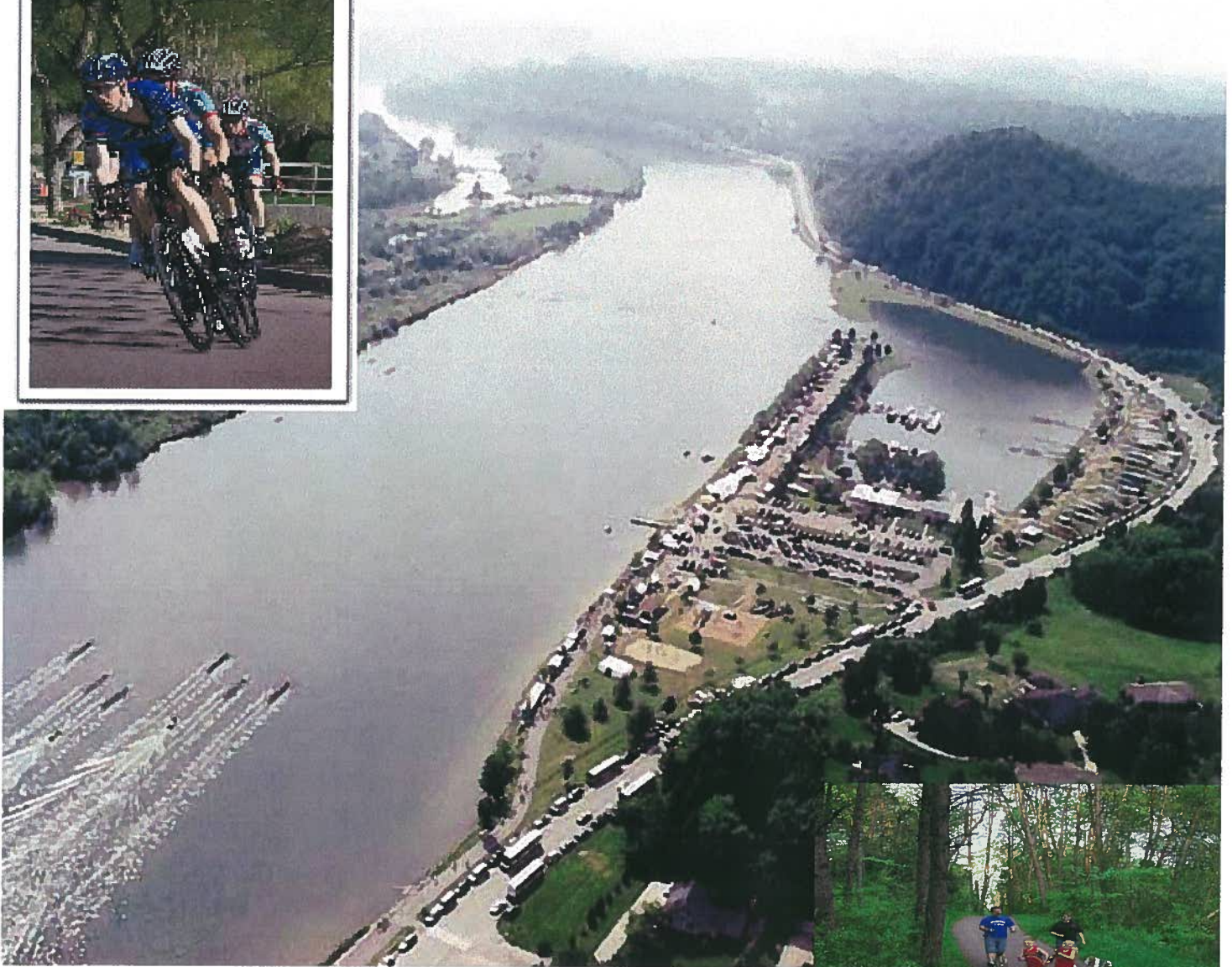
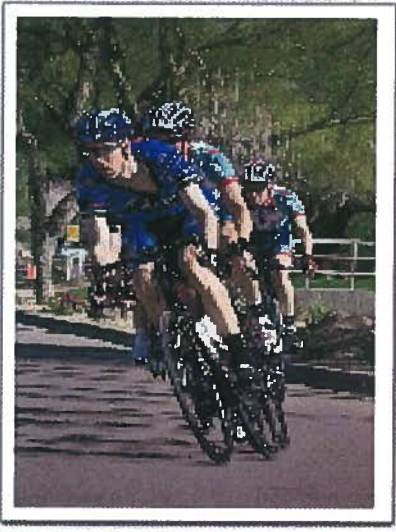


OAK RIDGE WATERFRONT DEVELOPMENT PLAN

DECEMBER 14, 2009



Providing Recreational Opportunities for Everyone

WATERFRONT DEVELOPMENT PLAN

OAK RIDGE, TENNESSEE

OAK RIDGE MUNICIPAL PLANNING COMMISSION

Terry C. Domm, Chairman

Chuck Agle	Claudia Lever
Linda Brown	Patrick McMillan
Kelly Callison	Stacy Myers
Charlie Hensley	Jane Shelton
Suzanne Koehler	

Kathryn G. Baldwin, Community Development Director
Josh Collins, Recreation & Parks Director
Monica Austin Carroll, Community Development Division Manager

RESOLUTION

WHEREAS, at City Council's direction, the Oak Ridge Municipal Planning Commission has studied the City's waterfront area, which is defined as the area along Melton Lake Drive from the Oak Ridge Turnpike to Rivers Run Boulevard, to create a redevelopment plan; and

WHEREAS, after three public meetings to gather input on the community's needs and desires for the waterfront area, the Oak Ridge Municipal Planning Commission has developed a Waterfront Development Plan (the "Plan") for City Council's consideration which consists of both text and a map; and

WHEREAS, the Plan outlines details of physical improvements such as trails, pavilions, traffic improvements, and crosswalks, to provide activities and recreational opportunities for the Oak Ridge community; and

WHEREAS, at its regular meeting on October 22, 2009, the Oak Ridge Municipal Planning Commission voted unanimously to approve the Plan and recommend it for adoption by City Council; and

WHEREAS, City Staff supports the Oak Ridge Municipal Planning Commission's recommendation; and

WHEREAS, the City Manager recommends approval of the Plan as a tool to guide the City in future improvements of the waterfront area.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF OAK RIDGE, TENNESSEE:

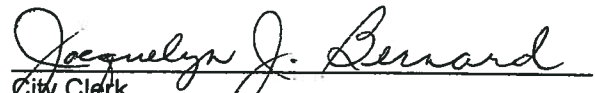
That the recommendation of the City Manager is approved and the Oak Ridge Waterfront Development Plan, Final Draft, dated December 14, 2009, including both text and a map, is hereby approved for use as a tool to guide the City in future improvements of the waterfront area.

This the 14th day of December 2009.

APPROVED AS TO FORM AND LEGALITY:


City Attorney


Mayor


City Clerk

**WATERFRONT DEVELOPMENT PLAN
TABLE OF CONTENTS**

HISTORICAL BACKGROUND..... 1

METHODOLOGY FOR DEVELOPMENT OF WATERFRONT PLAN.....2

Development Categories2

Passive Recreation.....2

Active Recreation.....2

Commercial Opportunities3

Infrastructure Support.....3

Development Categories by Priority.....4

Passive Recreation.....4

Active Recreation.....4

Commercial4

Support4

Improvement Locations4

Preparation of the Plan4

Public Feedback.....5

MELTON LAKE WATERFRONT DEVELOPMENT PLAN6

Passive Recreation6

Elza Gate Park Entrance, Trailhead, and Historic Area6

Elza Gate Picnic Facility6

Elza Gate Nature Trail.....7

Nature Boardwalk7

Large Pavilion7

Active Recreation.....8

Arched Bridge8

Trail Expansion8

Amphitheater.....9

Enhanced Playground and Splash Pad9

Equipment Rental9

Eighth Rowing Lane.....10

Fishing Park10

Commercial Activities10

Boathouse10

Marina11

Support Improvements12

Restrooms.....12

Benches, Landscaping, and Sculpture12

Parking and Traffic Management.....12

Roundabout13

Architectural Character13

Sustainability/Green Initiative.....13

Logo Signage and Pedestrian Crossings.....14

Parking14

CONCLUSION 16

APPENDIX A Summary of Comments – Waterfront Public Forum, October 9, 2008

APPENDIX B Priorities – Waterfront Public Forum, March 5, 2009

APPENDIX C Comments – Earth Day Celebration, April 25, 2009

APPENDIX D Comments – Secret City Festival, June 19 & 20, 2009

APPENDIX E Comments & Questions – Waterfront Public Forum, August 20, 2009

APPENDIX F Letter from Environmental Quality Advisory Board

APPENDIX G Conceptual Master Plan – Phase I

APPENDIX H Logo

**WATERFRONT DEVELOPMENT PLAN
OAK RIDGE MUNICIPAL PLANNING COMMISSION**

HISTORICAL BACKGROUND

Initially, the Melton Lake Redevelopment Committee was created to establish a forum for the coordination of lakefront activities between various interests. The committee consists of representatives from the Oak Ridge city staff, the Oak Ridge Municipal Planning Commission, Oak Ridge Rowing Association (ORRA), private sector (property owners), the Oak Ridge Convention and Visitors Bureau (CVB), the Oak Ridge Chamber of Commerce, Anderson County Commission, Tennessee Valley Authority (TVA), and the University of Tennessee (UT) Arboretum. This coordination proved invaluable during activities such as Fourth of July activities, local rowing regattas and spring training, bicycle events, and especially preparations leading up to the NCAA Women's Rowing Championship. During this time, discussions were on going related to renewal or cancellation of the contract for the ORRA to continue management of the Oak Ridge Marina. It was during these deliberations that ORRA made a decision to allow the contract for management of the marina to lapse and city staff to take over this role.

