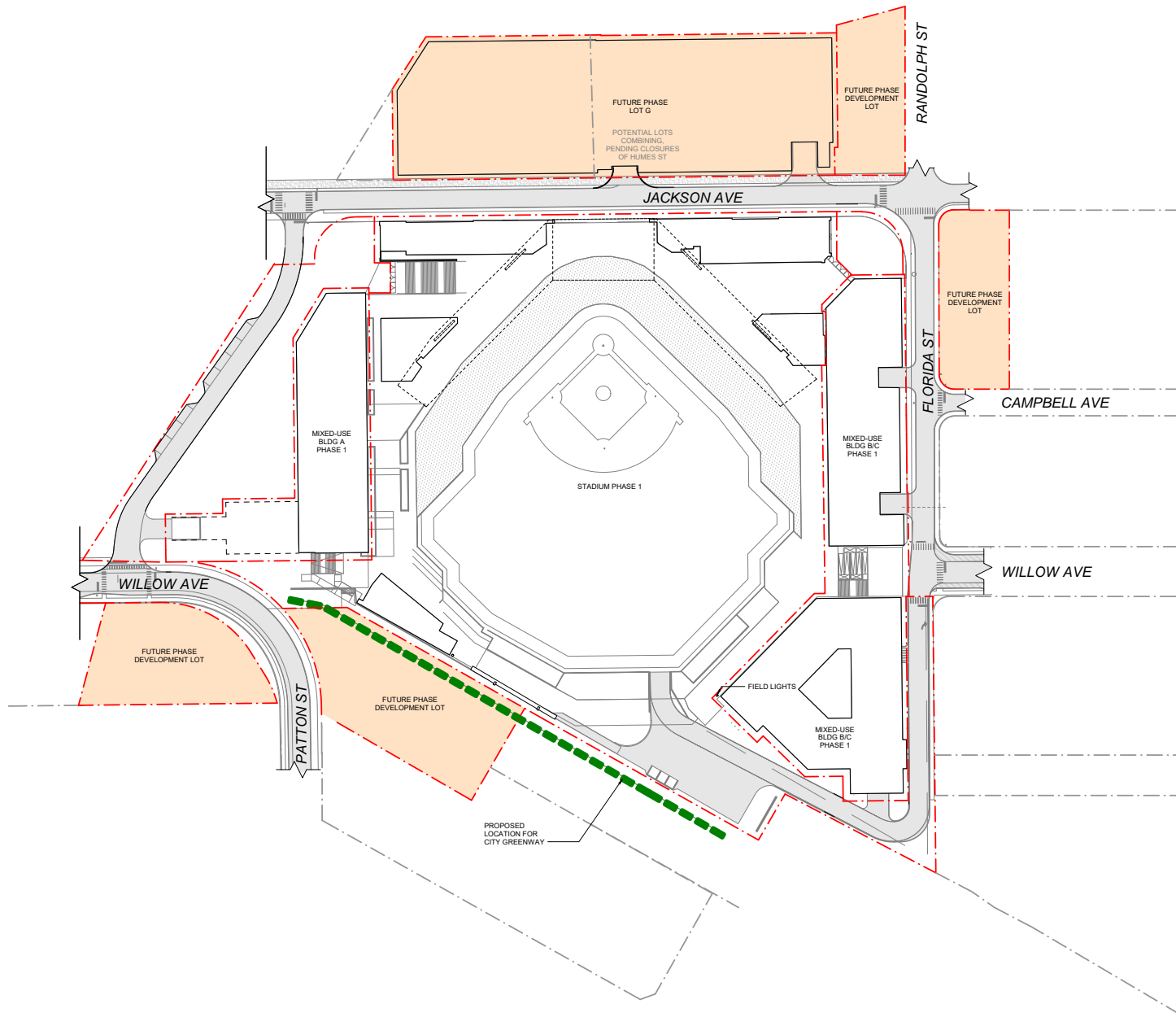


EXHIBIT C.0 – PLANNED DEVELOPMENT- FINAL PLAN-PHASE DIAGRAM

GEM Associated Architects

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

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



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

1 PHASING PLAN
C.B. 0 50 100

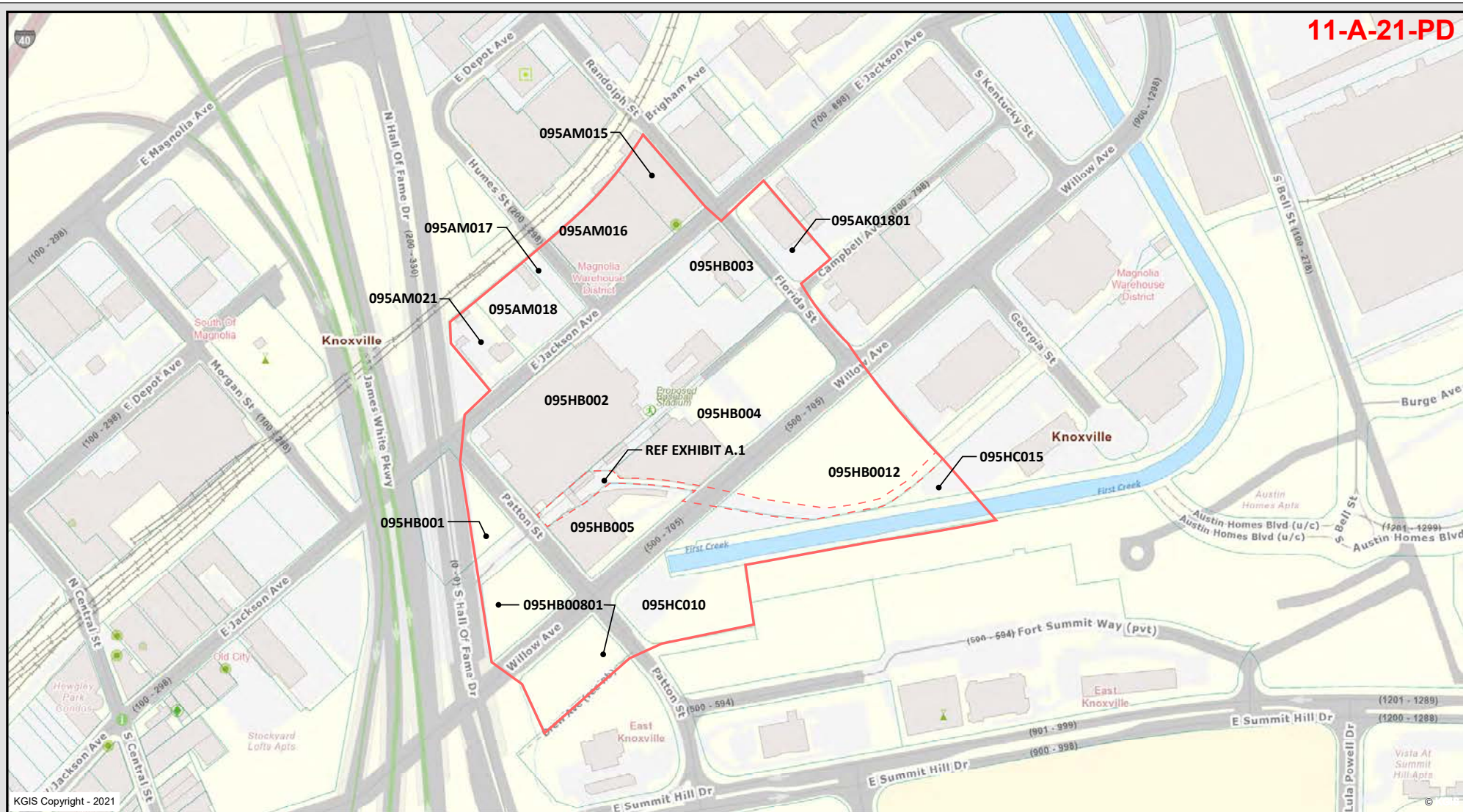
C.0 PLANNED DEVELOPMENT PHASE DIAGRAM
PRELIMINARY SCHEMATIC DESIGN
GEM Development Masterplanning

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

GEM Associated Architects

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

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



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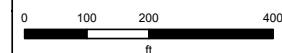
= PROPOSED PLANNED
DEVELOPMENT BOUNDARY

Planned Development Parcel ID's

Proposed Multi-Purpose Stadium Planned Development

Knoxville - Knox County - KUB Geographic Information System

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



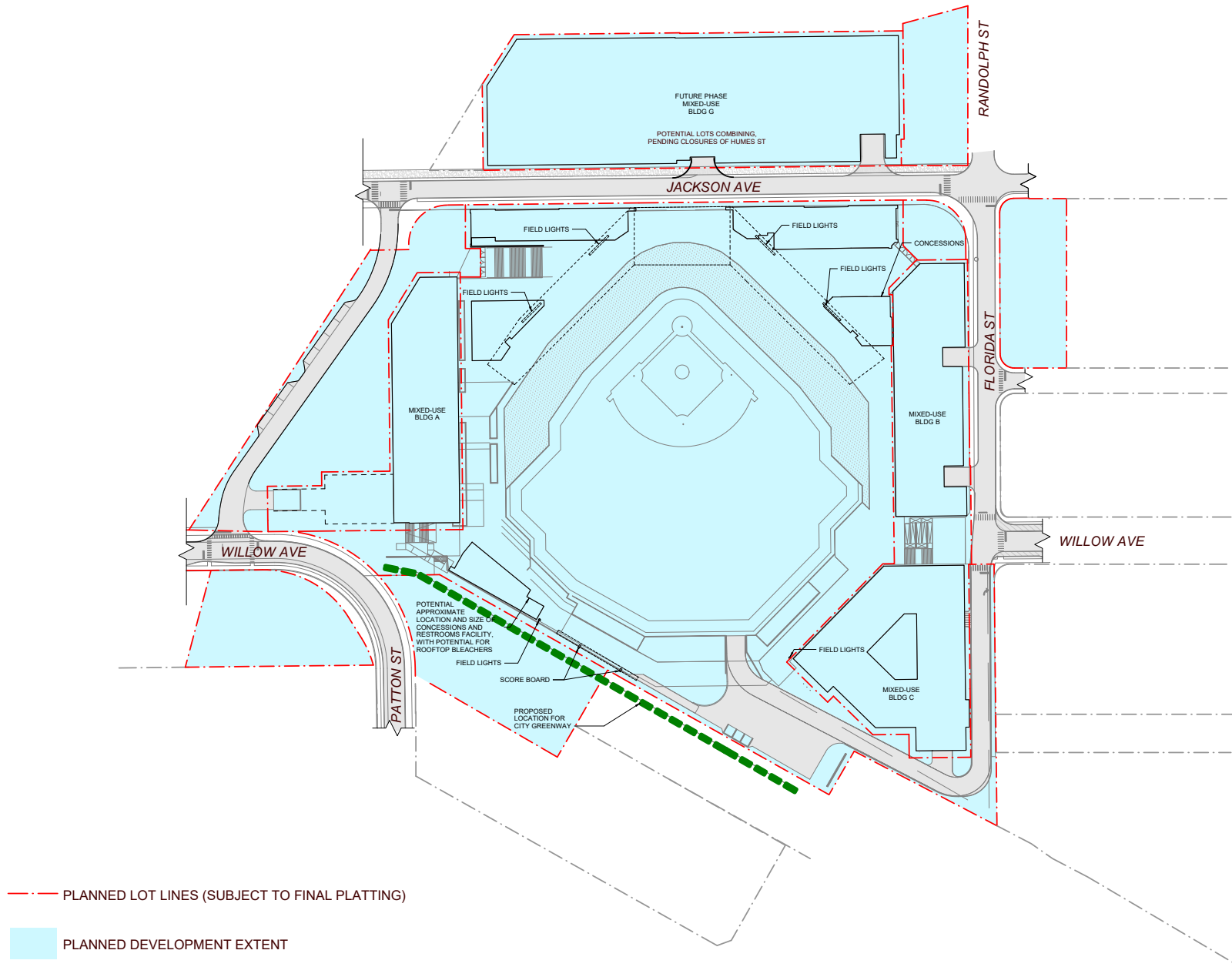
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EXHIBIT C.2 – EXTENT OF PLANNED DEVELOPMENT (PROPOSED SITE PLAN)

GEM Associated Architects

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

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



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

EXTENT OF PLANNED DEVELOPMENT

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

EXHIBIT D.1 – PHASE 1 SITE PLAN LAYOUT

GEM Associated Architects

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

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

11-A-21-PD



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



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

NOT FOR
CONSTRUCTION

PROJECT NUMBER
201100

PLANNING COMMISSION FILE NUMBER
9-A-21-PD

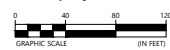
PROJECT NAME
Private Development
Study

PROJECT PHASE
Phase 1 Plan

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

PROPOSED FEATURES LEGEND

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



C5.1

PHASE 1 SITE LAYOUT PLAN

EXHIBIT D.2 – PHASE 2 SITE PLAN LAYOUT

GEM Associated Architects

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

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

11-A-21-PD



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



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

NOT FOR
CONSTRUCTION

PROJECT NUMBER
201100

PLANNING COMMISSION FILE NUMBER
9-A-21-PD

PROJECT NAME
Private Development
Study

PROJECT PHASE
Phase 2 Plan

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

PROJECT ADDRESS
Jackson Ave.
Knoxville, TN 37902

PROPOSED FEATURES LEGEND

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

NOTE

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



Know what's below.
Call before you dig.

