



LCD

CREATING A **LIFETIME**
COMMUNITY DISTRICT

MKM architecture + design

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THE DEMOGRAPHIC IMPERATIVE



Rapid population aging: a global shift

- The global population is projected to increase 3.7 times from 1950 to 2050. The 60+ population will increase by a factor of 10.
- Between 2010 and 2050 the total population will increase by 2 billion, while the older population will increase by 1.3 billion (World Economic Forum 2012)



The graying of America

- There were 57 million Americans in 2010. In 2050, there will be 112 million.
- By 2050, the proportion of Americans over 50 will be equivalent to the number under age 18



Aging Indiana

- In the next twelve years, the population over age 60 in Indiana will increase by nearly 250,000.
- Aging is not uniform across the Indiana landscape. Neighborhoods with high density of older adults are called "NORC's", naturally occurring retirement communities.



Growth of the older population

- From 2000 to 2010 the 65+ population grew slightly more rapidly than the general population (17% to 16%)
- However, the population ages 55 to 64 grew by 63%!



The character of our community

- Because of IU, we are the youngest community in Indiana
- However, if one removed the student population (just ages 20-24) the proportion of the population 55+ would be over 21% (one of every five residents)



Why community becomes important

- Nearly one in four older female homeowners lives alone
- 98% of area elders want to stay in their current residence as long as they can.

NEED FOR SUPPORT



Housing

- 46% of the 65+ population renting, pay more than 35% of their income for housing.
- Over 11% of the senior population live in housing built before 1940



Income

- One in four Bloomington 65+ households have income below the city median income of \$27,410 (in 2010)
- A larger % of persons 55-64 are in poverty (10.8%) than the population 65+ (8%)



Health

- 39% of Monroe County seniors 60+ have at least one disability (2000 Census)
- While 6% of Area 10 residents thought they needed professional help for depression or anxiety, a majority (53%) had not received help in the previous year.



Car dependent

- 96% of Area 10 residents over age 60 never use public transportation (69%) or report it doesn't exist (27%)
- 2% of the older population use some form of non-motorized means to get around



Physical limitations

- 95% of area elders report no limitations in activities of daily living
- Of those with limitations, 64% have unmet needs



Neighborhood quality

- Traffic is cited as a neighborhood problem more than any other issue
- One in four cite street repair or streets too dark as a neighborhood problem



Taking care of the next generation

- 670 grandparents live with or are responsible for grandchildren under age 18 during the day



Taking care of friends and family

- One in four Area 10 residents over 60 provide help to someone who has a disability
- Of those who help, one in four help a friend or non-relative



Taking care of our communities

- Four in ten older residents in Area 10 volunteer regularly
- One in four volunteers do so at least ten hours a week.

- **86% of the 50+ population in 2010 was there in 2009. (11,864 of 13,859)**
- **14% of the 50+ population in 2010 moved within the previous year. (#1995)**
- **8% moved within the county (#1115)**
- **3% moved from a different county in Indiana (#402)**
- **3% moved from a different state (#429)**
- **.3% moved from another country (#49)**
- **880 individuals aged 50 and above moved into Monroe County in 2009.**
- **492 individuals aged 65+ moved into Monroe County in 2009.**

WHERE IS IT?

The B-Line Trail and adjacent neighborhood.

WHO WILL LIVE THERE?

People of all ages and abilities.

WHEN WILL IT HAPPEN?

Over the next 10-20 years.

WHAT HAS BEEN DONE?

Funding from the Grantmakers In Aging

Multiple meetings with individuals and groups of stakeholders

- Public officials
- Neighbors
- Business owners
- Designers and non-profits

Design workshops

The outcome of this effort will create the first such formal district in the United States.

A place designed to allow people to stay put as they age AND where newcomers want to live and contribute.

Can Bloomington become a Lifetime Community?

