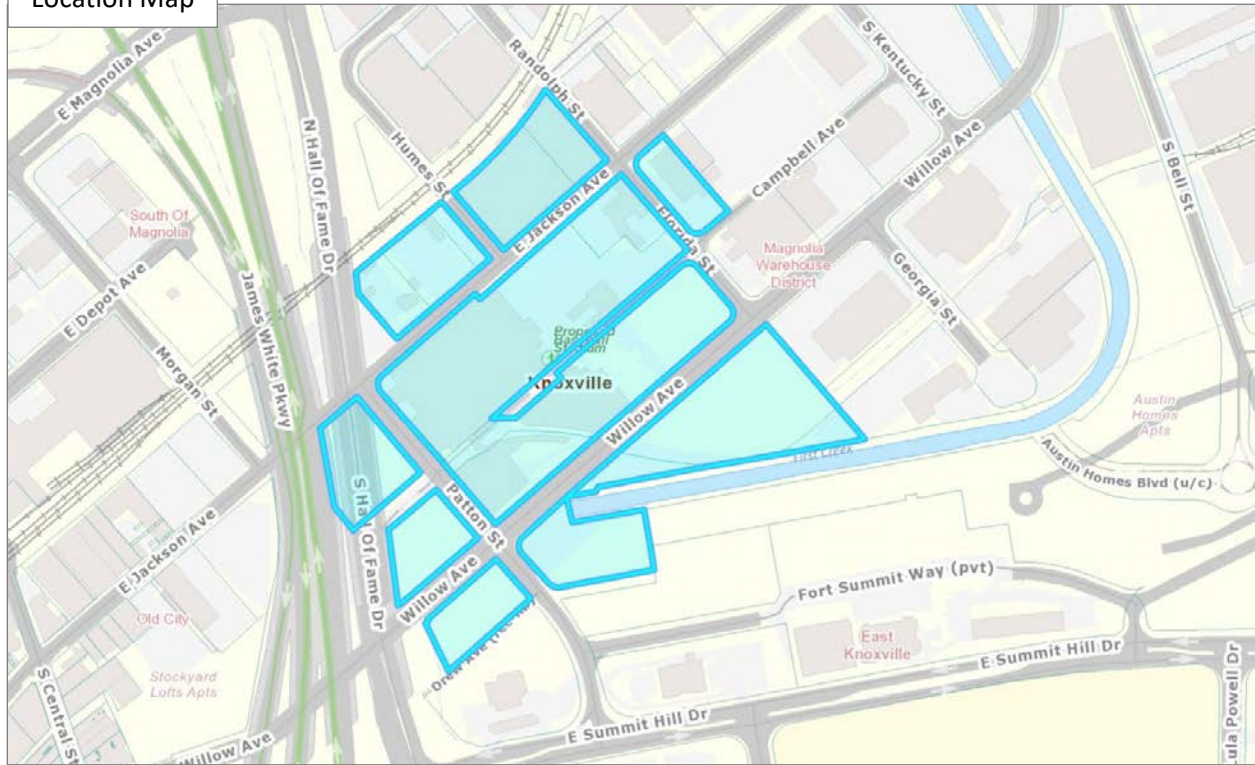
Jurisdiction: City



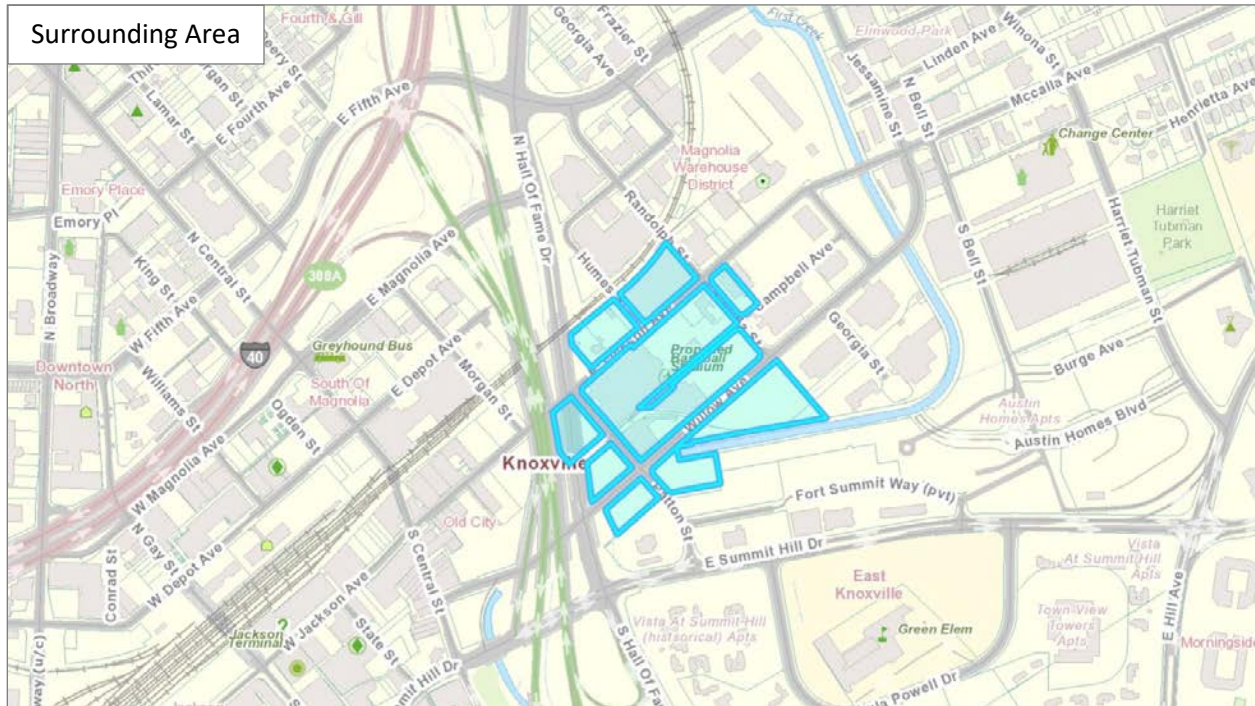
9-A-21-PD

Staff Exhibit A. Contextual Images

Location Map

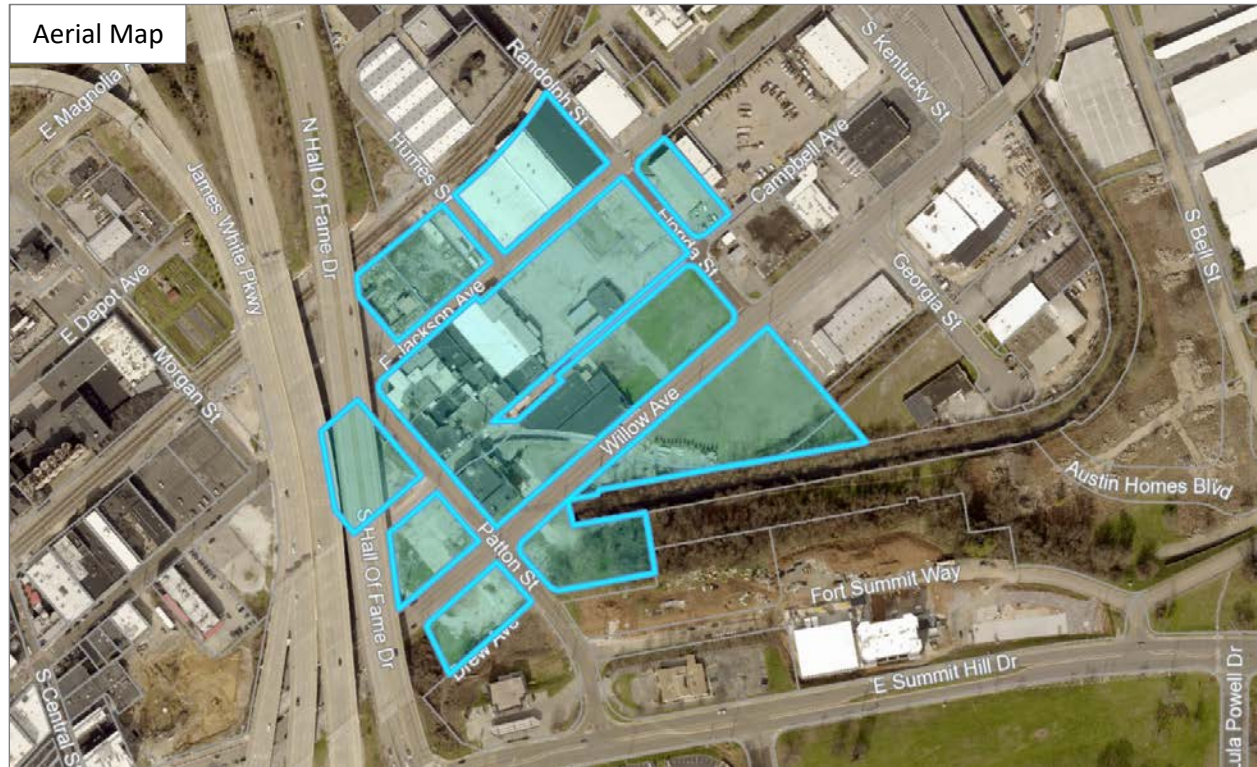


Surrounding Area

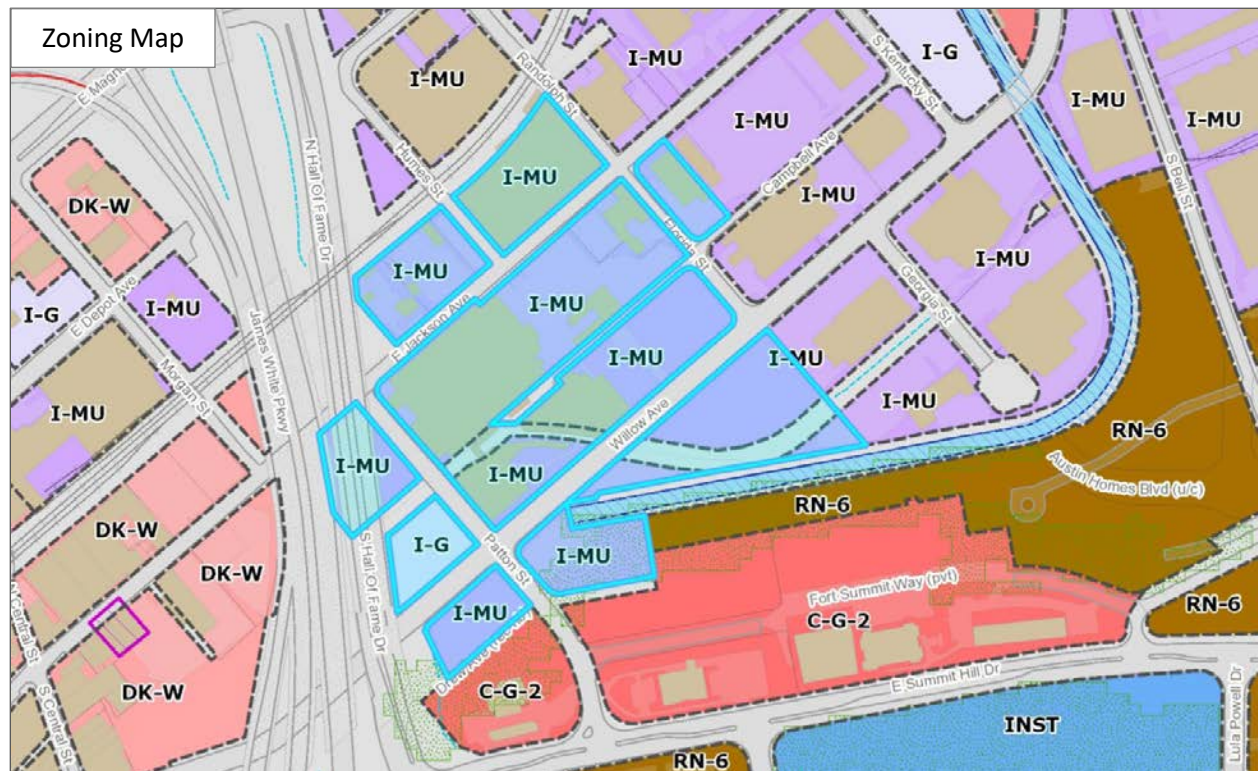
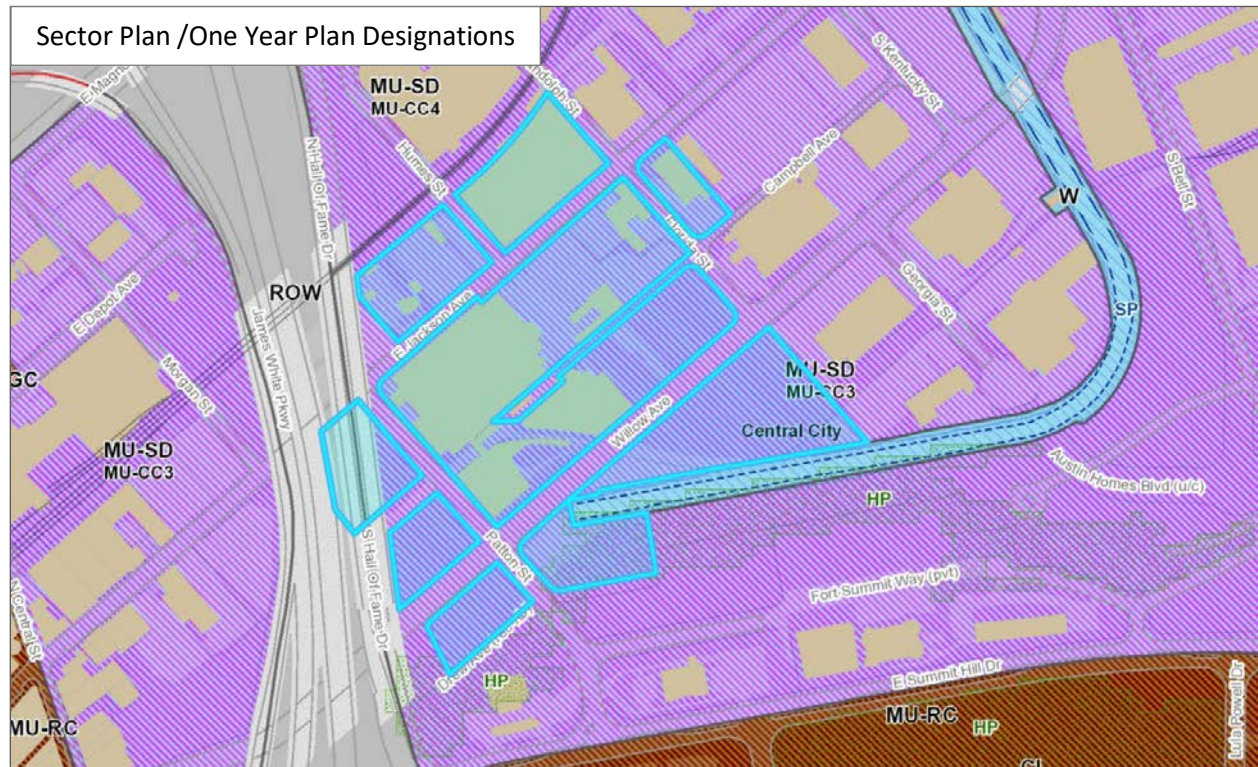