811
GRAPHIC SCALE (IN FEET)

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

C5.2

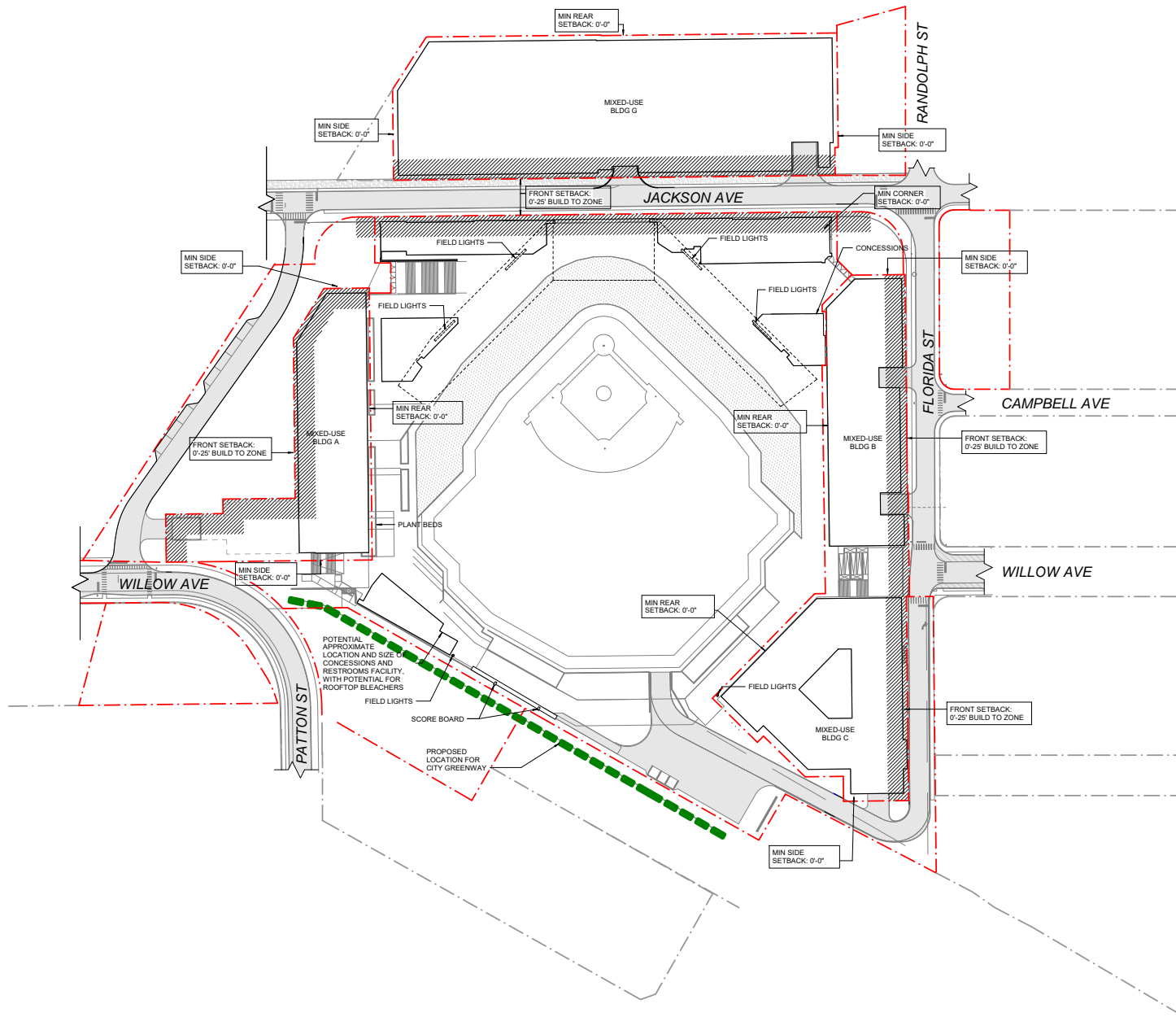
PHASE 2 SITE LAYOUT PLAN

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

GEM Associated Architects

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

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



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

GENERAL NOTES	
#	NOTE

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



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

GEM Associated Architects

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

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

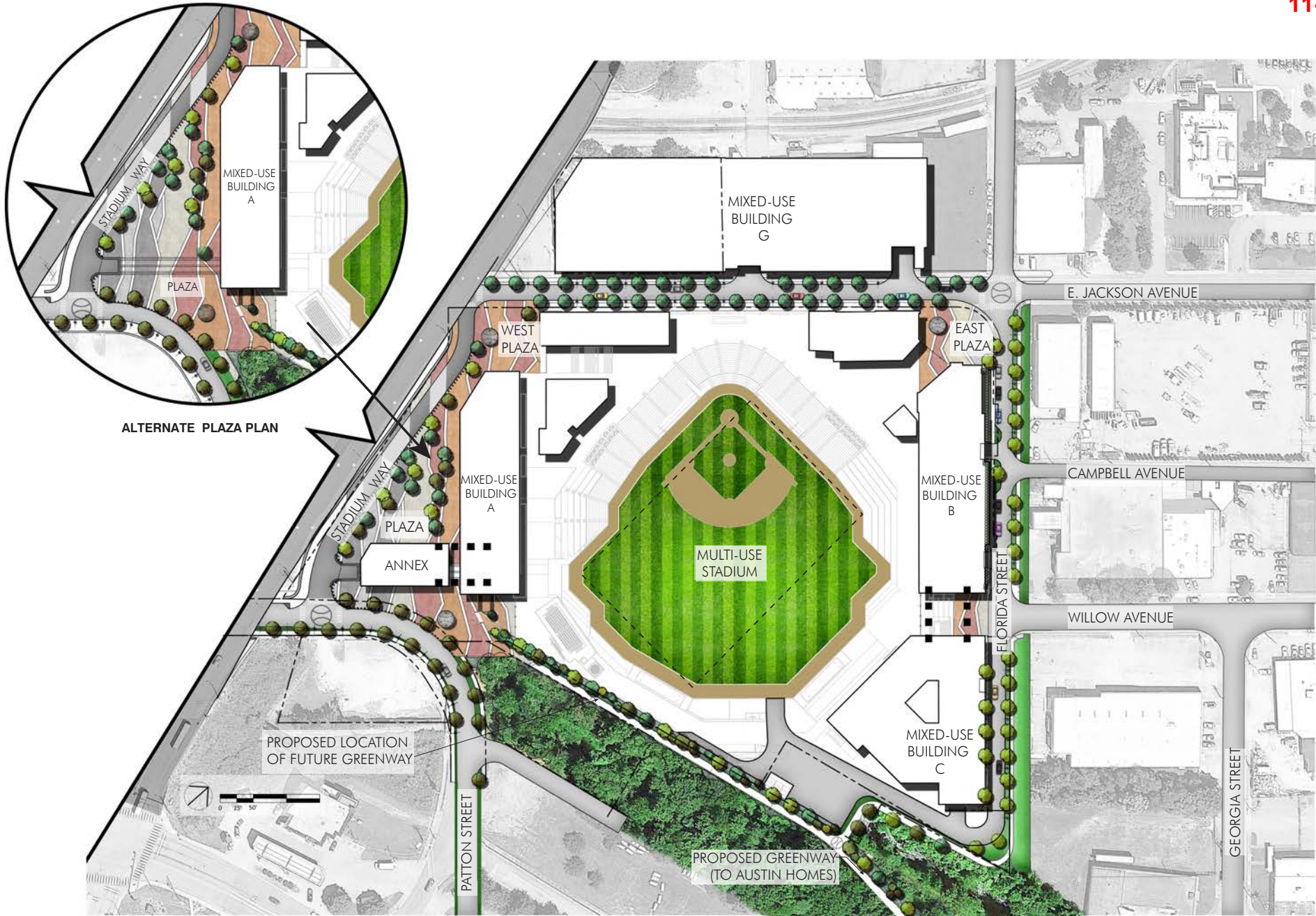


EXHIBIT D.5 – SITE LANDSCAPING INTENT CONCEPT PLAN

GEM Associated Architects

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

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

AN ALTERNATIVE LANDSCAPE PLAN WILL BE SUBMITTED DUE TO THE FOLLOWING REASON:
12.7.B. - REQUIRES FOUNDATION PLANTINGS (SHRUBS AND GROUNDCOVER) ARE UNSUITABLE FOR THE SITE AND CONDITION IN URBAN ENVIRONMENTS. THE AREA IMMEDIATELY ADJACENT TO THE PRIVATE DEVELOPMENT BUILDINGS IS DESIGNATED AS OUTDOOR RETAIL ACTIVITY ZONES FOR PEDESTRIAN GATHERING, TABLES AND SEATING, IN LINE WITH THE EXISTING AND PROPOSED URBAN CONDITION. THERE IS NOT ENOUGH SPACE BETWEEN THE FACE OF BUILDING AND THE R.O.W. TO PROVIDE THE PLANTING PER CODE AND THE PEDESTRIAN ENTERTAINMENT SPACE NEEDED FOR THE DEVELOPMENT. THEREFORE, THE PLAN OFFERS ADDITIONAL LOCATIONS ELSEWHERE ON THE SITE FOR PLANTING IN LIEU OF FOUNDATION PLANTING IN THE AREAS WHERE OUTDOOR RETAIL ACTIVITY ZONES OCCUR.