BUILDS HEALTH & WELLNESS

- ✓ Affordable health & supportive services
- ✓ Access to fresh food, parks & exercise
- ✓ Meaningful inter-generational contact

PROMOTES CREATION OF HOME & SENSE OF PLACE

- ✓ Diverse, affordable housing options
- ✓ Universal design in home & community
- ✓ Neighborliness
- ✓ Citizenship

ENABLES MOBILITY

- ✓ Diverse, affordable transportation options
- ✓ Complete Streets & Walkability
- ✓ Mixed Use Neighborhoods

FOSTERS CREATIVE EXPRESSION & LIFELONG LEARNING

- ✓ Creativity
- ✓ Community Memory
- ✓ Beauty

"Community is the smallest unit of health."
- Wendell Berry

A lifetime community is a place with a purpose.

It promotes social, physical, mental and emotional wellbeing for all ages and abilities.

People who dwell in a lifetime community exercise stewardship and have a sense they belong.



Communities for a Lifetime

Planning Livable Places for All Ages and Abilities
www.lifetimecommunities.org

lifetime community district

The mission of this study was to develop a strategy for the creation of a Lifetime Community District (LCD) designed to incentivize development within the Drover Town neighborhood that promotes physical, social, mental, and economic wellbeing for persons of all abilities, across the entire lifespan.

In an effort to explore strategies to allow existing neighborhoods to evolve in ways that accommodate the rapidly changing populations in many rural communities, this study explored how a Lifetime Community District (LCD) could prioritize a specific redevelopment effort.

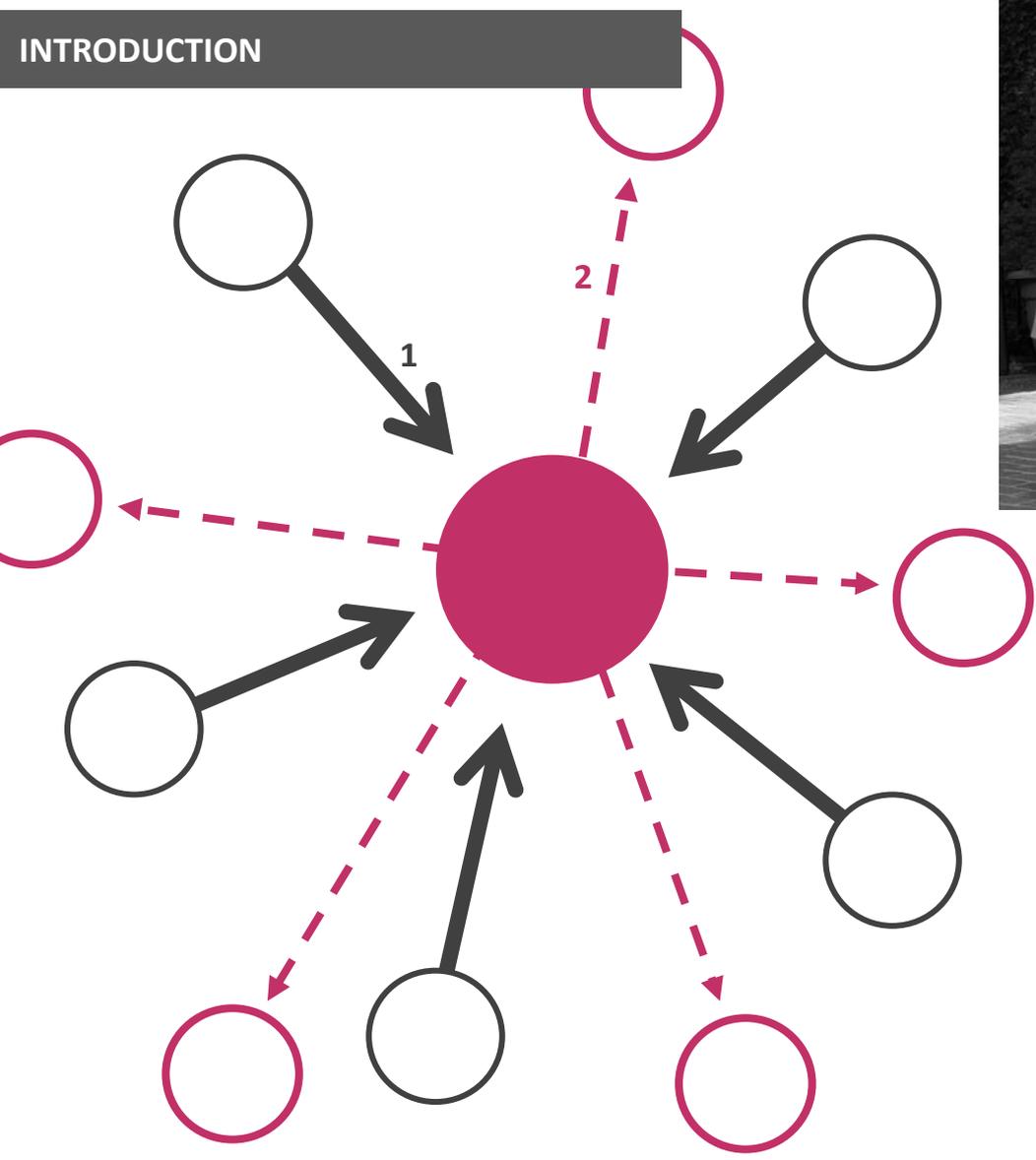
The mission of this study was to develop a strategy for the creation of a LCD designed to incentivize development within the Drover Town neighborhood that promotes physical, social, mental, and economic wellbeing for persons of all abilities, across the entire lifespan.