9-A-21-PD

Staff Exhibit A. Contextual Images



Staff Exhibit A. Contextual Images



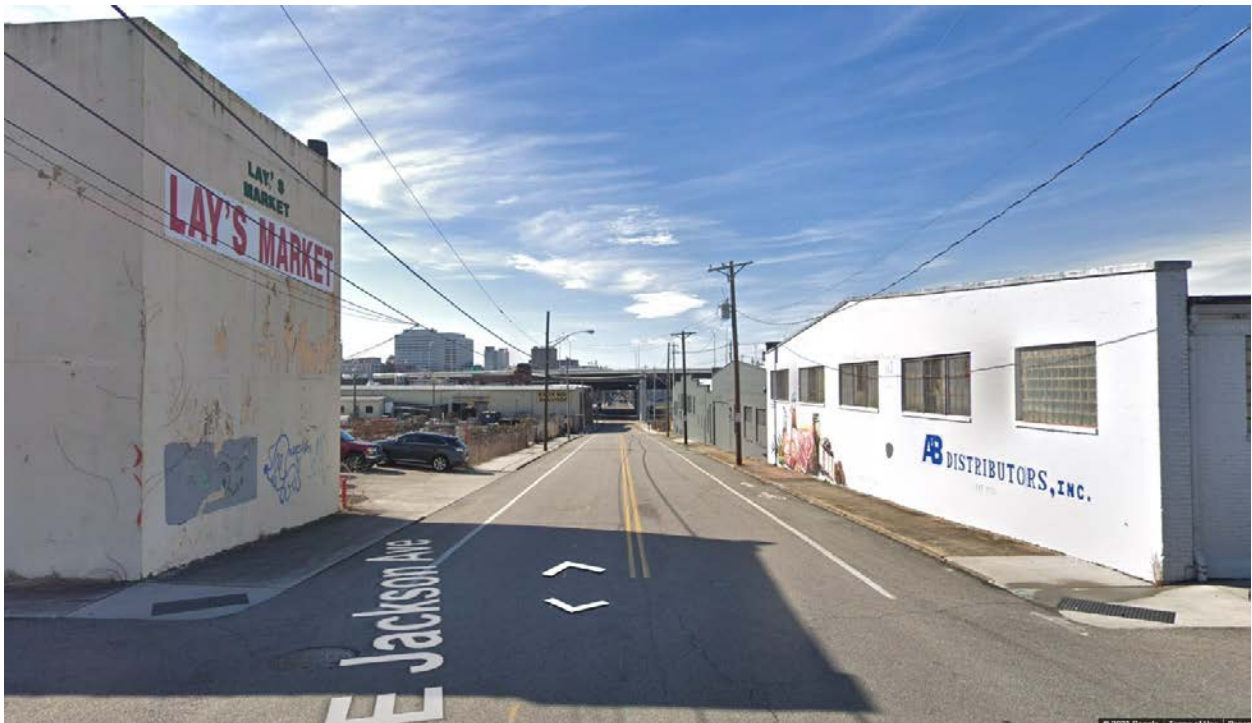
9-A-21-PD

Staff Exhibit A. Contextual Images

Existing Conditions, E. Jackson Avenue.



Looking east on E. Jackson Avenue from beneath the viaducts.



Looking west on E. Jackson Avenue from its intersection with Florida Street

9-A-21-PD

Staff Exhibit A. Contextual Images

Properties fronting the north side of E. Jackson Avenue, from west to east.



First property past viaducts



Midblock heading east

9-A-21-PD

Staff Exhibit A. Contextual Images



End of block at intersection with Hume Street



Midblock heading east

Properties fronting the south side of E. Jackson Avenue, from east to west.

9-A-21-PD

Staff Exhibit A. Contextual Images



First property at E Jackson Avenue and Florida Street



Midblock heading west

9-A-21-PD
Staff Exhibit A. Contextual Images



Midblock heading west



End of block near intersection with Patton Street

9-A-21-PD
Staff Exhibit A. Contextual Images

Existing Conditions, Patton Street.



View looking south on Patton Street from E Jackson Avenue



View looking north on Patton Street from Willow Avenue

9-A-21-PD

Staff Exhibit A. Contextual Images



View looking south on Patton Street from Willow Avenue

9-A-21-PD
Staff Exhibit A. Contextual Images

Existing Conditions, Willow Avenue, heading west to east.



Looking east on Willow Avenue from the S Hall of Fame viaduct



Looking east on Willow Avenue from Patton Street

9-A-21-PD
Staff Exhibit A. Contextual Images



Midblock heading east



Midblock heading east

9-A-21-PD

Staff Exhibit A. Contextual Images



Midblock heading east



End of block nearing Florida Street, property fronting north side of Willow Avenue

9-A-21-PD

Staff Exhibit A. Contextual Images



Looking west on Willow Avenue from its intersection with Florida Street

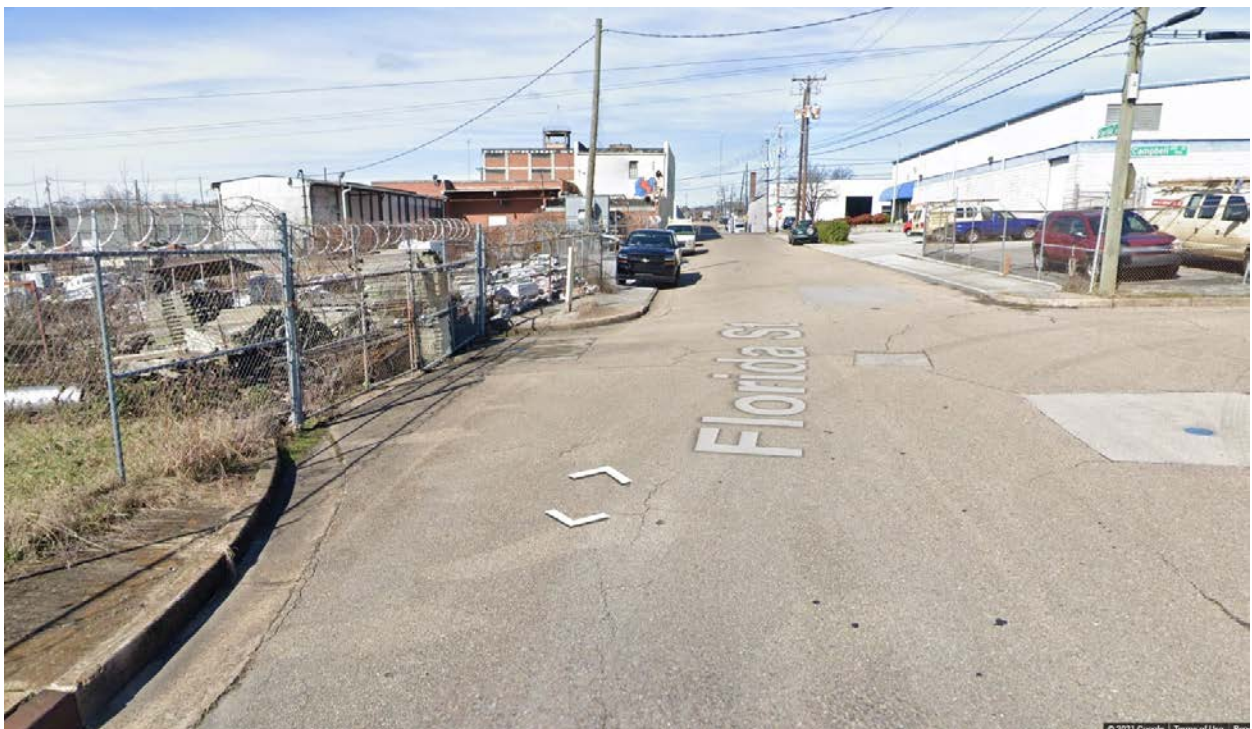
9-A-21-PD

Staff Exhibit A. Contextual Images

Existing Conditions, Florida Street.



Looking north on Florida Street from Willow Avenue



Midblock heading north, near intersection with Campbell Avenue

9-A-21-PD

Staff Exhibit A. Contextual Images



Looking south on Florida Street from E Jackson Avenue

9-A-21-PD
Staff Exhibit A. Contextual Images

Eagle Eye Views of Area.



Looking north from just south of first creek



Looking north from Willow Avenue

9-A-21-PD

Staff Exhibit A. Contextual Images



Looking west towards site and viaducts

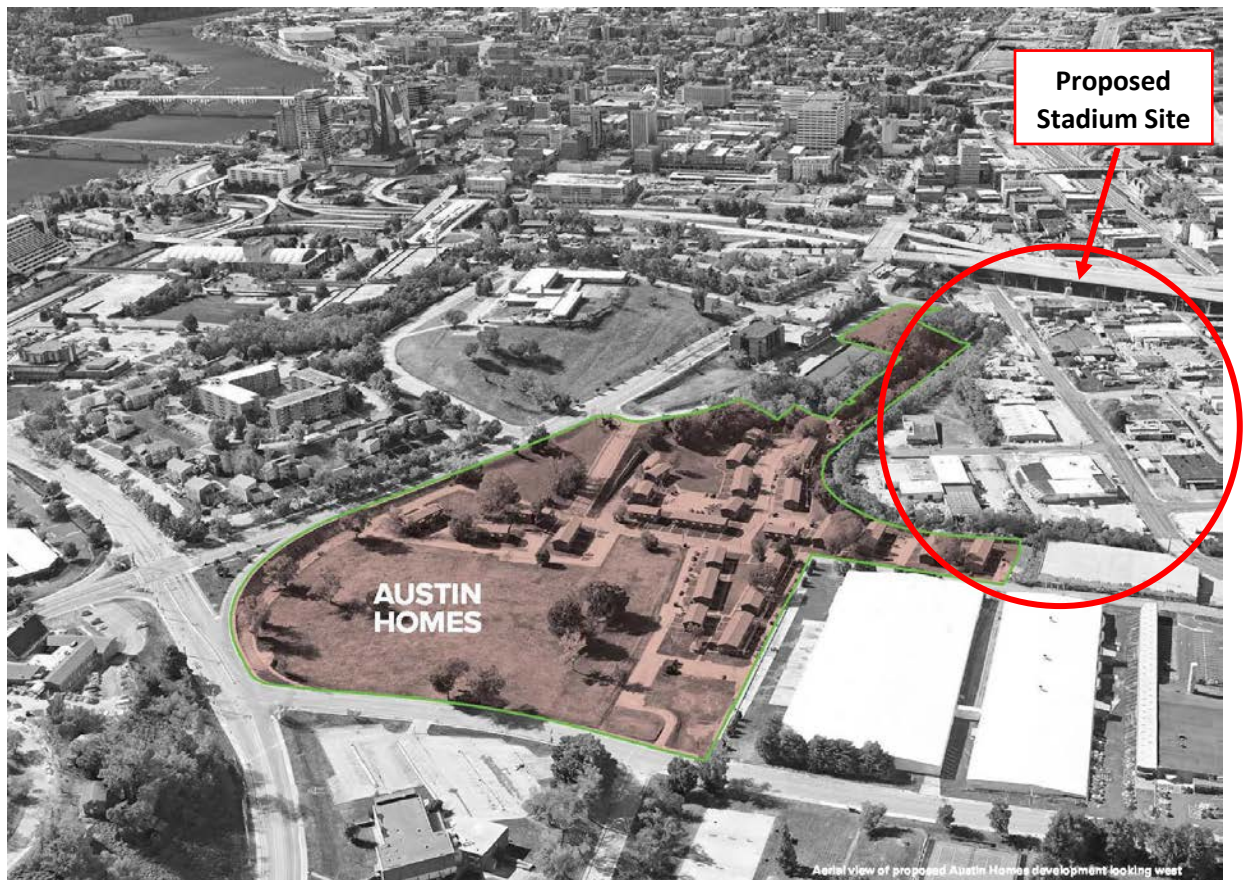


Looking south towards site and First Creek

9-A-21-PD

Staff Exhibit A. Contextual Images

Austin Homes Images – Proposed KCDC Development



Birds eye view of Austin Homes site in relation to proposed Planned Development



Proposed Austin Homes Development

Multi-Use Stadium / Mixed Use Planned Development

Project Summary

Revised: 09/02/21



GEM Associated Architects

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

Design Innovation Architects
402 S. Gay Street, Suite 201
Knoxville, Tennessee 37902
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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.

- 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:
 - a. 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)

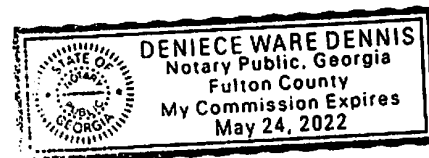
COUNTY OF Fulton)

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)

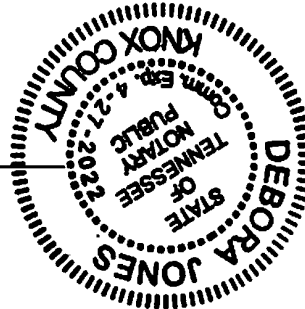
I hereby swear or affirm that the actual consideration for this transfer is ONE MILLION AND NO/100 DOLLARS (\$1,000,000.00).

