

Round 3 Public Engagement

March 27 – March 30, 2023



Engage in our land use and transportation future.

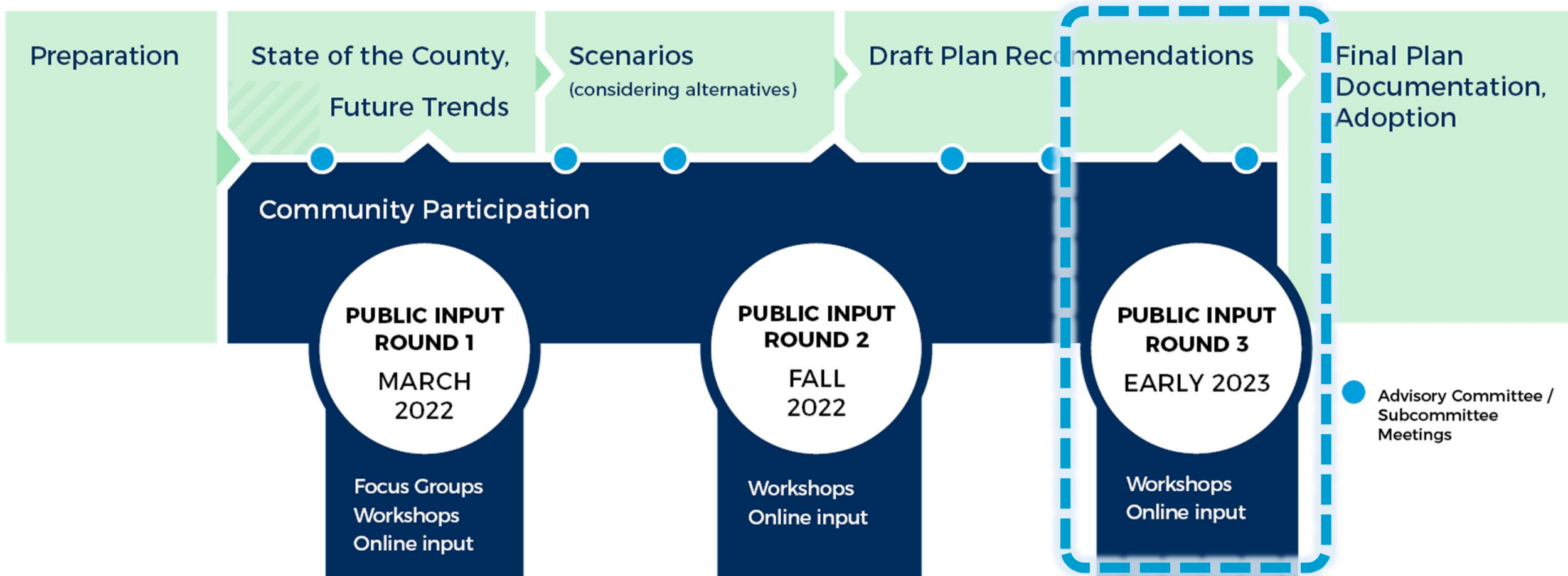


Agenda

1. Creating a Preferred Scenario
2. Draft Future Land Use Map and Transportation Recommendations
3. Priorities Week Public Events
4. Next Steps



The Process



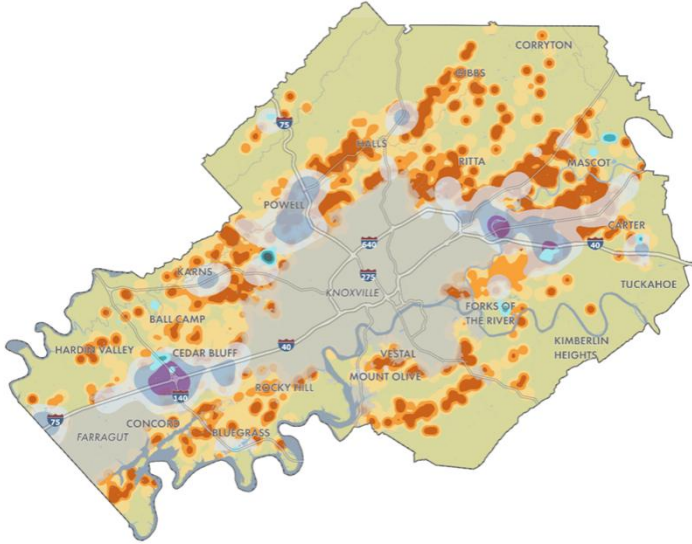
Creating a Preferred Scenario



Engage in our land use and transportation future.

