

A HISTORY OF CONNECTION



CUMBERLAND AVENUE CORRIDOR STUDY

Knoxville, Tennessee

DRAFT
January 22, 2007



Why Are We Here??

Cumberland Avenue

The Process



Building a Shared Vision (Dec. 7th charrette)



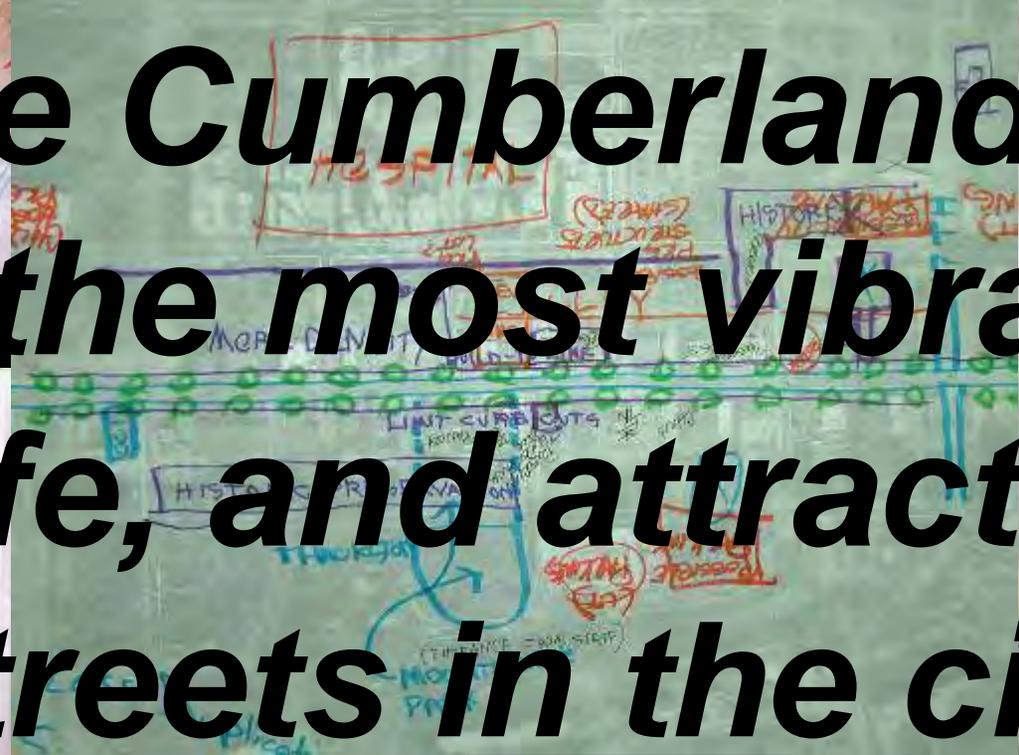
Building a Shared Vision (Dec. 7th charrette)



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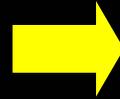
Make Cumberland one of the most vibrant, safe, and attractive streets in the city





How do we get there?

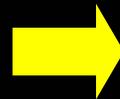
Convert
the “Pike” to a
“Street”



Convert Cumberland from 4 to 3-lanes

- Wider sidewalks
- On-street parking???
- Street trees, landscape
- Transit stops/pull outs
- Reduce curb cuts
- Bike friendly

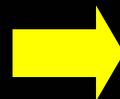
Transform
the “Strip” to a
“Place”



Rewrite C-7 District Standards

- District approach to parking
- Mix of use
- Higher density
- Strengthen Design Guidelines
- Adopt Form Based Code
- Redevelopment District?

Reconnect
the “Strip” to its
Neighbors



Reshape Mount Castle Park

- joint development opportunities
w/hospitals, UT
- Shared parking
- Public space connection