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);

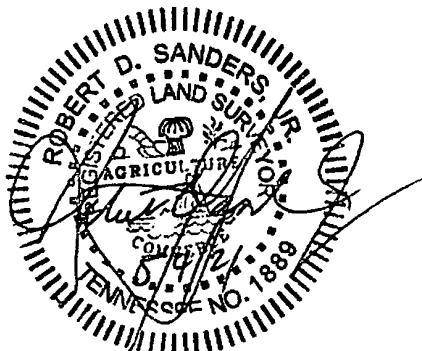
Thence along said line the following five (5) calls:

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;

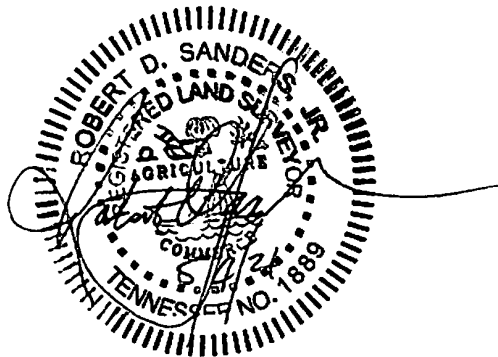
Thence North 73 deg. 35 min. 00 sec. East, 40.82 feet to an iron rod set;

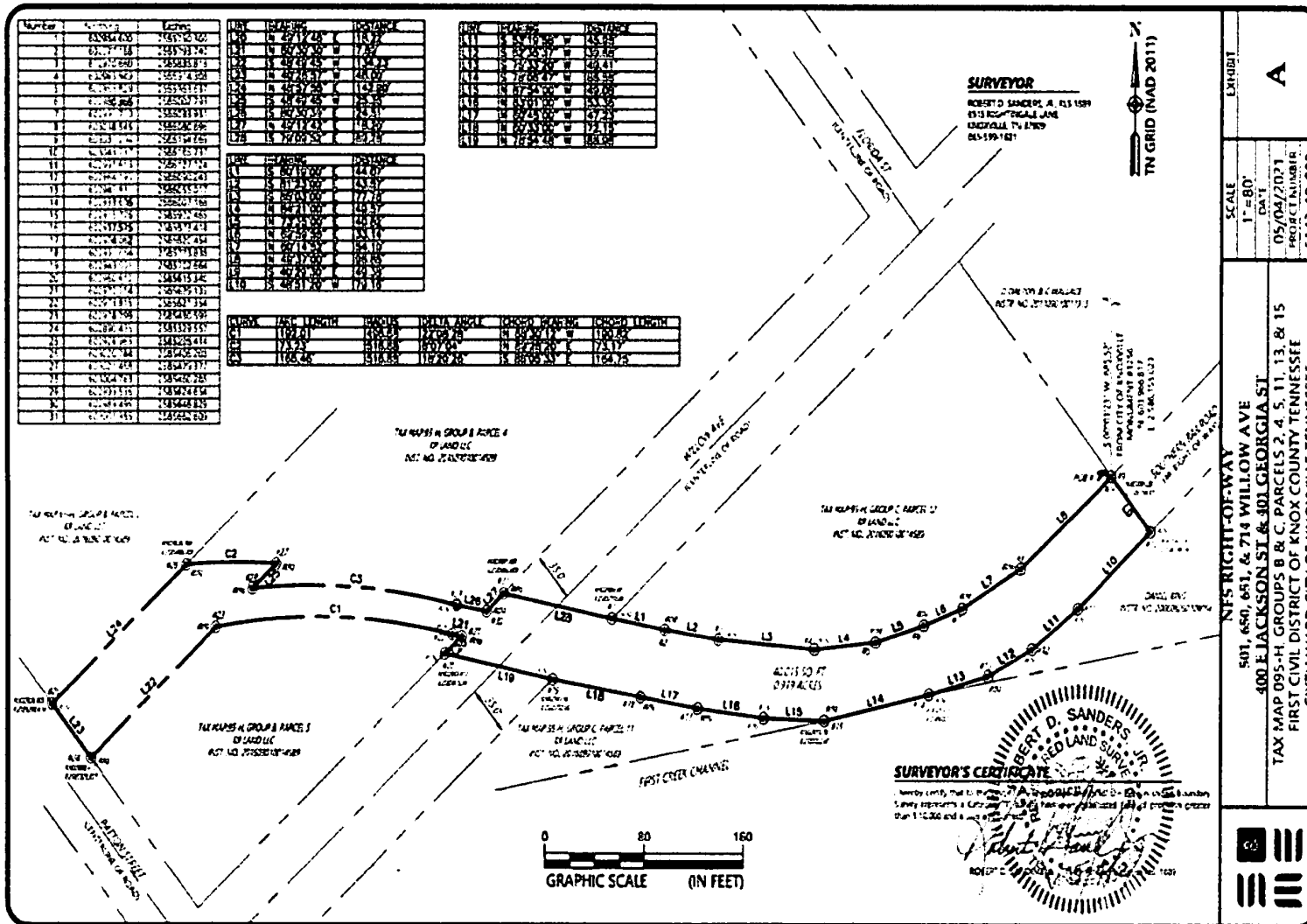
Thence North 69 deg. 59 min. 56 sec. East, 33.14 feet to an iron rod set;

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.





Z:\Users\realst\Real Estate Drawing Numbers\RB\RB-2021\RB-2021-17-wsp

2025 RELEASE UNDER E.O. 14176

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

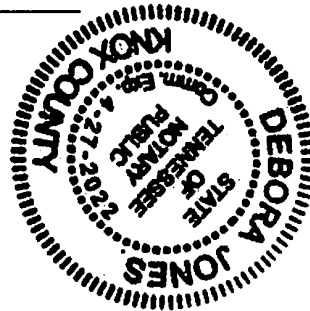


EXHIBIT A.3 CURRENT OWNERSHIP- CONTRACT KING PROPERTY

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



NORTH/OLK SOUTHERN RAILROAD

PROPERTY TO BE TRANSFERRED
~0.2 ACRES

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

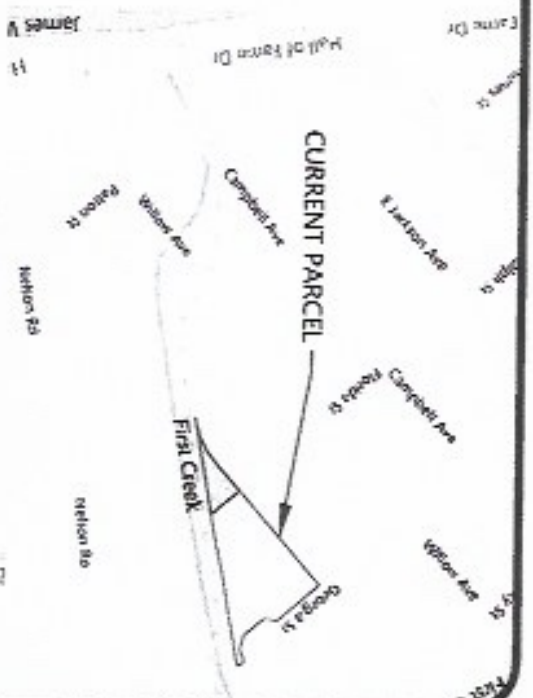
CREEK

SAN

SAN

SAN

PROPERTY TRANSFER EXHIBIT



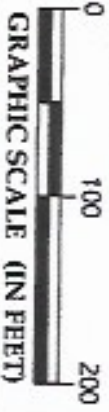
VICINITY MAP NTS.

PROPERTY NOTES:

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.
KNOXVILLE, TN 37915



GRAPHIC SCALE (IN FEET)

SCALE:
1" = 100'

DATE:

03/16/2021

PROJECT NUMBER

5143-19-009

FIGURE NO.

X1.5



REV 03

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

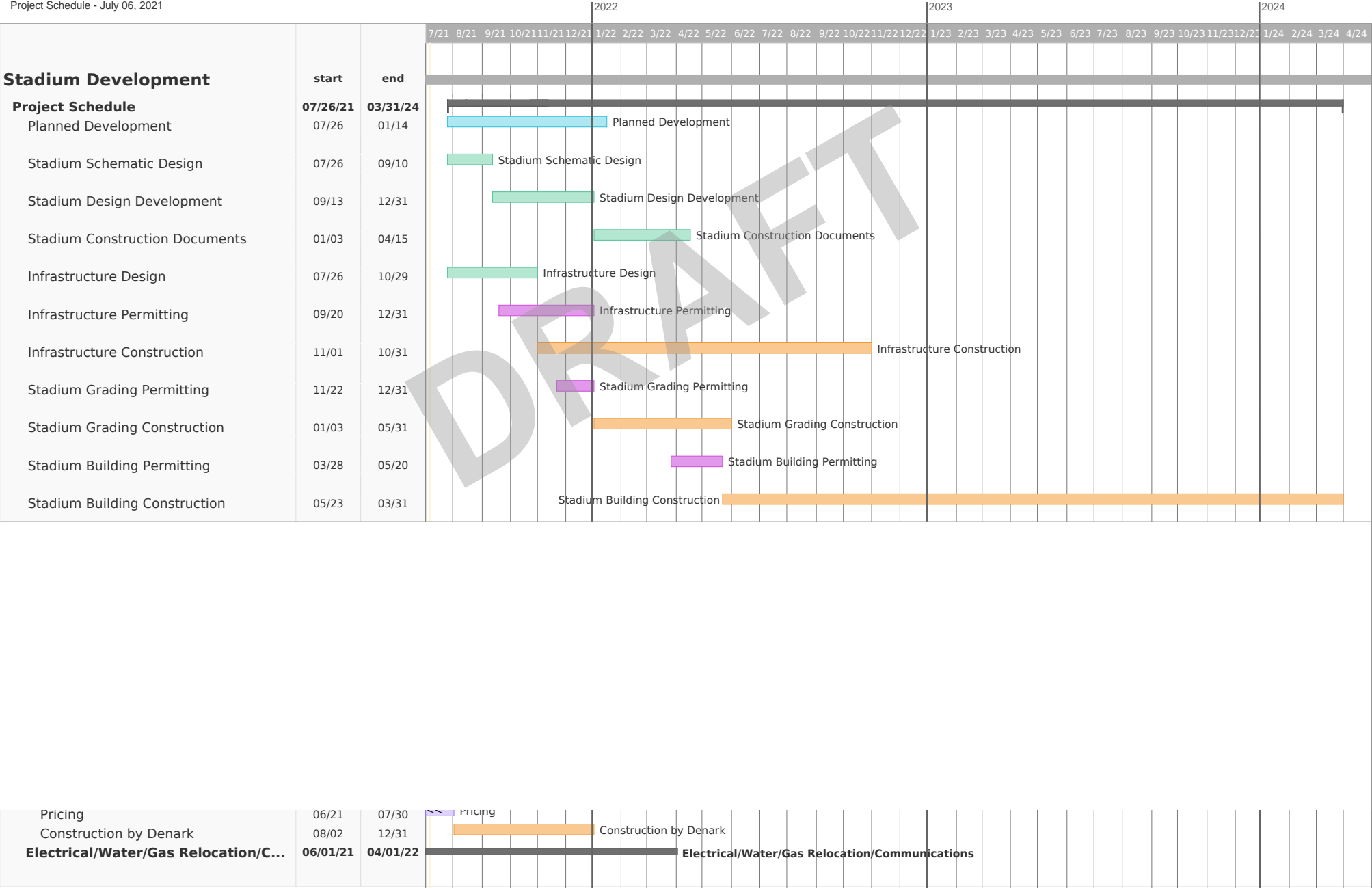
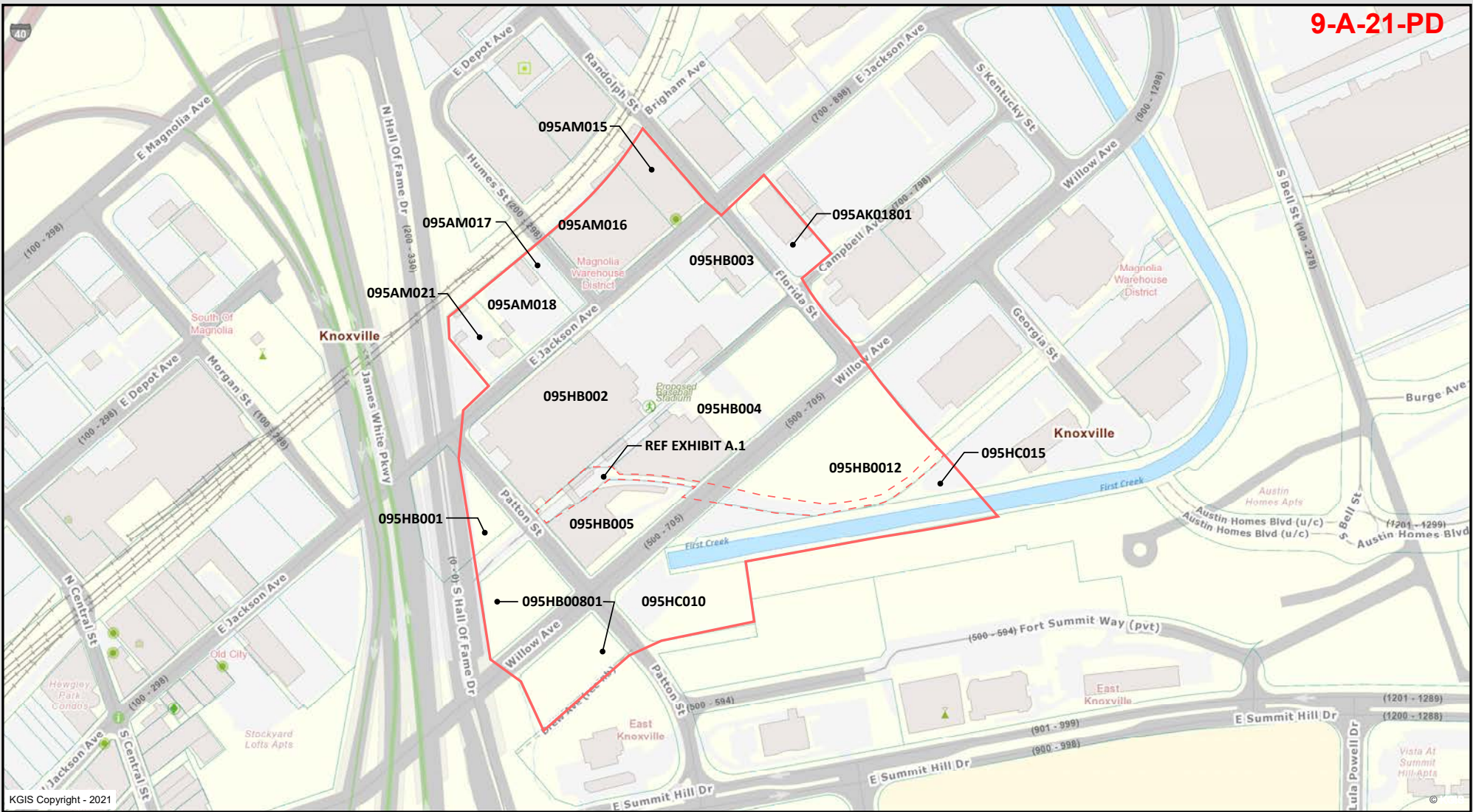


