

Knoxville Cumberland Avenue Charrette  
Table Session Input  
December 5, 2006

**Table 1. Make way for Transit!**

Table 1 participants were skeptical about change because some of them had a long history as property owners in the area, but they were supportive of the three lane proposal and had ideas about transit in the area.

- Minimize trolleys and buses on Cumberland
- Have a trolley that connects the whole area
- Create a bypass if necessary
- Don't send trolleys downtown
- Remove utilities on street
- Improve utilities in the alley
- Leave cars parked and use the transit system
- Alleys improved to accommodate deliveries

They drew:

- A trolley route through the district
- Bus pull offs
- Trees on Cumberland Ave.

**Table 2. In the Mix**

Table 2 participants wanted to answer every question and like the vision statement and the three lane option.

- Art supplies and books
- A mix that caters to students, staff, and residents 24/7
- Make mixes vertical and make the university part of it
- Should be welcoming to entire city
- How do you handle Lake Avenue, connection between Cumberland and University
- Wider sidewalks a necessity

They drew:

- Don't change College Inn, between 18 th and 20 th on north side, the character of Cumberland through the university
- Maintain access to medical facilities on north south streets
- Address potential development at Mountcastle Park

- Moved or underground utilities
- Street tree with street furnishings
- Changes radii on side streets to allow service vehicles to operate off of Cumberland
- Striped bike lanes
- Undeveloped spaces for bus pull offs
- Gateway improvements on 17th

### **Table 3. Parking – R – Us**

Table 3 Participants were very detailed in their recommendations, particular about parking, service and delivery and they wanted to keep the Ft. Sanders neighborhood character preserved.

- No parking on Cumberland
- Could UT/hospitals and merchants share parking as in White Ave garage?
- What kinds of services to hospitals want for their staff?
- How much can strip business be regulated...such as removing Panera out front parking?
- How does the 3 lane option work with so many crosswalks?
- Vision statement should be more pedestrian friendly
- On street parking may make its own problems
- Alley might be a better face for businesses with back porch seating and pedestrian traffic
- Cars and deliveries have to go somewhere
- Alleys will have to be widened
- Best solution for vehicles may be border parking like UT
- Underground parking may not be healthy because of fumes
- Can delivery times be regulated to stop night deliveries?
- Campus Pointe and new development could add grocery stores
- Some deliveries need to be made very close to businesses, cases of beer
- Keep Karnes Drugs, OCI, trees on White
- White Ave. parking garage and some lots on west end of Fort for border lots
- Reduce surface lots and build structure garages but must be safe
- Safe access to Tyson Park via bikes and pedestrian
- Divert some traffic from Cumberland to other streets? Side streets not built for speed.
- Another northwest exit from neighborhood near Rohm and Haas
- Reconfigure one way streets, 19th and 20th work well
- Maximize Cumberland for pedestrian potential
- One way streets are confusing
- Parking off Concord

They drew :

- Taking Terrace and Lake Ave. to two way
- OCI with storefront retail with parking above and behind

- Parking garages at Cumberland and 22nd, White and 22nd.
- Shared parking at 20th and White
- Keep glorious trees and old homes on White
- Alley with sidewalks and cafes between 18th and 19th, Cumberland and White
- Railroad barrier to Tyson Park

#### **Table 4: I see the light**

Table 4 participants validated the vision statement and thought three lanes was a bad idea. They had lots to say about lighting, alleys, connections, parking and visual clutter.

- Consistent lighting style...like World's Fair Park
- Ground lighting
- Garage pick up time limited-no late night
- Bike lane
- Smaller less cluttered signs
- Standards – enforced
- Street parking on one side, bike lane on other
- No street parking
- Fewer bus stops
- Underground utilities
- Pros are density with income, proximity to downtown, multi-venue destination
- Traffic lights/lighting not pedestrian friendly
- Clean up filthy dirty alley between Lake and Cumberland
- Eliminate ugly storefronts
- Develop design standards for businesses
- Restrict use of alley between Lake and Cumberland
- Add no loitering signs behind restaurants
- Sidewalk from Cumberland down Mountcastle to connect with Lake Ave. sidewalk
- Lower price for parking at Lake Ave and 18th St. so more students use

They drew:

- Street trees and low street lights along Cumberland
- Shared parking garages at 18th and White and at the UT garage on Lake.
- Noted a dangerous condition on Cumberland between Alcoa and 22nd.
- A greenway connection to Cumberland from Tyson Park
- Crossed through on-street parking and drew bike lanes on the proposed section

#### **Table 5. Green Bike Team**

Table 5 participants had lots of ideas about how to redevelop the district in a more ecologically friendly way and they all wanted it to be more bike friendly.