Following this action the Recreation and Parks Department sent out a Request for Qualifications (RFQ) to maintain and operate the existing marina. A second component of the RFQ dealt with proposals on how the adjacent developable property could be utilized. After significant inquiry and pre-submittal meetings held on-site, two (2) proposals were submitted. The first was a proposal to maintain only the marina with no development of adjacent parcels. The second was more comprehensive in its approach and looked at not only management and operation of the marina but partnering with the ORRA to develop a broad-based plan for the waterfront area within the immediate Marina/Rowing Association leased areas as well as the extended area adjacent to Melton Lake Drive.

In reaction to this proposal and a feeling on behalf of the general public that the "cart was before the horse", City Council, the City Manager, and staff felt that more public input was needed prior to proceeding with any further consideration of waterfront improvements. At this time, City Council directed the Planning Commission to return to the "drawing boards" and essentially start over with the concept of developing a Waterfront Development Plan with associated infrastructure improvements, public activities, and recreational programs.

METHODOLOGY FOR DEVELOPMENT OF WATERFRONT DEVELOPMENT PLAN

DEVELOPMENT CATEGORIES

The first public hearing was held on October 8, 2008. Facilitators explained to attendees that there was not a plan on the table and the purpose of the meeting was to gather input and comments from the general public regarding improvements and programs they would like to see along the waterfront. Approximately 130 residents attended the hearing in the Oak Ridge Civic Center. During this hearing, the public was asked to respond to four (4) questions. These questions were:

1. Due to recent interest in development of the Melton Hill Lake waterfront, what specific land uses and/or recreational activities should be considered?
2. Regarding the land uses and activities identified, what are the major concerns with compatibility?
3. In the event there was consideration to redevelop property along the Melton Hill Lake waterfront, what design elements and/or safeguards would help mitigate potential impact to the surrounding area?
4. The intersection of Emory Valley Road and Melton Lake Drive serves as a focal point for our waterfront area. What important or architectural features would you like to see to establish a sense of place?

Following the first public meeting, comments were gathered, tabulated, and presented to members of the Planning Commission. The comments were divided into four (4) development categories. These categories included; Passive Recreation, Active Recreation, Commercial, and Support. Individual comments are referenced below:

Passive Recreation

lakefront park
covered pavilion/ picnic shelters
natural viewing areas
heritage/tourism
sculpture park
lakefront terraced retaining wall / viewing area seating
maintain natural setting

Active Recreation

rowing
bike trails/ pedestrian trails
walkways/ foot bridges/ boardwalks
new playground

bridge between causeway & playground area
climbing wall
ski boat docks
racquet ball court
existing boathouse
canoe/kayak docks
special events: e.g. fireworks
splash pad
new playground/splash pool

Commercial Opportunities

improved boathouse
rentals: bikes, skates, canoes, and kayaks
outdoor casual dining
concessions
in / outside full service dining
retain footprint
rest w/outdoor seats
kayak/canoe storage
do nothing
marina boat cover
marina water supply
limit leases to 64 years w/performance clauses
diversification of businesses

Infrastructure Support

public restrooms
benches
pave/widen Melton Lake Drive and shoulders / widen Melton Lake Drive or add bus lane
angled parking
roundabouts
retaining wall / peninsula seating
enhanced open space
natural landscaping
community / conference space
handicap accessibility
remove geese
bridge from Flatwater Grille to TVA
prohibit large trucks from Melton Lake Drive
parking stalls should be grid pavers, instead of asphalt
remove invasive species
use native species in landscape
reclaim shoreline
save trees

A second public hearing was held the Civic Center in March of 2009. During this public meeting, participants were asked to review the comments previously submitted and prioritize the top three (3) projects for each of the four (4) development categories.

DEVELOPMENT CATEGORIES BY PRIORITY

Passive Recreation

Development of Lakefront Park
Additional covered pavilion/picnic shelters
Increase natural viewing areas and trails.

Active Recreation

Rowing course improvements
Bike/pedestrian trails
Walkways/footbridges/boardwalks for the area

Commercial

Improved boathouse
Recreational rentals to include bikes, skates, canoes and kayaks
Outdoor casual dining

Support

Public restrooms
Additional benches
Widen Melton Lake Drive and associated shoulders or add a bus lane

IMPROVEMENT LOCATIONS

The last task during the public hearing was to identify locations of the above-referenced priority improvements. Maps were provided to individual breakout groups with properties identified that were owned either by TVA or the City of Oak Ridge. Limitations or encumbrances of the property were also identified on the maps. Residents participating in the public forum were asked to locate their top three (3) priorities on the maps provided.

PREPARATION OF THE PLAN

Utilizing the information obtained from the March 2009 public hearing, the Planning Commission, with support from city staff, began preparation of a physical plan for the waterfront. The firm of Barge Waggoner Sumner Cannon (BWSC) offered their services to aid in preparation of a draft visual plan that identified the location of proposed improvements to the Melton Hill Lake waterfront area. The city Computer Services Department provided a base aerial representation of the waterfront that extends from the Oak Ridge Turnpike south along the Melton Hill Lake frontage to the entrance of Rivers Run Subdivision. Due to the length of the study area, the plan was divided into segments. A handwritten draft of the plan was initially prepared by staff that incorporated each priority within the development categories with a corresponding location. Staff met with a representative of BWSC who formally drafted the plan,

utilizing the aerial map provided by the Computer Services Department. The draft plan was presented to the Planning Commission in a special work session in April 2009.

PUBLIC FEEDBACK

Following preparation of the final draft plan and review by the Planning Commission, city staff established booths at both the Earth Day and the Secret City Festivals. During both events, staff continually presented details regarding the plan and elicited written feedback from the public. In all a total of 150 comment cards were obtained from these events. City staff classified the comment cards into the four (4) development categories and presented them to the Planning Commission during a work session in July 2009. The Waterfront Development Plan was again amended to reflect public input and approval was given to prepare a final draft for presentation during a public hearing scheduled for August 20, 2009.

WATERFRONT DEVELOPMENT PLAN

PASSIVE RECREATION

Generally the public felt that the waterfront area provided excellent sporting opportunities, such as rowing, but did not provide a wide variety of passive recreational opportunities for the diverse population represented in Oak Ridge. There is recognition that enjoyment of the natural environment is actually very limited. To better meet this demand a number of waterfront improvements are proposed. The largest area proposed for passive recreational improvements is the area owned by TVA and the City of Oak Ridge located immediately adjacent to the Oak Ridge Turnpike on the northern end of the study area. This area is commonly referred to as the Elza Gate area. This passive recreation area is actually comprised of three (3) distinct improvements.

Elza Gate Park Entrance, Trailhead, and Historic Area: The famed Elza Gate was located in this vicinity along the Oak Ridge Turnpike during the WWII era. Although this served as one of the city's original gated entrances, there is no remnant of the gate left for current viewing. There is, however, a small parking lot with a gravel surface. The plan identifies an improved parking area at the intersection of the Oak Ridge Turnpike and Melton Lake Drive. This site would not only serve as a historic interpretive area for the Elza Gate but also as a much-needed second trailhead for the Melton Hill Lake Greenway. This would also serve to divert parking away from the area around the boathouse.

Elza Gate Picnic Facility: An obvious omission from our passive recreation opportunities is an established picnic facility. There are limited picnic tables and facilities scattered throughout the city; however, a true picnic facility is absent from our offerings in this area of the city. The natural area adjacent to Elza Gate Drive is ideal for a designated picnic area. The area has mature hardwoods that provide shade, is well located with regard to easy access, and is in close proximity to the Melton Hill Lake waterfront. In addition, the area is visible from the Oak Ridge Turnpike but actually fronts on Elza Gate Drive so the vehicular noise is minimal. The plan identifies a one-way circular drive with picnic tables scattered around the site. Picnic tables will be located on simple concrete pads accompanied by metal grate grills. The overall feel of the picnic facility is to maintain the rustic nature of the area, preserve mature trees, and still provide a formal passive space to serve a wide variety of purposes and residents.

Another recreational improvement proposed at the picnic facility is a recreational field. This area has been used in the past as a site for the placement of fill material by both the Public Works and Recreation and Parks Departments. In an effort to expand recreational opportunities and eliminate an unsightly area, the plan identifies a recreational field. The field will be available for day users in the Elza Gate Park for recreational uses such as kick ball, Frisbee, softball or other games. The area will be capped and backfilled with spoil material to establish an even grade, topsoiled, and seeded to create a level playing field. The field is centrally located and will create a focal point in Elza Gate Park with the picnic facilities located on the perimeter. This should

provide a mixture of sun and shade resulting in a very inviting site to complete this passive oriented park.

Elza Gate Nature Trail: The area adjacent to the picnic facility across the railroad tracks is owned by TVA. Much of this area is below the 800 contour elevations and is considered a wetland area with extensive lake frontage along Melton Hill Lake. Due to the wooded nature, low lying elevation, and lake frontage it serves as a perfect habitat for bird watching, plant identification, and small animal viewing in addition to providing quiet nature interludes. The Waterfront Development Plan identifies a woodchip nature trail, which would provide a circular walk around the perimeter of the TVA property providing views of natural habitat, as well as lake views, from scattered benches. In addition the trail would provide access to the Worthington Family Cemetery located in the central part of the TVA property.

These three (3) capital improvements would virtually create a new passive recreational facility in the northernmost Melton Hill Lake waterfront area. Also, the proposal would maximize the natural amenities of a property that has no current utilization, providing a historical, natural, learning, recreational opportunity that does not currently exist within the City of Oak Ridge. This recreational opportunity would meet the passive needs of various segments of our population including groups of pre-school and school age children, churches, and service organizations.