Cumberland Avenue

The Street

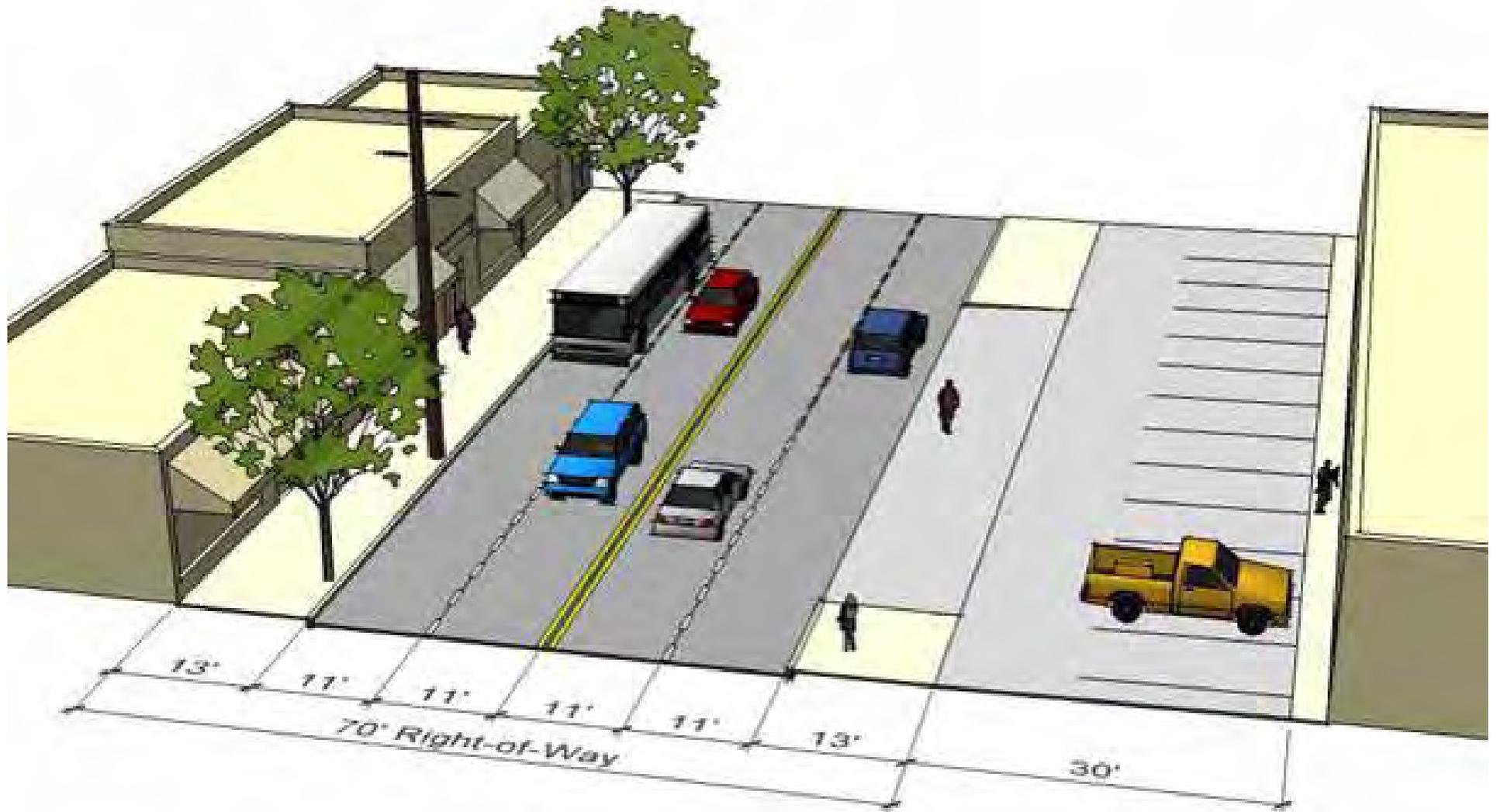
The Street



- all 4 lanes are prone to blockage (slow rights, lefts)
- turns focused at few intersections (one-ways, restricted lefts)
- Left turns are longer (difficult to see, crossing 2 lanes)
- Lane underutilization (avoidance of center lane, weaving)
- Unpredictability & overtaking
- Transit stops in lane
- Service & deliveries stop in lane
- Unsafe for all modes