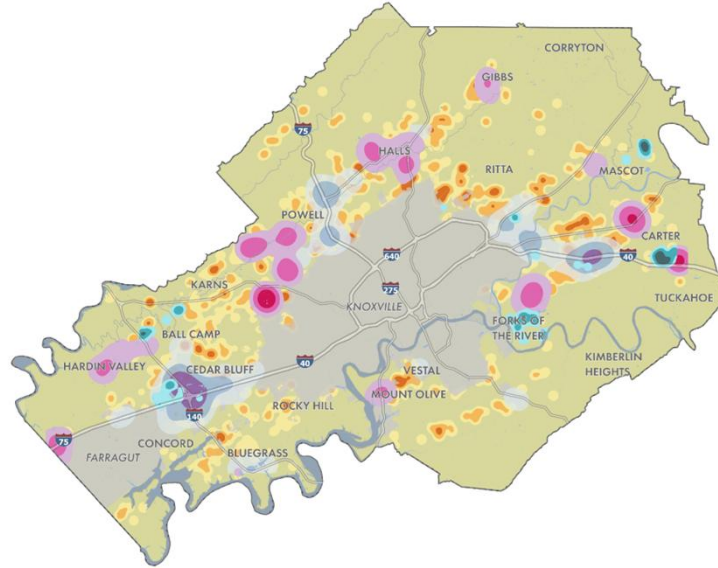


Outward Bound



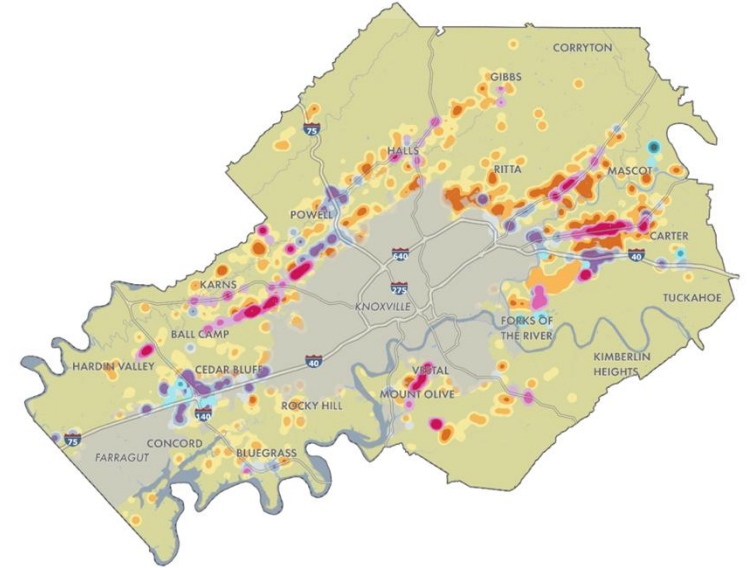
2.2 STARS

Town and Country



4.0 STARS

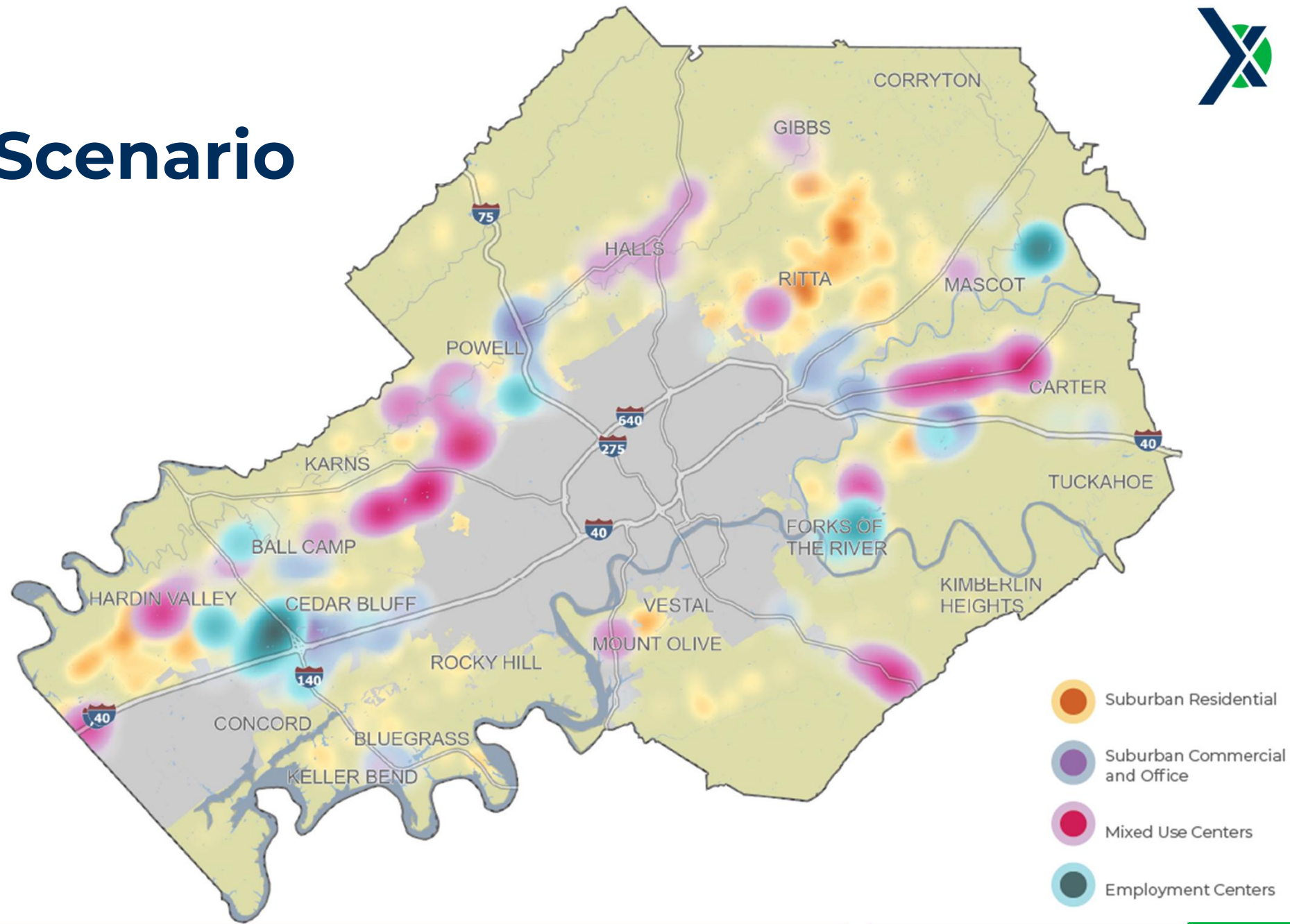
On The Road Again



3.2 STARS

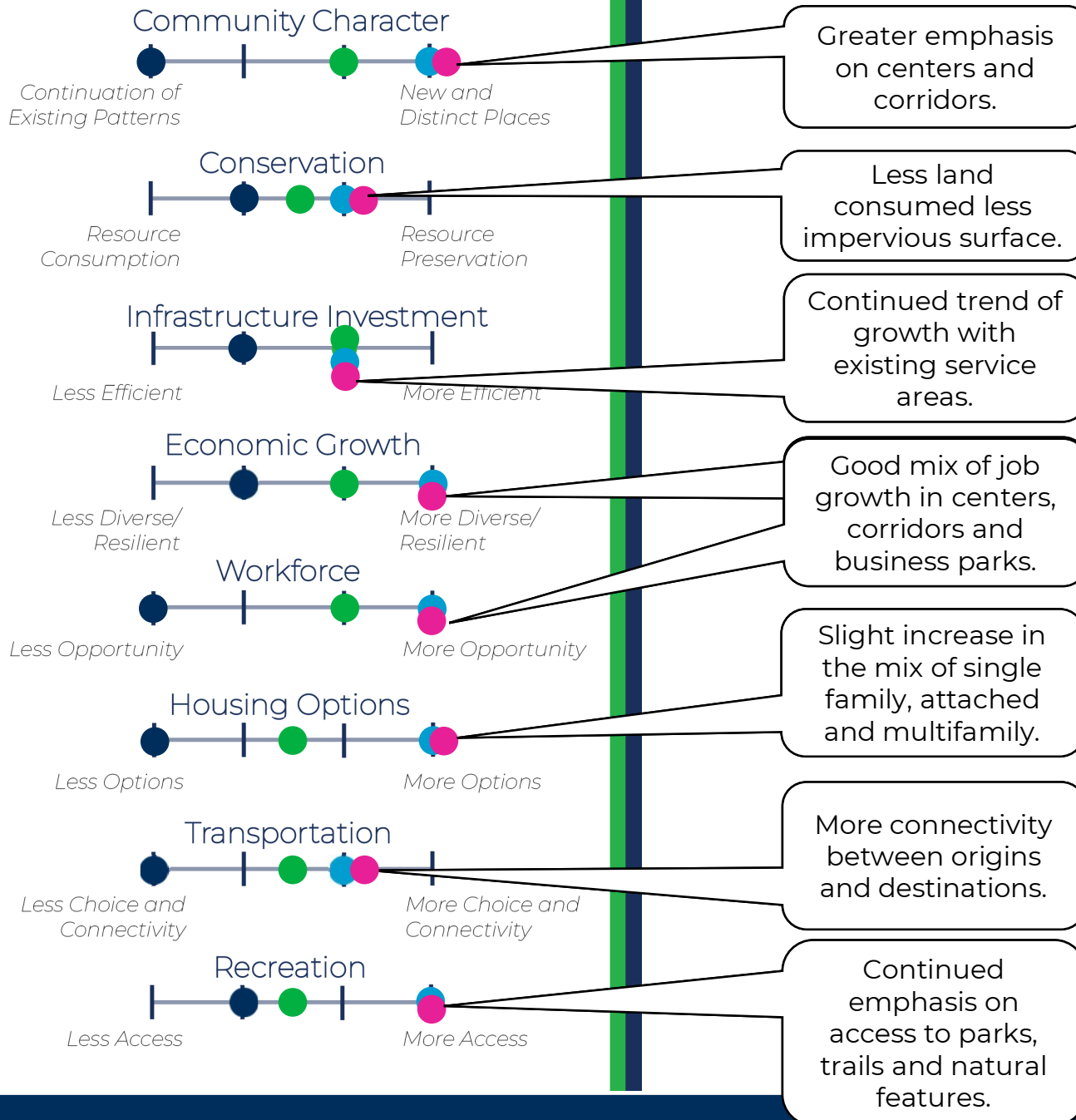


Preferred Scenario





Scenario Scorecard



- Outward Bound!
- On The Road Again
- Town and Country
- Preferred

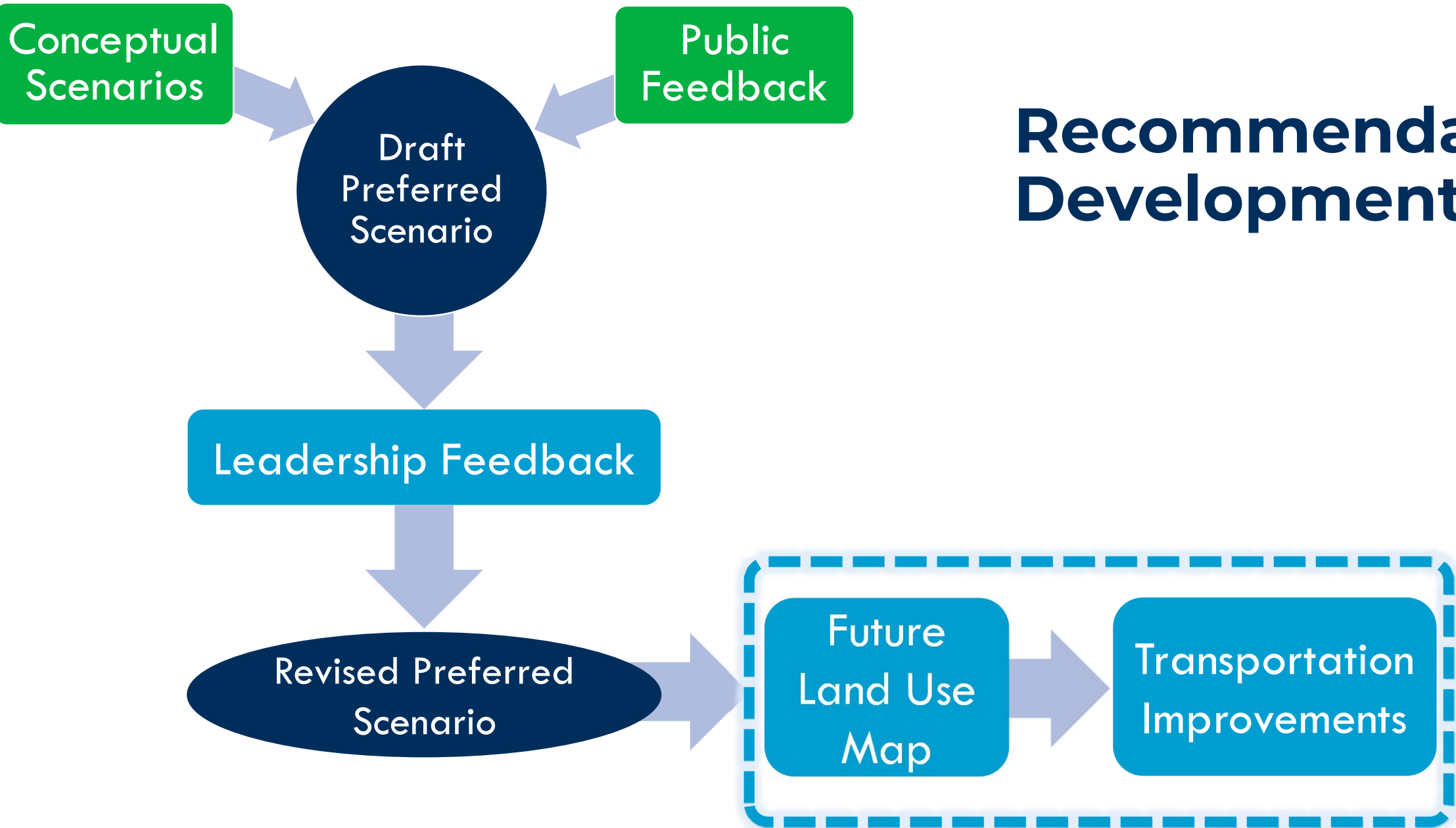
Developing Recommendations



Engage in our land use and transportation future.



Recommendations Development





Placetypes

