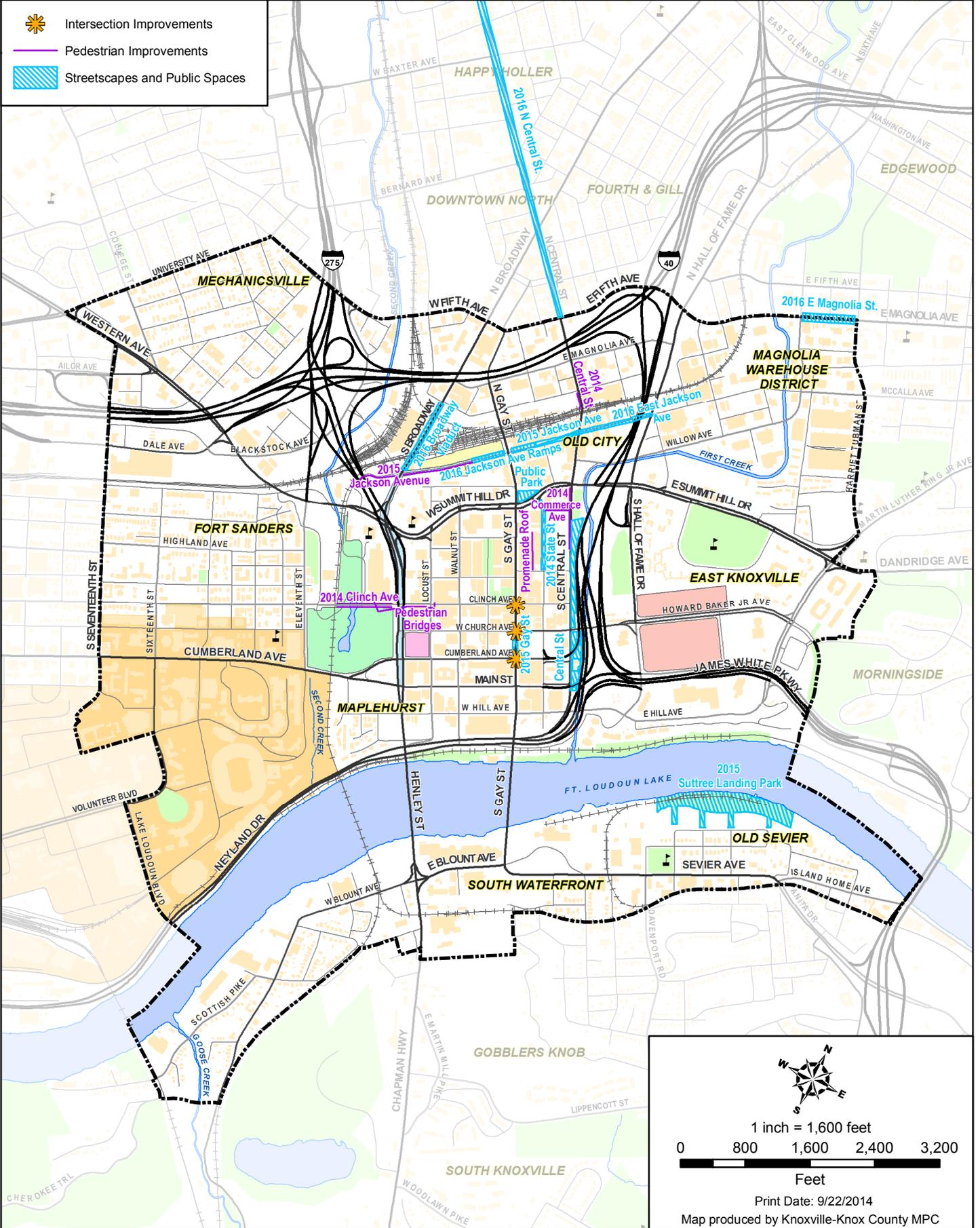


Map 27: Public Investments

-  Intersection Improvements
-  Pedestrian Improvements
-  Streetscapes and Public Spaces



1 inch = 1,600 feet
 0 800 1,600 2,400 3,200

Feet

Print Date: 9/22/2014

Map produced by Knoxville-Knox County MPC

Public Investment

Jackson Avenue Ramps Project

The Jackson Avenue Ramps are included within the TDOT Bridge Inventory and are inspected on a bi-annual basis. The poor rating of the ramps resulted in qualification for participation in the federal bridge replacement program. TDOT is allowing local agencies to administer projects that affect local streets. Therefore, the City will administer all phases of this project including preliminary engineering, right-of-way and construction.