Existing Condition

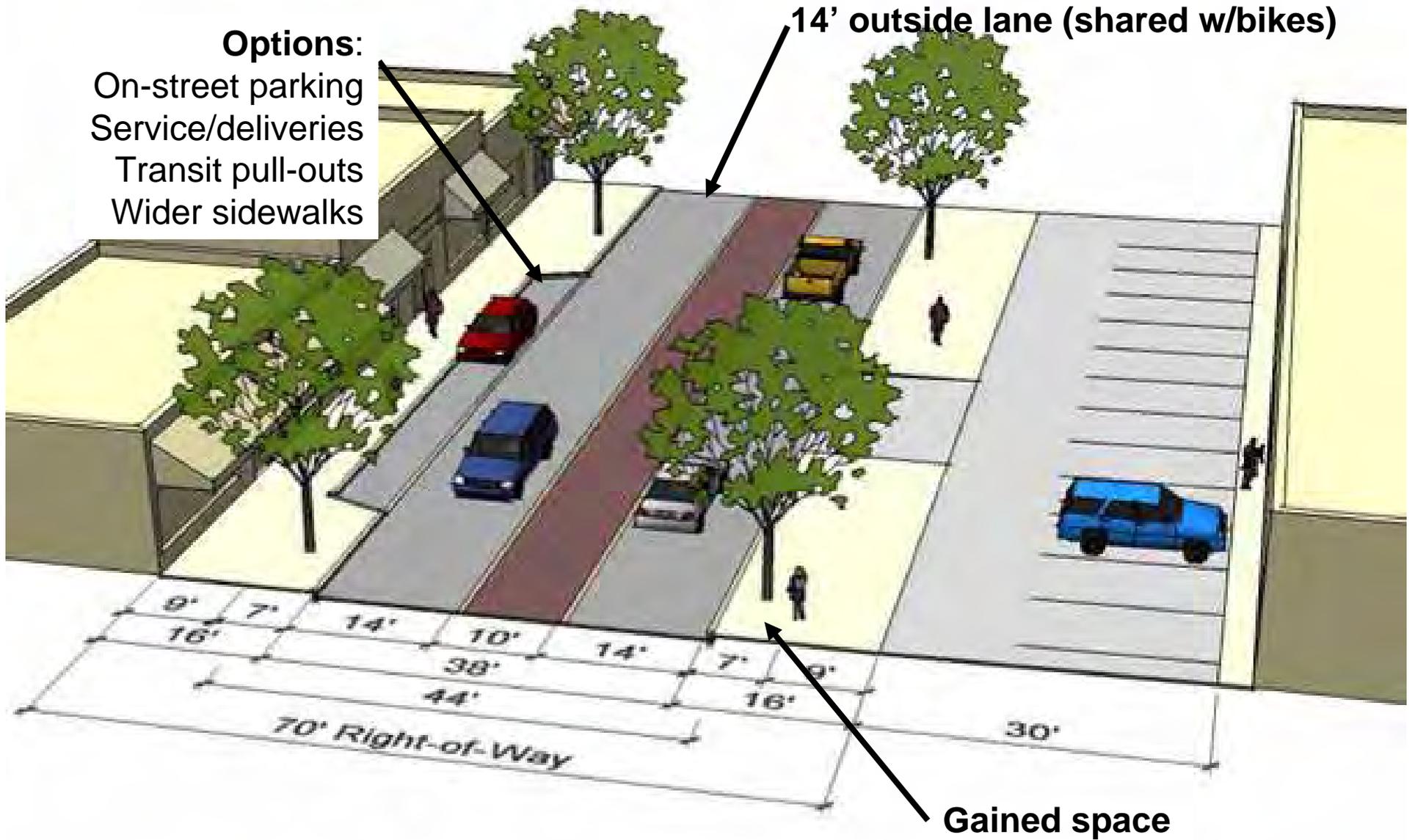


Proposed Concept

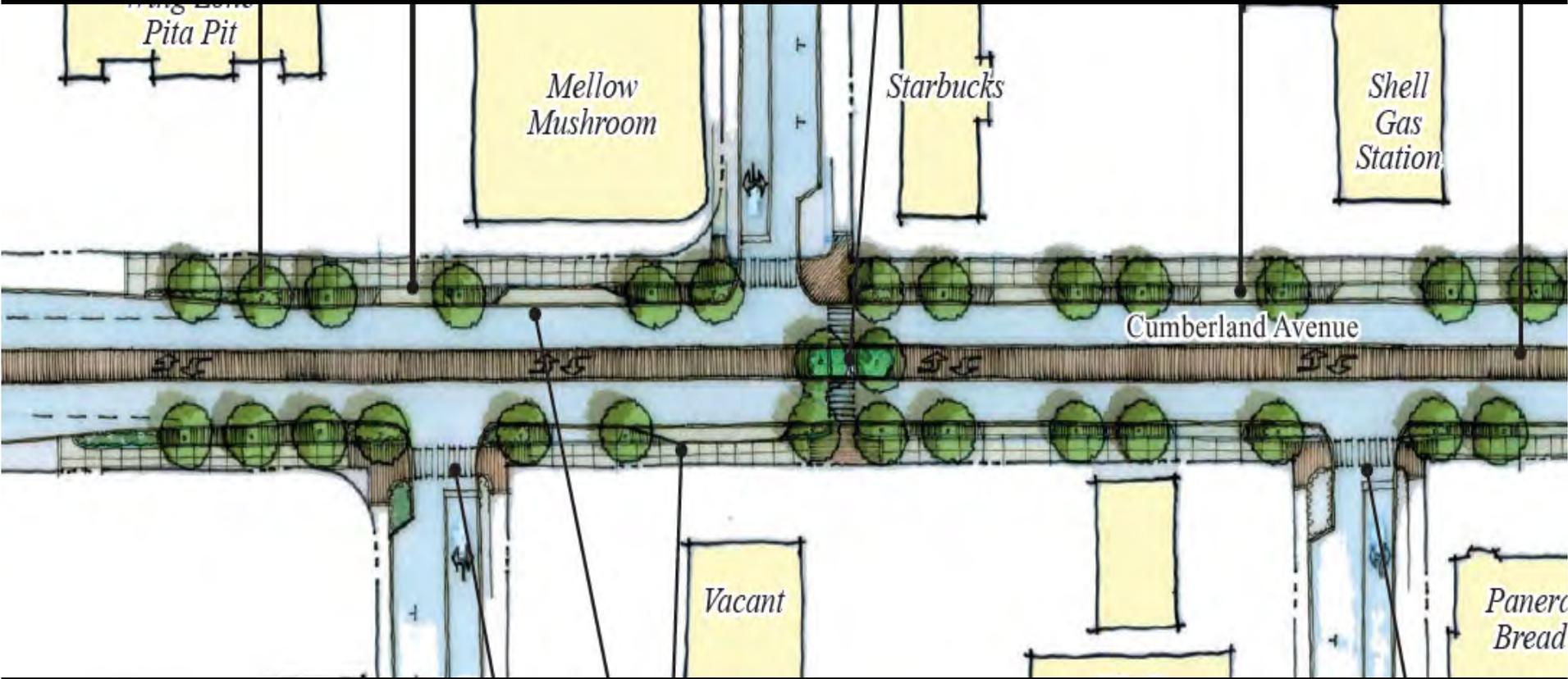
14' outside lane (shared w/bikes)

Options:

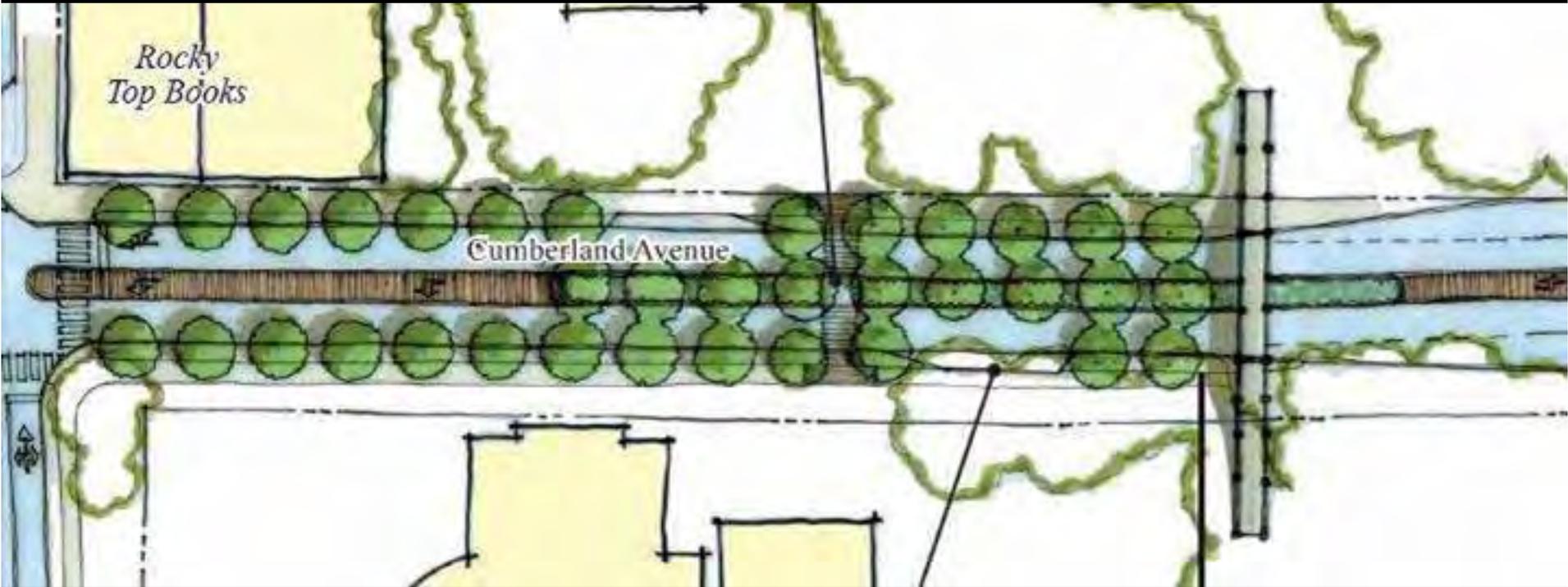
- On-street parking
- Service/deliveries
- Transit pull-outs
- Wider sidewalks