Like many communities, the City of Huntington has a series of services that aim to assist older adults. In addition to this, the community has the benefit of also providing its residents with numerous resources that support people with varying physical and mental disabilities (i.e., Pathfinders Services). However, in order for Drover Town (and any other neighborhood within the community) to leverage these growing populations *and* function as a vibrant intergenerational neighborhood, these services must prioritize the importance of **reciprocal revitalization**.

While existing services must remain dedicated to their mission to serve these populations, they also must consider how they can empower them to engage the world around. By leveraging these populations, rural communities can incentivize economic development by understanding the impact reengaging these populations could make. Specific attention should be given to:

1. **Housing:** How these changing demographics can create a demand and opportunity for diversified housing stock within existing neighborhoods.
2. **Commerce:** How these changing demographics can introduce a demand for specific good and services (e.g., dining, healthcare, groceries).
3. **Workforce:** How these changing demographics need specific opportunities to remain engaged members of the workforce.
4. **Volunteerism:** How these changing demographics can offer an enormous volunteer base for community enrichment.

INTRODUCTION



While many organizations and services are provided within the community to assist people of all ages and abilities, the LCD should consider rethinking how the success of these services are measured. If the goal of each of these services was to empower local residents to be more active members of their surrounding community (e.g., shopping, working, etc.) these populations can begin to serve as a critical mass for the neighborhood. This reciprocal revitalization strategy can serve as the backbone to the LCD mission.

- **SENIOR POPULATION:** Seniors retained within existing community or migrating from outside the community.
- **SENIOR SERVICE NETWORK:** (e.g., in-home care, transportation, etc.)
- **LOCAL ECONOMY:** private sector institutions benefiting from growing senior population (e.g., medical retail, restaurants, wellness facilities, etc.)
- **INITIAL NETWORK:** Services aimed at accommodating the supportive needs of seniors.
- - - → **RESULTANT NETWORK:** Socio-economic activity offered by concentrated populations of engaged senior populations.

NETWORK OVERLAYS

GREEN SPACE

Green space and existing street trees align Market Street, giving the opportunity for a vibrant and living street. Warvel Park and the adjacent Wellness District encourage pedestrian activity.