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

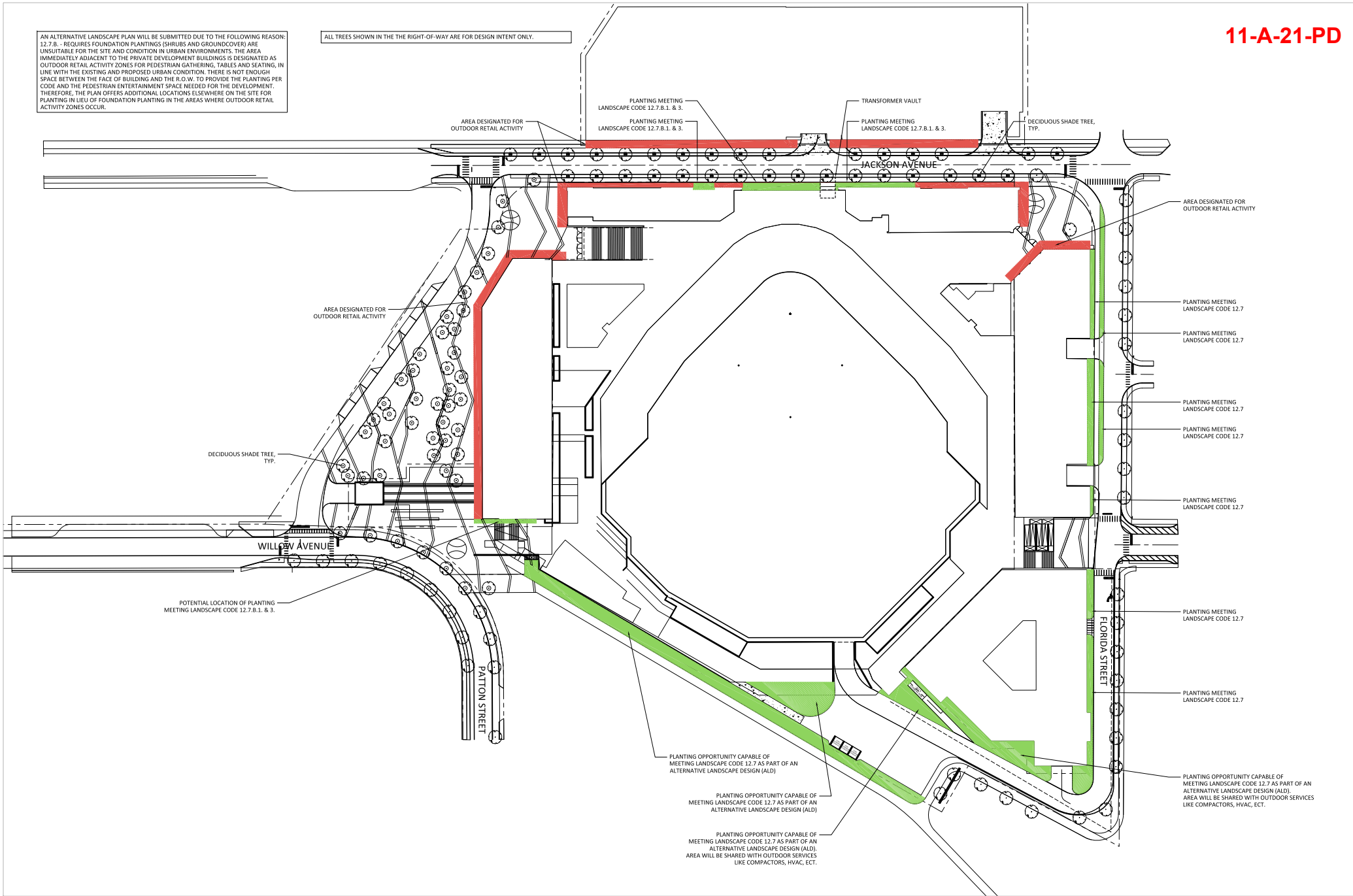
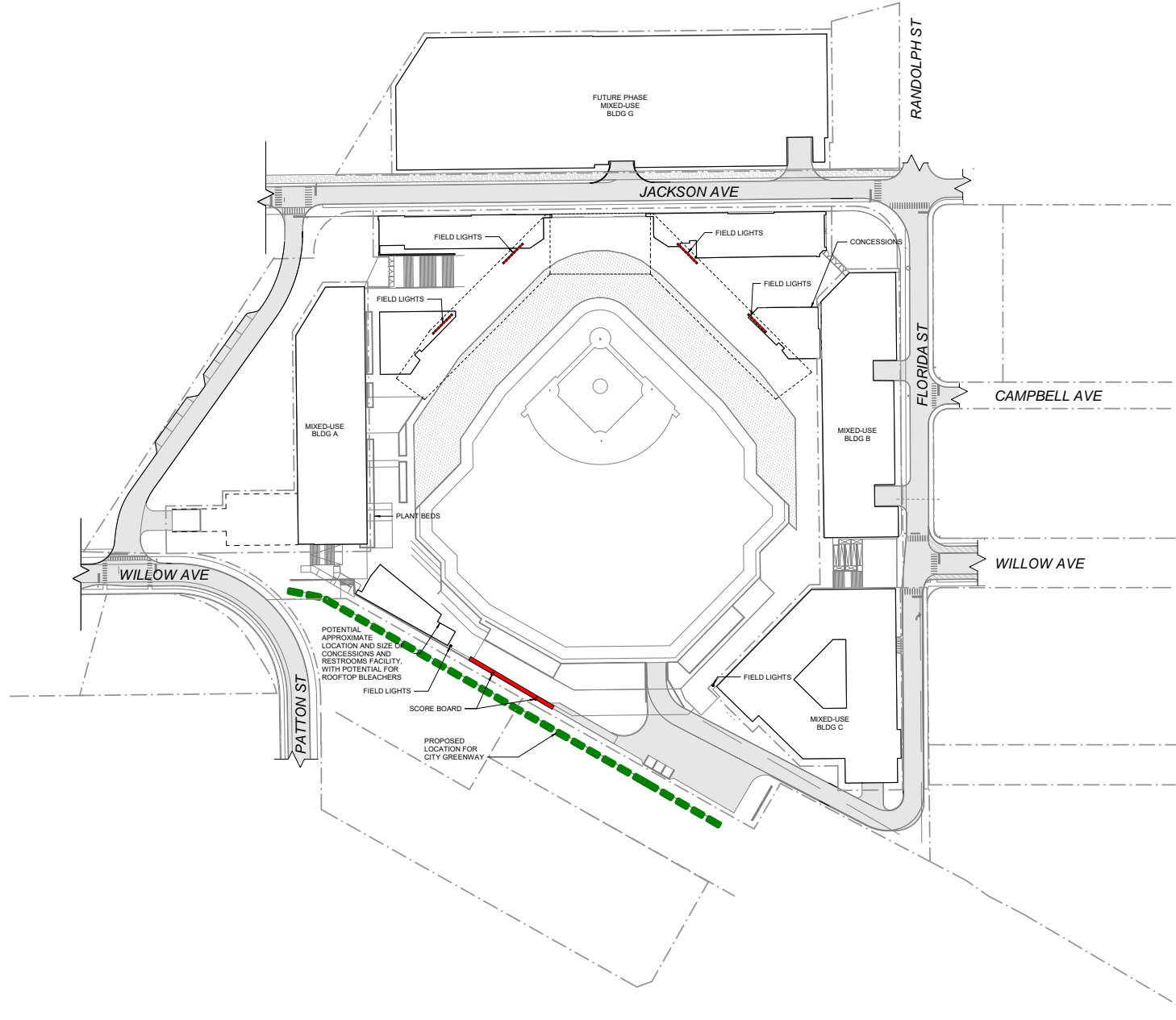


EXHIBIT D.6 – STADIUM LIGHTING INTENT CONCEPT PLAN

GEM Associated Architects

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

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



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

10.2 EXTERIOR LIGHTING	
SECTION	APPROVED EXCEPTION FROM ORDINANCE
10.2.1	10.2.1.1 REQUESTED FOR MAXIMUM ALLOWABLE FOOTCANDLES TO OCCUR AT THE R.O.W. INSTEAD OF ANY LOT LINE.
10.2.1	10.2.1.1 REQUESTED FOR MAXIMUM ALLOWABLE FOOTCANDLES TO OCCUR AT THE R.O.W. INSTEAD OF ANY LOT LINE.
10.2.2	10.2.2.1 REQUESTED TO REUSE REQUIREMENT 10.2.2.1 TO BE LUMINAIRES WITH AN UP LIGHT RATING OF 0. THE UP LIGHT RATING OF 0 THAT ARE PROPOSED TO BE DERIVED FROM AN ALTERNATE RATING SYSTEM, THE B.U.G. UNIFORM LIGHT, UP LIGHT, GLARE, AND SYSTEM ADOPTED BY THE DARK'S BY ASSOCIATION THAT QUANTIFIES THE AMOUNT OF LIGHT A FUTURE PARTY WITHIN DIFFERENT ZONES AROUND THE FIXTURE. A SITE LIGHT WITH AN S.F.L. LIGHT RATING OF ZERO HAS A LIGHT SOURCE REFLECTOR AND LENS DESIGNED TO WORK TOGETHER AND DIRECT LIGHT DOWNWARD SO THAT IT MEETS DARK SKY CERTIFICATION REQUIREMENTS.
10.2.3	10.2.3.1 REQUESTED TO REUSE REQUIREMENT 10.2.3.1 TO PROVIDE THE PLANNED DEVELOPMENT COMPLIES WITH THE UP LIGHT RATING OF 0 OF THE DARK-SKY ASSOCIATION'S B.U.G. RATING SYSTEM.
10.2.3	10.2.3.1 REQUESTED TO REUSE REQUIREMENT 10.2.3.1 TO ALLOW LUMINAIRES TO BE AIMED UP OR DOWN TO PROVIDE WALL WASH LIGHTING OF ARCHITECTURAL, LANDSCAPE, AND SIGNAGE FEATURES. THE WALL WASH LIGHTING WOULD HAVE A MAXIMUM RATING OF 2000 LUMENS. AMING DIAGRAM, SHOWING DISTRIBUTION AND LIMITS OF LIGHTING LEVELS SHALL BE PROVIDED AS PART OF THE LIGHTING PLAN TO BE REVIEWED BY CITY STAFF DURING THE PERMITTING PROCESS. TO ILLUSTRATE HOW LIGHT LEVELS OF FEATURE LIGHTING IS CONTAINED WITHIN EACH PARCEL.
10.2.3.1	10.2.3.1.1 REQUESTED FROM REQUIREMENT 10.2.3.1.1 TO ALLOW FOR A TOTAL LUMINAIRE HEIGHT OF 15' WITHOUT SPECIAL PERMIT THROUGH PLANNED DEVELOPMENT PROCESS.
10.2.3.1	10.2.3.1.1 REQUESTED FOR HOUSE LIGHTING LEVEL BE PERMITTED AS NECESSARY PRIOR TO THE START OF AN EVENT WHEN SEVERAL HOURS MAY BE NEEDED THE NIGHT BEFORE TO PREPARE THE STADIUM FOR AN EVENT, AS WELL AS OTHER PERIODS OF MAINTENANCE WORK.

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

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

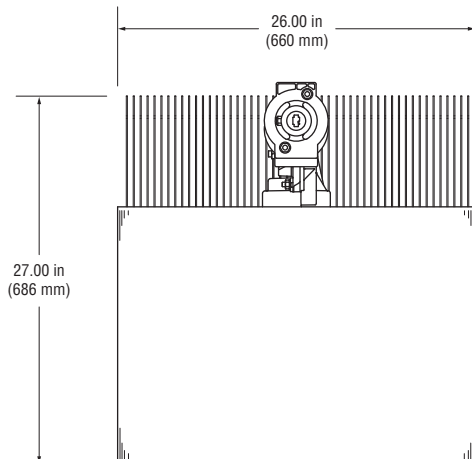
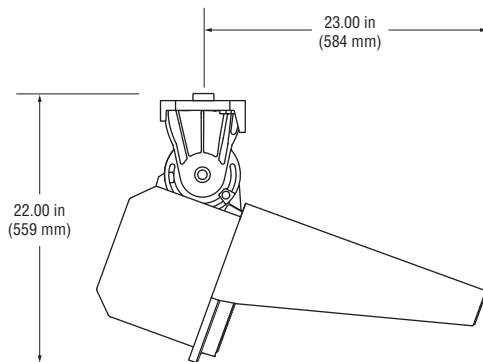
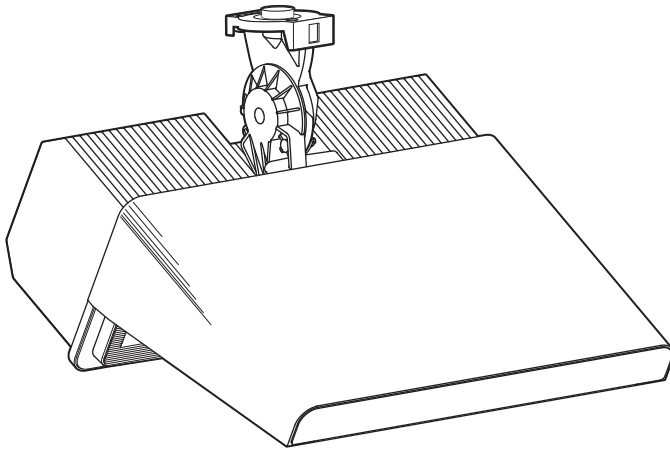


**EXHIBIT D.7 – STADIUM LIGHTING PRELIMINARY PHOTOMETRIC CALCS
AND SPECIFICATIONS**

GEM Associated Architects

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

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



Luminaire Data

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

Photometric Characteristics

Projected lumen maintenance per IES TM-21-11

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

Footnotes:

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

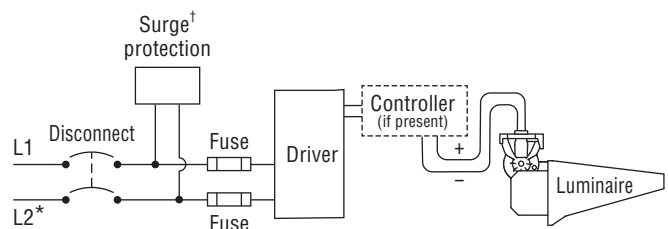
Datasheet: TLC-LED-1500 Luminaire and Driver

Driver Data

Typical Wiring

Electrical Data

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



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

† Not present if indoor installation.

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

Footnotes:

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

Notes

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



Knoxville Ball Park MiLB
Knoxville,TN

Lighting System

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

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

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

Light Level Summary

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

From Hometown to Professional



P-1



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The image is a detailed architectural site plan of a building complex. The central feature is a large rectangular grid of numbered plots, bounded by a red line. The grid contains various colored highlights and annotations. A large blue hatched area is on the left, and a red hatched area is at the bottom right. The grid plots are numbered from 56 to 114, with some numbers in red (56, 98, 99) and others in green (99). A central circular feature is marked with a cross and the number 78. The plan includes structural lines, walls, and a compass rose indicating North.

Knoxville Ball Park MiLB

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

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

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

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

BASEBALL FOOTCANDLE ILLUMINATION SUMMARY

P-2



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ILLUMINATION SUMMARY

NOTE: ONLY MUSCO SPORT/EVENT
LIGHTS ANALYZED IN CALCULATIONS

Knoxville Ball Park MILB

Knoxville, TN

GRID SUMMARY

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

ILLUMINATION SUMMARY

Guaranteed Performance: Entire Grid

Item	Value
Scene Average	36.76
Maximum	94
Minimum	0
Avg. Value	172.03
Max / Min	324.00
IES Reference	0.00
No. of Points	1307

Applied Circuits: 4

No. of Luminaires: 168

Total Load: 152.38 kW

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

Field Measurements: Individual field measurements may vary from computer-calculated predictions and should be taken in accordance with IESNA 90-0-25.