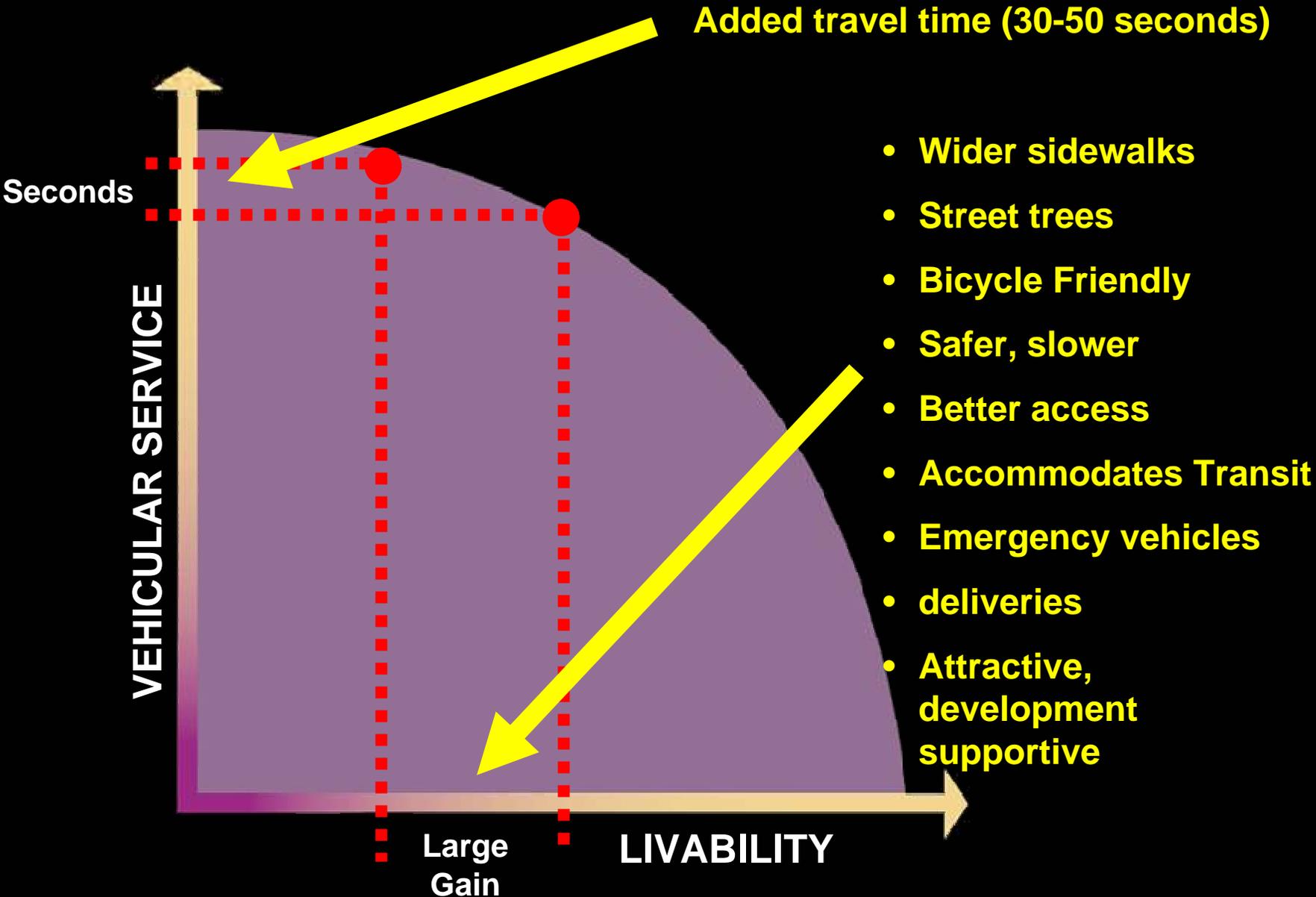
Cumberland Streetscape



Cumberland Streetscape



3 Lane Conversion



Cumberland @ 19th



Cumberland @ 19th

Tree/furniture zone
Bus pull outs
Parking?
Service?



Cumberland @ 19th



Cumberland @ 19th



Streetscape Design Intent



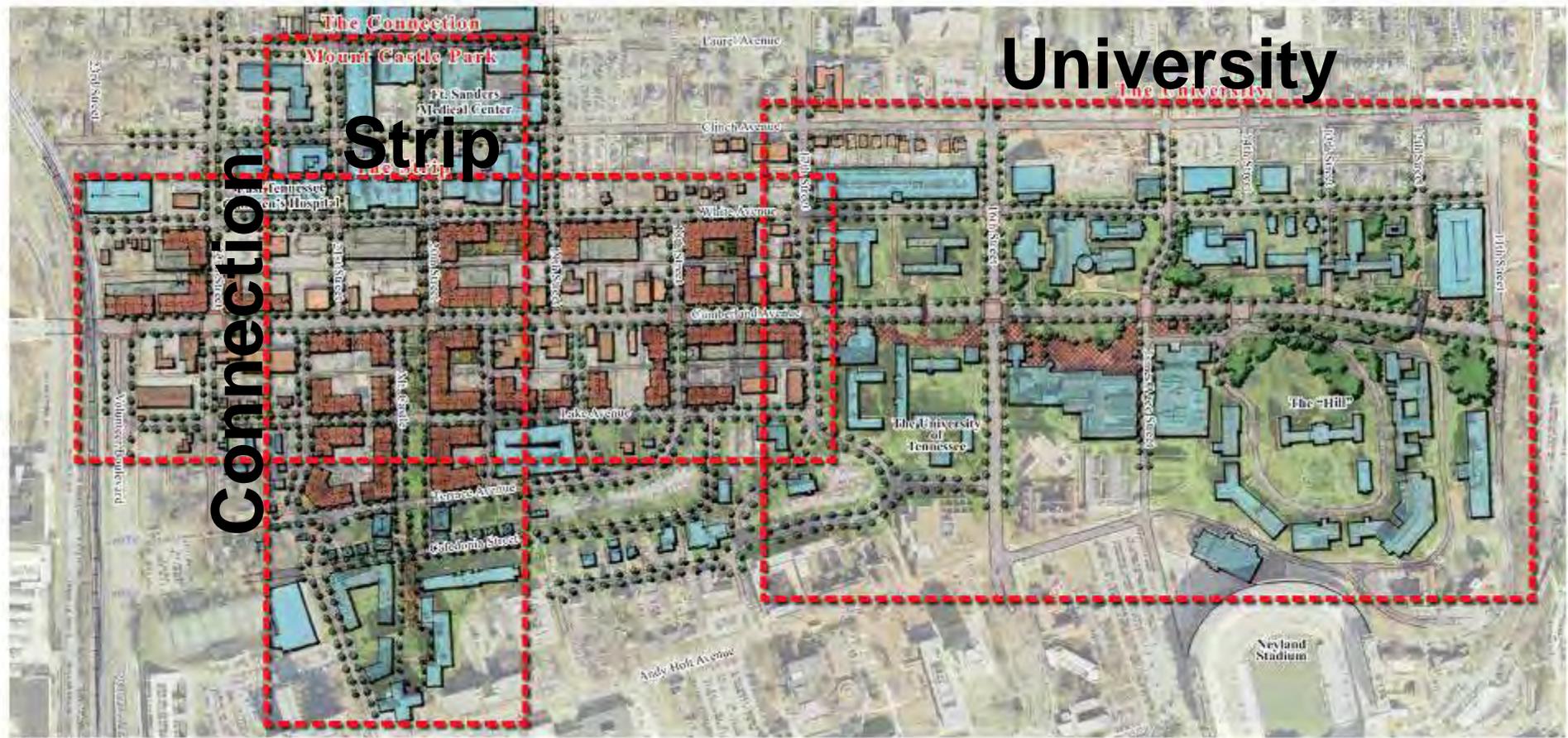
Cumberland Avenue

The Place

The Place

- Cumberland is seen as “back door”
- No consistency
- No landscape, no green
- Negative parking experience
- Drive-thrus
- Lots of curb cuts
- Limited design control
- Visual clutter
- Lack of intensity or mix use