EXHIBIT C.1 – EXTENT OF PLANNED DEVELOPMENT (CURRENT PARCELS)

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

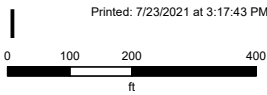


KGIS Copyright - 2021

= PROPOSED PLANNED
DEVELOPMENT BOUNDARY

Planned Development Parcel ID's
Proposed Multi-Purpose Stadium Planned Development

Knoxville - Knox County - KUB Geographic Information System



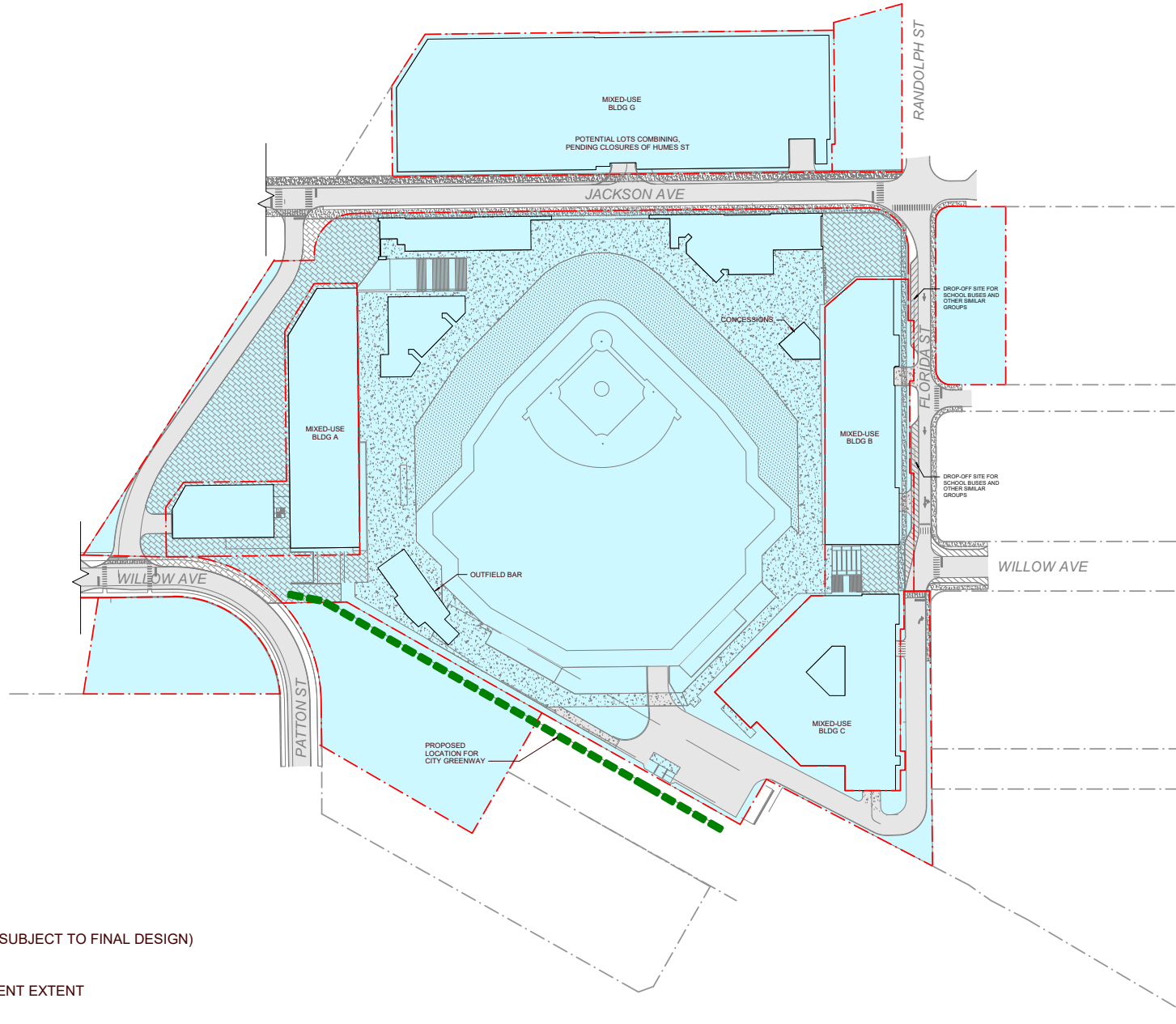
KGIS makes no representation or warranty as to the accuracy of his map and its information nor to its fitness for use. Any user of this map product accepts the same AS IS, WITH ALL FAULTS, and assumes all responsibility for the use thereof, and further covenants and agrees to hold KGIS harmless from any and all damage, loss, or liability arising from any use of this map product.

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



PLANNED LOT LINES (SUBJECT TO FINAL DESIGN)

PLANNED DEVELOPMENT EXTENT

EXTENT OF PLANNED DEVELOPMENT

C.2 EXTENT OF PLANNED DEVELOPMENT
GEM Development Masterplanning

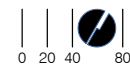


EXHIBIT D.1 – PHASE 1 SITE PLAN LAYOUT

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

9-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 1 Plan

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

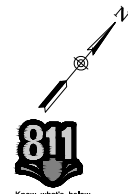
PROJECT ADDRESS
Jackson Ave.
Knoxville, TN 37902

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/PATRICK ROADWAY TO BE POSTED 25 MPH.
4. FEMA LINES WILL BE REVISED BASED ON CROWN/LOMR.
5. SEE SHAPE AND ACCESS OF PARKING LOT TO BE DETERMINED BASED ON OWNERSHIP AND AT THE TIME OF DESIGN.



Know what's below.
Call before you dig.

0 40 80 120
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

9-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	[Pattern]
CONCOURSE/CONCRETE PAVEMENT	[Pattern]
CONCRETE SIDEWALK	[Pattern]
HEAVY DUTY PAVEMENT	[Pattern]
PLAZA	[Pattern]
GRASS TURF	[Pattern]
CONCRETE CURB	[Pattern]
CENTURINE	[Pattern]
PROPOSED PROPERTY LINE	[Line]
FEMA FLOODWAY	[Line]
FEMA 500-YEAR CULVERT OUTLINE	[Line]

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/PLANTATION ROADWAY TO BE POSTED 25 MPH.
4. FEMA LINES WILL BE REVISED BASED ON CLOM/LOMR.



Know what's below.
Call before you dig.