East Jackson Avenue Streetscapes

The East Jackson Avenue Streetscapes plan had its beginnings when The City of Knoxville contracted with the East Tennessee Community Design Center to conduct a series of charettes to determine common community desires in the Historic Old City. As a result of this work, a contract was awarded to CDM Smith for \$278,400 to develop construction plans for the portion of East Jackson Avenue from the eastern most ramp on East Jackson Avenue to Patton Street. These plans will detail the complete streetscape including street lighting and sidewalk replacement.

The project will further the City of Knoxville goals of better connecting the Old City to both the University of Tennessee and the World's Fair Park and the rest of the downtown area and will encourage redevelopment along the Jackson Avenue corridor. It will also provide a better connection as development continues to occur in the eastern part of Downtown. The construction documents are projected to be completed in late 2014 with phased construction beginning in 2015.

Jackson Avenue West Streetscapes

The Designer for the Jackson Avenue West Streetscapes/Stabilization Project is Vaughn & Melton Consulting Engineers, Inc. The project originated in 2005 through funding from a Tennessee Department of Transportation (TDOT)

High Priority Project for the Upper Second Creek/Old City Greenway, PIN 107380.00. The TDOT contract calls for the City of Knoxville to design and construct a pedestrian connection of approximately 2,400 linear feet from the intersection of World's Fair Park Drive and Grand Avenue to the intersection of Jackson Avenue and Gay Street. The HPP funding was distributed over a 5-year period beginning in 2005 at 20% per year. The proposed project will accomplish the desired pedestrian connection and the streetscape improvements will encourage redevelopment along the Jackson Avenue corridor.

500 block of West Jackson Avenue

In the spring of 2014, City of Knoxville officials asked for public input on how to proceed with reshaping the 500 block of West Jackson Avenue, following a Feb. 1 fire that destroyed the last of the historic McClung Warehouses buildings. Input from an April 3 forum and from online survey comments are helping to guide the City's issuance of a Request for Proposals. The RFP is expected to go out later this year, after additional analysis in the fall of 2014 that draws on the expertise of the Urban Land Institute, a 32,000-member nonprofit research and education organization whose staff facilitates multidisciplinary forums on real estate and aims to create great space.

700 Block of S. Gay Street

This is the last remaining section of Gay Street that has not been brought up to current standards. This project will consist of replacing old, dilapidated sidewalks and roadway in the 700 block of Gay Street with a more functional roadway standard that better addresses the needs of traffic and pedestrians. Utility upgrades here will also benefit all of the property owners as this section of downtown develops.

State Street Streetscapes

Marble Alley Development will add several hundred new apartment units to the Downtown area and as a part of this development a streetscapes plan has

been developed which will bring improved utilities, wider sidewalks and improved street lighting to State Street from Union Avenue to Summit Hill Drive. Construction will begin in late 2014 for approximately 18 months.

100 Block of S. Gay Street

This construction project rebuilt the support structures, relocated and realigned all utilities and replaced surface-level streetscape features. While the primary purpose of the construction was to fix old and compromised infrastructure, the project's surface-level design included cosmetic enhancements like wider sidewalks, street trees, and a sidewalk furnishing zone for features like benches, bike racks, etc. that significantly improved the aesthetic condition of the block.

This construction project was completed in 2011.

Downtown Wayfinding

The goal of the wayfinding effort is to make it easy for visitors and residents to navigate around downtown Knoxville, as well as highlighting its attractions and offerings in an appealing and informative manner. The project area encompasses all of downtown including World's Fair Park. The general boundaries are the Norfolk Southern Tracks to the north, the Tennessee River to the south, Hall of Fame Drive on the east and 11th Street on the west.

Magnolia Avenue Streetscapes Plan

On April 16, 2014, more than 60 people- City Council members and East Knoxville residents and business leaders - shared ideas last on the Magnolia Avenue Streetscapes plan during a public forum at the John T. O'Connor Senior Citizens Center. Participants got a close look at renderings and details on the long-range project.