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

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

BOWL FOOTCANDLE ILLUMINATION SUMMARY

P-3



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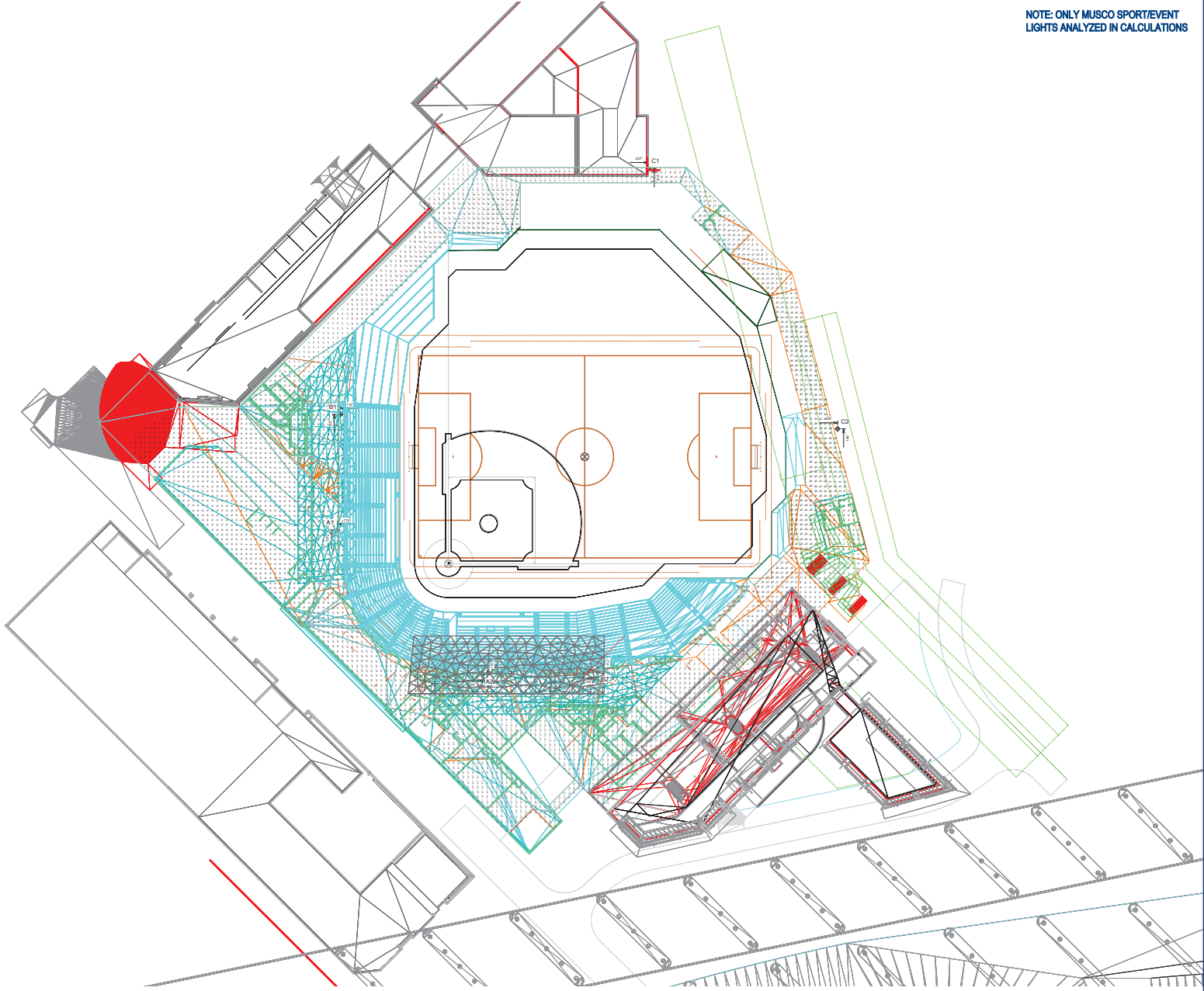
ILLUMINATION SUMMARY

SCALE IN FEET 1"=30'

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

P-3

Pole locations (x) to G.D. reference points (o) dimensions are relative



NOTE: ONLY MUSCO SPORT/EVENT
LIGHTS ANALYZED IN CALCULATIONS

Knoxville Ball Park MILB

Knoxville, TN

GRID SUMMARY

Name:	Concourse Footcandle summary
Size:	Imperial: 227' x 487' / Metric: 5.5' x 15.2'
Spacing:	21.2' above grade

ILLUMINATION SUMMARY

ENTIRE GRID	
Scene Average:	5.28
Maximum:	8.8
Minimum:	0
Avg. / Min:	0.00
Max / Min:	0.00
IES Reference:	0.00
No. of Points:	6821
LUMINAIRE REQUIREMENTS	
Applied Circuits:	A
No. of Luminaires:	188
Total Load:	152.38 kW

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

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

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

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

CONCOURSE FOOTCANDLE
ILLUMINATION SUMMARY

P-4

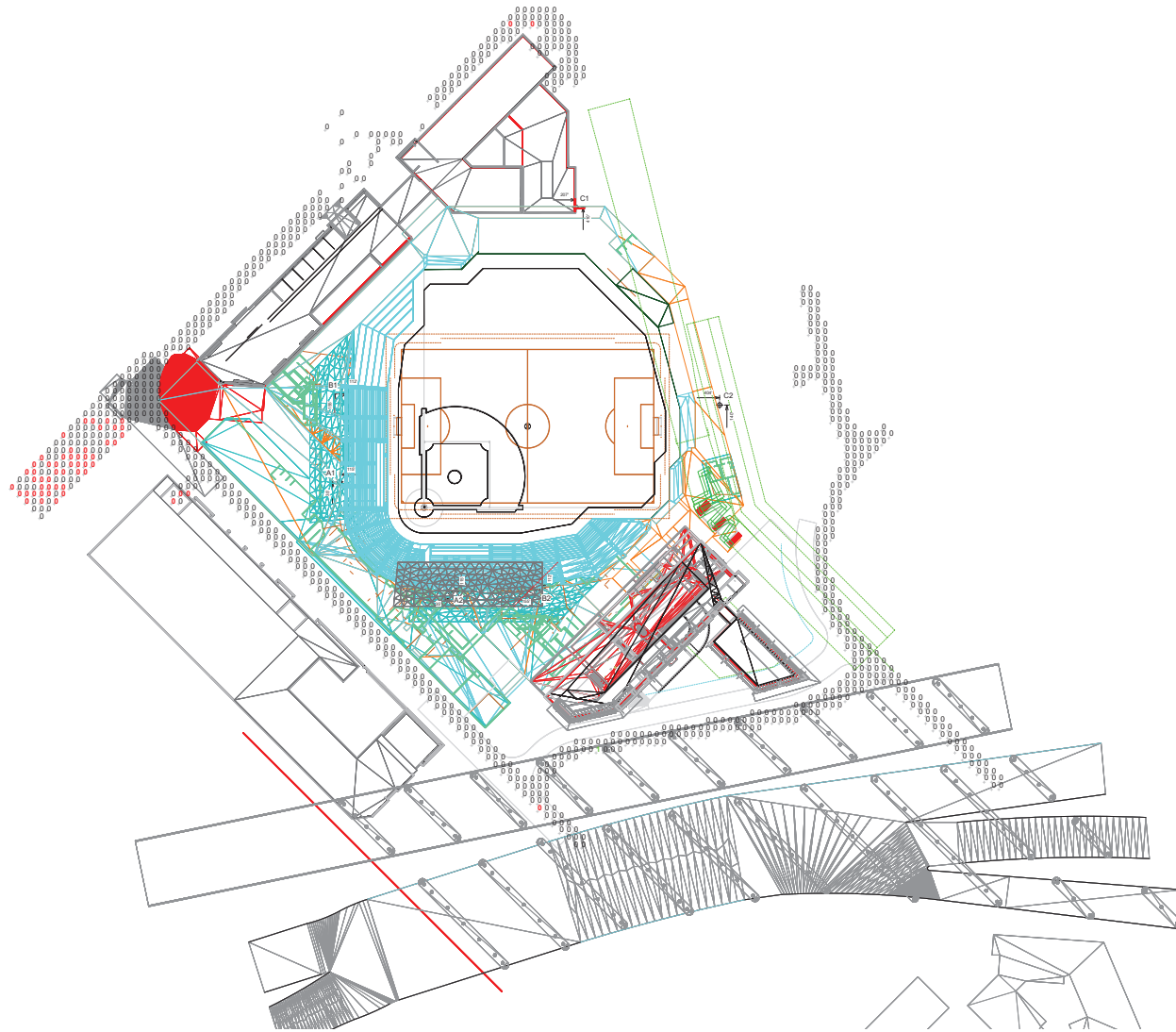


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ILLUMINATION SUMMARY

SCALE IN FEET 1" = 50'

NOTE: ONLY MUSCO SPORT/EVENT
LIGHTS ANALYZED IN CALCULATIONS



Knoxville Ball Park MILB

Knoxville, TN

GRID SUMMARY

Name:	Base Footcandle Summary
Size:	Image: 1217 x 1027
Spacing:	10.0' x 10.0'
Height:	28.1' above grade

ILLUMINATION SUMMARY

Guaranteed Performance	
Scene Average	6.65
Maximum	8
Minimum	0
Avg. / Min.	...
Max / Min	...
US Reliance point	0.00
No. of Points	894
LUMINAIRE PERFORMANCE	
Applied Circuits	A
No. of Luminaires	188
Total Load	132.38 kW

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

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

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

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

STREET FOOTCANDLE ILLUMINATION SUMMARY

P-5



Note: To be implemented in whole or part without the written consent of Musco Sports Lighting, LLC. ©1981-2021 Musco Sports Lighting, LLC.

ILLUMINATION SUMMARY

SCALE IN FEET 1"=80'

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

NOTE: ONLY MUSCO SPORT/EVENT
LIGHTS ANALYZED IN CALCULATIONS

Knoxville Ball Park MILB

Revised: 09/18

GRID SUMMARY

Item	Item 2 Footcandle summary
Size	300' x 250'
Spacing	20.0' x 20.0'
Height	45.0' above grade

ILLUMINATION SUMMARY

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

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

Field Measurements: Individual field measurements may vary from computer-calculated predictions and should be taken in accordance with IESNA RP-40-20.

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

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

HALL OF FAME DR FOOTCANDLE ILLUMINATION SUMMARY

P-6



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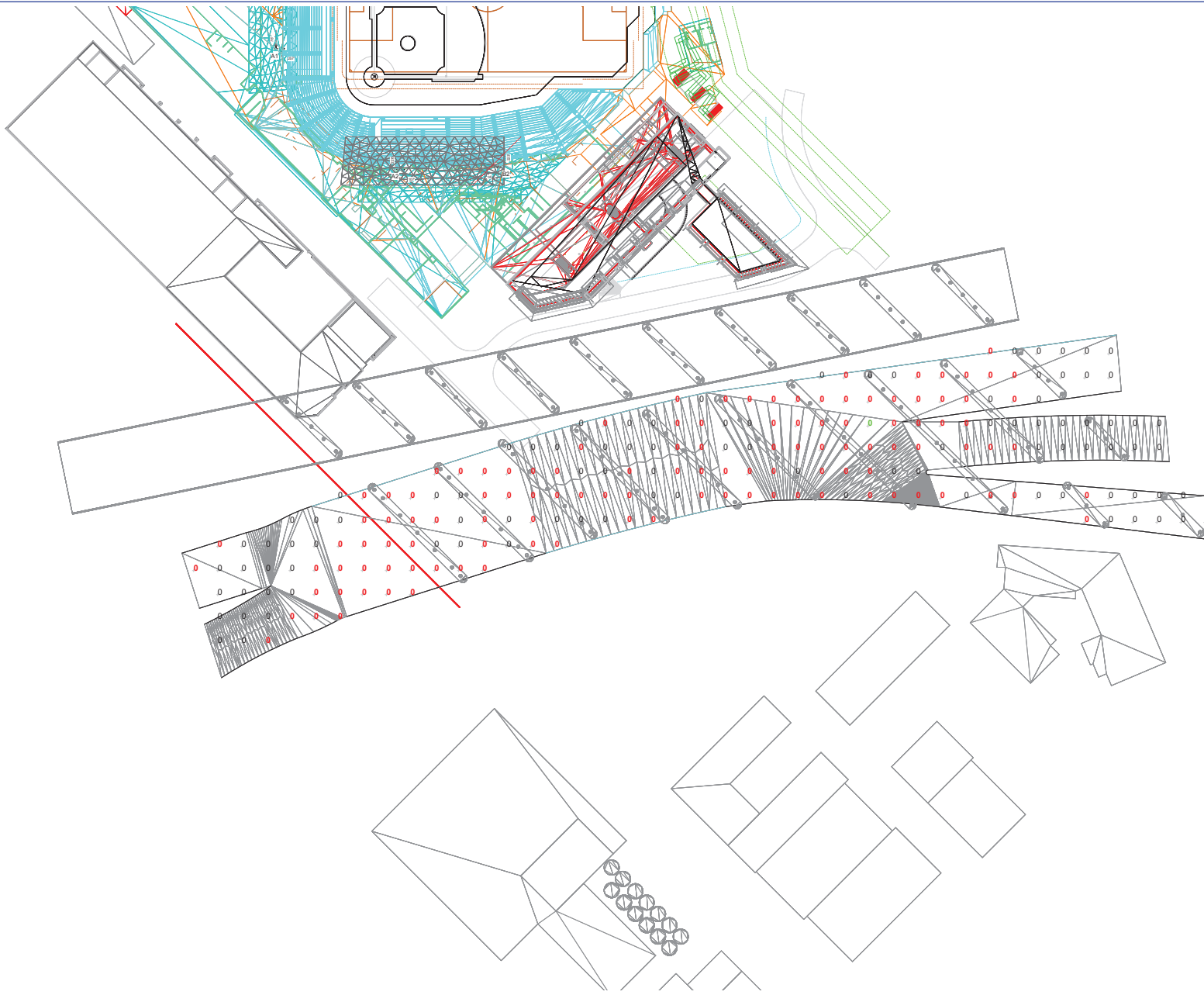
ILLUMINATION SUMMARY

SCALE IN FEET 1"=50'

P-6

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

NOTE: ONLY MUSCO SPORT/EVENT
LIGHTS ANALYZED IN CALCULATIONS



Knoxville Ball Park MILB

Rev: 04/19/20

GRID SUMMARY

Name:	Base 2 Footcandle summary
Size:	240' x 220'
Spacing:	30.0' x 30.0'
Height:	0.0' above grade

ILLUMINATION SUMMARY

Guaranteed Performance: Entire Grid	
Scene Average:	0.00
Maximum:	0
Minimum:	0
Avg. Value:	0
Max / Min:	0/0
USC Reference:	0.00
No. of Points:	213

LUMINAIRE INFORMATION	
Applied Circuits:	A
No. of Luminaires:	188
Total Load:	152.38 kW

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

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

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

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

JAMES WHITE PWKY FOOTCANDLE ILLUMINATION SUMMARY

P-7



Point locations: ● Luminaires are relative to 0.0 reference point(s) ○

SCALE IN FEET 1"=50'

P-7

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

Note: To be implemented in accordance with the written contract of Musco Sports Lighting, LLC. ©1991-2021 Musco Sports Lighting, LLC.