Nature Boardwalk: The low-lying area just south of the entrance to the Flatwater Grille is another property that currently has no use. This area is classified as a wetland. The small peninsula is wooded, with extensive water frontage, and is easily accessible from the Melton Hill Lake Greenway. The plan identifies a small circular deck with built-in seats to accommodate individuals using the Melton Hill Lake Greenway. The elevated walkway protects the flora and fauna of the wetland area while allowing access to the area adjacent to the lakefront. The walkway provides connectivity, which would serve multiple purposes. This is a lovely area of Melton Hill Lake, providing vistas of the railroad bridge and a portion of the lake extending east towards Clinton. The boardwalk provides a perfect place to view this area, especially fall foliage and the visiting waterfowl, as well as fireworks. This is also a prime area to view the starting point of regattas and other rowing events. A primary feature frequently mentioned in reference to the quality of our rowing course is the ability to view the entire course from start to finish. The elevated walkway system would greatly improve viewing of the starting dock and initial moments of the race. The nature boardwalk would serve a multi-use purpose and would increase the passive recreational activities along the Melton Hill Lake waterfront.

Large Pavilion: The City of Oak Ridge currently lacks facilities for large gatherings or groups of individuals. In the attempt to provide multi-use facilities along the waterfront, a proposal for a large outdoor pavilion has been a popular addition. Plans for such a pavilion have been added to the area adjacent to the large parking lot and children's playground near the marina. There is currently a small picnic pavilion located in this area that has limited activities due to its size. The intent is to have a facility, which takes advantages of lakefront views, maintains a rustic feel, and accommodates a wide variety of activities and groups. Due to the location, the views are easy to maintain and bring the "outside inside" with sound, open-air design. The rustic feel would be established through wood and stone building materials, exposed wood beam

construction with open ceilings, and architectural improvements including a stone fireplace. Support improvements would be kept to a minimum but would include restroom facilities and a service area to accommodate caterers. The structure, as envisioned, would serve a variety of community groups and activities that could vary throughout the day. Community groups might include church and civic organizations hosting potluck dinners, pre-school and elementary school picnics, family reunions, birthday, graduation and anniversary celebrations, and wedding or rehearsal dinners. While the majority of these events would typically be weekend and evening activities, during the week our rowing community could take advantage of the facility. During spring training, when teams are present with upward of 200 participants, meals could be served and training sessions could also be conducted. Receptions for various teams could be held as well as job fairs. During regatta season, the award ceremonies could be held in this facility providing a dry alternative to a tent during inclement weather. The existing parking lot, children's playground and volleyball court would provide support facilities for individuals and groups utilizing the pavilion. Once again, the addition of the pavilion along with other lakefront improvements creates an entire passive recreational opportunity, which heretofore does not exist.

ACTIVE RECREATION

Arched Bridge: The Melton Hill Lake Greenway is a heavily utilized recreational facility and extends 3.7 miles between the Oak Ridge Turnpike and Edgemore Road. Primarily, parking for the greenway is provided in the parking lot adjacent to the Oak Ridge boathouse. During public meetings, participants voiced the need to have a circular walking area that did not take them so far away from their vehicles. In addition, city staff has long recognized the limited use of the two (2) peninsulas astride the entrance of the marina embayment area and proposals have floated around for years to connect the peninsulas via a pedestrian bridge. The Waterfront Development Plan has addressed these two (2) issues by identifying an arched pedestrian bridge connecting the two (2) peninsulas and encircling the embayment. This connection creates a multitude of recreational opportunities and enhances others including the following:

- Creates a circular walkway
- Enhances utilization of both peninsulas
- Improves full length visibility of the rowing course during regattas
- Provides greenway options in area of heaviest use
- Provides an aesthetic backdrop for the embayment area
- Decreases distance from vehicle for the elderly and handicapped population

Trail Expansion: The area that comprises the northern peninsula was paved in the 1970's. During regatta events, the area is used by rowing teams as a home base for participants and vendors. Usually each team/vendor erects a tent where the team gathers and personal belongings are left. Typically, with the exception of a very limited number of vehicles, there is little on-site parking during regattas in the peninsula parking lot. Other events utilize the peninsula parking lot as well but, once again, not for parking. The peninsula parking lot occupies possibly the best geographic spot along the waterfront but few vehicles use the area for parking. Most notably, when the parking demand is highest, event participants occupy the space. The Waterfront Development Plan proposes removal of the majority of the existing pavement within the peninsula parking lot. The pavement would be replaced with green space and a greenway trail

that would connect to both sides of the embayment area to reconnect to the established Melton Hill Lake Greenway. This plan would create a far more enjoyable space for regatta and special event participants. In addition, the reduction in parking spaces would not result in a significant negative impact due to the fact that when parking is at a premium the space is not used to park vehicles. Both the northern and southern peninsulas would be landscaped to further enhance the newly created greenway expansion and provide much needed shade for greenway users.

Amphitheater: Currently at the southern end of the parking lot a paved cul-de-sac is to be removed. This area is largely underutilized and is wasted on a traffic improvement that is not warranted. With the above-mentioned removal of the paved parking area and the addition of a pedestrian bridge, the area is well suited for a physical improvement that would serve multiple purposes. The most popular idea has been the addition of a small amphitheater. Once again, the use identified needs to meet the criteria of a wide variety of users and recreational circumstances. The amphitheater could be a permanent improvement to the waterfront. However, more likely would be a facility which could be installed at the beginning of the spring regatta season and remain into late fall when outdoor utilization is at its peak. Orientation of the seating area could be altered to accommodate the focal point of any event. Facing the lakefront would create a great viewing area for seasonal practice as well as rowing competitions. Moving into the summer months it would provide great viewing for July 4th festivities. Also during the spring and summer months, regatta award ceremonies would be ideal here during inclement weather, as well as being a meeting space for rowing teams during spring training. The seats could be shifted for a summer concert series or Friday night movies in the park. The site could even be used for casual weddings and other private summer/fall events.

Enhanced Playground and Splash Pad: The playground that is just to the north of the boathouse and the main parking area experiences heavy utilization during the week as well as during scheduled events. During meetings held on the Waterfront Development Plan, residents often mentioned that the area needed to have more play opportunities for children. They felt that the playground was somewhat limited in activities and could be easily expanded. Adjacent, there is a volleyball court that receives little utilization. In addition, this is the area targeted for the large outdoor pavilion to increase utilization of the area. Based on these concerns, the plan identifies a “splash pad” to be added to the area immediately adjacent to the playground. A splash pad consists of a concrete pad with several fountains, which children and adults can run through to cool off. Splash pads have become very popular in recreation areas including both the Knoxville and Chattanooga waterfront parks. As well as providing relief from the heat, they are a focal point of the children’s activities and provide an extra boost to aesthetics as well as contributing to the effort to establish a sense of place.

Equipment Rental: The current facilities of the Melton Hill Lake waterfront have a wide range of recreational opportunities. However, in many instances equipment must be available for enjoyment of the area to its fullest. At any given moment there may be residents skating, biking, or enjoying the water in kayaks and canoes. However, for many folks they may not own this equipment or, if traveling, may not have the equipment with them. The Waterfront Development Plan identifies the establishment of a site to rent skates and bicycles as well as kayaks and canoes. Rental of this type of equipment would allow folks visiting to utilize these opportunities without the difficulty of transportation. Many residents may, on occasion, wish to take a canoe

or kayak out on the water but do not feel the recreational pursuit warrants the cost of purchase. Rental of these items would solve both issues and would serve to boost utilization of the facilities provided. In addition the provision of rental equipment supports the goal of making Oak Ridge a center for “human powered sports”. This is a stated goal of the Rowing Association, the Chamber of Commerce and the City of Oak Ridge.

Eighth Rowing Lane: Currently there are seven (7) lanes available for competition during regatta events. There has long been a proposal to increase the lanes for competitions to eight (8). This requires excavation on the western side of Melton Hill Lake for a short distance to establish an eighth lane. This project is currently permitted and awaiting funding, and involves both TVA and the Army Corps of Engineers in addition to identification of a site for placement of material removed to create the eighth lane. However, the additional lane would allow more efficient use of the rowing course and serve to shorten larger regattas due to the ability to run more teams in the same amount of time.

Fishing Park: Located at the southern extension of the study area is a small area that is highly conducive to fishing activities. The area is at the mouth of the large embayment adjacent to Union Valley Road. Fishing activities are ongoing here year round as weather permits. However, the area is somewhat unsightly and adds little aesthetic value or improvements for those utilizing the site. The plan identifies a small pervious parking lot to formalize the area. In addition, landscaping and picnic tables would serve the folks fishing as well as create an environment for the residents of Rivers Run subdivision and others who utilize the Melton Hill Lake Greenway and enjoy the view.

COMMERCIAL ACTIVITIES:

Boathouse: Currently, the City of Oak Ridge has a long-term lease with the ORRA. The building was built in the early 1970’s and continues to be utilized. The restaurant is one of the oldest business establishments in the City of Oak Ridge and is located adjacent to the boathouse. The restaurant has been, and continues to be, an upscale dining establishment. However, during the public forums conducted for the Waterfront Development Plan, residents sent a clear message that their desire was for a casual dining establishment in this location. The sentiment expressed was for a food service that targeted the public utilizing the Melton Hill Lake Greenway and the rowing community. In addition, the public specified that patio dining was preferred, and a restaurant that maximized views of the lakefront areas and rowing events. The current restaurant is more formal in terms of a dining experience and does not necessarily serve the individuals who are pursuing physical activities along the waterfront area.

The ORRA occupies the remainder of the space with a large breezeway separating it from the restaurant. The Waterfront Development Plan recognizes the importance of the boathouse to the rowing community as well as the need to expand space to accommodate rowing activities. A long-term goal of the ORRA is to construct a newly designed boathouse with an enlarged footprint, which would greatly improve the services offered to the community as well as establishing Oak Ridge as the premier destination for rowing activities. However, due to financial constraints at this time, the Waterfront Development Plan identifies a short-term approach to meeting the expanding needs of the ORRA. The Waterfront Development Plan

identifies a reduced footprint or leasable area for restaurant facilities and dedicating the area to the ORRA. This would allow the ORRA to construct offices in addition to dedicated dressing rooms and restroom facilities for the rowers and visiting teams. This would open up the small existing restroom facilities to serve the general public. Also, the breezeway could be enclosed to accommodate needed office space, training facilities, and meeting space. These changes would allow the expansion of boat storage space in the existing building, which is one of the most pressing space needs experienced by the rowing association.