- Indicate the mix of uses and scale of development that are appropriate in an area if that area were to change or develop in the future.
- Defined by various attributes of urban or rural form, mobility and connectivity, and land uses.

Placetypes – Walkable Compact Growth



Traditional Neighborhood



Residential areas that feature a mix of housing ranging from single family to townhomes and small multi-family buildings. Traditional neighborhoods have a walkable block pattern, a mix of housing types within the neighborhood, and neighborhood amenities such as parks and schools. These areas are typically connected to a mixed-use center.

Corridor Mixed-use



Areas appropriate for moderate-scale walkable mixed-use development occurring along major corridors. These areas may incorporate office, retail, civic, residential, and community gathering spaces both vertically and horizontally and should provide connectivity to nearby neighborhoods.

Town Center Mixed-use



Areas appropriate for large and compact walkable developments with employment, commercial, residential, civic, and supporting uses integrated horizontally and vertically with connectivity to surrounding neighborhoods.

Placetypes – Rural Areas



Rural Conservation



Areas primarily made up of single family residential subdivisions in a rural setting. These subdivisions are designed to preserve forested areas, ridges, and other significant natural areas. Like other rural areas, these places may include some limited non-residential uses such as commercial or agriculture.

Rural Crossroads Commercial



Small commercial nodes occurring at intersections within rural areas. These places provide rural communities with goods and services that meet day-to-day and agricultural needs. These areas may feature multiple small buildings clustered in a walkable pattern.