ILLUMINATION SUMMARY

NOTE: ONLY MUSCO SPORT/EVENT
LIGHTS ANALYZED IN CALCULATIONS

Knoxville Ball Park MILB

Knoxville, TN

GRID SUMMARY

Name: Bowl Candela summary

Source: 75.0' x 25.0'

Height: 15.0' above grade

ILLUMINATION SUMMARY

Scan Average: 100000 lux

Minimum: 70282

Maximum: 8000

Avg / Min: 23.10

Max / Min: 80.00

UG (foot-candle) min: 0.00

UG (foot-candle) max: 0.07

No. of Points: 185

Applied Circles: 4

No. of Luminaires: 188

Total Lux: 152.38 fW

Guaranteed Performance: The ILLUMINATION described above

is guaranteed per your Musco Warranty document and

includes a 0.95 dirt depreciation factor.

Field Measurements: Individual field measurements may vary

from computer-calculated predictions and should be taken

in accordance with IESNA RP-6-20.

Electrical System Requirements: Refer to Ampage

Drive Chart and/or the "Musco Control System Summary"

for electrical wiring.

Installation Requirements: Results assume a 2%

nominal voltage at the side of the driver and structures

located within 5 feet (1.5m) of design locations.

BOWL CANDELA

ILLUMINATION SUMMARY

P-8



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ILLUMINATION SUMMARY

SCALE IN FEET 1" = 30'

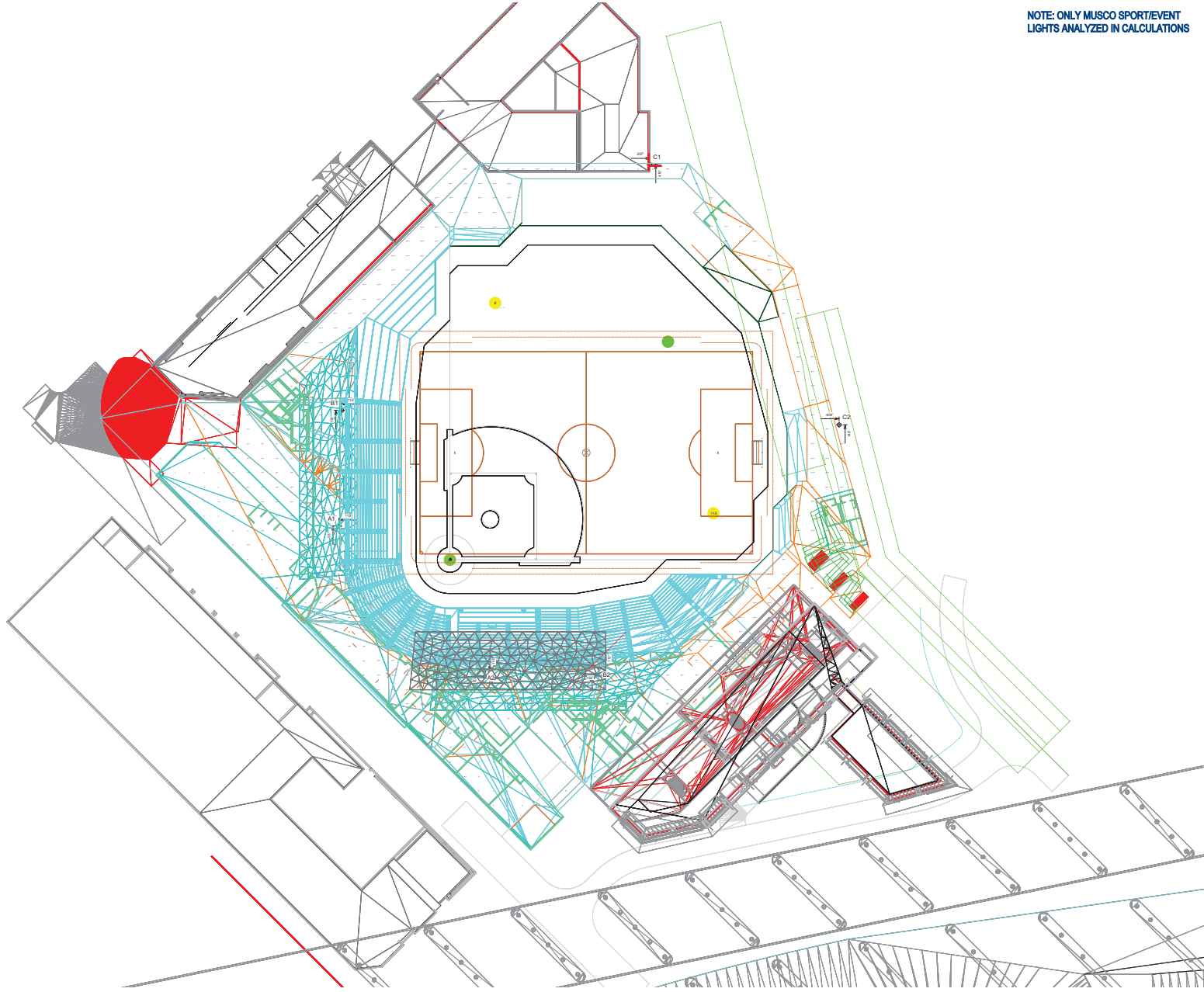


ENGINEERED DESIGN By: File #210713E max candela - 13-Oct-21

P-8

Pole location(s) to UG reference point(s)

Annotations are relative to UG reference point(s)



NOTE: ONLY MUSCO SPORT/EVENT
LIGHTS ANALYZED IN CALCULATIONS

Knoxville Ball Park MILB Results:TH	
GRID SUMMARY	
Name:	Concourse Canela Summary
Size:	Imperial: 427' x 427'
Spacing:	15.0' x 15.0'
Height:	25.0' above grade
ILLUMINATION SUMMARY	
QUANTIFIED CANDELA DATA	
Scan Average:	39276.00
Maximum:	100000
Minimum:	0
Avg / Min:	-
Max / Min:	-
IES Illuminance:	0.00
CU:	0.04
No. of Fixtures:	534
LUMINAIRE INFORMATION	
Applied Canela:	A
No. of Luminaires:	100
Total Lumens:	125,38,100

Guaranteed Performance: The ILLUMINATION described above is guaranteed per your Musco Warranty document and includes a 3.0% depreciation factor.
Field Measurements: Individual field measurements may vary from computer calculated predictions and should be taken in accordance with IESNA RP-6-02.
Electrical System Requirements: Refer to Appendix C, Draw Chart and/or the "Musco Control System Summary" for electrical sizing.
Installation Requirements: Results assume a 3% nominal voltage at line side of the driver and structures located within 5 feet (2m) of design location.

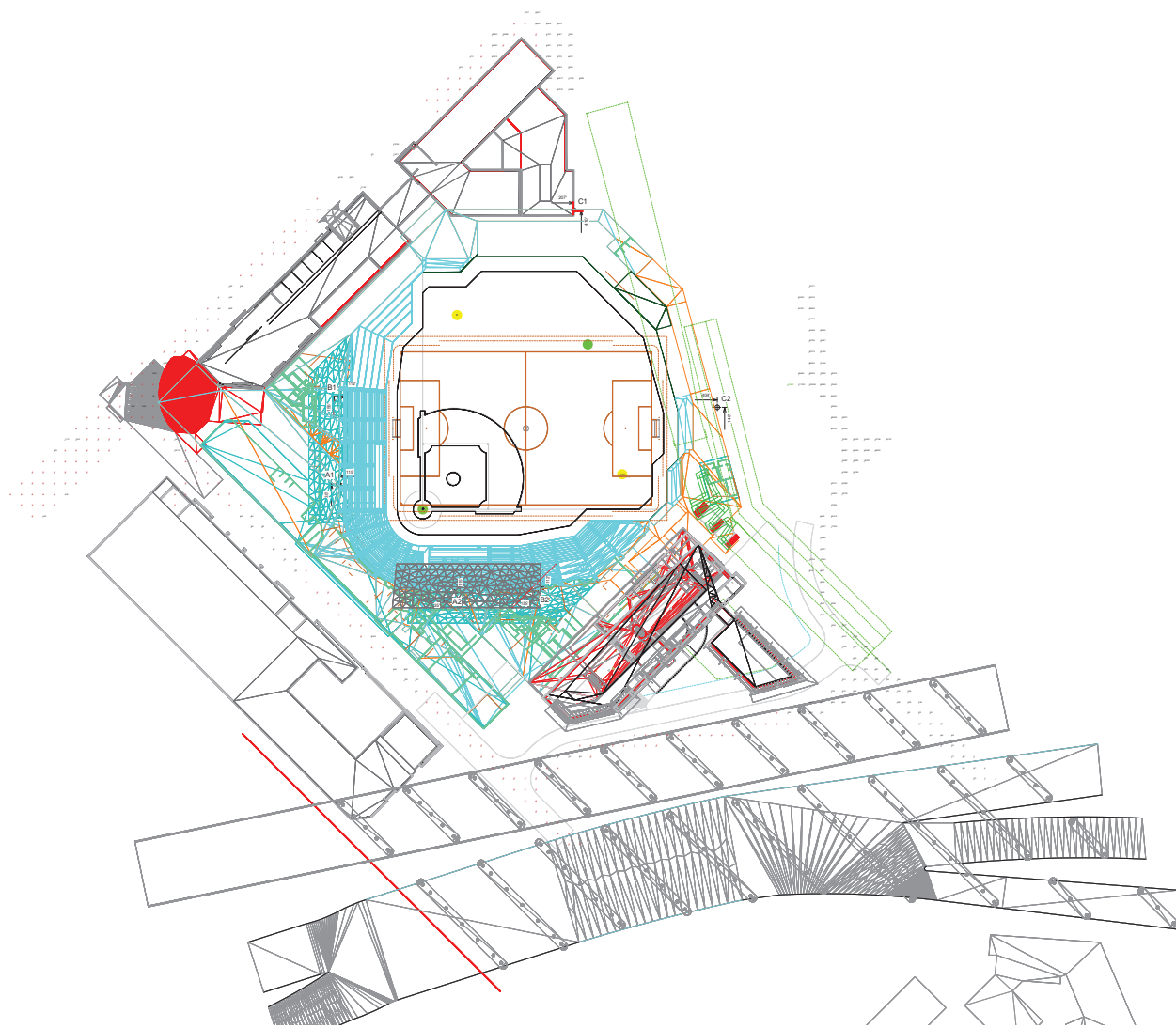
CONCOURSE CANDELA
ILLUMINATION SUMMARY

P-9

MUSCO
We Make It Happen.

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ILLUMINATION SUMMARY



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

Knoxville Ball Park MILB

Knoxville, TN

GRID SUMMARY

Name:	Road Canдела Summary
Size:	Regular 12'7" x 12'7"
Spacing:	15.0' x 15.0'
Height:	28.0' above grade

ILLUMINATION SUMMARY

Guaranteed Canдела (foot-candle)	Entire Grid
Scan Average	8774.46
Maximum	13228.07
Minimum	0
Avg / Min	-
Max / Min	-
US Illuminance (foot-candle)	0.00
CU	0.00
No. of Fixtures	438

LUMINAIRE INFORMATION

Applied Circuitry	A
No. of Luminaires	188
Total Load	125.38 kW

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

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

Electrical System Requirements: Refer to Appendix C (Draw Chart) and/or the "Musco Control System Summary" for electrical data.