 Green Space

 Development Area

CIRCULATION

Main vehicular circulation along Market Street is calmed with on street parking, bike lanes, and swale buffers to encourage a healthy street. Pedestrian pathways along market street and across market street promote an active neighborhood. Circulation also ties into the trail system and Warvel Park.

 Circulation Paths

 Development Area

 Pedestrian Network

PROPERTY LINES + ZONING

 Existing Property Line

 Development Area

PROPERTY DEVELOPMENT

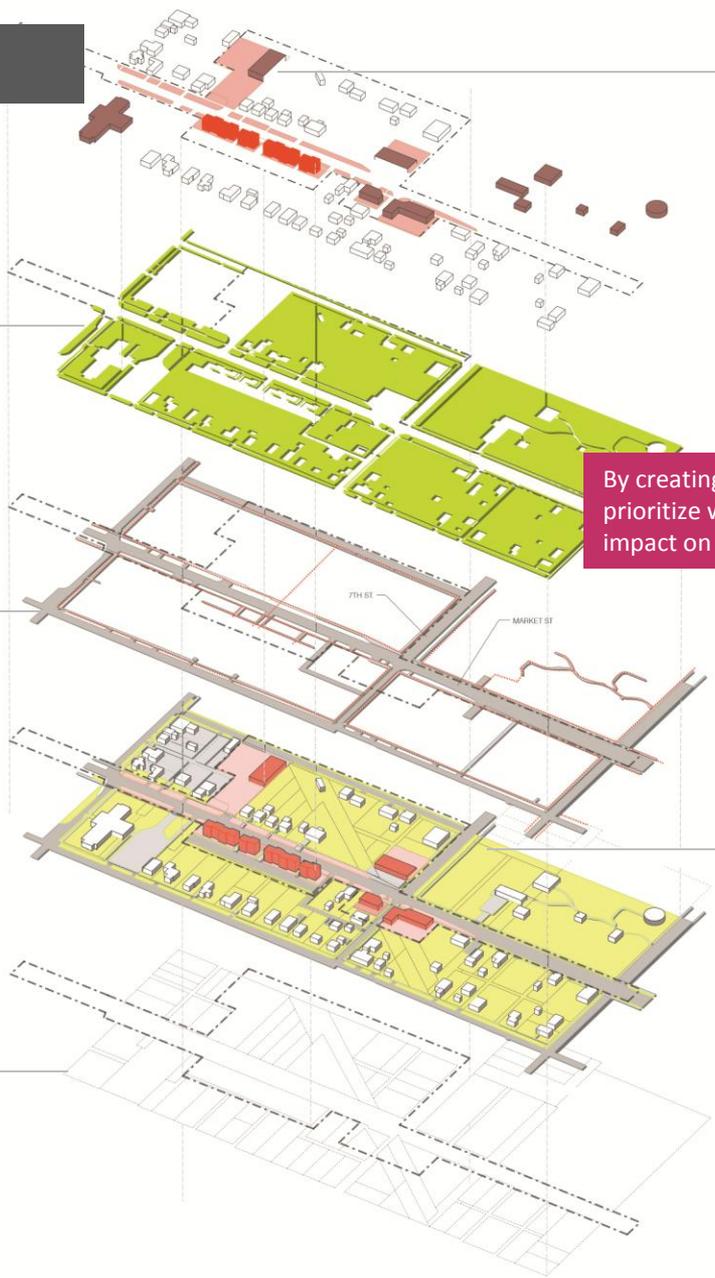
-  Developable Properties
-  Public Buildings
-  Proposed Housing Development
-  Development Area

By creating network overlays, existing neighborhoods can prioritize where future infill development could have the largest impact on the quality of life for local residents.

