



8.0 Public Input



Advisory Committee Input (October 4th 2006)

- Integrate UT with the City
- Make attractive to adults as well as students
- Shopping, dining, safe for walking – a welcoming corridor
- Better coordinated events – site of varied and unique venues – more people!
- Mechanism for long term sustainable businesses
- Don't second guess or compromise
- Safety – personal
- Natural growth corridor for the City
- Safe & revitalized – positive community strip – an urban village with UT cooperation – seamless connection
- Urban campus – urban core
- Safety 24-7 for pedestrians, all folks, all users
- Reduction of vehicle/pedestrian conflicts
- Aesthetics – theme – consistency
- Want people to want to live here
- More efficient roadway & safety enhanced
- Minimize various traffic/pedestrian conflicts
- Seamless neighborhoods transition & mixed uses – shared parking
- Be the heart of a healthy livable corridor
- Safe – identifiable trolley bus pull offs
- A regional destination
- Safety for workers – hospital access conveyors more welcoming
- A place to be proud of
- Shared parking codes reform
- A safe place – plan long term
- Easier access for vehicles to businesses – pedestrian safety
- Re-attract students
- Access to hospitals – improved vehicle flow
- Reduce pedestrian/auto conflicts
- Project needs to be done
- On going major player dialogue

Left top: Image from the Public brainstorming input Nov. 9th, 2006

Center and left bottom: Images from the Advisory Committee Meeting on Oct. 4th, 2006

Public Brainstorming Input (November 9, 2006)

Pedestrians/Bicycles

- Time traffic signals to be more pedestrian friendly (shorter cycle lengths)
- More pedestrian friendly
- Larger, safer pedestrian passages
- Safer pedestrian crossings
- Safer for bicycles, bike lanes
- Safe and enjoyable bicycle & pedestrian environment – bike lanes, streets, trees, well marked crosswalks, slower speeds
- Bike lanes along the entire corridor, which will connect to future bike lanes. Bike lockers like the ones in the parking garages by Market Square for travelers & commuters
- Pedestrian scale of the street and atmosphere to create “social” space
- Re-surfacing of sidewalks
- More pedestrian orientation – fewer cars – more room for bikes, strollers & wheelchairs
- Much more of a pedestrian-friendly place
- Separating walking versus bike lanes is critical. It's hard to ride and walk in the same space
- Pedestrian sidewalks should be larger to accommodate large crowds, straight access from the dorms, fort & campus
- Barrier between pedestrians and vehicles
- Safer foot traffic, barriers (hedges for example) that keep pedestrians on crosswalks
- More attractive sidewalks
- Wide sidewalks with trees
- Pedestrian – bike
- Pedestrian appeal for all users

Parking

- All parking and deliveries in the back of buildings
- More parking in rear of buildings
- Parking garages that allow people who make purchases/eat on the strip to allow up to 2 hours for free parking
- Ample parking in centralized location parking garage
- Limit or eliminate parking in front of businesses – this will do the most to reduce accidents
- On-street parking
- Parking made easier
- All parking in the back
- Move parking from the front of the buildings to the back
- Shared parking within the district
- Less cars in my view, smaller lanes, slower traffic, off street parking, parking garages – that don't look like parking garages

Mixed Use/Retail Environment

- Unique local businesses – no more chains!
- Lose the “freeway exit restaurant spread” less fast food – allow other vendors – unique eateries
- Increase retail on the strip
- More markets / open or farmers markets
- I feel the commercial space is wasted; vacant or closed lots
- 24-hour activity
- A children’s museum on the water
- Diverse shops–healthy image
- Apartments over shops, office and parking structures
- Wide variety of retail uses (books, clothes & groceries)
- Have more one of a kind restaurants, not chain restaurants
- Higher/greater density–people living above Sunspot or the bank. Design standards no more boxing–Taco Bell–Krystal’s architecture

Character “feel”/Public Realm

- Less cars in my view, smaller lanes, slower traffic, off street parking, parking garages – that don’t look like parking garages
- Unique local businesses – no more chains!
- Less visual clutter/enhanced streetscape
- UT needs to respect the neighborhood! Stop tearing down historic structures & integrate new construction into existing land use
- Less clutter – billboards, high signs, telephone pole wires
- Aesthetically pleasing
- A beautiful place to have a cup of coffee, a beer or dinner
- Aesthetically beautiful entrance to the neighborhood, University & downtown
- More of an avenue or boulevard feel
- More continuity in design
- Homeless
- Respectful of existing historic architecture developed
- Modern architecture – downtown atmosphere, sharp angles
- Natural beauty structures, crosswalks, greenspace, cleanliness!
- No big signage – NEON
- Vibrant community instead of transient area Pedestrian, Scale of the street and atmosphere to create “social” space
- Form-based codes
- A clean well-lit place in greenspaces and in others missing
- Curb the panhandling!
- Less lack of infill. Push parking & housing away. More density
- Fewer store signs on the south side of the street – make it more subtle like the north side
- Signage needs to be more uniform
- Removal of unsightly advertising
- Less visual clutter
- Unified look for strip streetscape
- A healthy, clean, individual spot!