GRAPHIC SCALE
0 40 80 120
feet

PARTNER-IN-CHARGE	KH/FE
PROJECT MANAGER	BRS
DRAWN BY	JRB
REVIEWED BY	BRS
ISSUE DATE	8.30.2021
REVISIONS	

C5.2

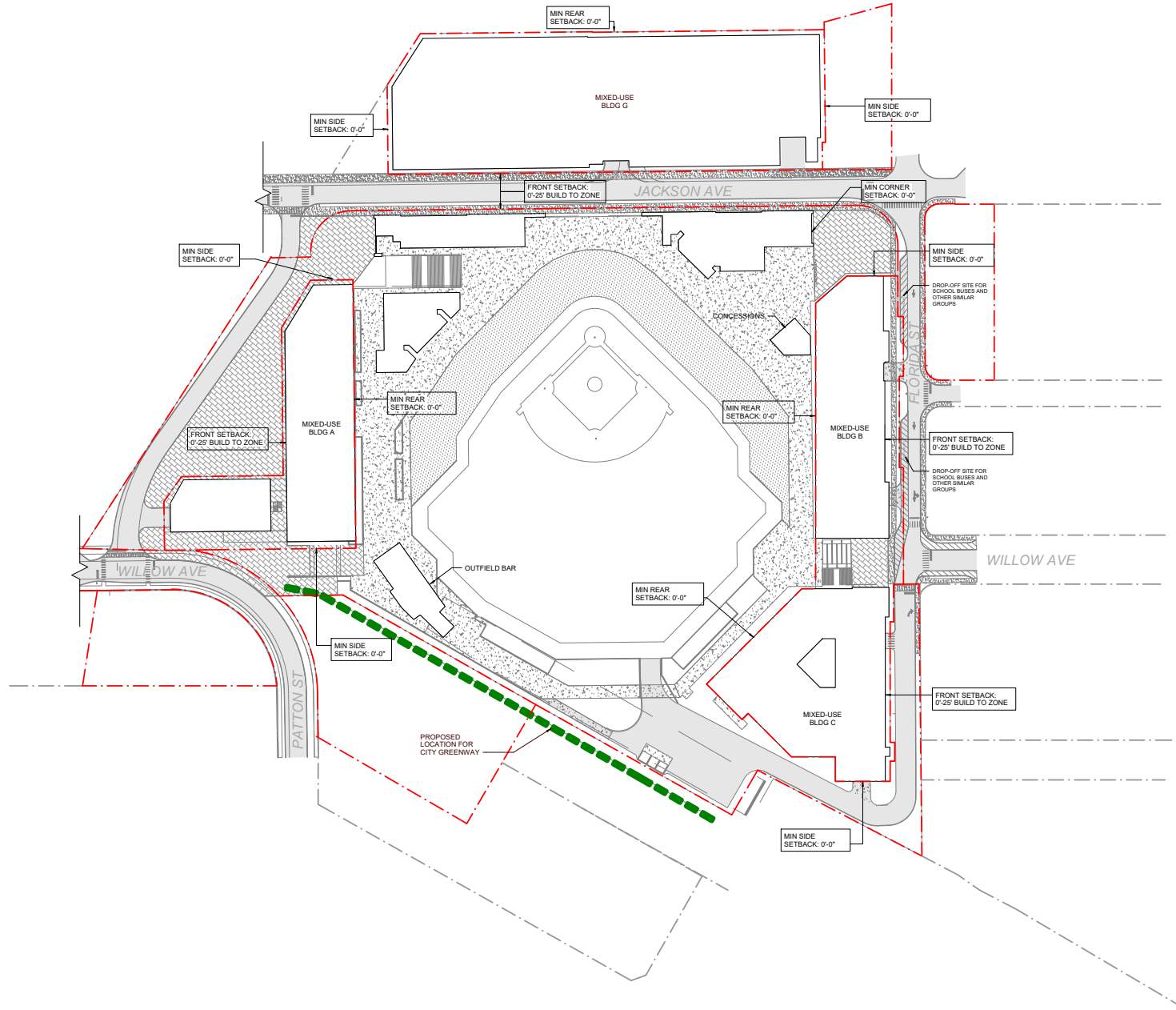
PHASE 2 SITE LAYOUT PLAN

EXHIBIT D.2 – 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



1 SITE PLAN
0 10 20 30

EXHIBIT D.3 – 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

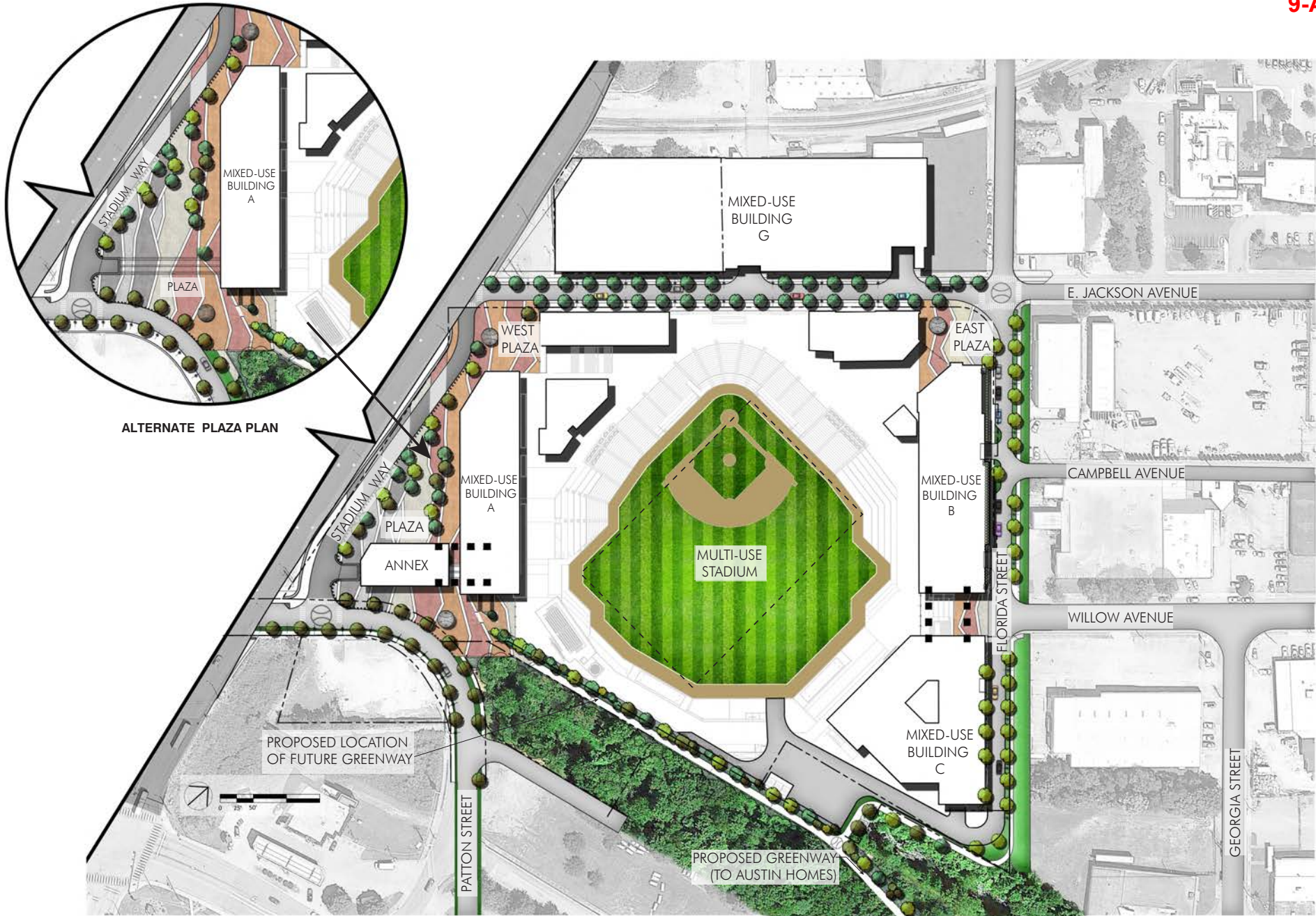


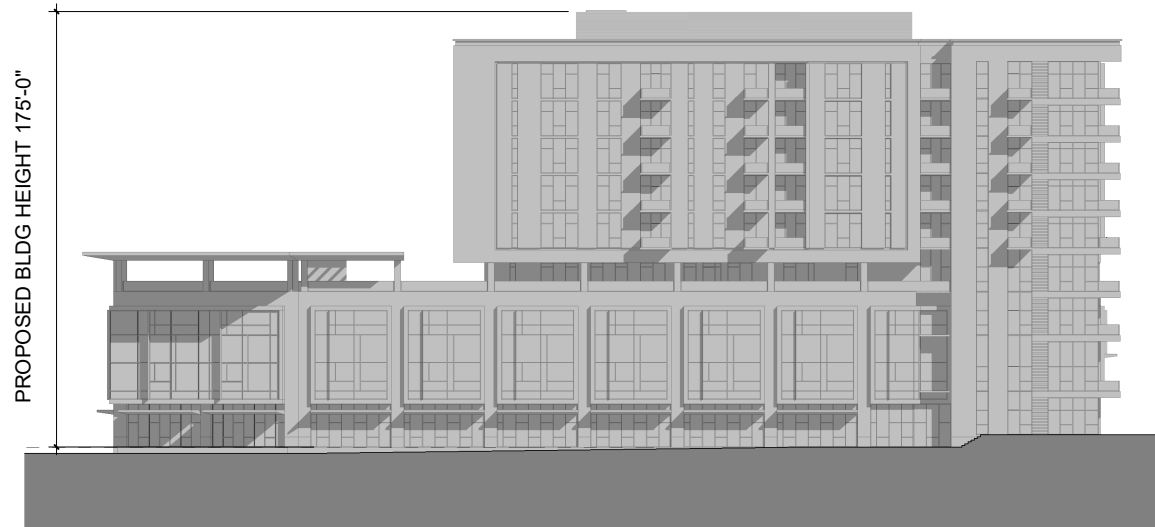
EXHIBIT E.1 – PROPOSED SCHEMATIC MIXED-USE BUILDING ELEVATION- PLAZA
EXHIBIT E.2 – PROPOSED SCHEMATIC MIXED-USE BUILDING ELEVATION- FLORIDA ST
EXHIBIT E.3 – PROPOSED SCHEMATIC MIXED-USE BUILDING ELEVATION- JACKSON AVE
EXHIBIT E.4 – PROPOSED SCHEMATIC STADIUM ELEVATION- JACKSON AVE

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

9-A-21-PD



07.26.2021



PROPOSED WEST ELEVATION FACING PUBLIC PLAZA
PRELIMINARY SCHEMATIC DESIGN
GEM Development Masterplanning

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

201100



1
H.2

MIXED-USE BUILDING

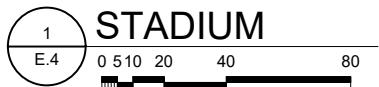
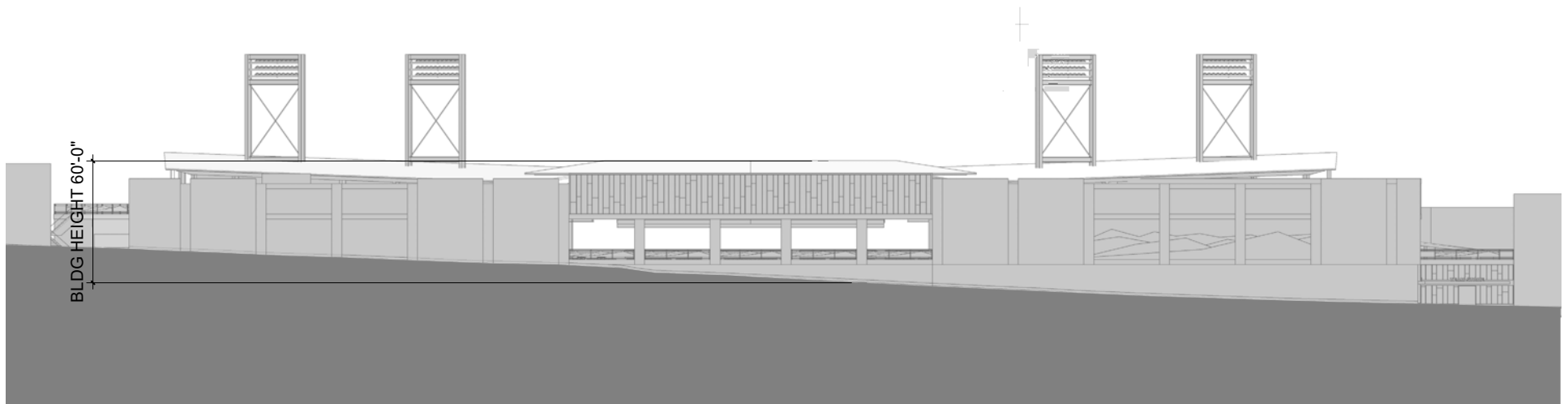
0 5 10 20 40 80

07.26.2021

E.2 PROPOSED EAST ELEVATION FACING FLORIDA ST
PRELIMINARY SCHEMATIC DESIGN
GEM Development Masterplanning



9-A-21-PD



07.26.2021

E.4

PROPOSED NORTH STADIUM ELEVATION JACKSON AVE
PRELIMINARY SCHEMATIC DESIGN
GEM Development Masterplanning

GEMAA

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

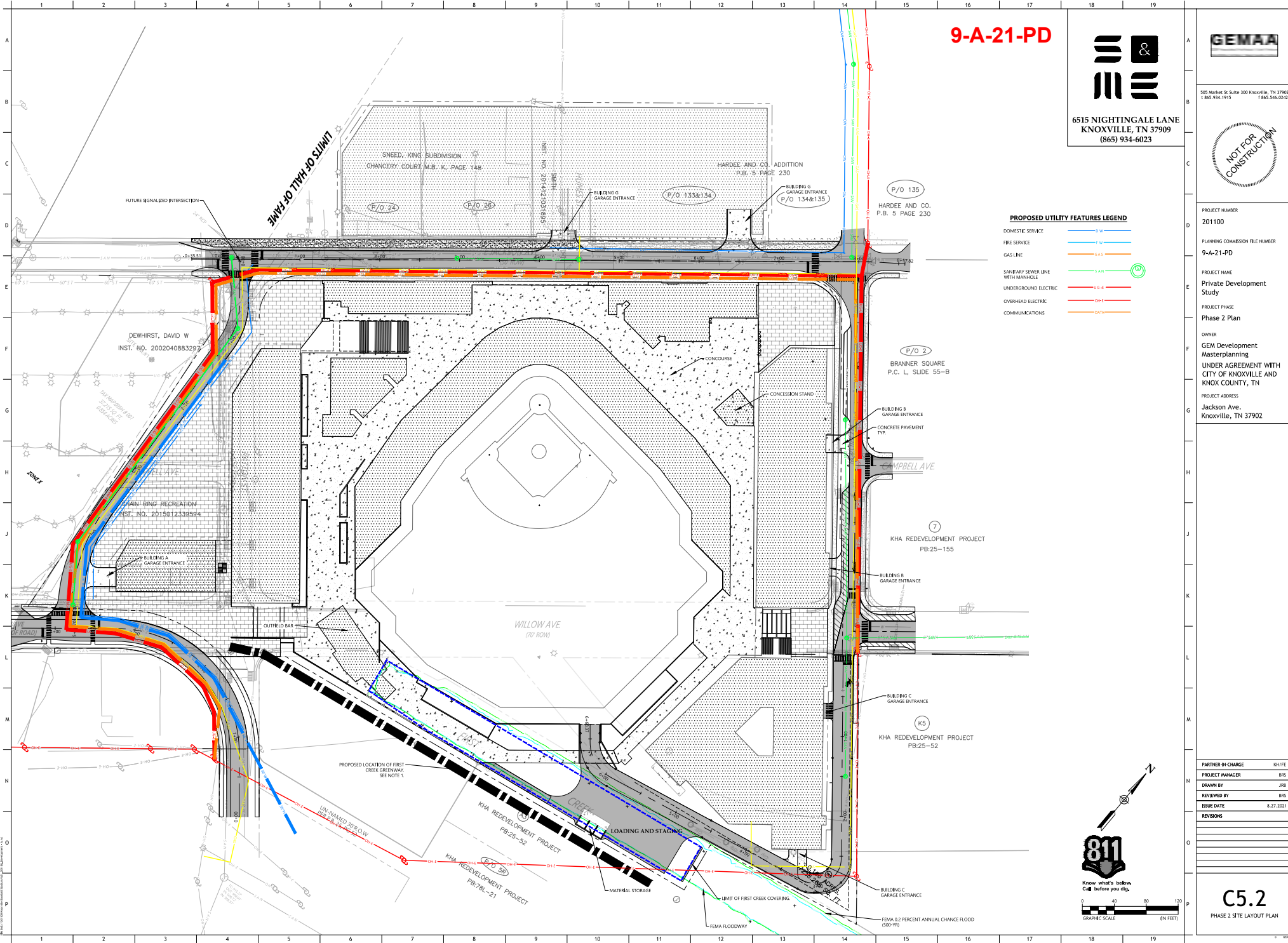
201100

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
Knoxville, Tennessee 37902
865-637-8540



9-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 865.546.0042



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

PARTNER-IN-CHARGE KHI/FE
PROJECT MANAGER BRS
DRAWN BY JRB
REVIEWED BY BRS
ISSUE DATE 8.27.2021
REVISIONS

C5.2
PHASE 2 SITE LAYOUT PLAN

EXHIBIT G.1 – PARKING STUDY

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



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.

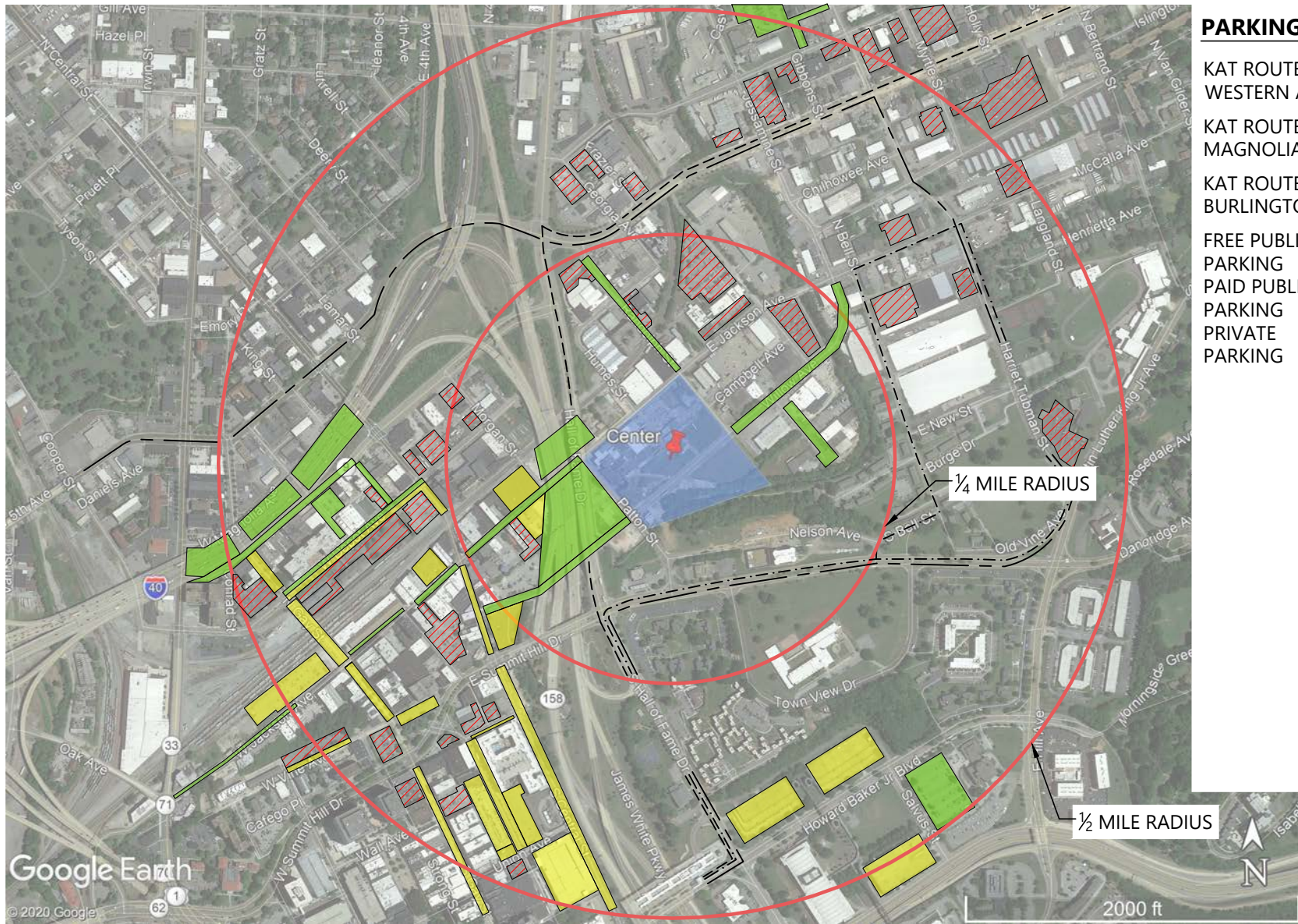
◆ Closing

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

KNOXVILLE, TENNESSEE
03.23.2020



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



September 8, 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 7,500 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 (Tuesday, Thursday, and Friday) and one high volume weekend day (Saturday) 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, Figure 1.
- Data was not collected for four (4) public parking garages, 2,195 spaces, on Thursday and Saturday for the parking study. Within the current study, it was assumed 100% utilization for these public garages as a conservative estimate of the Parking Garage Occupancy section. Summer Place (780 spaces) is a private parking garage and was not included in the data collection process.
- 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.
- In this report, parking availability is used to determine whether the existing parking infrastructure has the capacity to meet the demand of the proposed development.
- 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, including 915 spaces of on-street parking. 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. A map of the percentage of utilization for each parking facility during the weekday and weekend is shown in Appendix A, Figures 2 & 3. Availability of parking was calculated by subtracting the utilization rate from 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 Available Public Parking

Parking Facilities	Total Available Spots	Average Availability	Average Availability Rate	Peak Availability	Peak Availability Rate	Peak Availability Time
Coliseum	2,207	1,974	89%	2,051	93%	7:00 PM
City Garages	6,951	4,868	70%	5,338	77%	6:00-7:00 PM
Surface Lots	2,435	1,772	73%	1,817	75%	4:00 PM
TOTAL	11,593	8,613	74%	9,205	59%	

- Note: On-Street Parking is excluded in Tables 1 through 4 and is analyzed in the "On-Street Parking" section.