Rural Living



Areas primarily made up of large lot residential within a rural setting. These areas may include some limited non-residential uses such as commercial or agriculture.

Placetypes – Suburban Growth



Suburban Residential



Areas of primarily single family residential development with lot sizes generally less than one acre. These areas may feature a range of lot sizes, housing size and styles, including some small-scale attached dwellings. Existing areas exhibit a pattern of curvilinear streets, long blocks, and limited connectivity between neighborhoods and other non-residential areas. Future developments should feature street and path connections to adjacent neighborhoods, walkable proximity to parks, and bikeable proximity to neighborhood commercial areas.

Suburban Mixed Residential



Areas that are similar in pattern to suburban residential but with a greater mix of housing types including attached housing or small-scale multi-family housing. Existing areas exhibit a pattern of curvilinear streets, long blocks, and limited connectivity between neighborhoods and other non-residential areas. Future developments should feature street and path connections to adjacent neighborhoods, walkable proximity to parks, and bikeable proximity to neighborhood commercial areas.

Corridor Commercial



Areas situated along major transportation corridors that are appropriate for a mix of commercial development including shopping centers, large format retail, and auto-oriented uses. Development is composed of primarily one story, large footprint buildings, but may include a variety of building sizes, including multi-story hotels. These areas have an auto-oriented design but should be well-connected with pedestrian accommodations.

Business Park



Areas appropriate for employment intensive uses that may include corporate office, light industrial, advanced manufacturing, research and development, support services, or incubator facilities for start-ups. Buildings tend to be large footprint, 1-2 story, and include “high-bay” spaces and loading areas. These areas tend to be designed in a primarily auto-oriented setting, but should accommodate transportation alternatives. These areas may be arranged in a walkable campus setting.

Future Land Use Map

Future Land Use (Placetype)

WALKABLE COMPACT GROWTH

- Traditional Neighborhood
- Corridor Mixed-use
- Town Center Mixed-use

SUBURBAN GROWTH

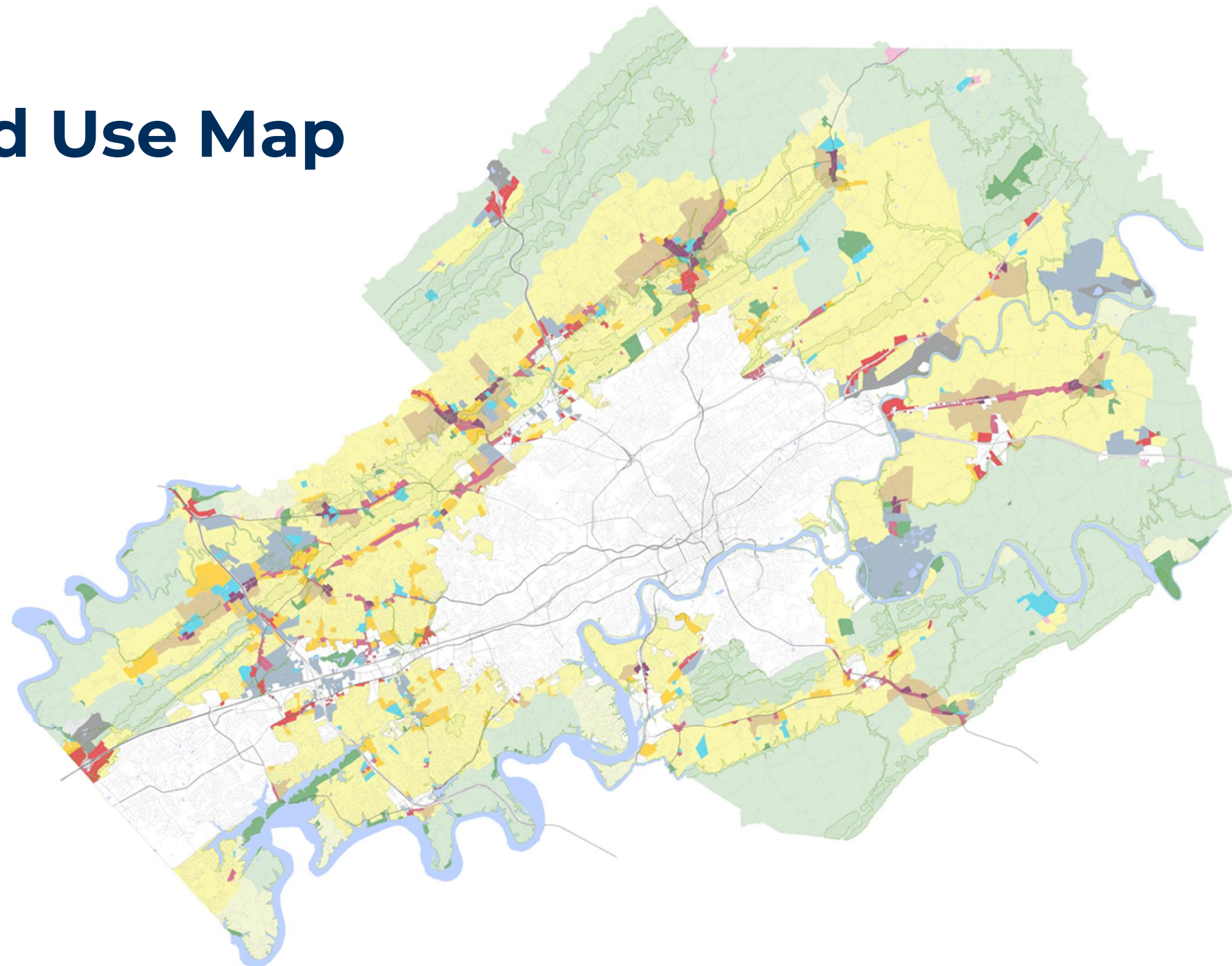
- Suburban Residential
- Suburban Mixed Residential
- Corridor Commercial
- Business Park