- Bike lanes/public transportation
- Close several blocks to create a plaza like Market Square
- Route through traffic Neyland
- Shared parking in back
- Bikeable neighborhoods
- Create a plaza with a community garden
- Small amphitheater, place for summer concerts/food/café
- Beautiful parks
- Ecologically and environmentally responsible construction
- Where are materials coming from?
- Community gardens
- Locally owned businesses
- Community led action, involvement and decision making on all levels
- Less driving/drive-thrus
- Solar panels on roofs
- Green roofs
- Bike lanes, bike lanes, bike lanes
- Uses: grocery store, hardware store, park and plaza event space
- Construction will impact businesses
- Bury utilities
- Design guidelines: no signs above buildings, third story development, give design boards more teeth
- Blend university standards with corridor
- Eliminate on-street parking
- Use bays for transit (bus pull offs)
- Less transit stops
- Don't kill off existing businesses

They drew:

- Shared parking at White and 21st...city to buy lot
- Green space 19th block of Cumberland
- Potential development at White and 18th
- Crossed through front of store parking

### **Table 6 The Big Vision**

Table 6 participants talked a lot about big ideas and long term prospects for the district. They wanted to make the most of Mountcastle park as well.

- High density parking behind, less surface lots fronting Cumberland Ave.
- Utility lines need to be underground/pedestrian scale
- Limit types of bars, restaurants and such, more neighborhood uses
- Use UT and existing parks as greenspace
- Work with UT for parking and housing on back side of Cumberland
- Sign ordinance
- Lighting changes to be more pedestrian friendly
- Create bicycle stands
- Signal timing
- Change one ways to two ways
- Safe and secure street
- Three lane to Tyson Park
- Create overlay association
- Limit delivery trucks to the rear
- Make it a destination location
- Decrease bars and create more unique retail/eateries with patios
- Create safe connection to proposed sorority housing
- High density public parking for business on strip
- More bridges across Cumberland
- Allow for second story pedestrian traffic
- Use traffic calming method, landscaping, bumpouts on Cumberland
- Internet accessible street
- Neyland Drive- how can it take all the overflow without making it more disconnected, how to tie into waterfront development
- Eliminate non-commercial on street parking
- Use vertical space while maintaining pedestrian scale with buildings
- Bike lanes essential
- Area as residential would be for young professionals/doctors/students
- More vegetation
- Improve existing parks by making safer
- Eliminate some side street parking to connect back to campus and strip
- More high density parking and multi-story buildings
- One ways are annoying and confusing
- No on street parking, especially not parallel because they will cause traffic back up
- Market Square is precedent for non-on street deliveries
- Cumberland Avenue equals pedestrian priorities with three traffic lanes
- Any green space needs to stay at street level, not roofs
- Existing and or new development of commercial/residential and potentially rear/air access to buildings
- Appropriate/compatible design transition between Cumberland and Ft. Sanders

They drew:

- Large anchor for Main Street at 22nd and Cumberland
- North side of Cumberland multi use to the street edge all along
- Back side is high density parking on White
- South side of Cumberland, mix of uses and some purely retail with UTK parking decks lined with housing
- Improved Mountcastle Park
- Revamp existing UTK parking garage next to Mountcastle

### **Table 8 Less is more**

Table 8 participants noted a number of things they wanted less of or removed altogether. They liked both on street parking and the three lane proposal.

- Less predatory parking lots
- Less curb cuts
- Less fast food and gas stations
- Go high vertical on Cumberland, step down on Lake and White
- Alleys for service vehicles
- Three lanes yes
- On street parking yes
- Integrate development from front to back with alley access
- Hawkeye's parking for parking structure
- Green connection from Cumberland to Mountcastle Park
- Route traffic to Neyland as possible
- How many surface parking spaces exist now in Ft. Sanders?
- Less duplication of services
- Signalize cross walks and enforce jaywalking
- Shared parking
- Five to six stories or more on Cumberland (mixed use)

They drew:

- Parking garage on Terrace next to UT parking garage
- Trees all down Cumberland from 22nd to 16th
- Preserve existing houses on Lake and White
- Redeveloped Walgreens lot
- A build to line on Cumberland
- Shared parking on parking lots used by Ft. Sanders Hospital
- Preserve the Longbranch
- Preserve retail edge along Cumberland between 18th and 19th

### **Table 10 Making the Connection**

Table 10 participants wanted to strengthen internal and external connections. They had a lot to say about the types of appropriate development and the need for an effective mix of uses throughout.

- Strengthen the connections to downtown
- Concern about bike lanes
- Concern about connecting bike lanes, sidewalks and lighting
- Concern about activating parks
- Panhandling
- Concern about development on three lanes....mixed use maybe incompatible uses
- Residential focus on north side
- Beware of treading on right of way...want to be able to build to right of way
- Need more green space
- Vision statement....should add mixed use
- On street parking...strategic and ideally
- Improve alley access
- Clarify intent of development in vision statement

They drew:

- More commercial on Cumberland and White, 19th to 22nd
- Cumberland and 17th a possible center
- Designated bus stops, example at Cumberland and 18th
- Residential between Cumberland and Clinch and 19th and 17th
- Keep Mountcastle Park
- Keep Longbranch
- Keep residential edge at Lake between Volunteer Blvd and Mountcastle
- Scale of large student housing on White out of scale for neighborhood