Table 2 – Weekend Available Public Parking

Parking Facilities	Total Available Spots	Average Availability	Average Availability Rate	Peak Availability	Peak Availability Rate	Peak Availability Time
Coliseum	2,207	1,788	81%	1,935	88%	7:00 PM
City Garages	6,951	2,994	43%	3,258	47%	3:00-4:00 PM
Surface Lots	2,435	1,386	57%	1,503	62%	3:00 PM
TOTAL	11,593	6,168	53%	6,696	58%	

Table 3 – Weekday Hourly Available Public Parking

Parking Facilities	Total Available Spots	Average % Available	Average % Available	Average % Available	Average % Available	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%
City Garages	6,951	27%	34%	56%	61%	61%
Surface Lots	2,435	71%	75%	73%	73%	72%

Table 4 – Weekend Hourly Available Public Parking

Parking Facilities	Total Available Spots	Average % Available	Average % Available	Average % Available	Average % Available	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%
City Garages	6,951	22%	22%	21%	6%	13%
Surface Lots	2,435	62%	60%	58%	50%	54%

- 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. Even with a social event being held on the weekend, Coliseum B & C had an average availability of 62% and 95%, respectively, with an average availability rate of 87% for Garage A (See Appendix C for data analysis). Overall, the Coliseum Garages had an average overall availability of 81%, and a peak availability of 88% at 7:00PM on the weekend. Assuming the Coliseum and Multi-Use Stadium held events concurrently, analysis from the parking study for the Coliseum Parking Garages indicate sufficient available spaces for the 1,750 needed spaces for the Stadium and 2,051 available spaces on weekdays during peak hours. On the weekends, peak available spaces remaining in the Coliseum Garages are approximately 1,935.

Parking Garage

There are 6,951 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. Due to the previously mentioned data gap for public garages, an analysis of 100% capacity was applied to the four garages for Thursday and Saturday. On average, weekday parking exhibited availability of 70% of parking spaces. Peak availability of parking garage spaces was at 77% during 6:00 PM and 7:00 PM for weekdays. By the weekend, available spaces had decreased to an average of 43% and peak availability of 47% occurring from 3:00 to 4:00PM.

Surface Lot

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 73% of spaces were available on weekdays, whereas availability was lower on the weekend with 57%. Weekday availability peaked at 4:00 PM with 75% of spaces available. Peak availability for the weekend occurred at 3:00 PM with 62% of spaces available.

On-Street Parking

In addition to the analysis of 11,593 public parking spaces, 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 Figure 1 of Appendix A. On-street parking availability was consistently lower than any other street facilities inspected. The high demand for parking was evident during the inventory collection process, as shown in Tables 5 & 6. An average of 54% of on-street parking was available during weekdays with peak utilization occurring at 3:00 PM. The highest utilization of on-street was during a weekend large event held downtown with 30% of on-street parking available.

Table 5 – Available On-Street Parking

Parking Facilities	Total Available Spots	Average Availability	Average Availability Rate	Peak Availability	Peak Availability Rate	Peak Availability Time
Weekday	915	494	54%	467	51%	3:00 PM
Weekend	915	403	44%	278	30%	3:00 & 5:00 PM

Table 6 –Publicly Available Hourly On-Street Parking

Parking Facilities	Total Available Spots	Average % Available	Average % Available	Average % Available	Average % Available	Average % Available
		3:00:00 PM	4:00:00 PM	5:00:00 PM	6:00:00 PM	7:00:00 PM
Weekday	915	59%	55%	52%	51%	52%
Weekend	915	49%	48%	49%	44%	30%

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 73% availability of private surface lots. On the weekends, 87% of spaces were available for use. Results of the private surface lot data analysis are illustrated in Appendix B.

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 199 designated ADA spaces observed and recorded within the study area in and around downtown Knoxville available for use. Of these, approximately 143 are publicly available ADA designated spaces.

ADA parking is planned to be included within the infrastructure improvements, in partnership with the City and County, for Phase 1 of the project, however design and planning of these spaces is outside the scope of this study,

Other Mobility Components

Although outside the scope of this study, a summary of non-vehicle alternatives within the 1-mile radius of the site includes the following:

- ◆ Multiple KAT transit stops. KAT routes will be coordinated with stadium activity, both athletic and non-athletic events, based on the anticipated volume of traffic anticipated for the event. Project planners and staff will sit down early within the project design to coordinate anticipated KAT facilities for the project.
- ◆ KAT operates a trolley line on Jackson Ave and planned trolley stops are anticipated to be implemented as part of the project.
- ◆ Bicycle parking will be available within public plaza spaces and parking areas for the anticipated bicycle needs.
- ◆ A designated scooter drop-off area will be coordinated with the contractor supplier of scooters and other similar type pedestrian rental vehicles. This area will be designated to encourage a single point drop off.

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. The current parking availability during evening peak hours and with large local events being held provides evidence of ample parking availability within a reasonable distance from the stadium site. During peak hours, approximately 6,696 spaces on a weekend and 9,205 spaces on a weekday would be available to accommodate stadium events and growing development of the Old City District. This number exceeds the minimum parking anticipated to support the proposed development.

◆ 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.

A handwritten signature in blue ink, appearing to read "BRS", with a long, sweeping horizontal stroke extending to the right.

Brad Salsbury, P.E.
Project Manager

A handwritten signature in blue ink, appearing to read "Jennifer R. Blanchard", written in a cursive style.

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	6951	4153	60%	4030	58%	4574	66%	4668	67%	4897	70%	64%	70%
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%

Thursday

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	6951	4104	59%	4506	65%	5243	75%	5632	81%	5635	81%	72%	81%
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	6951	4378	63%	4732	68%	5326	77%	5659	81%	5482	79%	74%	81%
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	6951	4212	61%	4423	64%	5048	73%	5320	77%	5338	77%	70%	77%
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%	59%

Weekend

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	1935	88%	1935	88%	1870	85%	1514	69%	1687	76%	81%	88%
City Garages	6951	3245	47%	3258	47%	3187	46%	2476	36%	2805	40%	43%	47%
Surface Lots	2435	1503	62%	1462	60%	1417	58%	1221	50%	1327	54%	57%	62%
On-Street Parking	915	445	49%	442	48%	445	49%	407	44%	278	30%	44%	49%

Available Parking Analysis

Weekday

Parking Facilities	Tot. Avbl. Spots	Average Availability	Average Availability Rate	Peak Availability	Peak Availability Rate	Peak Availability Time
Coliseum	2207	1,974	89%	2,051	93%	7:00 PM
City Garages	6951	4,868	70%	5,338	77%	6:00-7:00 PM
Surface Lots	2435	1,772	73%	1,817	75%	4:00 PM
TOTAL	11,593	8,613	74%	9,205	79%	

Weekend

Parking Facilities	Tot. Avbl. Spots	Average Availability	Average Availability Rate	Peak Availability	Peak Availability Rate	Peak Availability Time
Coliseum	2207	1,788	81%	1,935	88%	7:00 PM
City Garages	6951	2,994	43%	3,258	47%	3:00-4:00 PM
Surface Lots	2435	1,386	57%	1,503	62%	3:00 PM
TOTAL	11,593	6,168	53%	6,696	58%	

Coliseum Garages	Tot. Avbl. Spots	Tuesday Availability	Thursday Availability %	Friday Availability	Saturday Availability	Weekday Availability
A	703	28%	83%	89%	87%	67%
B	754	100%	100%	100%	62%	100%
C	750	100%	100%	100%	95%	100%

Parking Facilities	Tot. Avbl. Spots	Tuesday Availability	Thursday Availability %	Friday Availability	Saturday Availability	Weekday Availability
Private Surface Lots	2318	76%	71%	72%	87%	73%

Appendix C – Parking Survey Data

Downtown Parking Site Information

Map Route	Location		Additional		Provided		Distance		Type	Daily Average % Utilization					Utilization Rate (%)	
	Location	Address	Count	ADA	Type	Payment	Range	Category		Tuesday	Thursday	Friday	Weekday	Weekend		
1	W Jackson Avenue Street Parking	516 W Jackson Ave	48	0	Public	Open	0.5 Mile	Street Parking		87%	92%	98%	98%	92%	99%	99%
2	W Jackson Avenue Lot	401 W Jackson Ave	190	4	Public	Cash/Credit	0.5 Mile	Surface Lot		31%	31%	64%	64%	42%	97%	97%
3	W Jackson Lot SP+	109 W Jackson Ave	67	3	Public	Cash/Credit	0.5 Mile	Surface Lot		88%	78%	78%	81%	81%	90%	90%
4	E Jackson Avenue Street Parking	118 E Jackson Ave	120	1	Public	Open	0.25 Mile	Street Parking		21%	23%	19%	21%	21%	32%	32%
5	E Jackson Lot	200 E Jackson Ave	45	1	Private		0.25 Mile	Surface Lot		72%	75%	81%	76%	76%	91%	91%
6	Tonic Lot	207 E Jackson Ave.	130	3	Public	Cash/Credit	0.25 Mile	Surface Lot		3%	1%	4%	3%	3%	7%	7%
7	Platinum Parking	210E W. Jackson Ave	80	0	Public	Cash/Credit	0.25 Mile	Surface Lot		9%	8%	18%	12%	12%	15%	15%
8	Old City Public Parking	305 E Jackson Ave	101	0	Public	Open	0.25 Mile	Surface Lot		17%	30%	28%	25%	25%	41%	41%
9	Old City Public Parking	300 E Jackson Ave	150	4	Public	Open	0.25 Mile	Surface Lot		58%	67%	80%	68%	68%	90%	90%
10	Willow Avenue Street Parking	Patton	100	0	Public	Open	0.25 Mile	Street Parking		32%	36%	44%	37%	37%	44%	44%
11	N Central Street & Willow SP+	130 S Central St	105	5	Public	Cash/Credit	0.5 Mile	Surface Lot		35%	29%	39%	34%	34%	62%	62%
12	S Central Street Parking	Old City	11	0	Public	Meter	0.5 Mile	Street Parking		87%	69%	109%	88%	88%	100%	100%
13	N Central Street & W Depot Parking	222 N Central St	13	0	Public	Meter	0.5 Mile	Street Parking		69%	91%	92%	84%	84%	100%	100%
14	N Central Lot	300 N Central St	20	0	Private		0.5 Mile	Surface Lot		50%	77%	86%	71%	71%	40%	40%
15	E Depot Lot	200 E Magnolia Ave	14	0	Private		0.25 Mile	Surface Lot		36%	24%	41%	34%	34%	6%	6%
16	Morgan Street Lot	200 E Magnolia Ave	23	2	Private		0.25 Mile	Surface Lot		16%	32%	31%	26%	26%	4%	4%
17	W Magnolia Street Parking	212 W Magnolia Ave	30	0	Public	Open	0.5 Mile	Street Parking		31%	64%	56%	50%	50%	78%	78%
18	W Magnolia Surface Lot	202 State Hwy 9	115	4	Public	Open	0.5 Mile	Surface Lot		6%	13%	22%	14%	14%	19%	19%
19	W Magnolia Surface Lot	316 W Magnolia Ave	100	4	Public	Open	0.5 Mile	Surface Lot		6%	14%	6%	8%	8%	11%	11%
20	W Magnolia Surface Lot	511 N Gay St	80	4	Public	Open	1 Mile	Surface Lot		34%	36%	8%	26%	26%	60%	60%
21	W Depot Avenue Street Parking	227 W Depot Ave	22	0	Public	Open	0.5 Mile	Street Parking		47%	69%	45%	54%	54%	86%	86%
22	W Depot Avenue Street Parking	306 W Depot Ave	23	0	Public	Meter	0.5 Mile	Street Parking		18%	74%	43%	45%	45%	85%	85%
23	N Central & W Depot Street Parking	103 W Depot Ave	6	0	Public	Open	0.5 Mile	Street Parking		100%	100%	100%	100%	100%	100%	100%
24	Ogden Street & W Depot Avenue Lot	351 Ogden St	16	0	Private		0.5 Mile	Surface Lot		46%	33%	79%	53%	53%	89%	89%
25	Ogden Street Parking	317 King St NW	12	0	Public	Open	0.5 Mile	Street Parking		52%	50%	2%	34%	34%	47%	47%
26	W Magnolia Avenue Parking	218W W Magnolia Ave	45	0	Public	Open	0.5 Mile	Surface Lot		44%	77%	76%	66%	66%	100%	100%
27	William Street Parking	235 W Depot Ave	8	0	Public	Open	0.5 Mile	Street Parking		83%	93%	65%	80%	80%	100%	100%
28	W Depot Avenue Lot	413 W Depot Ave	90	1	Private		0.5 Mile	Surface Lot		20%	26%	21%	22%	22%	11%	11%
29	N Gay Street Parking	318 N Gay St	12	2	Public	Meter	0.5 Mile	Street Parking		15%	38%	83%	46%	46%	103%	103%
30	N Central Street & W Depot Avenue Lot	100 W Depot Ave	70	0	Private		0.5 Mile	Surface Lot		60%	29%	60%	50%	50%	50%	50%
31	N Gay Street	205-201 N Gay St	60	3	Public	Meter	0.5 Mile	Street Parking		55%	73%	70%	66%	66%	84%	84%
32	S Gay Street	121 S Gay St	26	2	Public	Meter	0.5 Mile	Street Parking		79%	75%	84%	79%	79%	91%	91%
33	S Gay Street Lot	128 S Gay St	40	2	Public	Meter	0.5 Mile	Surface Lot		67%	78%	79%	74%	74%	85%	85%
34	W Vine Avenue		16	0	Public	Meter	0.5 Mile	Street Parking		81%	61%	36%	60%	60%	99%	99%
35	W Vine Avenue Lot	305 W Vine Ave	72	1	Private		0.5 Mile	Surface Lot		43%	36%	62%	47%	47%	62%	62%
36	Locust Street Lot	111 Locust St	9	0	Public	Meter	1 Mile	Street Parking		93%	98%	91%	94%	94%	111%	111%
37	S Central Street Parking	State St	91	2	Public	Meter	0.5 Mile	Street Parking		64%	62%	42%	56%	56%	65%	65%
38	Commerce Avenue Street Parking		6	0	Public	Meter	0.5 Mile	Street Parking		40%	57%	67%	54%	54%	90%	90%
39	Charles Place Lot Axiom	Vine Furn	30	0	Private		0.5 Mile	Surface Lot		11%	15%	25%	17%	17%	38%	38%
40	Charles Place Lot Vine Furniture	Axiom	25	0	Private		0.5 Mile	Surface Lot		11%	24%	10%	15%	15%	25%	25%
41	State Street Street Parking		30	1	Public	Meter	0.5 Mile	Street Parking		89%	86%	94%	90%	90%	108%	108%
42	Union Avenue Lot	Marble Alley	120	0	Public	Cash/Credit	0.5 Mile	Surface Lot		21%	43%	40%	35%	35%	90%	90%
43	Promenade	PG	277	9	Public	Cash/Credit	0.5 Mile	Parking Garage		30%	20%	26%	25%	25%	52%	52%
44	205 Union Avenue Lot		23	1	Public	Cash/Credit	0.5 Mile	Surface Lot		37%	31%	21%	30%	30%	3%	3%
45	Union Avenue Lot	State St	32	0	Private		0.5 Mile	Surface Lot		32%	30%	24%	29%	29%	4%	4%
46	State Street Garage	520 State Street	1718		Public	Cash/Credit	0.5 Mile	Parking Garage		17%	18%	17%	17%	17%	0%	0%
47	700 S Gay Street Parking		25	2	Public	Open	1 Mile	Surface Lot		41%	51%	33%	42%	42%	90%	90%
48	Cumberland Avenue Parking	Cumberland Ave	208	4	Public	Cash/Credit	1 Mile	Surface Lot		25%	29%	28%	27%	27%	60%	60%
49	Walnut Street	Premier	133	1	Public	Cash/Credit	1 Mile	Surface Lot		28%	21%	34%	28%	28%	49%	49%
50	W Church Avenue (SP+)		66	1	Public	Cash/Credit	1 Mile	Surface Lot		28%	24%	25%	25%	25%	18%	18%
51	W Vine & S Gay Street Lot	401 W Summit Hill Dr SW	80	0	Private		0.5 Mile	Surface Lot		28%	54%	33%	38%	38%	39%	39%

