

Responses to Address Comments/Suggestions from Sevier Avenue ROW Meeting
April 5, 2018
South Knoxville Elementary School 6:00pm

1) At the corner of our building, 802 Sevier, where the intersection needs to be slightly widened, be aware that we need adequate space around that corner for wheelchair accessibility and for wheeling loads of large boxes around that corner to the parking lot on the side. Also note that once our purchase of this building is complete, we will be restoring the historic facade (this is the old Grapette bottling factory).

Improvements to the intersection of Davenport and Sevier Avenue will consist of accessible ramps at the street corners with enhanced sidewalk to allow for better maneuverability and safer crossing at the intersection. Traffic signal upgrades will include new mast arm signals with pedestrian signals and push buttons.

2) Note that we will need to continue to receive **semi-truckloads** of t-shirts from Davenport Rd. Although we forgot to ask about Davenport and this may not be an issue, we have noticed on Cumberland, for example, that large trucks have no choice but to run through flowerbeds because their needs were not anticipated.

Due to the restricted width of the proposed streetscape improvements alongside the existing buildings fronting Sevier Avenue, the streetscape improvements will not include a landscaped median in front of Borderland Tees. The roadway will consist of 2- 11 ft travel lanes. Landscaped medians are located near the east end of the project closest to the railroad tracks and Island Home Avenue.

3) We are concerned about increased light pollution creeping into the Phillips Ave residential area near South Coast Pizza. We would like as few lights as possible near Phillips, not only for the residents, but for the wildlife and native plants. We would like to retain as much of a natural "urban wilderness" feel in our neighborhood as possible. (Most everyone in the neighborhood thinks there is too much light pollution at Suttree Landing, though I know it is a balance with crime prevention.)

During the design process, the information obtain during a utility coordination meeting with KUB assisted with the electrical layout as shown. The consultant has determine the illumination necessary to provide adequate lighting for the streetscapes project.

4) We understand that 2 houses are being lost to eminent domain. We advocate for those neighbors to be paid fairly for the current value of those homes, which according to recent sales, would be between \$250,000-\$300,000.

The relocations and any other properties that we expect to be significantly impacted by the project will be appraised by an independent appraiser, hired by the City of Knoxville to give an opinion of current market value of the property and an 'after construction' value to determine if there is any loss in value to the remaining property. The appraisal will then be reviewed to make sure all laws/guidelines are followed and that the report is

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reasonable and accurate. The acquisition agents will then make an offer to the property owner based on the appraisal. The property owners and tenants may also be eligible for relocation assistance as well. The process for buying Right of Way is done according to the Yellow Book federal guidelines. We will not know what the estimate value of those properties are until the appraisals have been turned in. If an agreement cannot be made, the amount due owner will be determined in court.

The acquisition agents with the City's real estate agent can mail or stop by the owners to deliver the City's ROW pamphlets with most of this information. The pamphlets were made available at the public meeting.

5) Although we were told that the proposed Barber extension is not part of this project, we strongly oppose that extension, since access to the waterfront will be abundant via the other 3-4 entrances. A Barber extension would squeeze the school in a time when enrollment is rapidly expanding due to rezoning to include Island Home. Running non-school traffic through that congested area -- particularly with children in the street -- increases the likelihood of an accident and will create headaches for teachers and for parents trying to pick up their children. It will also force more traffic onto Phillips Ave, which is narrow already and needs to keep street parking on both sides of the road, since many of these old homes do not have driveways. It is likely that the school will need to hire more teachers, and parking for them will be a continuing stress if this extension is created. It will create ongoing conflict between residents and the school as everyone tries to claim a prized parking space. This extension also destroys the natural topography of the area. As a Tree Board member, I am also concerned about mature trees slated to be cut around the school, including the old dogwoods on Phillips as well as new ones that we planted with a grant from the Office of Neighborhoods. Everyone I have talked to in the neighborhood and at the school opposes this unnecessary degradation of the school and the residential neighborhood. No one has heard an adequate response to why the school is losing its property when there is plenty of room on the vacant lot across the street. We would like to have a response to that issue in particular, and to have a separate stakeholders meeting about any proposed changes that affect traffic patterns and parking around the school. It seems to me that a great deal is being lost for 200+ stakeholders without a compelling argument for the need to run a 4th or 5th access road to the river.

The additional north-south extensions were adopted in the South Waterfront Form Based Code and Regulating Plan as a means to determine the block layout (eliminate large massing) and provide connectivity to the new Waterfront Drive. The design and future layout of new development may dictate the necessity of the extension of the street network. However, anticipating future development, the construction of Waterfront Drive including the new intersections at Barber, Claude, Dixie, Empire and Foggy Bottom Streets.

Currently there are no existing trees along Sevier Avenue. Because we are using federal dollars for the construction of the new streetscape and environmental clearance document was performed where several commitments were necessary including no

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placement of trees that will have a trunk diameter greater than 4 inches due to clear zone distance requirements. Because of the restricted ROW area adjacent to private property, trees will be planted in areas along Foggy Bottom Street and Island Home Avenue where adequate spacing is allowable for proper planting and maintenance of trees.

When updating this project with TDOT, several side streets (Barber and work around the school at Davenport and Phillips) were eliminated from the federal funding. So any modifications to Barber can be revisited in the future. The two –way traffic on Barber was a proposal based on private development of mixed use development on Waterfront Drive. When development moves forward, the City will revisit this two-way option again with the public. Additionally, the project around the school was a thought that appear in 2009, when the project first began. The City understands that there have been new neighbors, school parents/children and other changes in opinion that would warrant another public meeting when and if a new redevelopment impacting the local streets move forward.