Marina: The Oak Ridge Marina was originally constructed in the 1960's and is currently owned and operated by the City of Oak Ridge. During development of the Waterfront Development Plan, interest in the marina has been intense and, at times, heated. Up until February 2008 the ORRA managed the marina. In the years leading up to February 2008, the marina had fallen into disrepair. Concerns and complaints had been received by city staff and elected officials regarding the safety and appearance of the marina along with sunken boats. In February 2008 the City of Oak Ridge assumed management of the Oak Ridge Marina and subsequently initiated preparation of the Waterfront Development Plan. During public meetings, residents were somewhat polarized on the future of the marina. Many participants felt that the marina was in conflict with the rowing venue and that to insure the best rowing course possible the marina should be eliminated. Approximately the same number of participants felt that the Waterfront Development Plan should be inclusive and should provide some type of recreational opportunities for all residents, including a marina. Concern expressed by Planning Commission members included that if the marina were discontinued for a period of time the license to restart the operation could be in jeopardy and the city would permanently lose the option to retain the service. Another issue addressed by residents and Commission members is that there should be boat slips available for those individuals who wish to use the greenway, attend an event, or dine at nearby restaurants. As such there seemed to be general agreement that slips needed to be available on a daily or hourly basis at little or no cost. Additional effort was expended to obtain input from the public during the Secret City Festival regarding the marina. Specific questions were asked to determine if the public would rather see the marina removed, remain at 16 slips, or be increased to 32 slips. The results of this highly informal poll were, again, almost evenly split. During deliberation by the Planning Commission, all information obtained during each of the public forums and special events was carefully weighed by Commission members. Their ultimate decision was to have a marina or dock facility with 32 slips which provides the following services: facilities for the ORRA to dock their boats during daily/weekly uses and during special regatta events (Provisions for ORRA dock space is included in their lease space and should not be a public issue); public docking facilities for the hourly/daily user who wishes to use the greenway, attend a special event or take advantage of a local dining opportunity; and a rental dock or marina facility to serve the needs to residents who wish to store boats on a more permanent basis. While this was the ultimate decision of the Planning Commission, it was not a unanimous one.

SUPPORT IMPROVEMENTS

Restrooms: The current provision for restroom facilities along the Melton Hill Lake waterfront does not meet the needs of our residents or visitors. The problem is multifaceted: first, the number of restroom facilities; second, the distance to those restroom facilities; and finally, who maintains the restroom facilities. The plan identifies four (4) areas for the addition or improvements of restroom facilities. The first area is the day use picnic facility adjacent to Elza Gate. The restroom facilities would be open at this site on weekends and if a group is scheduled to utilize the area. The second area is the large pavilion adjacent to the children's playground. These restroom facilities would be open to those individuals who have reserved the pavilion for a specific event. The third site is the restroom/dressing facilities, which would be housed in the boathouse for use by the ORRA and visiting teams. The last restroom facilities would be the existing restrooms in the boathouse. These restrooms would be open to the general public on a seasonal basis during daylight operational hours. Due to the large number of visitors attending regatta events, the primary source of restroom facilities to meet this demand would continue to be portable restroom facilities.

Benches, Landscaping, and Sculpture: During public forums held for preparation of the Waterfront Development Plan, residents continually stressed the aesthetics of the waterfront area. In all areas they wanted more trees, larger shaded areas, and the introduction of public art. The Waterfront Development Plan depicts extensive landscaping shown throughout the waterfront area. Improved landscaping takes several forms. Landscaping acts to define linear areas for trails and walkways; to soften and establish shade for parking and playground areas; and to provide improved aesthetic settings for buildings, including the boathouse and pavilion. Residents stressed the need for more benches to rest and enjoy the Melton Hill Lake waterfront as well as the park improvements. A new aspect of the Waterfront Development Plan is the introduction of public art. Outdoor sculpture has gained acceptance across the country as a means of denoting a special or unique aspect of a place. Public art can establish a sense of "place" in a manner that few other improvements can do. Public art gives the artist a new realm to interpret the physical beauty of an area or evoke a rush of emotions. The City of Oak Ridge is blessed with gifted professional artists as well as student artists, from whom pieces could be petitioned, or competitions held. Corporations or private individuals may contribute specific pieces in exchange for recognition of the donation. Many cities participate in a loan program where a fee is paid and outdoor art is loaned on a circulation basis through various venues. The backdrop of Melton Hill Lake is the perfect place to showcase art that is based in the representation of water as a natural resource and a source of endless recreational enjoyment.

Parking and Traffic Management: During any discussion of the Melton Hill Lake waterfront, parking is always a hot topic. The Waterfront Development Plan does not identify an increase in parking spaces. There is actually a slight decrease in the total number of parking spaces due to removal of pavement on the northern peninsula, although scattered parking sites have been increased. A key factor in consideration of this issue is the fact that events such as major regattas, 4th of July celebrations, or a summer concert series are just that, individual events. Any attempt to create a parking lot or a parking garage large enough to accommodate parking for an event of this nature will be underutilized the remainder of the year. The cost of constructing and

maintaining parking facilities of this scale to be utilized on a limited number of days a year fails to be cost effective. This view also does not take into account the impact such a large facility would have on the effort to establish an improved waterfront park with emphasis on rowing, pedestrians, and other outdoor recreational pursuits. The only clear means of addressing this issue effectively is traffic management. This would consist of off-site parking served by shuttles, limitation of bus parking, utilization of traffic calming to reduce vehicular speed, and the possibility of shoulder improvements along Melton Lake Drive to allow vehicles to safely park outside of travel lanes. Participants of recreational events expect to have difficulty parking, expect to walk long distances, and expect to have delays in arrival and departure from the event. While this is typically the case, safety is still paramount and cannot be compromised. Therefore, a multifaceted approach is necessary to safely manage traffic without the associated costs or negative aesthetic impact a large parking facility would create.

Roundabout: As mentioned above, traffic calming is an integral part of traffic management. The introduction of a roundabout at the intersection of Melton Lake Drive and Emory Valley Road is a capital improvement with many improved results. First and foremost, the roundabout is a mechanism for controlling vehicular speeds. In addition, this method of speed control is highly effective without a corresponding negative impact on the ability of traffic to quickly clear the intersection and without the associated increase in vehicular emissions. Roundabouts, while new to the American landscape, are quickly gaining in popularity not only for their positive traffic impacts but also for the establishment of a sense of place or the sense that one has arrived at a place that has a special unique significance for the community. Emory Valley Road is a major access point for the Melton Hill Lake waterfront area for out-of-town visitors. The introduction of a roundabout will immediately establish a sense of character and quality that few traffic control devices could evoke.

Architectural Character: An issue addressed by Planning Commission members as well as participants in public hearings was a unifying architectural theme which would be reflected in all public improvements including buildings, signage and trail markers. Due to emphasis on the waterfront and environmental character, the architectural theme identified was one of organic building materials, including stone and wood. In addition, rustic architecture such as vaulted ceilings, exposed beams, stone columns, and large expanses of glass to invite the outdoors inside, were preferred.

Sustainability / Green Initiatives: The City of Oak Ridge has made a commitment to establish green initiatives and sustainability as a citywide policy. City Council has charged the Environmental Quality Advisory Board (EQAB) with overseeing this goal. EQAB reviewed the Waterfront Development Plan and their comments have been included as Appendix F. Primary recommendations are as follows:

- All buildings constructed within the Waterfront Park are Leadership in Energy & Environmental Design (LEED) certified
- City sponsored events to be conducted with a goal of recycling and reuse
- All light fixtures comply with dark sky design
- Paving for parking facilities and paths be comprised of porous material
- Planting material shall be native

Logo Signage and Pedestrian Crossings: The final proposed improvement to the Melton Hill Lake waterfront area is an effort to tie the different aspects of park improvements together with a resounding architectural and materials theme that is reflected in the signage and markers throughout the project. Also, in an effort to maintain a goal of the plan, which is to establish multi-purpose uses for all improvements, the markers would be used as signage at each pedestrian connection to provide advance warning for motorists to reduce their vehicular speed. Formal pedestrian crossings along Melton Lake Drive are proposed at the following locations:

Palisades Road
Amanda Drive
Emory Valley Greenway
Rivers Run Boulevard

An issue that received a great deal of attention during review of the Waterfront Development Plan is pedestrian connectivity. While the trails and facilities immediately adjacent to Melton Hill Lake are extensive and well maintained, residents identified the difficulty of walking to the waterfront. In many instances, there are large neighborhood populations that wish to safely access the waterfront only to find that crossing Melton Lake Drive, due to width and vehicular speeds, is difficult. This is further exacerbated by the presence of poorly designed pedestrian crossings, and even guardrails, that prevent access. A basic component of any plan of this nature is the connectivity of the recreational facility to adjacent neighborhoods and other recreational facilities in the area. The idea that one must drive to walk in an area that is within sight is the result of a failure to establish priorities. The City of Oak Ridge must decide if the Melton Hill Lake Corridor is merely a thoroughfare designed to get motorists through the community or a destination where recreational opportunities for residents and visitors are the primary objective. The adoption of this plan establishes the latter as a formal goal of the city. The method of establishing this fact on-site rests with giving the pedestrian, runner, bicyclist, skater, and baby stroller the right-of-way and engineering traffic improvements that reflect that fact. Initially, this may consist of better signage, which carries the Melton Hill Lake waterfront logo and provides advance warning that the motorist is approaching a pedestrian crossing. Pending construction of the Melton Lake Drive – Emory Valley Road roundabout, the pedestrian crossing may take on new significance with speed plateaus and a mandatory stop if a pedestrian is waiting at a crosswalk. The introduction of the roundabout and mandatory pedestrian right-of-way is the only way to actively promote connectivity and relay to the public that the Melton Hill Lake waterfront is truly a special municipal park designed for the use of all.