COMPOSITE DEVELOPMENT

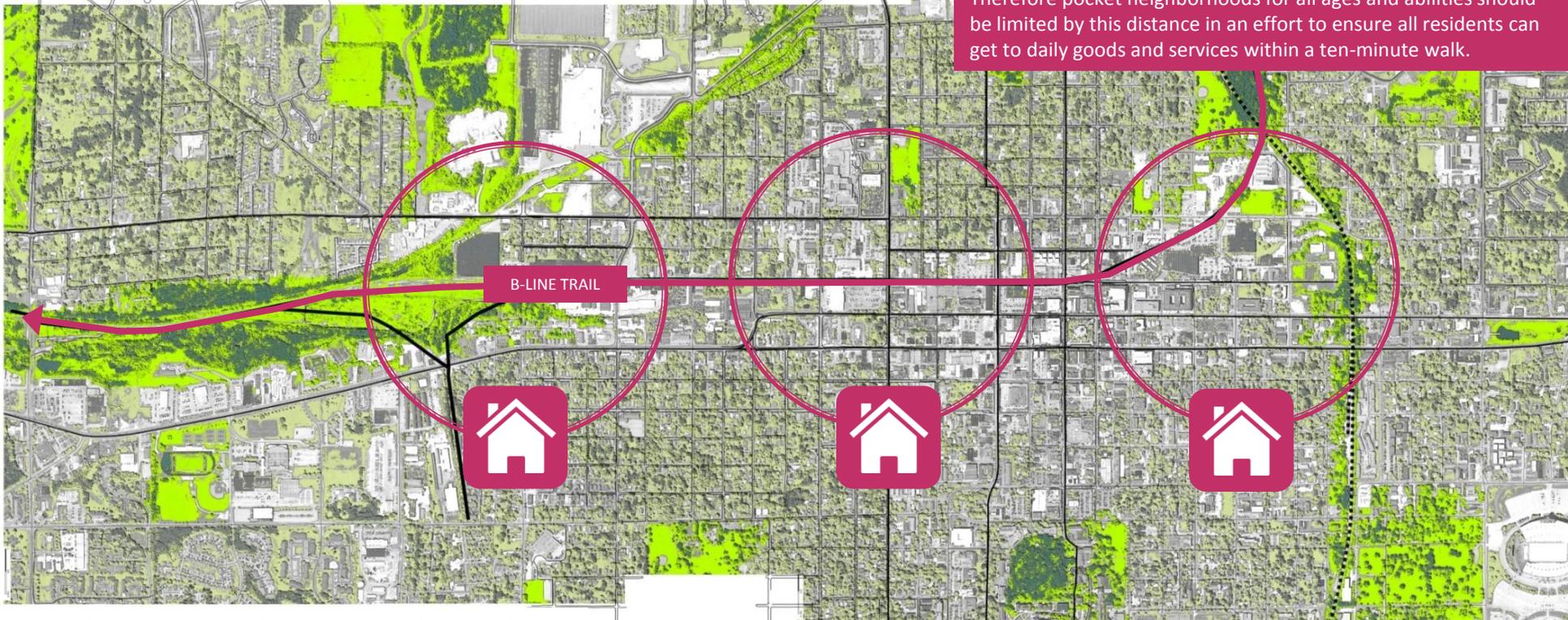
A compilation of various layers, the development area offers a central node of activity to link to existing districts, while creating a Village District of its own. Green space, circulation paths, buildings, and the community create this central node.

-  Green Space
-  Circulation
-  Potential Development + Reuse
-  Development Property
-  Existing Structure
-  Development Area