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

STREET CANDELA ILLUMINATION SUMMARY

P-10



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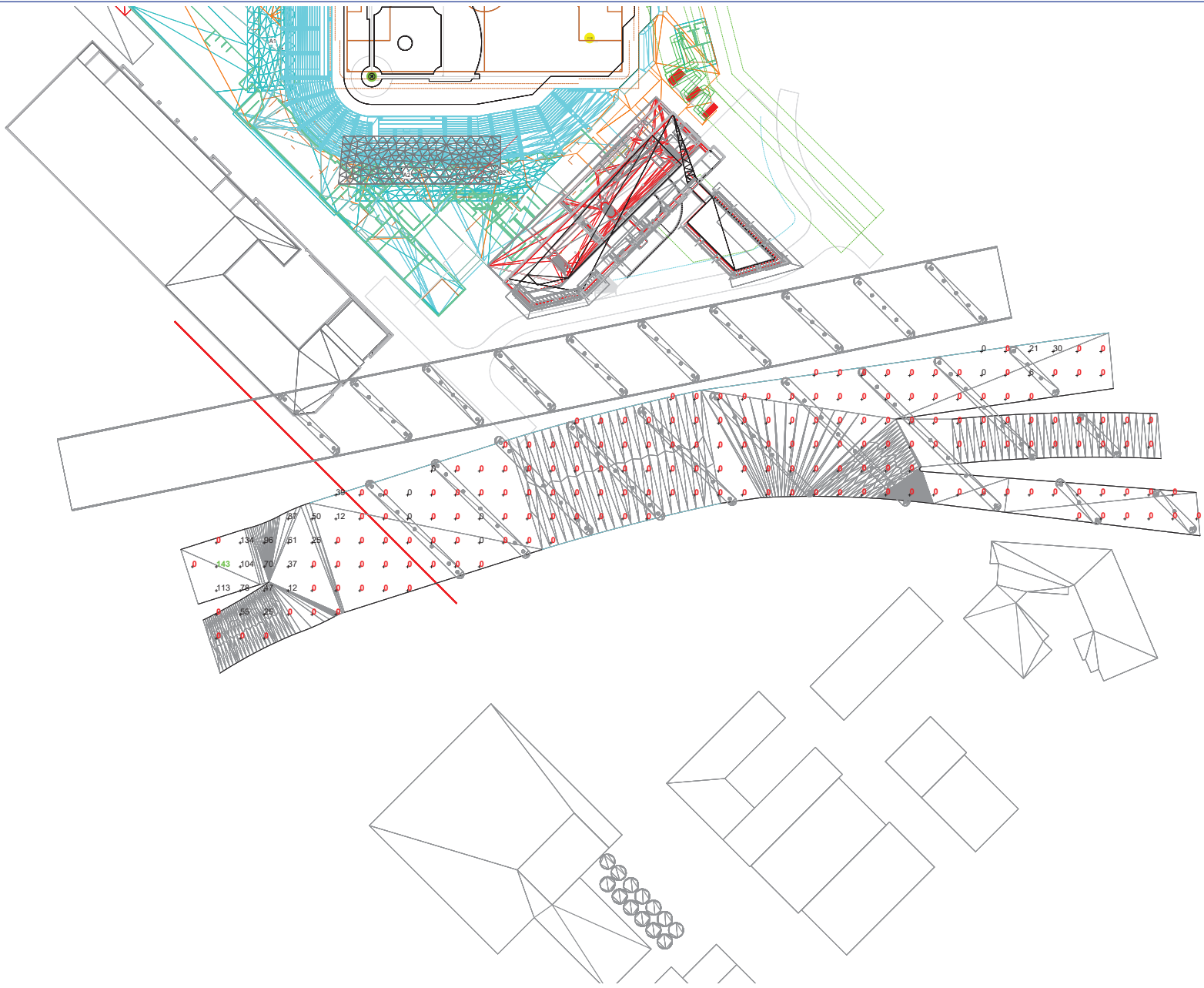
ILLUMINATION SUMMARY

SCALE IN FEET 1"=50'

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

P-10

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



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

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

Guaranteed Performance: The ILLUMINATION described above is guaranteed per your Musco Warranty document and includes a 0.95 dirt depreciation factor.
Field Measurements: Individual field measurements may vary from computer-calculated predictions and should be taken in accordance with IESNA 90-0-05.
Electrical System Requirements: Refer to Amps/Range Drive Chart under the "Musco Control System Summary" for electrical sizing.
Installation Requirements: Results assume a 2% mounted voltage at the side of the driver and structures located within 3 feet (2m) of design locations.

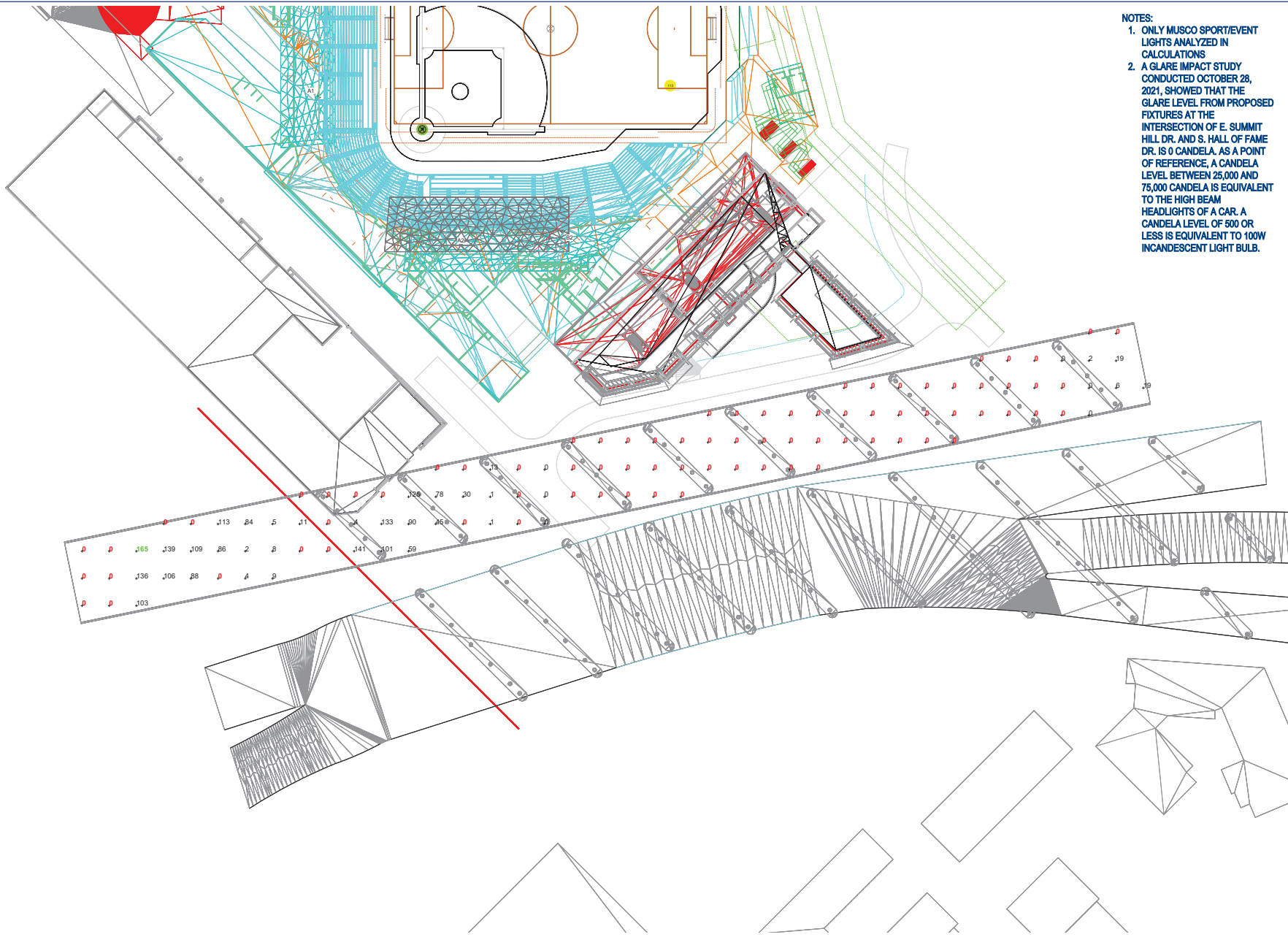
JAMES WHITE PKWY CANDELA ILLUMINATION SUMMARY

P-11



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ILLUMINATION SUMMARY



NOTES:

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

Knoxville Ball Park MILB	
Knoxville, TN	
GRID SUMMARY	
Name:	Ball 2 Canдела summary
Source:	2021-10-27
Height:	ASL above grade
ILLUMINATION SUMMARY	
Guaranteed Performance	
Scan Average:	45.38
Maximum:	105
Minimum:	0
Avg. / Min:	-
Max. / Min:	-
UG (average unit):	0.00
UG (max unit):	0.00
No. of Points:	119
Applied Circles:	A
No. of Luminaires:	100
Total Load:	152.38 kW

Guaranteed Performance: The ILLUMINATION described above is guaranteed per your Musco Warranty document and includes a 0.95 deprecation factor.
Field Measurements: Individual field measurements may vary from computer-calculated predictions and should be taken in accordance with IESNA 90-0-25.
Electrical System Requirements: Refer to Ampage/Drive Chart under the "Musco Control System Summary" for electrical wiring.
Installation Requirements: Results assume a 2% assumed voltage at the side of the driver and structures located within 5 feet (1.5m) of design locations.

HALL OF FAME DR CANDELA ILLUMINATION SUMMARY

P-12



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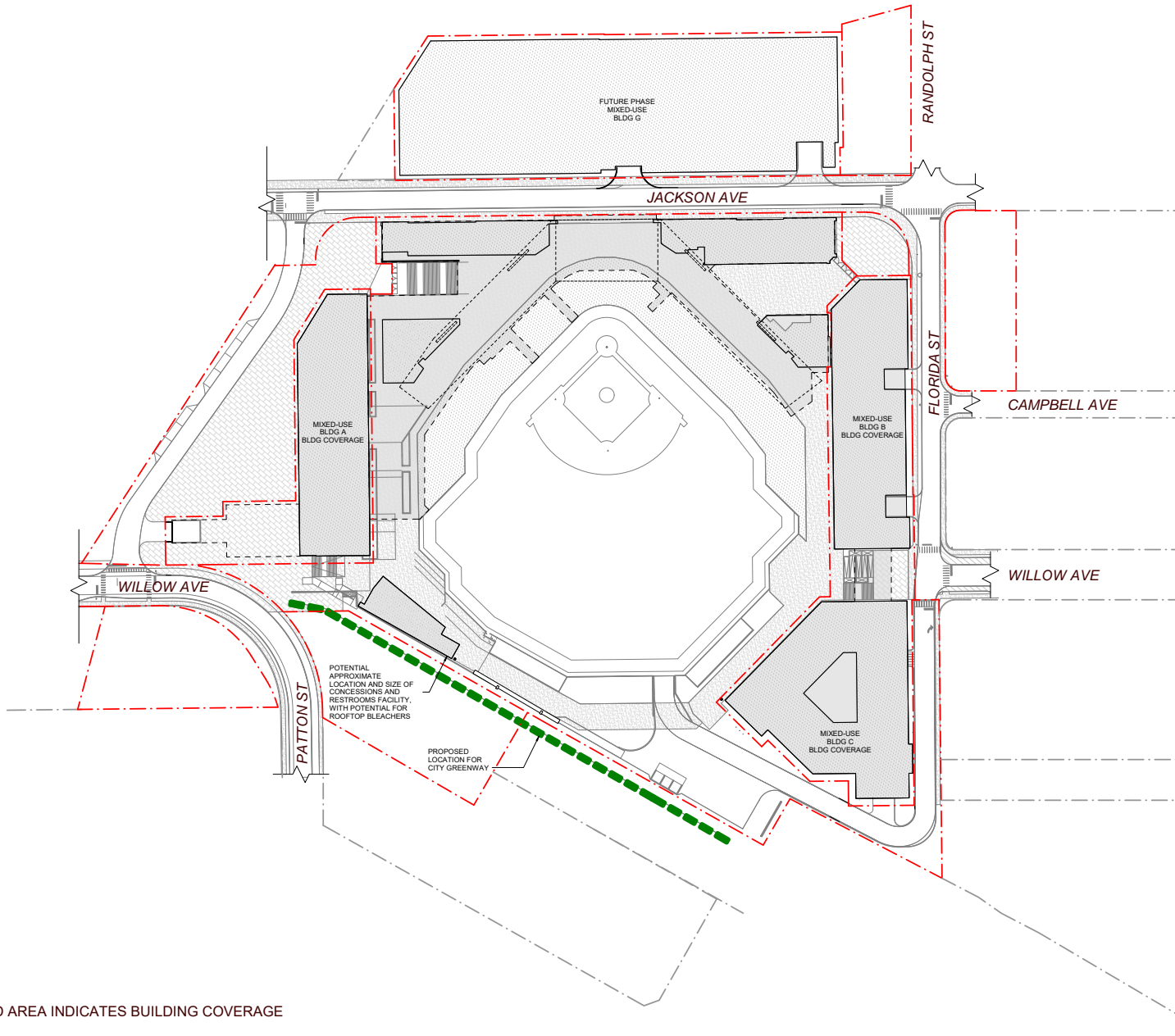
ILLUMINATION SUMMARY