RURAL AREAS

- Rural Living
- Rural Conservation
- Rural Crossroads Commercial

OTHER AREAS

- Civic or Institutional
- Park and Open Space
- Mining and Heavy Industrial
- Conservation Overlay
- Water





Transportation Recommendations

Recommendations Development

- Previous Plans
- Future Congestion
- Safety Data
- Future Land Use Map
- Public Feedback



Transportation Recommendations

Project Types

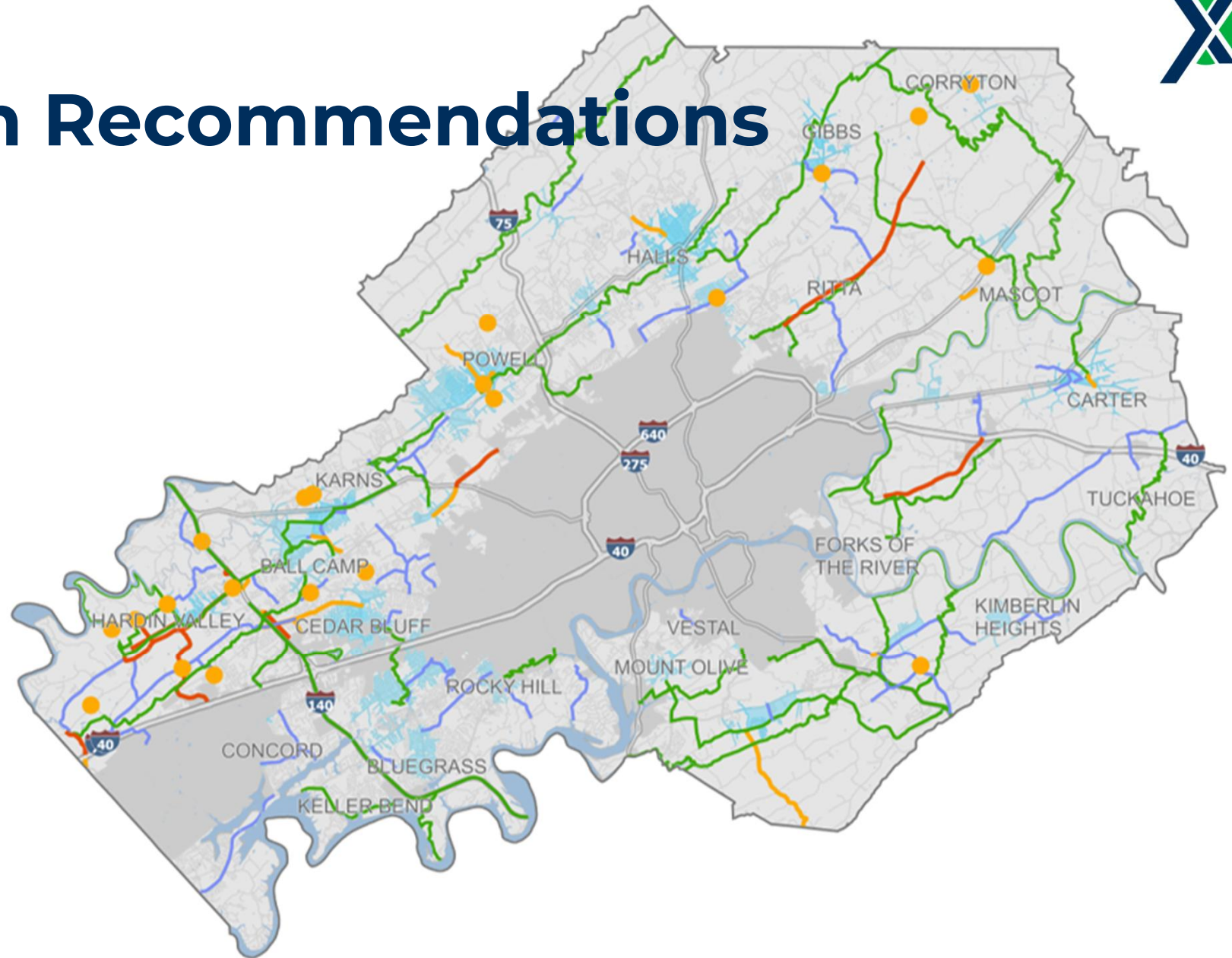
- Capacity
- Modernization
- Greenways
- Safety
- Pedestrian