**BUT HOW WILL
THIS WORK IN
BLOOMINGTON?**

MACRO-SITE CONSIDERATIONS

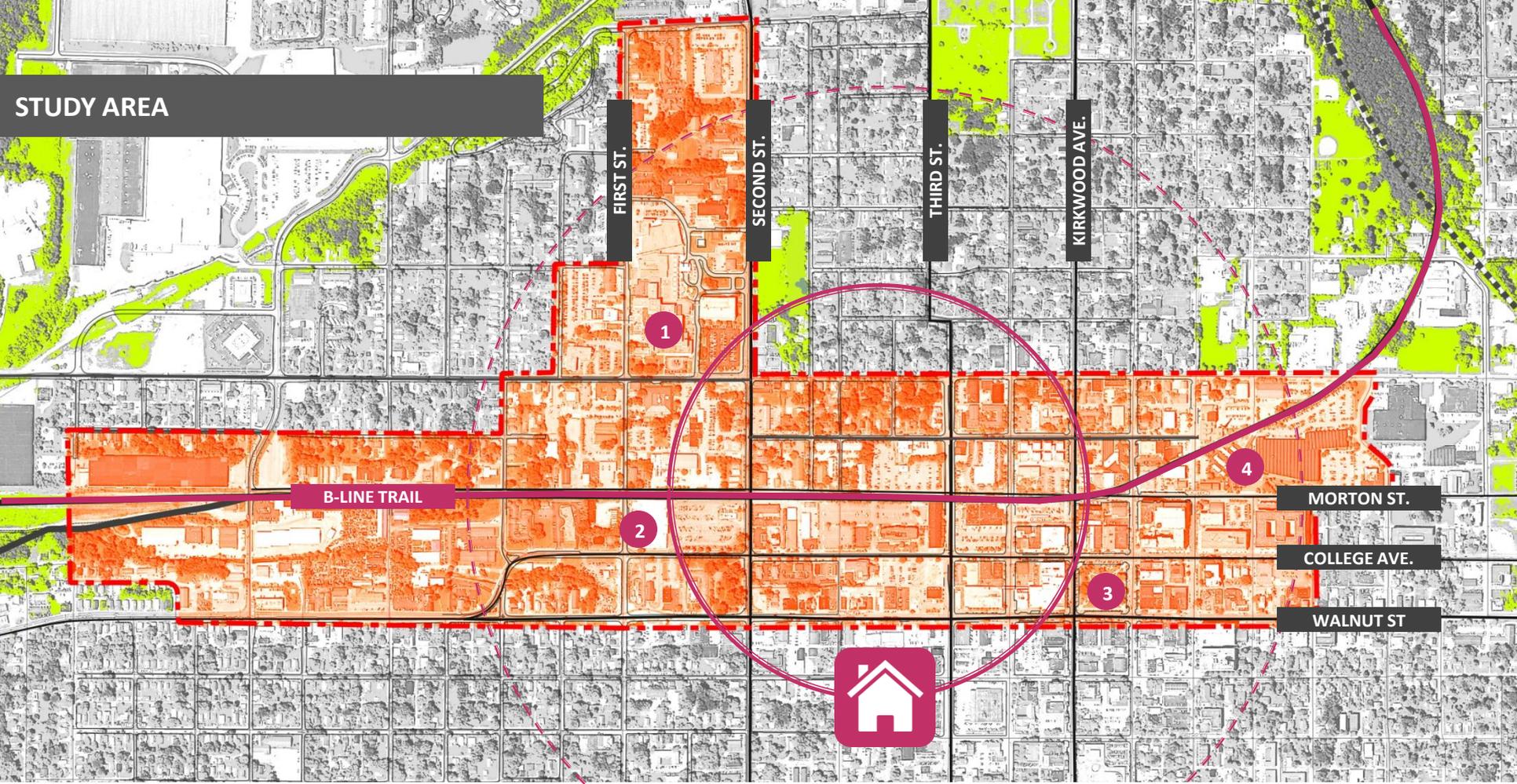


The average older adult can walk 1,800 feet in ten minutes (+/-). Therefore pocket neighborhoods for all ages and abilities should be limited by this distance in an effort to ensure all residents can get to daily goods and services within a ten-minute walk.

The study area focused on the opportunities that exist along the B-Line trail – a pedestrian trail system that runs through the heart of downtown Bloomington, Indiana. If development standards can be developed along the trail that can incentive neighborhoods that will serve people of all ages and abilities, the result could be a windfall for the City.