Map Route	Location	Address	Count	ADA	Type	Payment	Range	Category	Tuesday	Thursday	Friday	Weekday	Weekend
52	Locust Street PG	Langley	944	19	Public	Cash/Credit	1 Mile	Parking Garage	19%	19%	19%	19%	24%
53	Market Square - Walnut Street	406 Walnut Street	677		Public	Cash/Credit	1 Mile	Parking Garage	58%	54%	61%	57%	81%
54	Locust Street PG	540 Locust Street	645		Public	Cash/Credit	1 Mile	Parking Garage	20%	30%	32%	27%	100%
55	Clinch Avenue	Hilton PG	398	5	Public	Cash/Credit	1 Mile	Parking Garage	19%	19%	16%	18%	100%
56	Main Street W (SP+)	Clay Lot	51	1	Public	Cash/Credit	1 Mile	Surface Lot	23%	47%	36%	35%	9%
57	603 W Hill Avenue		71	0	Public	Cash/Credit	1 Mile	Surface Lot	12%	17%	12%	14%	19%
58	S Gay Street Lot	Fire St	65	0	Private		0.5 Mile	Surface Lot	25%	38%	34%	33%	21%
59	Fire Street	Bacon	15	0	Private		0.5 Mile	Surface Lot	21%	28%	45%	32%	1%
60	S Gay Street Parking		60	0	Public	Meter	1 Mile	Street Parking	88%	91%	90%	89%	96%
61	413 W Clinch Avenue		54	2	Private		1 Mile	Surface Lot	13%	13%	11%	12%	11%
62	Main Street W	550 West Main Avenue	475		Public	Cash/Credit	1 Mile	Parking Garage	0%	24%	22%	15%	17%
63	Main Street W (SP+)	Riverview Tower	429	10	Public	Cash/Credit	1 Mile	Parking Garage	22%	22%	12%	18%	100%
64	State Street PG DK	900 State Street	964		Public	Cash/Credit	1 Mile	Parking Garage	13%	20%	25%	19%	0%
65	First Street TN Plaza		424	7	Public	Cash/Credit	1 Mile	Parking Garage	25%	25%	15%	22%	100%
66	194 W Church Parking		72	0	Private		1 Mile	Surface Lot	18%	13%	7%	13%	4%
67	Civic Coliseum	PG A	703	13	Public	Cash/Credit	0.5 Mile	Parking Garage	72%	17%	11%	33%	13%
68	Civic Coliseum	PG B	754		Public	Cash/Credit	0.5 Mile	Parking Garage	0%	0%	0%	0%	38%
69	Civic Coliseum	PG C	750		Public	Cash/Credit	1 Mile	Parking Garage	0%	0%	0%	0%	5%
70	Honor Our Troops Lot	Police Station	234	6	Public	Open	0.5 Mile	Surface Lot	8%	9%	7%	8%	4%
71	Georgia Street Parking	PP	32	0	Public	Open	0.25 Mile	Street Parking	21%	24%	11%	18%	0%
72	Willow Avenue Street Parking	Street	150	0	Public	Open	0.25 Mile	Street Parking	14%	11%	6%	10%	7%
73	S Kentucky Lot	1010 E Jackson Ave	80	0	Private		0.25 Mile	Surface Lot	4%	3%	4%	3%	0%
74	E Jackson Lot Front	KUB	35	4	Private		0.25 Mile	Surface Lot	11%	14%	13%	13%	0%
75	Randolph Street Parking	107 Randolph St	30	0	Public	Open	0.25 Mile	Street Parking	17%	15%	4%	12%	0%
76	Randolph Street Lot	700 E Depot Ave	30	0	Private		0.25 Mile	Surface Lot	12%	27%	14%	18%	6%
77	Randolph Street Lot	600 E Magnolia Ave	34	1	Private		0.25 Mile	Surface Lot	8%	18%	12%	13%	2%
78	S Bell Street Lot	201 Harriet Tubman St	113	3	Private		0.5 Mile	Surface Lot	7%	1%	0%	3%	0%
79	McCalla Avenue Lot	1425 McCalla Ave	60	0	Private		0.5 Mile	Surface Lot	16%	4%	14%	11%	0%
80	Harriet Tubman Street Church	211 Harriet Tubman St	33	2	Private		0.5 Mile	Surface Lot	13%	32%	29%	25%	12%
81	Harriet Tubman Street Housing Lot	400 Harriet Tubman St	125	5	Private		0.5 Mile	Surface Lot	11%	13%	9%	11%	0%
82	McCalla Avenue Lot - Stokes	1701 McCalla Ave	60	1	Private		0.5 Mile	Surface Lot	5%	16%	6%	9%	9%
83	Myrtle Street Lot	1610 E Magnolia Ave	200	7	Private		1 Mile	Surface Lot	1%	2%	1%	1%	0%
84	Myrtle Street Lot	315 Myrtle St	60		Private		0.5 Mile	Surface Lot	2%	0%	0%	1%	0%
85	Myrtle Street Lot	1611 E Magnolia Ave	28	1	Private		1 Mile	Surface Lot	19%	24%	10%	18%	3%
86	Myrtle Street Lot	1515 E Magnolia Ave	88	4	Private		1 Mile	Surface Lot	22%	34%	15%	24%	5%
87	E 5th Avenue Lot	1514 E 5th Ave	28	2	Private		1 Mile	Surface Lot	11%	8%	1%	7%	0%
88	Winona Street Lot	1503 E Magnolia Ave	34	2	Private		1 Mile	Surface Lot	12%	22%	17%	17%	4%
89	Winona Street Lot	1400 E 5th Ave	28	4	Private		0.5 Mile	Surface Lot	86%	100%	100%	95%	59%
90	Jessamine Street Lot	616 Jessamine St.	216	17	Public	Open	1 Mile	Surface Lot	18%	12%	12%	14%	11%
91	Jessamine Street Lot	658-698 Jessamine St	85	3	Public	Open	1 Mile	Surface Lot	2%	6%	4%	4%	0%
92	E 5th Avenue Lot	1308 E 5th Ave	27	0	Private		0.5 Mile	Surface Lot	17%	92%	27%	45%	0%
93	E Magnolia Lot	100 E Magnolia Ave	24	5	Private		0.5 Mile	Surface Lot	34%	30%	28%	31%	8%
94	Jessamine Street Lot	1135 E Magnolia Ave	38	0	Private		0.5 Mile	Surface Lot	36%	82%	54%	57%	50%
95	Jessamine Street Lot	1207 E Magnolia Ave	72	0	Private		0.5 Mile	Surface Lot	36%	90%	56%	61%	10%
96	Frazier Lot	KCS	42	1	Private		0.5 Mile	Surface Lot	28%	16%	34%	26%	0%
97	Georgia Avenue Lot South	KCS	40	0	Private		0.5 Mile	Surface Lot	42%	42%	100%	61%	8%
98	Georgia Avenue Lot North	KCS	70	0	Private		0.5 Mile	Surface Lot	57%	57%	100%	71%	8%
52A/EXCLUDED	EXCLUDED Summer Place	Monthly	780		Private		1 Mile	Parking Garage	0%	0%	0%	0%	0%
61A	Walnut Street	W Clinch	66	3	Private		1 Mile	Surface Lot	40%	31%	42%	38%	13%
74A	E Jackson Lot Back	KUB	180	4	Private		0.25 Mile	Surface Lot	36%	40%	36%	37%	0%

TOTAL	15606	199
TOTAL PUBLIC	12508	143

EXHIBIT G.3 – TRAFFIC IMPACT SUMMARY

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



Memorandum

To: Faris Eid, **Design Innovations Architects**

From: Brad Salsbury, P.E, S&ME, Inc.

Date: August 26, 2021

Subject: Traffic Impact Summary

Faris,

In response to the email received from Amy Brooks on Wednesday August 18, 2021 I have prepared the following summary of traffic related questions and items in progress as part of the downtown stadium design.

- A. A Traffic Impact study is currently underway and is being prepared by Cannon & Cannon, Inc. for the development. CCI previously prepared draft TIS recommendation, but due to program developments are now in the process of updating this study. We anticipate a revised draft copy of the Traffic Impact Study will be available in mid-September.
 - B. A parking utilization study is underway and a draft copy of the report is attached with the planned development submittal. During the review of the study, it was noted that additional data for several downtown garages will need to be collected and provided within the study. This data collection is in process.
-
- 1. Summary of proposed uses and associated estimated daily trip generation.— **The downtown project will provide entertainment, retail, office and housing opportunities within the formally industrialized district east of Hall of Fame drive. SF estimates of uses and projected trip generation reports will be provided within the Traffic Impact study.**
 - 2. Provide any phasing information currently available as to when each group of proposed uses will be completed and occupied.— **Phase 1 of the project is anticipated to include the construction of the downtown stadium and mixed use structures west of the stadium along what is now Patton Street and to the east of the project fronting existing Florida Street.**
 - 3. Documentation of proposed overall site circulation patterns and immediate surrounding roadway system planned to accommodate such including justification for any proposed changes to existing street operations and traffic control such as conversion from 2-way to 1-way.— **The site plan included within the planned development submittal provides a schematic level view of the site circulation. Jackson Ave will be reduced to a 22-foot wide street with 2 way traffic and shared bicycle lanes. The street width is proposed to be 11 foot lanes as a tool for traffic calming and to allow for a pedestrian section that encourages activation of the buildings on both the north and south side of Jackson. Florida is proposed as one-way to also provide traffic calming in and around the stadium. Patton Street will be closed between Willow and Jackson Ave during high occupancy**



events of the plaza and the stadium. A private access drive will remain within this area, but will be incorporated within the plaza and encourage pedestrian activities in and around the area.