- Reduce visual clutter – bury power lines, codify signage, make visually appealing, lighting & directional
- Like “Mayberry”
- Make a place that people don’t just go to but they stay in
- Make Fort Sanders a community again. Not a 3-5 year home for students
- SEC character – a place where the students hang out example – GA, Ole Miss & Alabama
- Keep the scale in check – not downtown but not Farragut
- Less panhandling
- One unique lighting identity
- Density should be limited in terms of high rises
- There are no good outdoor gathering spaces adjacent to the strip for concerts, etc.
- Don’t treat the homeless like something to hide
- Be visually pleasing as well as easily accessible to all parts of the strip from campus, Fort Sanders, downtown, etc.

Green

- More green vegetation on strip center
- More green spaces – trees planted down the sidewalks – flower pots that are maintained – less concrete!
- Greener
- More recycling/green – environmentally friendly clean spaces
- Plant more trees & grass and get rid of asphalt
- Fresh – trees, pedestrians not so close to stagnant car exhaust
- Pervious pavements, more greenery using native species
- Wide sidewalks with trees
- Increased landscaping
- More trees and landscaping – visually more attractive
- More street trees
- Setbacks with greenspace, trees & grass

Traffic Control/Management /Transit

- Wider streets – how will this effect businesses & commercial appeal to the UT campus in general
- 20 mph speed limit, motorized traffic volume down to 20% of present
- Safer and more efficient traffic flow – vehicular, bike & pedestrian
- Push more traffic to Neyland and other outside routes with less traffic lights. Cumberland should not serve as a spine for parking structures
- Better all around pedestrian access to businesses, safer vehicular flows & parking. Pedestrian bridges? Think GAME DAY!
- Better traffic flow – traffic calming
- Slower speeds on Cumberland
- Don’t divert traffic to Clinch Ave.
- Use transit to de-emphasize through traffic and emphasize peripheral parking
- Will bus pullouts impede transit
- Ideal plan for the strip would be no autos....perhaps a two trolley system and re-routing cars to alleys and garages

Connections

- Strong connection to downtown – redevelop 11th Street and Cumberland area
- Bike lanes along the entire corridor, which will connect to future bike lanes. Bike lockers like the ones in the parking garages by Market Square for travelers & commuters
- Many students live in South Knoxville, other employees of the university and others need better links to the university
- Gateways
- Connections to the strip from the fort, dorms and academic buildings need to be improved as much as the strip

Other

- Greater definition of boundaries & modes. 17th & Cumberland are entries to strip & downtown
- Hospital & University collaboration
- Emergency phones (call boxes)
- Listen to what the community wants, not just to what would benefit business or your wallets



**Public Charrette Table Session Input
(December 5, 2006)**

The following were questions asked of each participant to discuss during the public charrette table sessions:

1. **Does the vision statement fit your vision for Cumberland?**
(Vision Statement: Cumberland Avenue will be a uniquely attractive and vibrant area that turns a “pike to a street” a “strip to a place” and reconnects to its neighbors.)
2. **What do you think of the 3-lane option? What features should be incorporated? Where should we put them?**
 - On-street parking
 - Wider sidewalks
 - Bike lanes
 - Bus stops & pull-offs
 - Service & delivery areas
 - Trees
3. **What should be kept “as-is” in the district?**
4. **What kinds of development should we plan for and where should it go?**
 - Public gathering places
 - Surface, shared & structured parking
 - Types of housing & retail
 - Mixed-use development
5. **What connections within the district or to areas outside need to be improved or created?**

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 liked 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 18th and 20th 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
- Change 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, particularly about parking, service and delivery, and they wanted to keep the Fort Sanders neighborhood character preserved.

- No parking on Cumberland
- Could UT/hospitals and merchants share parking as in White Ave. garage?
- What kinds of services hospitals do 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

Public inputs during table sessions at the charrette



- 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 to 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-throughs
- 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



Some active drawing and debate during table sessions at the charrette

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, bump-outs 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 no 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 7:

This table was not needed during the break-out session.

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 Fort Sanders?
- Less duplication of services
- Signalize crosswalks 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 Fort 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