Parking: Throughout preparation of the Waterfront Development Plan, parking has been a focal point of discussion. Surprisingly, the Waterfront Development Plan does not identify a huge expanse of new parking facilities for several reasons. There is possibly a slight reduction in parking provided due to the elimination of pavement on the peninsula area adjacent to the boathouse. Historically, periods with the highest demand for parking are during special events such as rowing regattas and 4th of July celebrations. Similar parking problems are expected to arise in the event the City is successful with programmed activities such as a concert series, Friday Night at the Movies, or other events such as craft fairs. These are great problems to have, as it means our residents are using our recreational facilities and enjoying these special planned

events that translates to a great quality of life. However, the provision of a parking facility capable of accommodating these special events would need to address as many as 10,000 visitors. The space necessary for such a facility would compromise the very rustic surroundings and natural environment we are trying to protect. In addition, the cost of construction and maintenance would be the largest capital investment in the waterfront area overshadowing the cost of all recreational improvements. This issue is further compromised by the fact that such a facility would receive minimal use due to the infrequency of special events that necessitate the use of such parking facility. As such, the recommendation with regard to parking is improved traffic and parking management. Trolleys and shuttles will need to be a mandatory part of all event planning. Improved on-street parking will be necessary possibly by widening the road shoulder of Melton Lake Drive. Bus parking should be prohibited based on the space busses occupy, noise and emission issues and limited visibility they create for other vehicles.

CONCLUSION

In October 2008 the first meeting was held to gather information from our residents regarding their recreational needs and desires for the area adjacent to Melton Hill Lake. Everyone involved, including Planning Commission members, City staff and residents, recognized the importance of current programs and improvements such as the rowing venue and the Melton Hill Lake Greenway. However, the general feeling was that the full needs of the community were not being met and that untapped resources existed which could better serve the needs of our population. After numerous meetings, work sessions, public forums, and special event booths, hundreds of ideas, comments, criticisms and recommendations have been reviewed by Planning Commission members and City staff and have been incorporated into this text and the associated Master Plan. With the adoption of the Waterfront Development Plan, the City of Oak Ridge now has a point of beginning, a common thread by which to proceed and establish priorities. The list of improvements has grown as those involved have moved through the public input process, and will continue to evolve as we move through implementation. By adoption of the plan, City staff has a new tool to work toward funding and implementation. Obviously, this may take several forms: specified improvements may be accomplished by current City staff; other improvements may be included in the Municipal Capital Improvement Program (CIP); or TVA may wish to participate for properties on which they maintain ownership or partner with the City of Oak Ridge on properties that we lease. Additionally, corporate sponsorships may be possible and federal and state grant monies may be available. However, the first step to all forms of implementation is the “dream on paper”. The Waterfront Development Plan is that dream.

APPENDIX A

Summary of Comments – Waterfront Public Forum,
October 9, 2008

**Summary of Comments Gathered from Waterfront Forum
October 9, 2008**

Other Comments/Suggestions
increase police presence / security
no flashing lights
lower speed limits
ORNL involvement, energy conservation
noise & emissions policies
too many geese
traffic management
keep trees
upsale fencing
marketing study for marina
junk / dumping remediation

APPENDIX B

Priorities – Waterfront Public Forum,
March 5, 2009

Priorities Gathered from Waterfront Public Forum March 5, 2009 – Overall priorities			
Recreational		Commercial	Support
Passive	Active		
covered pavilion/ picnic shelters	bike trails/ pedestrian trails	rentals: bikes, skates, canoes, kayacks	pave/widen Melton Hill Drive shoulders / widen Melton Lake Drive or add bus lane
increase picnic areas	amphitheater/ music stage	small businesses in boat house area	roundabouts
bird sanctuary area / maintain wildlife habitat	walkways/ foot bridges/ boardwalks	improved boat house	Melton Lake pedestrian walkway during events / pedestrian tunnels under road / pedestrian crossing at Melton Lake Drive
natural viewing areas	new playground	seasonal vendors	more safe parking
lakefront park	rowing	transient docks	public restrooms
heritage/tourism	sports complex	gas service for boats	traffic calming
	tennis court	concessions	ROW to bikes & pedestrians
	bridge between causeway & playground area	Sports Authority - non-profit management	shuttle service for events
	swimming pool	retain China Palace	lots of lighting in parking area
	splash pool	outdoor casual dining	separate bike & pedestrian trails
		marina	stroller-friendly nature area, trail
			floating parking lot
			benches
			widen greenway
			lighted fountain/sign
			“announce” entrance of park

**Priorities Gathered from
Waterfront Public Forum
March 5, 2009 -- TABLE 02**

Recreational		Commercial	Support
Passive	Active		
natural viewing areas – 9	rowing – 10	rentals: bikes, skates, canoes, kayaks – 10	pave/widen Melton Hill Drive shoulders / widen Melton Lake Drive or add bus lane – 8
lakefront park – 8	bike trails/ pedestrian trails – 6	improved boat house – 10	public restrooms – 9
covered pavilion/ picnic shelters – 6	amphitheater/ music stage – 5	outdoor casual dining – 6	shuttle service for events – 5

**Priorities Gathered from
Waterfront Public Forum
March 5, 2009 -- TABLE 01**

Recreational		Commercial	Support
Passive	Active		
lakefront park – 6	rowing – 9	improved boat house – 8	public restrooms – 9
bird sanctuary area/ maintain wildlife habitat – 5	bike trails/ pedestrian trails – 6	small businesses in boat house area – 7	roundabouts – 5
covered pavilion/ picnic shelters – 2	sports complex – 6	rentals: bikes, skates, canoes, kayaks – 6	traffic calming - 5
natural viewing areas – 2			

Priorities Gathered from Waterfront Public Forum March 5, 2009 – TABLE 04			
Recreational		Commercial	Support
Passive	Active		
natural viewing areas – 6	rowing – 7	improved boat house – 8	public restrooms – 6
lakefront park – 6	bike trails/ pedestrian trails – 5	rentals: bikes, skates, canoes, kayaks - 6	shuttle service for events – 4
bird sanctuary area/ maintain wildlife habitat – 4 increase picnic areas – 4	walkways/ foot bridges/ boardwalks – 4	outdoor casual dining – 4	pave/widen Melton Hill Drive shoulders/ widen melton lake Drive or add bus lane - 3

Priorities Gathered from Waterfront Public Forum March 5, 2009 – TABLE 03			
Recreational		Commercial	Support
Passive	Active		
lakefront park – 7	bike trails/ pedestrian trails – 8	rentals: bikes, skates, canoes, kayaks – 4	public restrooms – 7
covered pavilion/ picnic shelters – 6	rowing – 5	small businesses in boat house area – 4	pave/ widen melton Hill Drive shoulders/ widen Melton Lake Drive or add bus lane – Melton Lake pedestrian walkway during events/ pedestrian tunnels under road/ pedestrian crossing at Melton Lake Drive – 2
natural viewing areas – 3	amphitheater/ music stage – 2 new playground -2	improved boat house – 3 outdoor casual dining – 3	shuttle service for events – 2

Priorities Gathered from Waterfront Public Forum March 5, 2009 – TABLE 06			
Recreational		Commercial	Support
Passive	Active		
covered pavilion/ picnic shelters expanded	bike trails/ pedestrian trails	improved boat house	public restrooms
heritage/tourism	bridge between causeway & playground area	rentals: bikes, skates, canoes, kayacks	pave/widen Melton Hill Drive shoulders / widen Melton Lake Drive or add bus lane
natural viewing areas	new playground	concessions	roundabouts

Priorities Gathered from Waterfront Public Forum March 5, 2009 – TABLE 05			
Recreational		Commercial	Support
Passive	Active		
lakefront park - 7	rowing - 10	improved boat house - 7	benches - 11
increase picnic areas – 7	bike trails/ pedestrian trails - 9	rentals: bikes, skates, canoes, kayacks - 6	public restrooms - 10
covered pavilion/ picnic shelters -- 6	walkways/ foot bridges/ boardwalks - 7	outdoor casual dining – 4	more safe parking - 6

**Priorities Gathered from
Waterfront Public Forum
March 5, 2009 – TABLE 08**

Recreational		Commercial	Support
Passive	Active		
covered pavilion/ picnic shelters - 5	rowing - 5	improved boat house - 5	pave/widen Melton Hill Drive shoulders / widen Melton Lake Drive or add bus lane - 5
natural viewing areas - 5	bike trails/ pedestrian trails - 4	outdoor casual dining - 4	retaining wall/peninsula seating - 4
increase picnic areas - 3	sports complex - 3	rentals: bikes, skates, canoes, kayacks - 3	public restrooms - 3

**Priorities Gathered from
Waterfront Public Forum
March 5, 2009 – TABLE 07**

Recreational		Commercial	Support
Passive	Active		
covered pavilion/ picnic shelters 2	bike trails/ pedestrian trails 2	rentals: bikes, skates, canoes, kayacks 1	pave/widen Melton Hill Drive shoulders / widen Melton Lake Drive or add bus lane 3
natural viewing areas 2	amphitheater/ music stage 3	improved boat house 2	roundabouts 3
lakefront park 1	rowing 1	Sports Authority - non-profit management 3	public restrooms 3 traffic calming 3

**Priorities Gathered from
Waterfront Public Forum II
March 5, 2009 – TABLE 10**

Recreational		Commercial	Support
Passive	Active		
natural viewing areas - 6	bike trails/ pedestrian trails - 8	improved boat house - 6	traffic calming - 6
lakefront park - 6	rowing - 7	rentals: bikes, skates, canoes, kayacks - 5	public restrooms - 5
bird sanctuary area / maintain wilflife habitat - 5	walkways/ foot bridges/ boardwalks - 5	outdoor casual dining - 3	shuttle service for events - 4