4. Provide information to support the recommended roadway cross-section details as shown in the preliminary site plans and their overall sufficiency in being able to accommodate site traffic, pedestrian/bicycle access, loading zones, transit stops.—**As stated before the roadway cross section was developed to provide a narrow section, reducing thru speeds and allowing for shared bicycle access from the Old City thru the site. The draft TIS recommendation include a signalized intersection at the intersection of the private drive and Jackson Ave to provide crossing opportunities for pedestrians. The sidewalk sections within this area have been increased to allow for planting, lighting, pedestrian access and activation of the street from adjacent buildings.**
5. Identification of any potential intersection sight distance concerns affected by on-street parking or other obstructions shown on preliminary plans that may need to be changed. The development proposal is specifically requesting a reduction to a 0' corner clearance requirement and any of these proposed locations need to be included in this sight distance assessment.—**Site distance at intersections has been reviewed and both stopping site distance and intersection site distance will be sufficient to meet regulatory guidelines and requirements.**
6. Provide as much information as possible on proposed pedestrian circulation and in particular locations of high pedestrian crossing volumes and vehicle conflict areas that may warrant special treatment.—

Pedestrian activity is anticipated to take place around the stadium but will generally be heaviest from the west to the site. The northwest entrance is considered the main gate and pedestrian access will be from the plaza and the signalized intersection at Jackson Ave. The access drive will be closed during high volume events to encourage pedestrian use of the plaza space.

The site plan shows the proposed pedestrian crossings to access the stadium and the pedestrian plazas. Speed around the stadium is controlled by a combination of stop conditions at intersections, signals and reduced width road sections. High volume crossings are generally controlled by stop conditions and signals. The use of additional treatments is not anticipated at this time, but speed tables or other type devices may be reviewed for the intersections of Florida and Jackson and at Florida and Willow Avenues.

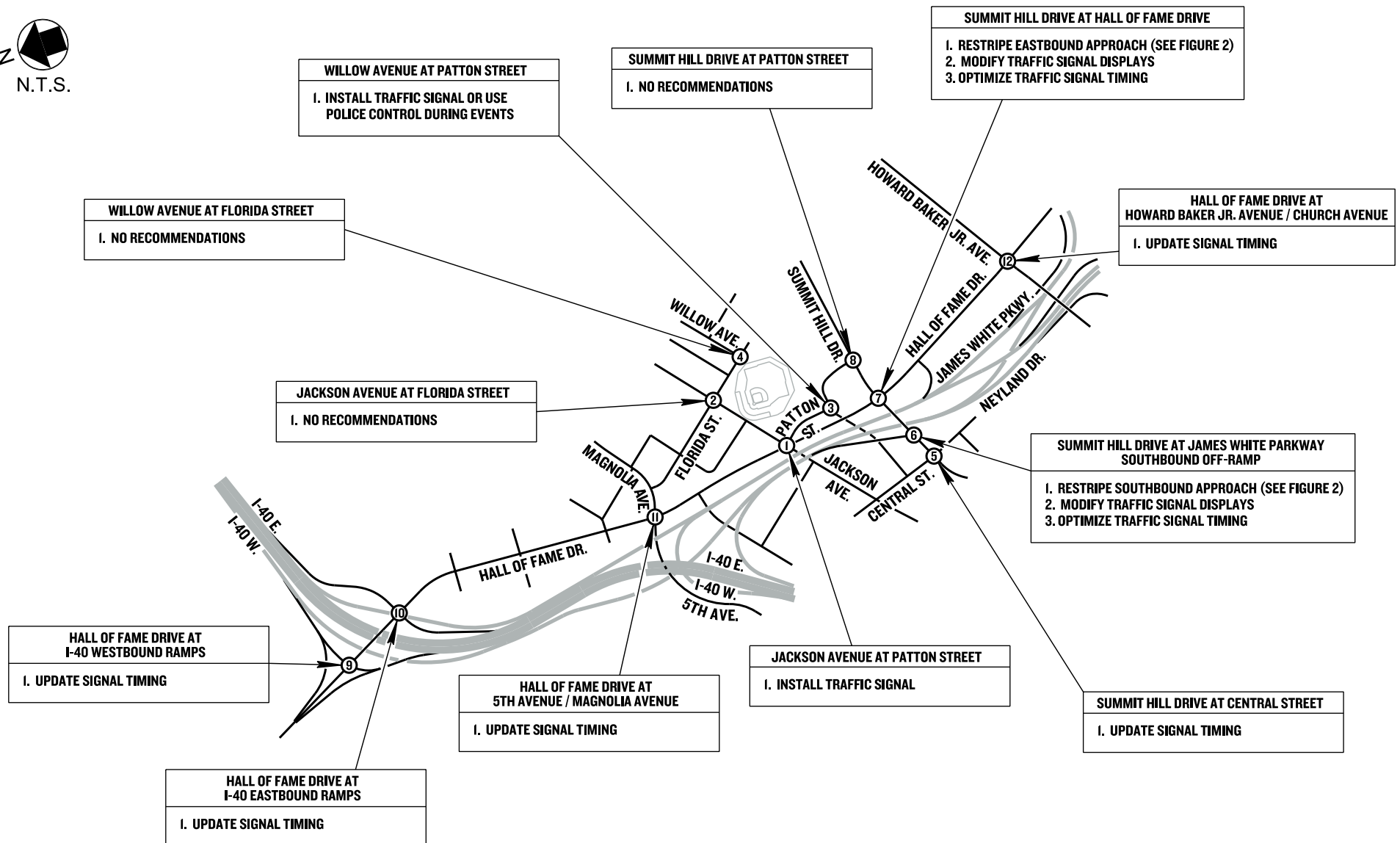
Downtown Knoxville Ballpark TIS
Draft Recommended Improvements

April 8, 2021

- 1) Jackson Avenue at Patton Street:
 - a. Install traffic signal.
- 2) Jackson Avenue at Florida Street / Randolph Street: no recommendations
- 3) Willow Avenue at Patton Street:
 - a. Install traffic signal or have police control intersection during events.
- 4) Willow Avenue at Florida Street: no recommendations
- 5) Summit Hill Drive at Central Street:
 - a. Update signal timing to match optimized timing within coordinated signal system.
- 6) Summit Hill Drive at James White Parkway Southbound Off-Ramp:
 - a. Restripe southbound approach to include four total lanes; two exclusive left turn lanes and two exclusive right turn lanes. Lane widths should be striped as 11 feet. 4th lane should have a minimum storage length of 250'.
 - b. Modify traffic signal displays for southbound approach as needed.
 - c. Optimize traffic signal timing to accommodate significant changes in traffic volumes.
- 7) Summit Hill Drive at Hall of Fame Drive:
 - a. Restripe eastbound approach to create the following lane configuration: one exclusive left turn lane, one exclusive through lane, one shared through / right turn lane, and one exclusive right turn lane.
 - b. Modify traffic signal displays for eastbound approach as needed.
 - c. Optimize traffic signal timing to accommodate significant changes in traffic volumes.
- 8) Summit Hill Drive at Patton Street: no recommendations
- 9) Hall of Fame Drive at I-40 Westbound Ramps:
 - a. Update signal timing to match optimized timing within coordinated signal system.
- 10) Hall of Fame Drive at I-40 Eastbound Ramps:
 - a. Update signal timing to match optimized timing within coordinated signal system.
- 11) Hall of Fame Drive at 5th Avenue / Magnolia Avenue:
 - a. Update signal timing to match optimized timing within coordinated signal system.
- 12) Hall of Fame Drive at Howard Baker Jr. Avenue / Church Avenue:
 - a. Update signal timing to match optimized timing within coordinated signal system.

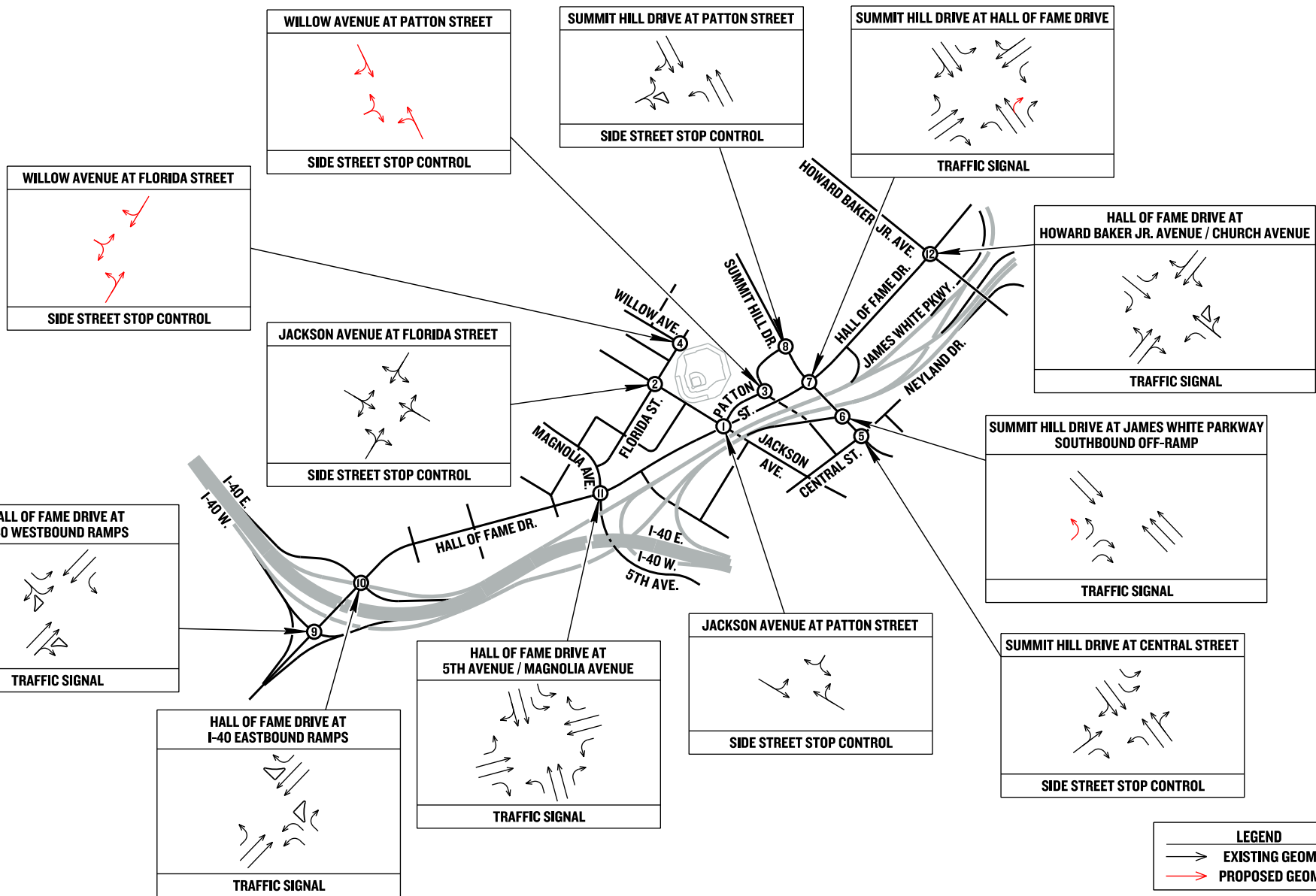
Multimodal Recommendations:

- Ensure that sidewalks along the roadways adjacent to the development and along pedestrian paths from off site parking are of sufficient width to accommodate anticipated pedestrian demand.
- Sidewalks and curb ramps at roadways and intersections adjacent to the development shall be ADA-compliant.
- New traffic signals shall include accessible pedestrian signals and pushbuttons. Consideration should be given to placing new signals on pedestrian recall or utilizing an exclusive pedestrian phase during times of high anticipated pedestrian demand.



**DOWNTOWN BALLPARK
KNOXVILLE, TENNESSEE**

**FIGURE 1
RECOMMENDED INTERSECTION IMPROVEMENTS**



**DOWNTOWN BALLPARK
KNOXVILLE, TENNESSEE**

FIGURE 2
RECOMMENDED INTERSECTION IMPROVEMENTS



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 <doug@boydsportsllc.com>

RR Land LLC

Applicant Name

09/09/2021

Affiliation

07/26/2021

~~09/12/2021~~

File Number(s)

Date Filed

Meeting Date (if applicable)

9-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

GEMMA (DIA)

Name

Company

402 S. Gay Street, Ste 201

Knoxville

TN

37902

Address

City

State

ZIP

(865) 243-8441

feid@dia-arch.com

Phone

Email

CURRENT PROPERTY INFO

see attached document

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 acres

General Location

Tract Size

☒ City ☐ County

6th
District

I-MU, I-G & HP
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) _____

Other (specify) **Planned Development (see attached) for baseball stadium and associated commercial uses**

Related City Permit Number(s) _____

SUBDIVISION REQUEST

Proposed Subdivision Name _____

Unit / Phase Number ☐ Combine Parcels ☐ Divide Parcel Total Number of Lots Created _____

☐ Other (specify) _____☐ Attachments / Additional Requirements _____

Related Rezoning File Number _____

ZONING REQUEST

☐ Zoning Change Proposed Zoning _____

☐ Plan Amendment Change Proposed Plan Designation(s) _____

Proposed Density (units/acre) _____ Previous Rezoning Requests _____

☐ Other (specify) _____

Pending Plat File Number _____

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		Total
1504	\$4,150.00	\$4,150.00
Fee 2		
Fee 3		

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

07/26/2021

Please Print

Date

(865) 243-8441

feid@dia-arch.com

Phone Number

Email

Michelle Portier

Michelle Portier

7/26/2021 mp

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

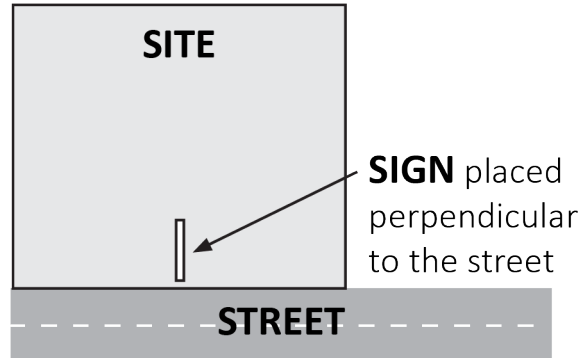
Parcel ID: 095HC012; 650 Willow Ave; RR Land LLC

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

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



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

LOCATION AND VISIBILITY

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

TIMING

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

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

_____ and _____
 (applicant or staff to post sign) (applicant to remove sign)

Applicant Name: _____

Date: _____

File Number: _____

☐

Sign posted by Staff

☐

Sign posted by Applicant