EXHIBIT D.8 – BUILDING COVERAGE PER LOT

GEM Associated Architects

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

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



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

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

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

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

1
0.5 10 50 100'

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

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

GEM Associated Architects

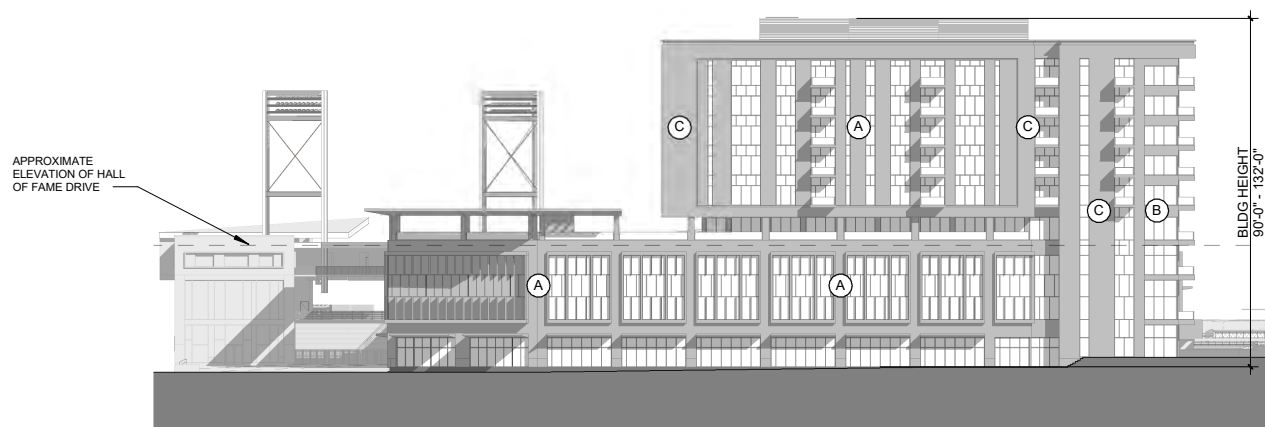
BarberMcMurry Architects
505 Market Street, Suite 300
Knoxville, Tennessee 37902
865-934-1915

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

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

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

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



1 MIXED-USE BUILDING
E.1

0 10 50 100

07.26.2021

E.1

PROPOSED BLDG A ELEVATION FACING PLAZA
DEVELOPMENT BUILDING 'A'
GEM Community Development Group

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

201100A

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

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

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



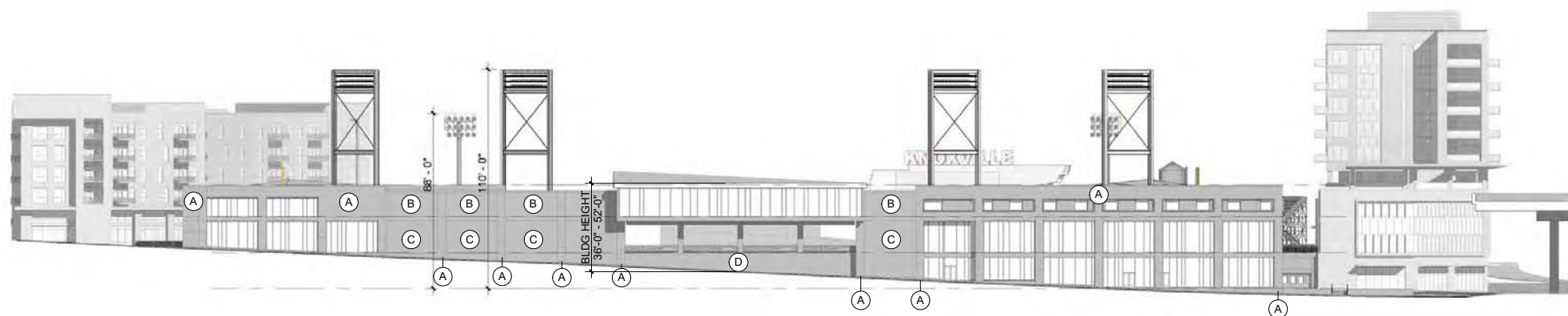
1 MIXED-USE BUILDING
E.2 0 10 50 100

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

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

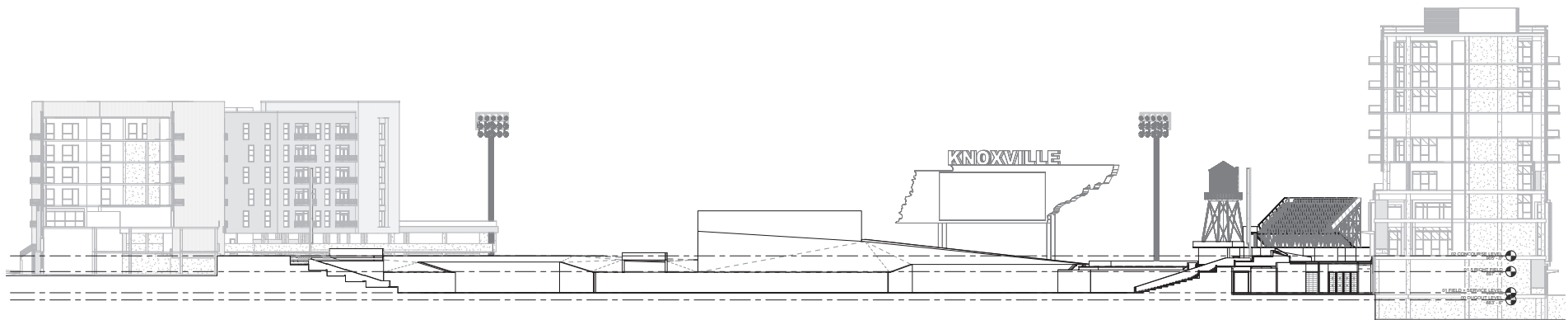
ELEVATION INDICATES OVERALL DESIGN INTENT BUT MAY BE SUBJECT TO CHANGE DEPENDING ON THE OWNER/DEVELOPER OF THE PROPERTY ONCE DETERMINED. ANY ALTERATIONS WILL MEET THE ZONING REQUIREMENTS OF THE I-MU BASE ZONE, THE PLANNED DEVELOPMENT, AND CONDITIONS OF THE FINAL PLAN APPROVAL AS APPROPRIATE.

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



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

GEMAA 201100
GEM Associated Architects: A Joint Venture
BarberMcMurry Architects + Design Innovation Architects
©2021 GEMAA



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

POPULOUS
As Design Architect © 2021 GEMAA

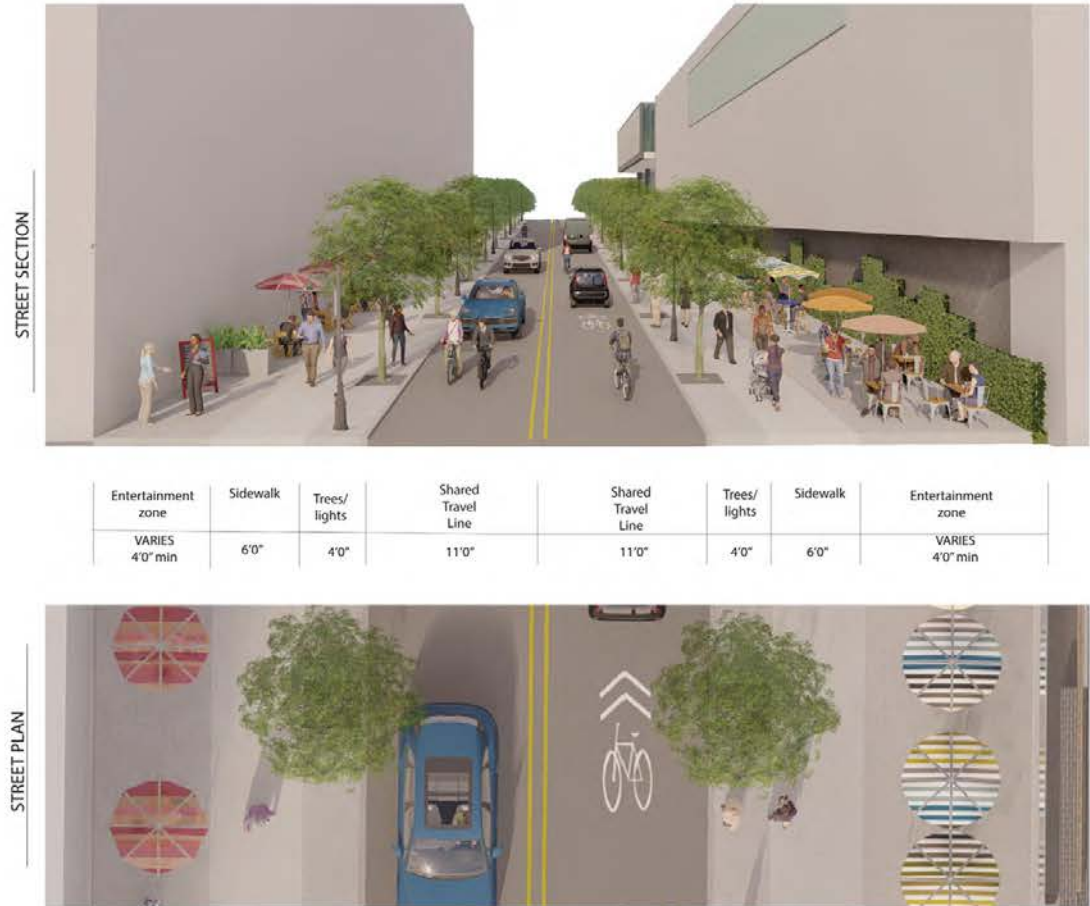
GEMAA
GEM Associated Architects: A Joint Venture
BarberMcMurry Architects + Design Innovation Architects
© 2021 GEMAA





East Jackson Street @ Stadium, looking east
 Knoxville, Tennessee

11-A-21-PD



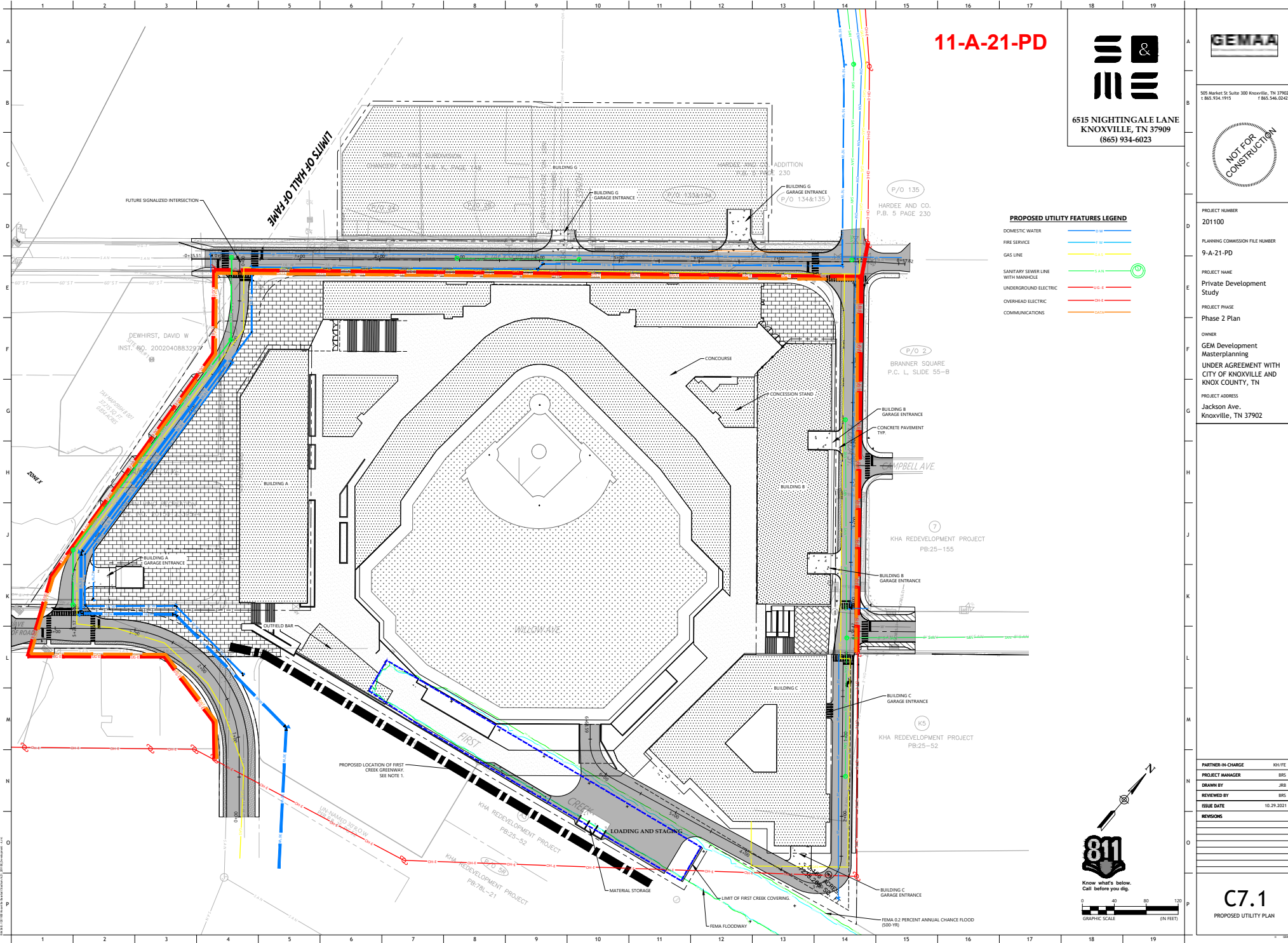
E.8 PROPOSED JACKSON AVE STREET CROSS-SECTION
 PRELIMINARY SCHEMATIC DESIGN
 GEM Development Masterplanning

EXHIBIT F.1 – PROPOSED PUBLIC UTILITIES SITE PLAN

GEM Associated Architects

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

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



11-A-21-PD



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



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



PROJECT NUMBER
201100
PLANNING COMMISSION FILE NUMBER
9-A-21-PD
PROJECT NAME
Private Development
Study
PROJECT PHASE
Phase 2 Plan
OWNER
GEM Development
Masterplanning
UNDER AGREEMENT WITH
CITY OF KNOXVILLE AND
KNOX COUNTY, TN
PROJECT ADDRESS
Jackson Ave.
Knoxville, TN 37902

PROPOSED UTILITY FEATURES LEGEND

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



Know what's below.
Call before you dig.