**Priorities Gathered from
Waterfront Public Forum
March 5, 2009 – TABLE 09**

Recreational		Commercial	Support
Passive	Active		
covered pavilion/ picnic shelters - 6	rowing - 9	rentals: bikes, skates, canoes, kayacks - 7	pave/widen Melton Hill Drive shoulders / widen Melton Lake Drive or add bus lane - 6
bird sanctuary area / maintain wilflife habitat - 6	bike trails/ pedestrian trails - 8	improved boat house - 7	public restrooms - 5
lakefront park - 6	bridge between causeway & playground area - 4	small businesses in boat house area - 5	traffic calming - 4

APPENDIX C

Comments – Earth Day Celebration,
April 25, 2009

**Summary of Comments Gathered from
Earth Day Celebration
April 25, 2009**

Recreational		Commercial	Support
Active	Passive		
Water park area	Second favorite – picnic tables in the nature walk & fishing bay.	Open the lease on the Chinese restaurant. It is the best location in town. Whatever rent they are paying is not enough, based on how they run it; No outdoor seating, No taking advantage of events like rowing, Their lack of business deprives the City of tax money.	I like connecting bridge; connectability of greenway
I would be in favor of any improvements made to revitalize the Oak Ridge waterfront. Mainly the (amphitheater) and additional pedestrian trails.	I think the boardwalk viewing area would be great to have!	Chinese restaurant needs to be moved or made into a nicer restaurant/bar with outdoor seating. Outdoor shopping, restaurants	Restrooms. Maintainable landscaping.
Love the pedestrian bridge & amphitheater!	No need for another outdoor stage, but an enclosed performing arts center is needed.	“Wedding pavilion” sounds nice. I hope the City can afford it.	Favored – accommodations around rowing. least favored – roundabout (money)
“Graffiti” pad for tagging so artists won’t deface other artwork.		We need a wedding/party pavilion for Oak Ridge at the Marina.	Maybe turn the entrance gates into security towers or houses for park ranger type or services for health of people using park.
Would be great for birding		I would also like a place to have corporate events (like the pavilion)	Super ideas about including sculpture about heritage ideas (i.e. Rosie Riveter, Native American, great trail of Conestoga wagons, etc)
Nature walks – good idea. Amphitheater – Good.		Not enough utilization of potential commercial areas.	Traffic circle – great idea!
I’m for any and all development regarding nature trails, bike trails, walking paths and fishing docks for the Oak Ridge waterfront!		Need outdoor dining for plaza. Need a Better restaurant – Calhouns!! With encouragement from boaters! “Harvey’s Hotdogs!”	I want to be able to see the water as I walk along the Melton Lake Greenway
I like the amphitheater.		Need a restaurant.	I love the round-a-bout!

**Summary of Comments Gathered from
Earth Day Celebration
April 25, 2009**

Recreational		Commercial	Support
Active	Passive		
Amphitheaters. Nature trails. Pedestrian overlook.		Inland boardwalks areas (casual food eateries) open till late evening.	Nice outdoor seating. We like the plan just like you have it! Excellent plan! Love traffic circle, sculpture. Do it!
Love pedestrian bridge		Not enough utilization of potential commercial areas.	Sculpture pads. bridge near marina. Additional comments: plant native plants
Likes the bird watching area		Need outdoor dining for plaza. Need a "Harvey's Hotdogs!"	Like pavilion with restrooms. Add guardrail all along where the walking path is close to the road. Like the roundabout
Keep the rowing space as necessary.		Do away with Chinese restaurant.	Good:-- roundabout -- sculptures.
I like that the plan is multi-use. I really like the amphitheater. I think it will encourage people to come out as a community and build on a local culture.		<ul style="list-style-type: none"> • Facility area for rent for wedding party, reunions, etc. • Food in existing area of restaurant. Consideration for present style food & other. 	Yes to bridge @ circle, new boat house for rowers
Like the amphitheater.			More covered areas <ul style="list-style-type: none"> • bathroom – maintained • seasonal vendors • public transportation • covered bus stop
Amphitheater - good			Include multiple restroom facilities along riverfront – multiple locations (not portapotties)
Yes to amphitheater, marsh walkway			Roundabout (at EV Rd) is a great idea. slowing/calming traffic and making the area safe for pedestrians, bikers, & rowers
I like the idea of the pedestrian bridge and amphitheater.			Need at least 1 more boathouse for visiting rowers. Need 2 pavilions for rowers to sit under & change clothes. Need sanitary facilities next to rowing boat launch slips

**Summary of Comments Gathered from
Earth Day Celebration
April 25, 2009**

Recreational		Commercial	Support
Active	Passive		
I like the amphitheater idea. Maybe that will cut down on the drug dealing that goes on there.			Historical marker importance for the opening of the gates in 1949 (60 years ago)
Elza Gate – consider a frisbee golf course. Low impact, fun for any age			Restroom facilities near tower or beyond
			Fill and create additional parking for events.
			We really like roundabouts! And sculpture!
			More parking
			Bridge at old treatment plant & culvert across from marina to create more lakefront property
			least favored – roundabout (money)
			Please include spaces for public transportation stops – i.e. bus unloading, bus stop – covered safe – off main road loading & unloading.
			Love the bridge Great idea to add restrooms!!
			We need much more parking.
			Very opposed to the purported pedestrian bridge.

**Summary of Comments Gathered from
Earth Day Celebration
April 25, 2009**

Recreational		Commercial	Support
Active	Passive		
			Bridge at old treatment plant and culvert across from marina to create more lakefront property.

**Summary of Comments Gathered from
Earth Day Celebration
April 25, 2009**

Marina		Other	
Don't do a marina. It's a waste of money		One of the most significant assets of East Tennessee is our waterways. This is an amazing project that plays perfectly into the beauty and commerce of our area	
OK on no marina		Historic preservation at Elza?? Really. We have enough places we are trying to save that do the Oak Ridge story better justice	
I like it all but shouldn't get rid of marina		I like what I see in the waterfront plan. I hope the City can afford it	
Opposed to having a new marina. Current marina failed as did marinas in Clinton & Bull Run Cove		The waterfront is currently underutilized and I would support any ideas that would provide additional uses for the community to utilize. I support the master plan in its current form.	
Keep slips for boats. Cover boat slips		I would support anything along the waterfront. The area needs refinement. The conceptual plan looks great and I would love to see it developed.	
Boat slips should be covered slips. Steel from K-25 could be used for building support		I would be in favor of any improvements made to revitalize the Oak Ridge waterfront.	
Would like to see a marina with fuel service available		Really super diagram w/ideas.	
I demand a limited marina		I want to be able to see the water as I walk along the Melton Lake Greenway	
Marina needs work.		I like the plan. Concerned about cost.	
		I like the whole idea. We need progress. How does all of this get funded?	
		Nice outdoor seating. We like the plan just like you have it! Excellent plan! Love traffic circle, pedestrian bridge, sculpture. Do it!	
		Beautiful master plan by BWSC.	

**Summary of Comments Gathered from
Earth Day Celebration
April 25, 2009**

Marina

Other

	<p>I like that the plan is multi-use. I really like the amphitheater. I think it will encourage people to come out as a community and build on a local culture.</p>
	<p>I think it's great – we should do it.</p>
	<p>It would be nice to see improvements to the marina. I see families walking, fishing, and just spending time together there. I think the improvements would attract more families to experience a healthy lifestyle.</p>
	<p>Don't sell Macon Lane land. Anticipate future city needs. Income from sale won't mean anything to city & citizens.</p>
	<p>Keep the waterfront under public control – <u>no</u> long-term private lease or land transfer.</p>
	<p>Looks great! What's the holdup? Besides money?</p>
	<p>Looks good. When is it going to happen?</p>
	<p>For development that will in <u>no</u> way hurt the growing rowing venue. Look to Chattanooga to see how positive development of riverfront property can be. Keep it <u>family</u> friendly.</p>
	<p>Give the public options! Provide cost & revenue projections with each option. Do a public survey on the options.</p>
	<p>Fell in pond on east end.</p>
	<p>Reduce speed limit to 35 mph.</p>

APPENDIX D

Comments – Secret City of Oak Ridge Festival,
June 19 & 20, 2009

19 comment cards with no response to specific questions, but with comments provided:

<p align="center">Summary of Comments Gathered from Secret City Festival June 19 & 20, 2009</p>			
<p align="center">Recreational</p>		<p align="center">Commercial</p>	<p align="center">Support</p>
<p align="center">Active</p>	<p align="center">Passive</p>		
Put in a waterpad for kids near eating area. Look at Carl Cowin Park in Knoxville for waterpad. Move playground next to rest.	Like it. The bridge connecting the paths is an excellent idea!	Use the piece of property at entrance of Emory Valley greenway for canoe rental – the cove is perfect for canoeing.	NO condos, please.
Pedestrian/bicycle friendly. I hope we can move forward in a timely manner.	Watch “start” of races.	Outdoor eating area where Chinese restaurant is. Cold drinks, hot dogs, etc.	Too small in scale. Move the river. Take the north bank & move it to cityside.
I like the amphitheater. I didn't like a bike trail around a cemetery.		Take out Chinese restaurant. Building a new restaurant more relevant to the marina. I like this – but <u>no</u> shops, restaurants, etc. Keep it <u>green</u> .	Like making the area a little more natural.
I like the concept of using wet lands as a nature walk & fishing area.		restaurant patio thing – instead of Chinese restaurant; canoe/kayak rental (do not move! would interfere w/traffic pattern)	You will put more construction on habitats and might drive animals away creating noise pollution. There are safety issues that need to be solved so people can use the waterfront more often.
Like to have picnic, trails area.		Need small retail shops – sandwich, rentals, roundabout, Eliza gate park. Would like snack shops.	Elimination of concrete – more green areas is good. Any concrete additions to the marina could be done without.
Extend the bike path. Add pavilion. Keep playground/volleyball court.		Love rental.	Don't like reduced parking.
Like fishing pier. Like pavilion.			Looks very nice. Great ideas (esp. roundabout) w/o being too much.
Like recreation improvements. Make bike trail wider & install more guardrails.			Eliza Gate idea is very good. Like public viewing area. I love the idea, layout and concept. I vote Yes.
The pedestrian bridge over the embayment at the marina is a good idea, only if the amphitheater is put in. The amphitheater is good idea. Promote rowing at every opportunity, please.			Like roundabout at Emory Valley Road. The big problem with regattas is lack of parking. The new plan does not address this.