+/- 1,400 new residential units
+/- 130,000 s.f. new commercial



Block Development Matrix:

<p>A Ground Floor Retail: 21,600 SF Residential Units: 160 Parking Required: 326 spaces Parking Provided: 329 spaces</p>	<p>B Ground Floor Retail: 18,600 SF Residential Units: 68 Parking Required: 177 spaces Parking Provided: 208 spaces</p>	<p>C Children's Hospital Expansion: • Medical Facilities • Structured parking with opportunity for shared public parking (+/- 600 spaces)</p>	<p>D Ground Floor Retail: 18,500 SF Residential Units: 237 Parking Required: 430 spaces Parking Provided: 430 spaces</p>	<p>E Residential Units: 92 Parking Required: 138 spaces Parking Provided: 144 spaces</p>	<p>F Ground Floor Retail: 13,200 SF Residential Units: 167 Parking Required: 304 spaces Parking Provided: 320 spaces</p>
<p>G Ground Floor Retail: 16,200 SF Residential Units: 136 Parking Required: 269 spaces Parking Provided: 302 spaces</p>	<p>H Ground Floor Retail: 13,300 SF Residential Units: 117 Parking Required: 230 spaces Parking Provided: 238 spaces</p>	<p>I Residential Units: 49 Parking Required: 74 spaces Parking Provided: 76 spaces</p>	<p>J Residential Units: 84 Parking Required: 126 spaces Parking Provided: 126 spaces</p>	<p>K Ground Floor Retail: 19,800 SF Residential Units: 117 Parking Required: 214 spaces Parking Provided: 216 spaces</p>	



Block Development Matrix:

A Children's Hospital Expansion:
 • Medical Facilities
 • Structured parking with opportunity for shared public parking (+/- 600 spaces)

Ground Floor Retail: 18,500 SF

B Residential Units: 237
 Parking Required: 430 spaces
 Parking Provided: 430 spaces

Ground Floor Retail: 16,200 SF

C Residential Units: 136
 Parking Required: 269 spaces
 Parking Provided: 302 spaces

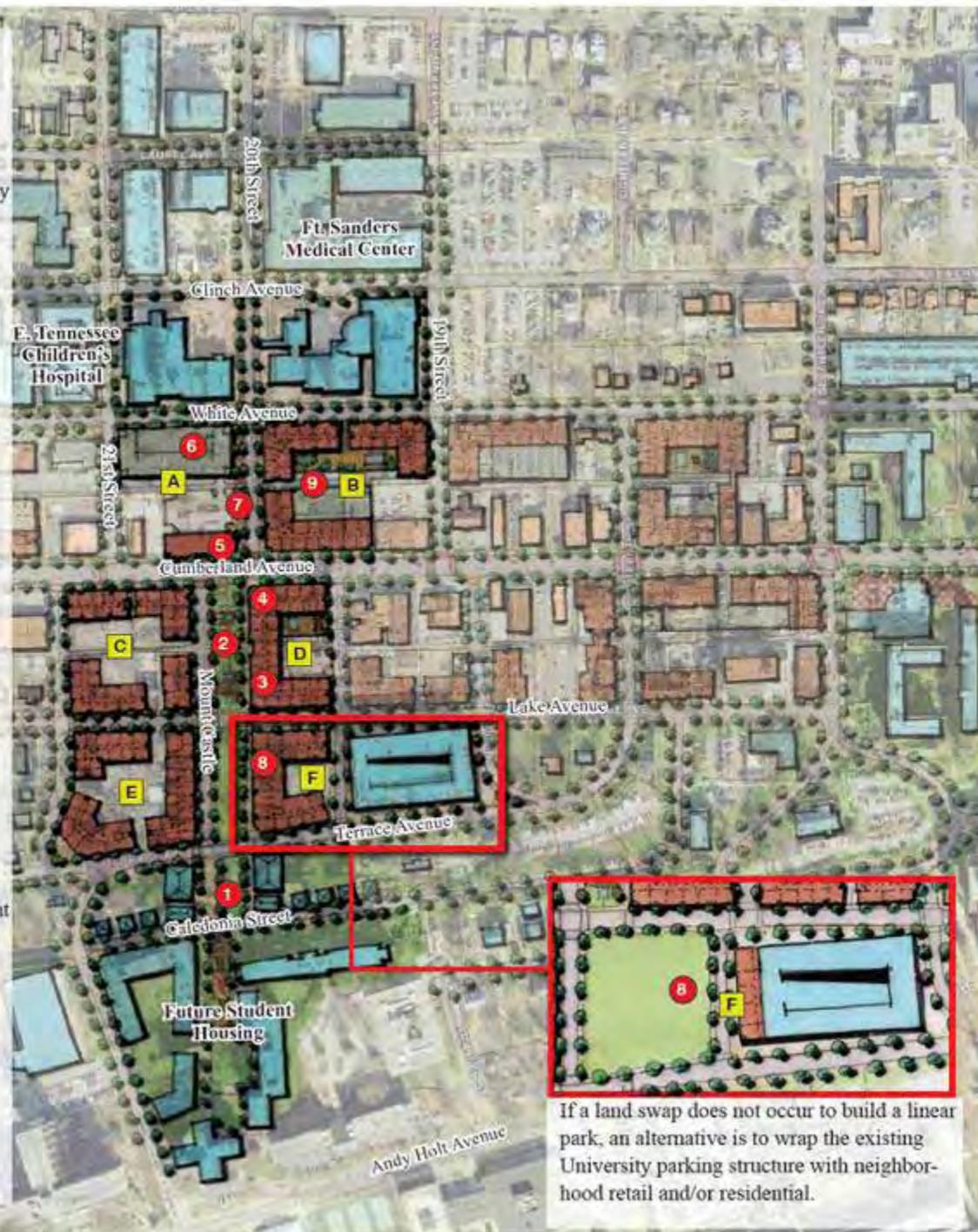
Ground Floor Retail: 13,300 SF

D Residential Units: 117
 Parking Required: 230 spaces
 Parking Provided: 238 spaces