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

C7.1

PROPOSED UTILITY PLAN

EXHIBIT G.1 – PARKING STUDY

GEM Associated Architects

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 Summary Data

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

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

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

Summary

	Spots
Total	15730
Private	3470
Public	12260

	Spots
Parking Garage	9721
Street Parking	885
Parking Lot	5124

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

EXHIBIT G.2 – PARKING UTILIZATION STUDY

GEM Associated Architects

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

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



August 27, 2021

RR Land, LLC
3540 Line Drive
Kodak, TN 37764

Attention: Mr. Doug Kirchhofer

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

Dear Mr. Kirchhofer:

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

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

◆ Introduction

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

◆ Parking Utilization Summary

Methodology

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

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

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

Results

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

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

Table 1 – Weekday Utilization Public Parking

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

Table 2 – Weekend Utilization Public Parking

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

Table 3 – Weekday Available Public Parking

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

Table 4 – Weekend Available Public Parking

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

- See Appendix B & C for further analysis.

Coliseum

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

Parking Garage Occupancy

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

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

Surface Lot Occupancy

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

On-Street Parking Occupancy

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

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

Private Surface Lots

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

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

ADA Designated Parking Inventory

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

Summary

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

◆ **Closing**

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

Sincerely,

S&ME, Inc.



Brad Salsbury, P.E.
Project Manager



Jennifer R. Blanchard
Staff Professional I

Appendices

Appendix A – Parking Map

Appendix B – Parking Study Analysis

Available Public Parking

Tuesday

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

Wednesday

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

Friday

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

Weekday

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

Weekend

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

Utilized Public Parking

Tuesday

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

Wednesday

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

Friday

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

Weekday

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

Weekend

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

Appendix C – Parking Survey Data

Downtown Parking Site Information

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

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

Downtown Parking Site Information

Tuesday

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

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

Downtown Parking Site Information

Thursday

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

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

Downtown Parking Site Information

Friday

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

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

Downtown Parking Site Information

Saturday

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

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

EXHIBIT G.3 – TRAFFIC IMPACT STUDY

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

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

KNOXVILLE MULTI-USE STADIUM

TRAFFIC IMPACT STUDY

JACKSON AVENUE
KNOXVILLE, TN

CCI PROJECT NO. 00269-0020



PREPARED FOR:
S&ME, Inc.
6515 Nightingale Lane
Knoxville, TN 37909

SUBMITTED BY
Cannon & Cannon, Inc.
8550 Kingston Pike
Knoxville, TN 37919
865.670.8555

SEPTEMBER 23
2021

KNOXVILLE MULTI-USE STADIUM

TRAFFIC IMPACT STUDY

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865.670.8555

SEPTEMBER 23

2021

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EXECUTIVE SUMMARY

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

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

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

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

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

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

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

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

CONCLUSIONS & RECOMMENDATIONS

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

Intersection #1: Jackson Avenue at Patton Street

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

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

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

Intersection #3: Willow Avenue at Patton Street

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

Intersection #4: Willow Avenue at Florida Street

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

Intersection #5: Summit Hill Drive at Central Street

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

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

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

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

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

Intersection #8: Summit Hill Drive at Patton Street

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

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

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

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

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

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

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

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

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

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

CONCLUSIONS & RECOMMENDATIONS | SECTION 7

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

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

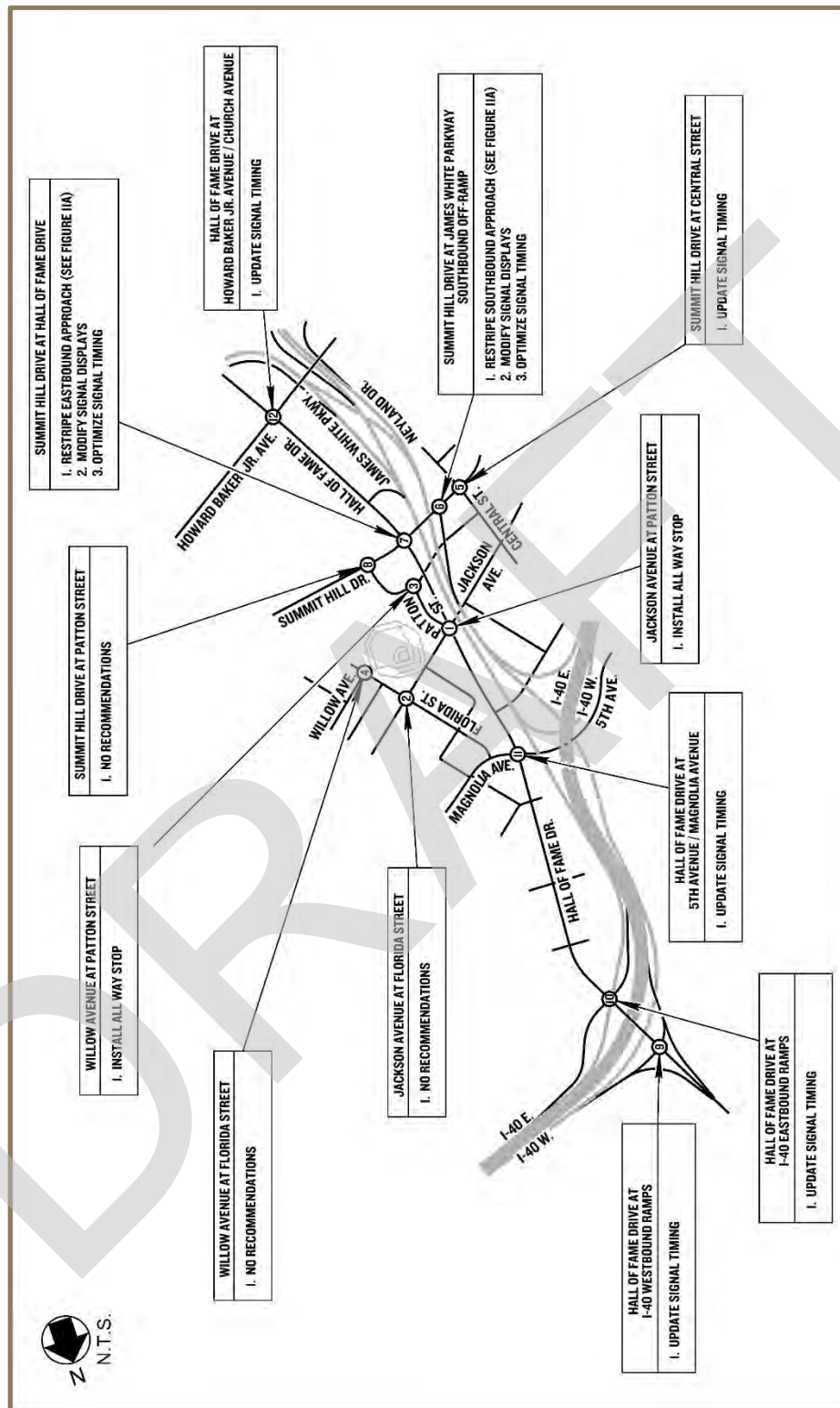


FIGURE 11
RECOMMENDED IMPROVEMENTS

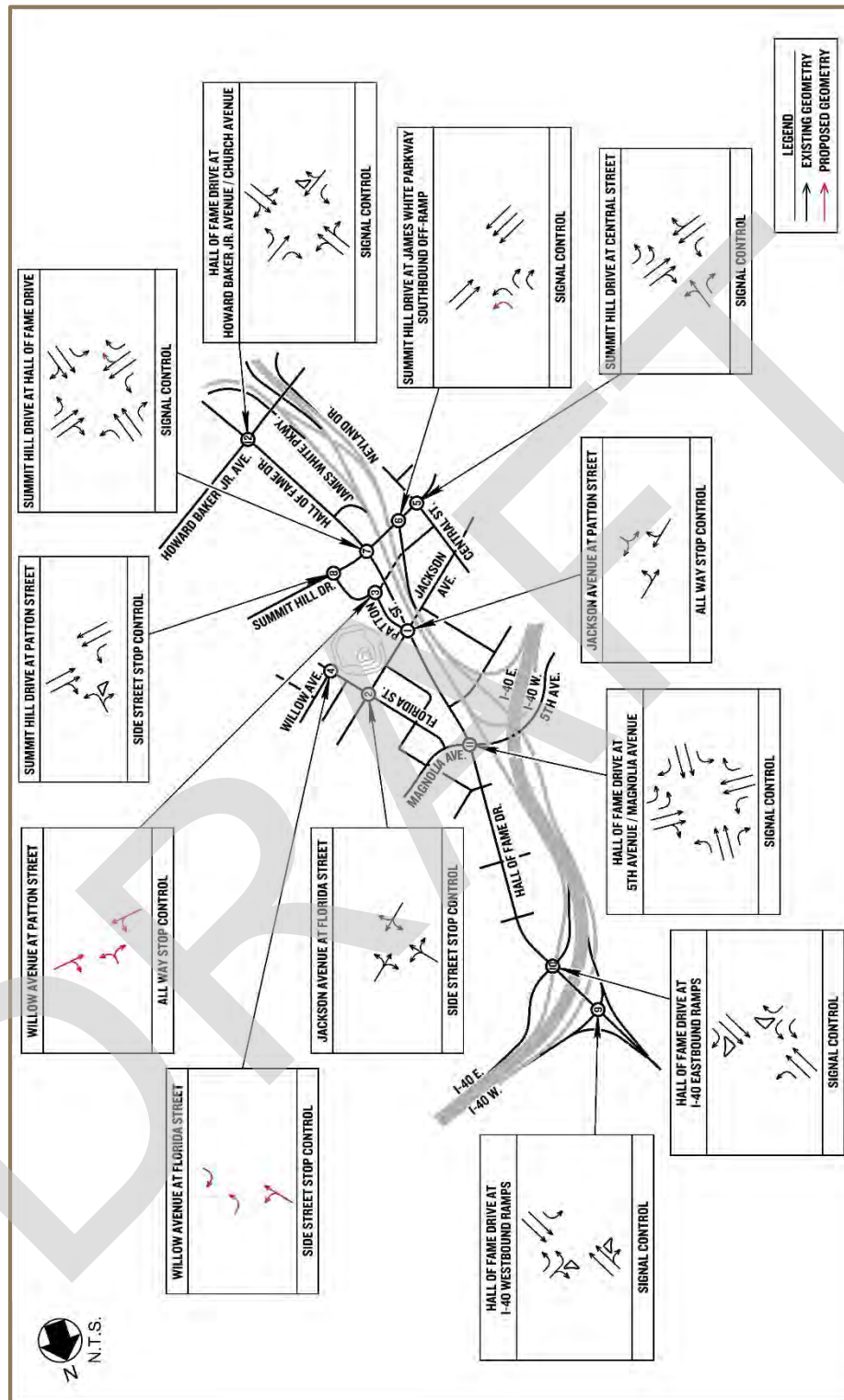


FIGURE 11A
EXISTING AND PROPOSED LANE ASSIGNMENTS

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



Multi use stadium circulation summary and operations plan

INTRODUCTION

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

Purpose

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

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

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

Project Description

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



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

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

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

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

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

PREVIOUS STUDIES

Parking Study and Amendment

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



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

Traffic Impact Study

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

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

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

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

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

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

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

WAYFINDING—

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



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

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

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

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

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

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

TRANSPORTATION

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

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

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

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



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

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

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

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