**Summary of Comments Gathered from
Secret City Festival
June 19 & 20, 2009**

		Commercial		Support
Recreational		Passive		
Active				
Pedestrian bridge would be great. Walking/biking trails by Elza – great use of land.				Make certain that there is no less space available after re-development.
Like the pedestrian bridge.				More parking.
I like having a world-class rowing venue and having at least one stretch of water in East Tennessee dedicated to human-powered water sports. Oak Ridge is a highly-regarded place in the rowing world and the rowing venue gives the city good publicity far & wide.				Please keep that area as <u>natural</u> as possible.
Kids play fountain (like Market Square). It will draw young families.				Support rowing in every way possible. During regattas, run shuttle from Mall or motels. Marina should be small boats, canoes, & kayaks. More restrooms needed.
Like: run-through fountain idea & rear playground				Please add left-turn lane @ Rivers Run Blvd.
Love the amphitheater & increased and/or enhanced pedestrian space.				Left onto Emory Valley is a problem (bottleneck) for cars coming from Edgemore going onto 95.
Like pedestrian bridge, pedestrian overlook				Hold off on Elza development.
Love the rowing & picnic area.				I <u>love</u> the use of natural elements! No high-rise/apt. buildings or retail! Good luck & keep me posted as to how I can help!

**Summary of Comments Gathered from
Secret City Festival
June 19 & 20, 2009**

		Recreational		Commercial	Support
		Active	Passive		
Like more space & facility for rowing. Love picnic area & walkway.					Traffic circle
I think this is great. Will the amphitheater function as a viewing area for rowing? I think more needs to be done to feature the rowing, which is unique.					I like the new peninsula design. Would like to see concrete seating around the peninsula.
Let's keep rowing!!					I like the boardwalks @ the start. Yeah to roundabout.
Consult with the rowers!					Like the plan. Need some kind of wall to separate rowers from traffic.
					Not enough roads – transportation at night more dangerous! Not enough parking.
					Love access to wetlands.

**Summary of Comments Gathered from
Secret City Festival
June 19 & 20, 2009**

Marina	Other
Do not develop marina. Marina could be developed across from Centennial golf course on Melton Lake there.	I do like the new plan.
Motorized boats <u>only</u> if very limited & don't interfere w/rowing in <u>any</u> way!	It's too bad we are impeded by road and private land. Current plan is "as good as it gets" within current restraints
Don't like power boat marina.	I think the marina area would benefit greatly from enhanced & updated facilities. It is a wonderful area that many people don't know about. Plan looks good.
The marina is a wonderful resource, and needs to remain available for motorized boats.	Good layout. Need area like this that Oak Ridge residents can use "like Kingston". Lots of people ask why Oak Ridge doesn't use waterfront for anything.
Keep the marina.	Nice enhancement. Looks like a nice "change" and enhancement of the waterfront.
Limit marina – no overnight parking – just to pull up for about 3-4 hours. No gas.	It's about time we used this valuable resource to its fullest!
The current marina should be primarily used for non-powered boats – with emphasis on access for personal boat launching (kayaks, canoes, etc).	Good stuff.
Don't like motor boats in marina.	I would like to see a multi-use facility to accommodate all uses.
Please petition TVA to move marina downstream. If the marina stays, rowing will be hurt. Will boat owners not have access to boats during regattas? Boat owners probably wouldn't like that, but regattas would not be safe with motor boats.	(Like) most of it. Great idea.
Do not like big marina boats/boat slips.	I like the idea of a developed waterfront area to attract newcomers to the city.
I am absolutely opposed to the marina being located in the park. Boat owners are not good neighbors.	I am against the current plan.
No powerboats (slips).	Keep commercialism to a minimum!

**Summary of Comments Gathered from
Secret City Festival
June 19 & 20, 2009**

Marina	Other
Like anything but marina.	Only good.
I really think we need to let the marina go. I have lived here all my life and none of the marinas have made it. The lake is too cold, trashy, & narrow for recreation.	I would like to see it pretty much the way you show it. Doing your best not to hurt the eco-system.
Would like for this area to become more human-powered with fewer motor powered activities.	I am a new resident to OR & I think this is very exciting. I've lived in water communities & I'm so glad OR is trying to capitalize on this community resource! Also love the ability to rent canoe/kayak access. Moving the Chinese restaurant & utilize more for rowers and as a small casual dining spot is a great idea.
Lose the marina.	I think there are some great ideas here! This unique spot is an asset and should remain a rowing kayak/canoe venue.
No commercial marina. Move public boat launch ramp away from parking.	Great plan – Go! Go! Go!
No marina	Don't like the secrecy/lack of transparency of the process. Don't like the lack of timely, relevant public information, lack of authentic public participation, lack of public dialogue of options and facts about their impacts.
Let's have NO marina – too shallow.	Love it. Look forward to expanded services.
No marina.	
Waterfront Development Plan sounds great! Think need to delete slips. Great presentation!	
My preference would be to have a marina west of Haw Ridge off Edgemore. Looks great.	
Close marina.	

SECRET CITY FESTIVAL WATERFRONT COMMENTS
95 Total Comment Cards

Would you like to see the embayment area (marina) remain as is with 16 boat slips with improvements made to the overall appearance?

Yes – 27 comment cards overall/ 9 with additional comments:	Additional comments provided:
<ul style="list-style-type: none"> • Yes, I like this option. 	<ul style="list-style-type: none"> • No, add lots of slips
<ul style="list-style-type: none"> • OK, but with limits only for temporary parking 	<ul style="list-style-type: none"> • Keep rowing course clear of debris. National treasure.
<ul style="list-style-type: none"> • Sure 	<ul style="list-style-type: none"> • No – remove
<ul style="list-style-type: none"> • Stay w/16 for now. Can add more later. 	<ul style="list-style-type: none"> • No marina
<ul style="list-style-type: none"> • For small boats only. 	<ul style="list-style-type: none"> • No more boat slips!
<ul style="list-style-type: none"> • Maintain these boat slips for boats stopping (parking) to use facilities – not for permanent use. 	<ul style="list-style-type: none"> • Prefer no marina
<ul style="list-style-type: none"> • I like this idea. 	<ul style="list-style-type: none"> • Rather see it cleared & nothing there
<ul style="list-style-type: none"> • Either one (question 1 or 2) would be fine 	<ul style="list-style-type: none"> • No, my problem with the marina being located where the rowing facility is that the boaters will call the shots because they are paying customers.
<ul style="list-style-type: none"> • Yes, small boats, nothing over 10 HP 	

Would you like to see the marina area to be expanded to allow for 32 boat slips and make improvements to the overall appearance?

Yes – 15* comment cards overall/ 4 with additional comments (*provided yes to 2 questions on comment card):	Additional comments provided:
<ul style="list-style-type: none"> • Sounds good 	<ul style="list-style-type: none"> • No, move the marina below the bridge
<ul style="list-style-type: none"> • Expand to 32 	<ul style="list-style-type: none"> • No marina
<ul style="list-style-type: none"> • Yes. Do it all new! 	<ul style="list-style-type: none"> • No, no more boats!
<ul style="list-style-type: none"> • No. Add 100 slips! 	<ul style="list-style-type: none"> • Not sure

Would you like to see the boat slips to be entirely removed from the marina area?

Yes – 34 comment cards overall/ 3 with additional comments:	Additional comments provided:
<ul style="list-style-type: none"> • Undecided - 2 	<ul style="list-style-type: none"> • No opinion
<ul style="list-style-type: none"> • Only if no demand for small boats. 	<ul style="list-style-type: none"> • Yes – we need a space for non-motorized craft. Canoes, kayaks, etc.
<ul style="list-style-type: none"> • Possible (not sure) 	<ul style="list-style-type: none"> • Remove
<ul style="list-style-type: none"> • Needs to be moved south of the bridge. 	
<ul style="list-style-type: none"> • Yes, it is <u>not</u> a good match for the rowers. 	

APPENDIX E

Comments & Questions – Waterfront Public Forum,
August 20, 2009

AUGUST 20 WATERFRONT FORUM III

Comment Cards - General Comments

I like roundabout, bridge over mouth of marina, Elza Gate improvements, amphitheater, Palisades crosswalk, boardwalk near starting line, canoe rental, splash pad. Good job on plan!! Keep marina, but keep it small scale.

Power boat owners should be given the opportunity to stay in Oak Ridge

On the whole I like it. Traffic calming on Melton Lake Dr at Emory Valley Rd definitely needed. Even a roundabout won't allow left turn north on Melton Lake.

Thank you for your efforts.

Parking a problem. Sorry.

Need to define marina before continuing to plan. Let TVA give range of design parameters they will allow.

Like: the roundabout; canoe/kayak rental; natural areas. Don't like the marina.

Don't like the process that got us here. What possibilities were not even considered because the plan came to the public pre-formed and thus limited!

Do not include amphitheater. Not enough seating area for amphitheater.

Like: dropped plan for 2-story bldg; idea of day-use slips. Suggest move canoe rental to lagoon.
Picnic Pavilion: 1 small table every 500m along course. These can be used as timing stations for events.
Spectator area: viewing of course on point. Large Pavilion (40' x 100') on the point in addition formal pavilion by playground. Limit trees in trailer area. Roundabout – How do rowing trailers navigate this? Will the roundabout reduce trailer storage? How do rower trailers move/access on the venue?

Comment Cards - Responses to specific questions

Would you like to see the embayment area (marina) remain as is with 16 boat slips with improvements made to the overall appearance?

Only for day use.