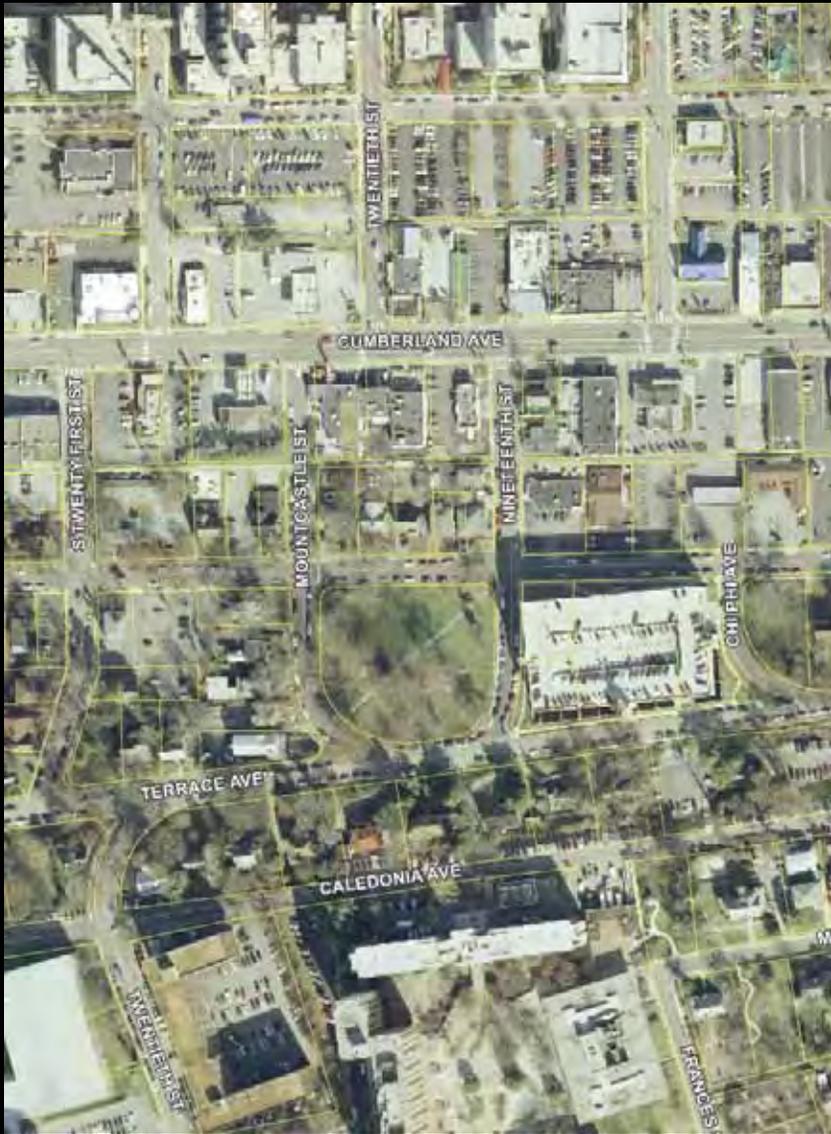
E Residential Units: 137
 Parking Required: 205 spaces
 Parking Provided: 250 spaces

Residential Units: 81
E Parking Required: 122 spaces
 Parking Provided: 130 spaces
 * Alternative to block development
 Residential Units: 15
 Parking provided in deck