Transportation Recommendations

Legend

- Capacity
- Modernization
- Safety
- Greenway
- Pedestrian Enhancement Areas





Next Steps

March

- Create draft future land use map
- Create draft transportation recommendations
- Priorities Week

April

- Online Survey
- Refine recommendations
- Transportation recommendations prioritization & financial constraint

May

- Plan documentation
- Convene Growth Policy Committee

Priorities Week



Engage in our land use and transportation future.



Public Engagement

Three Primary Rounds

1

Ideas

idea generation /
issue identification

2

Choices

considering scenarios/
choosing direction

3

Priorities

review/
prioritization



Priorities Week

Public Events

5 IN-PERSON MEETINGS, 2 VIRTUAL, ONLINE SURVEY

Attend a workshop to help prioritize actions and guide the County's future.

Monday March 27th

- 12:00 pm Cansler Family YMCA
- 5:30 pm Gibbs Middle School

Tuesday March 28th

- 5:30 pm Brickey McCloud Elementary School

Wednesday March 29th

- 12:00 pm Virtual
- 5:30 pm Northshore Elementary School



Attend the event most convenient to you. Workshops will last 90 minutes. Virtual option requires registration.

Thursday March 30th

- 5:30 pm Bonny Kate Elementary

Thursday April 6th

- 12:00 pm Virtual



Visit AdvanceKnox.org Interactive map and comment tool

Transportation Projects

Zoom the map or click on one of the four parts of the county to see a list of projects in that area.

- 142 Buttermilk Rd (at Graybeal Rd)** Safety
Improve intersection
- 141 Couch Mill Rd (at Williams Rd)** Safety
Improve intersection
- 140 Couch Mill Rd (at Williams Bend Rd)** Safety
Improve intersection
- 51 Hardin Valley Rd (Hickory Creek Rd to Steele Rd)** Capacity
Widen to provide additional capacity. Conduct traffic study to determine appropriate number of lanes and needed turn lane locations
- 30 Melton Hill Greenway** Greenway
- 21 Melton Hill Greenway** Greenway
- 19 Hickory Creek Greenway** Greenway

Area A Area B Area C Area D

show legend

FUTURE LAND USE PLACETYPE CLASSIFICATION:
Corridor Mixed Use