Yes (3)

Yes, with potential for an "operator" with profit motive to have a go at it.

No, we don't need any powerboat marina with overnight slips for lease.

No.

For casual water traffic.

Would you like to see the marina area to be expanded to allow for 32 boat slips and make improvements to the overall appearance?

No. But to Chuck's observation on depth, we can dredge the lagoon deeper if we wanted to enough.

No. Perhaps later.

No (7)

Yes (3)

Would you like to see the boat slips to be entirely removed from the marina area?

No. Where would ORRA dock their boats?

No – concerned about getting TVA to re-permit.

No (4)

A few places to pull up a boat temporarily is fine and sufficient for our needs. No semi-permanent docking.

Yes, and the canoe/kayak rental moved to that area.

Yes.

Could the marina be moved to near Solway Bridge area? Lots of boaters there use this area.

That's my preference, but I don't have a strong position. If the marina can work ok with the rowing and looks good and basically pays its way, I'm ok with it.

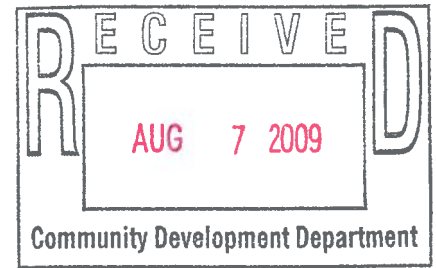
Questions/comments from audience:

1. Boat ramps – Will 2 ramps remain?
2. Playground – Didn't see it on plan.
3. Volleyball court – How many proposed?
4. Motorized boats – will they be allowed?
5. Greenways – Concern with them changing or removing trees.
6. How many of those who turned in festival comments were residents?
7. Traffic safety at interchange of Melton Lake/Emory Valley Rd, concerned with people using it the right way.
8. Concerned with location of canoe/kayak launch area – move it to inside embayment area.
9. Can you define 'marina', i.e. would this mean 5 slips?
10. Question about if marina is eliminated, then it chance to return diminishes but would like to know why is this?
11. About going ahead & getting a permit for a period of time without having the marina?
12. Consideration of the water quality within the embayment area with increase in the number of users ?
13. When will we have the marina discussion with TVA?
14. Still concerned with the definition of a marina and would like to ask TVA for its definition.
15. Does marina have to involve rental of slips to meet the definition for a marina? Would like to see it used as a destination point only.
16. Question about portable fuel operators, i.e. fuel service trucks.
17. Question about lighting & making sure it's safe.
18. Feasibility use of the area for a parking garage (south corner of Emory Valley/Melton Lake Drive) – concerned with lack of parking.
19. Consideration of a turning lane vs roundabout and would like that to be a part of the study.
20. How is everything going to be paid for?
21. Question about height of proposed pedestrian bridge.
22. Question about the flow of traffic – how the regatta works now vs how it would flow with the improvements; i.e. roundabout with egress of towing trailers.
23. Who owns/maintains the slips at the Flatwater Grille?
24. Question about public input for future implementation of the plan.

APPENDIX F

Letter from Environmental Quality Advisory Board
August 6, 2009

MEMORANDUM



To: Oak Ridge Municipal Planning Commission

From: The Environmental Quality Advisory Board

Date: August 6, 2009

Subject: Comments on proposed redevelopment of Melton Hill Reservoir waterfront in Oak Ridge

Oak Ridge has a gem of a waterfront park along Melton Hill Reservoir that has yet to reach its full potential. The Planning Commission has a development plan for reversing the neglect. The Environmental Quality Advisory Board has a mandate from City Council to recommend ways in which the city and the community can reduce our energy consumption and make this city a leader in protecting the environment.

The redevelopment of our waterfront park is a prime opportunity to showcase environmentally sound redevelopment of our public places. Much of this sustainable technology and expertise is available within our city. Thus, we have a practical and visible opportunity to demonstrate that Oak Ridge is an attractive, livable city with a sustainable future where quality of life is our most outstanding characteristic.

Some of the opportunities that EQAB recommends to the council for the waterfront development project include:

1. Use the marina area solely to support rowing activities and other compatible recreational activities. The waterfront should be used to promote human powered craft (i.e., crew shells, sculls, canoes, and kayaks). The only motorized water craft allowable within the waterfront area, whether vendor rentals or personally owned, should be limited to electric, low speed, low wake vehicles. The only exception to this will be those powerboats integral to rowing activities.
2. Any activities that would affect TVA's Worthington Cemetery Small Wild Area should be closely coordinated with TVA natural resource managers. This area includes sensitive natural and cultural resources (wetlands, cedar barrens, and historical cemetery). For the last 10 years or so this area has been the focus of much habitat restoration and invasive plant removal by TVA and its partners. Any new trail development or other related activities in this area should be accomplished with TVA's consent and in a manner that does not adversely affect any of these sensitive resources.
3. Use all native vegetation in landscaping for the redevelopment project. We especially encourage that native canopy trees be planted throughout the park.

Trees will provide needed shade for park users and provide carbon sequestration. As the trees grow and develop they can be pruned to allow the river to be viewed from Melton Lake Drive and the surrounding area.

4. Control exotic, invasive pest plants along the waterfront, especially where they threaten native communities or rare plants. Do not allow landscaping with any plant listed as an exotic, invasive pest plant by the Tennessee Exotic Pest Plant Council (<http://www.tneppc.org/>)
5. Use porous materials for all parking areas, playgrounds, and walking paths. This will allow rainwater to percolate through the soil and reduce stormwater runoff from the area.
6. Use rain gardens, constructed wetland stormwater detention basins, cisterns, and rain barrels to capture any runoff from rooftops, parking areas, or other nonporous surfaces. Rain gardens and wetlands can be used to capture runoff, filter sediment and other pollutants, and provide an attractive landscaping technique to showcase native vegetation.
7. Use gray water from restrooms, washrooms, and showers at the boathouse and other waterfront facilities for use in toilets at restrooms in the developed area of the waterfront. Use of gray water will help conserve water. Consider using waterless urinals in restrooms to provide additional water conservation.
8. All buildings constructed at the redeveloped waterfront should be designed and constructed using the principles of sustainability. Consider the long-term cost savings and benefits of using sustainable building methods and materials. Consider getting a LEED or similar rating for new buildings. Use solar panels, use recycled/sustainable materials on the exterior and interior furnishings (recycled carpet, cork flooring and on walls for sound control, film on windows, highly efficient HVAC systems, or rooftop gardens. Consider shallow geothermal or use of river water for cooling/heating systems.
9. Use recycled materials for roofs of pavilions, park benches, sign posts, fencing and decking and posts for board docks for rowing and associated activities.
10. Create water features (wading pools, fountains) using river water. UV light disinfection can be used instead of chemicals.
11. Have recycling containers throughout the park and encourage waterfront visitors and businesses to recycle.
12. Mandate no vehicular idling. The air at the park should be as clean as possible for all the people exercising. Idling wastes fuel and contributes pollutants to the local air.

13. If vendors are allowed, require that their operations are sustainable and promote recycling/reuse.
14. Provide drinking water throughout the park to discourage use of disposable water bottles.
15. If night time lighting is necessary, make it energy efficient and protective of the night sky. Consider using "Full cutoff" fixtures that eliminate light emitted above the plane of the fixture. Compared to an unshielded bulb, a full cutoff fixture saves half the energy. Compared to a typical 400-watt "cobra-head" fixture, a full cutoff fixture would save about one-third the energy. Switching to 90-degree cones would save about five-sixths of the energy compared to an unshielded fixture, and well over half compared to the typical cobra-head. Also, a 200-watt bulb is somewhat cheaper to buy than a 400-watt bulb.

Finally, we recommend that an advisory committee on the Sustainable Development of the Waterfront, work closely with the city to insure that at every phase of the development, the highest standards of sustainability guide and inform all phases of development and operation of the park.

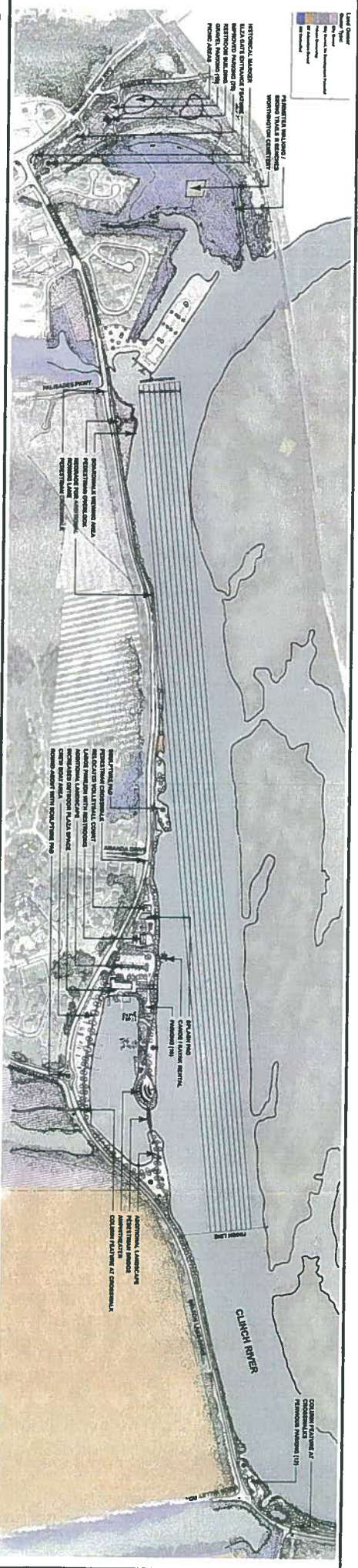
Thank you very much.

Pat Kennedy, vice chair, for Jimmy Groton
Jimmy Groton, EQAB Chair

cc: City Council

APPENDIX G

Conceptual Master Plan Phase I



Oak Ridge Waterfront Conceptual Master Plan - Phase I

Oak Ridge, Tennessee

July 2009



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