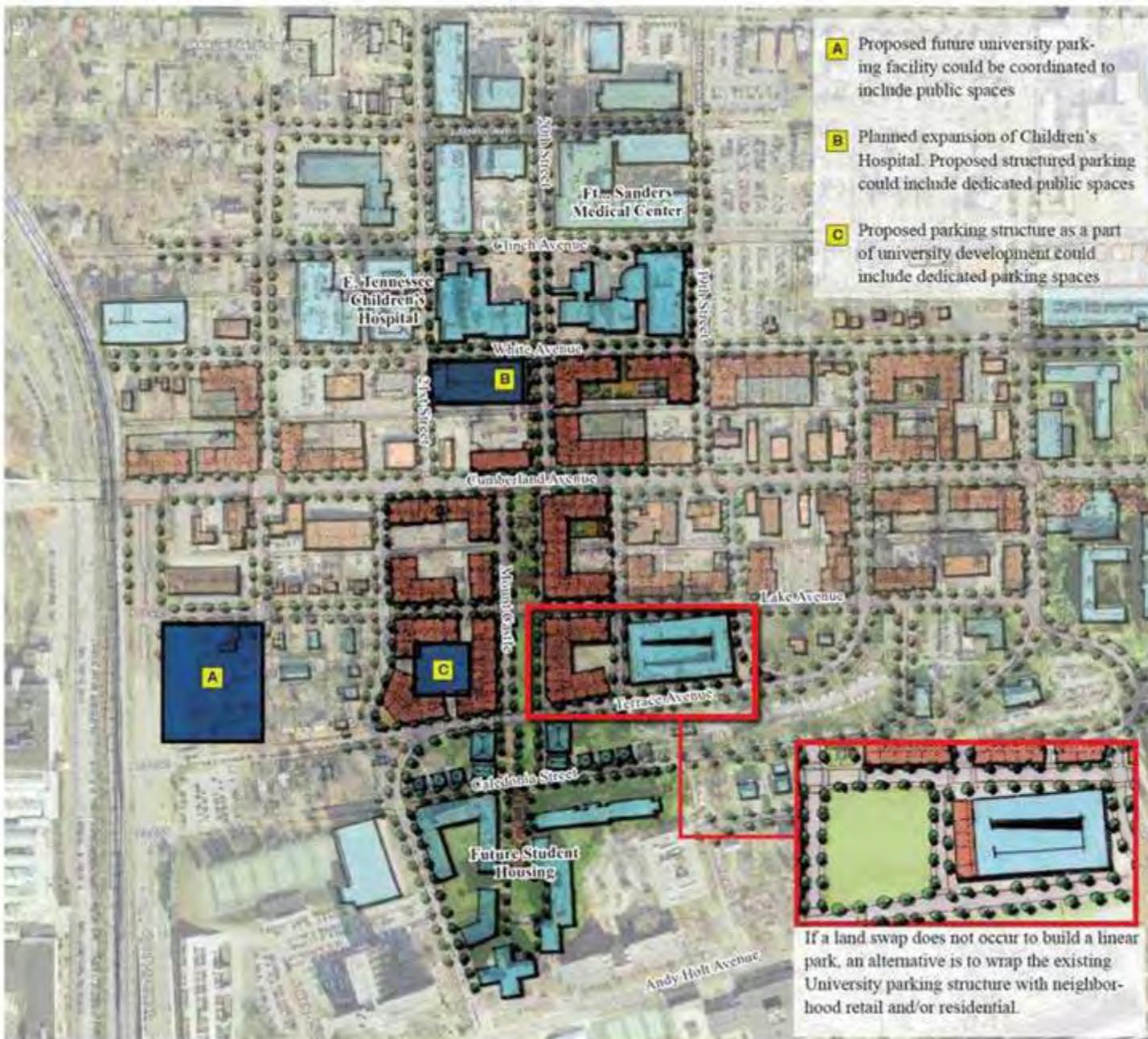
F



If a land swap does not occur to build a linear park, an alternative is to wrap the existing University parking structure with neighborhood retail and/or residential.



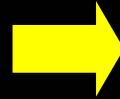
District Parking Opportunities



Cumberland Avenue

Next Steps

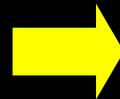
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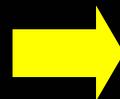
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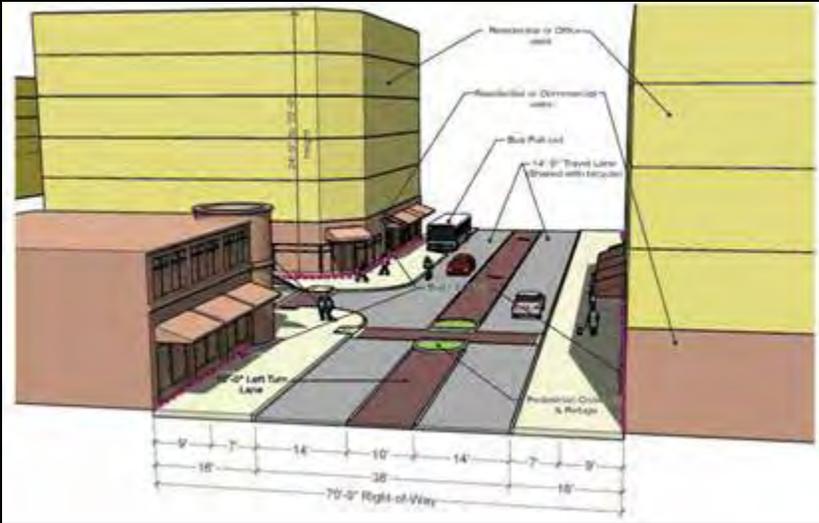
Cumberland Avenue Design Standards



Frontages



Frontages



Cumberland Avenue



Lake Avenue



White Avenue - Hospital



White Avenue - Neighborhood

Cumberland @ 21st



Cumberland @ 21st



Center turn lane

On-street Parking??
Transit Bay

Cumberland @ 21st



Cumberland @ 21st



Cumberland @ 21st



Cumberland @ 21st



**Higher density
Mixed use**

**Street level retail
Shops, cafes
Buildings to the street
Parking behind**

**Street trees
Wider sidewalks
3-lanes**

**Pedestrian friendly
Better connections
to UT, Hospital**

Your Vision??



Next Steps

- Final adjustments to traffic analysis
- Draft Plan Review
- Refine Design Standards
- Refine Plan, cost estimates & recommendations

Final Public Meeting: February 22nd

To Review Draft Plan:

Contact:

865-215-2500 (MPC)

www.Knoxmpc.org/cumberland