Citizens were invited to look at the proposal and offer their comments through April 30, 2014. Officials presented schematic designs for the Magnolia Avenue Streetscapes project, based on

recommendations outlined in the 2009 MPC Magnolia Avenue Corridor Plan. One of three nodes, or centers of activity, along the three-mile corridor was recommended for initial designation as a model block, and a consultant, Kimley-Horn and Associates Inc., developed a detailed Streetscapes design for that block. The block spans from Jessamine Street to North Bertrand Street.

Cumberland Avenue Streetscape

The Streetscape Plan proposes a "road diet" for Cumberland reducing the street from four lanes to three lanes with a median to direct left turn movements. In the spring of 2013, the City working with stakeholders and with Council approval split the project into two phases.

Phase I includes improvements to Cumberland Avenue from Alcoa Highway to 22nd Street. The primary objective of Phase I is to address the utilities, roadway capacity, turn lanes, signals, and sidewalks in preparation of Phase II.

Timeline: Bid in September of 2014 - Start Construction in December 2014 or January 2015, estimated completion in July 2015 (approximately 8 months).

Phase II includes improvements to Cumberland Avenue from 22nd Street to west of 16th Street. This phase will include underground utilities (tie to Phase I work) narrowing of Cumberland Avenue from four lanes to three lanes, one of which will be a dedicated median/turn lane, widening sidewalks, adding street trees, plantings and street furniture, accommodations for transit and transit users, and new cross walks.

Timeline: Bid in September of 2014 - Start Construction in December 2015 estimated completion in August 2017 (approximately 21 months).

South Waterfront Redevelopment

The Knoxville South Waterfront Vision Plan, adopted in 2006, describes a long-term improvement strategy for an approximate 750-acre area fronting the 3-mile shoreline of the Tennessee River, directly south of downtown Knoxville and the University of Tennessee-Knoxville. Implementation tools were adopted soon thereafter, including a Knoxville South Waterfront Action Plan, an Urban Renewal and Redevelopment Plan, and the South Waterfront Development Code. The primary implementation strategy of the Vision Plan is to create public-private partnerships by funding, at least in part, public improvements in support of private redevelopment projects. Completion of the plan will take at least 20 years. Some of the public improvements include a continuous pedestrian/bicycle riverwalk along the shoreline, parks and green spaces, new and reconstructed streets, a new pedestrian/bicycle bridge connecting the South Waterfront to the University campus, sidewalks, bike lanes, and parking. It is anticipated that these public improvements will stimulate private investment, resulting in the addition of new residential, commercial, retail, and recreational opportunities. These public-private partnerships are intended to benefit residents, businesses, visitors, and the City's tax base. The intent of the Vision Plan is to create a safe, secure, attractive, and walkable series of mixed use developments that complement and connect to the downtown and the university.

Downtown North Redevelopment

The city of Knoxville has embarked on a plan to create a Downtown North commercial and residential district. The goal is to create an integrated mixed use area with visual, pedestrian, vehicular and land use connections working together to capitalize on the revitalization of Downtown Knoxville and the historic neighborhoods to the north.

Over the past several years this uniquely Knoxville community has made great strides in identifying itself as a special place with a distinctive character. The most noticeable changes have come to the facades over 30 buildings that combined have seen over five million dollars of public and private money invested. There have also been changes made in public infrastructure and plans laid for even more change.

The Downtown North Streetscape Improvement concept Plan was developed in 2009 and identified N. Gay St and N Central St as primary corridors on which to focus infrastructure improvements.

300, 400, 500, and 600 Blocks of North Gay Street
In 2011, improvements for the 300 & 600 blocks of North Gay Street were executed & concept plans for the 400 and 500 blocks were developed into construction plans. The project included narrowing the street with landscaped bulb-outs, installing decorative streetlights and relocating overhead utilities underground. Ground cover and flowering plants were installed in the spring of 2014. At the request of adjacent property owners, a parallel parking stall was added southwest of the intersection of North Gay Street and East Fifth Avenue. The project was completed in 2014 and has been well received by the general public.

North Central Street Streetscapes

During the summer and fall of 2009 the city of Knoxville worked with Hedstrom Design, Landscape Architects and Vaughn & Melton Engineering to develop a streetscape plan for the major corridors within Downtown North. What emerged from this process was a clear consensus that the first priority for work should be North Gay Street and North Central Street. With that mission in mind, the design team did more detail work in preparing concepts for these two corridors. Funding for this project is an 80/20 split with TDOT and Environmental approvals have been received.