Bloomington, IN aerial map

STUDY AREA

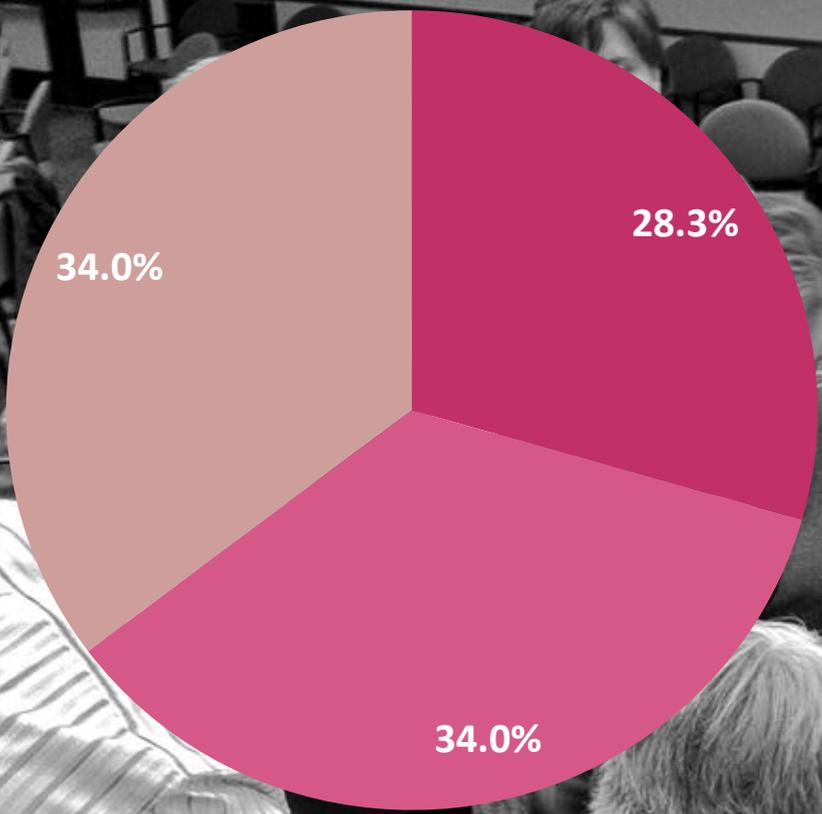


- 1. HOSPITAL
- 2. GROCERY STORE
- 3. COURTHOUSE
- 4. CITY HALL

Bloomington, IN aerial map

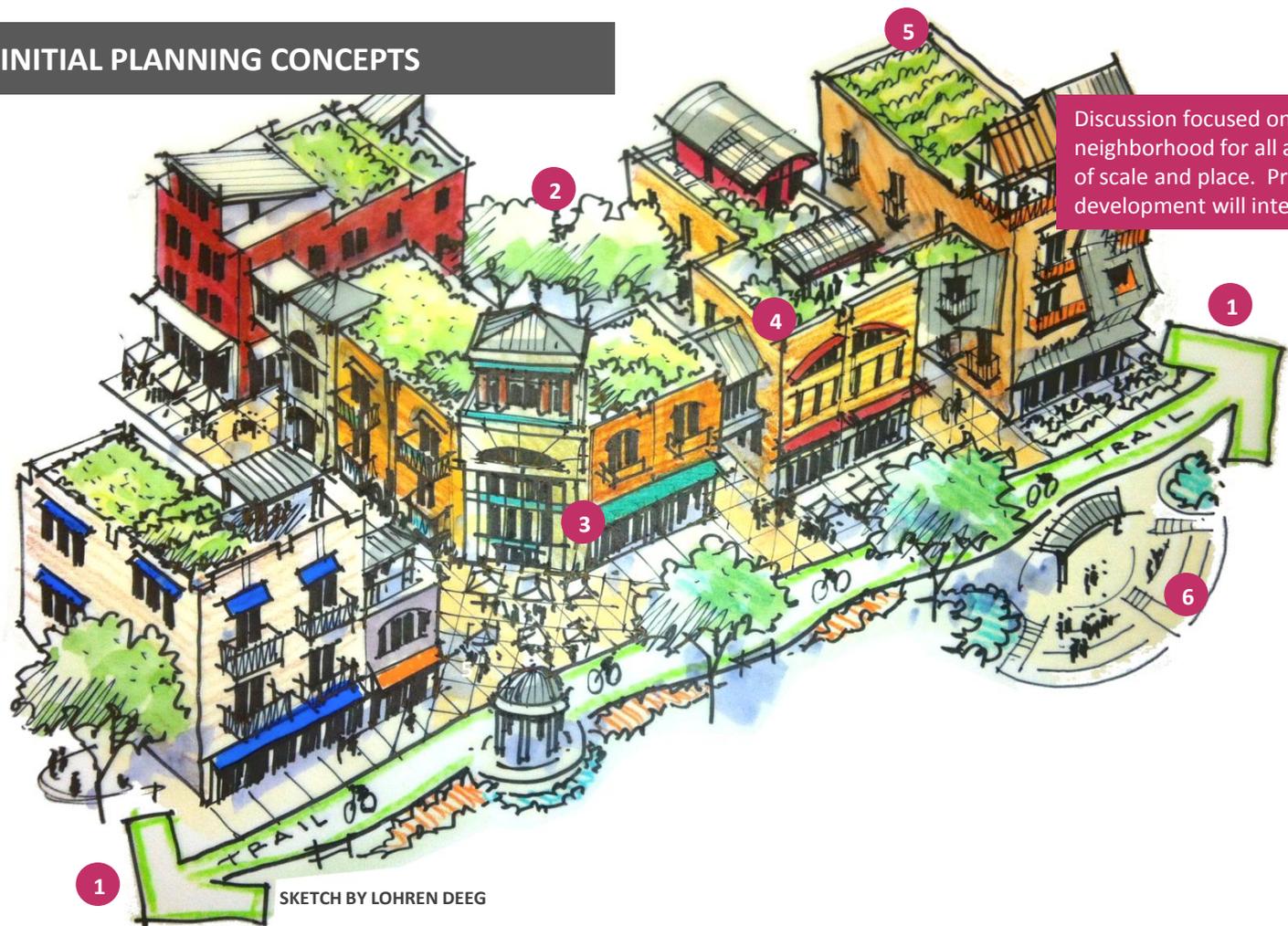
INITIAL PLANNING CONCEPTS

Focus group stakeholders were asked what strategies would be most impactful to create a LCD along the B-Line trail in Bloomington, IN. Their results focused around three key topics.



- Housing and Neighborhood Diversity
- Development Guidelines and Standards
- Public Realm Amenities and Marketing

INITIAL PLANNING CONCEPTS



Discussion focused on how to create a vibrant, intergenerational neighborhood for all ages and abilities while maintaining a sense of scale and place. Primary strategies address how future development will interact with the existing B-Line trail.

- 1. TRAIL CONNECTION TO OTHER DISTRICTS
- 2. PARKING CONCEALED FROM TRAIL BY FUTURE DEVELOPMENT
- 3. STOREFRONTS/RETAIL ENGAGES TRAIL WAY
- 4. VARYING FACADES GIVEN SENSE OF "VILLAGE" WITHIN DISTRICT
- 5. ROOFSCAPES PRESENT OPPORTUNITIES (e.g., GARDENS, PATIOS, ETC.)

SUPPORT NETWORK STRUCTURE



INDEPENDENCE

The LCD structure can be designed to allow residents to not only remain independent as they age, but utilize their activity to improve and interact with the community at large.

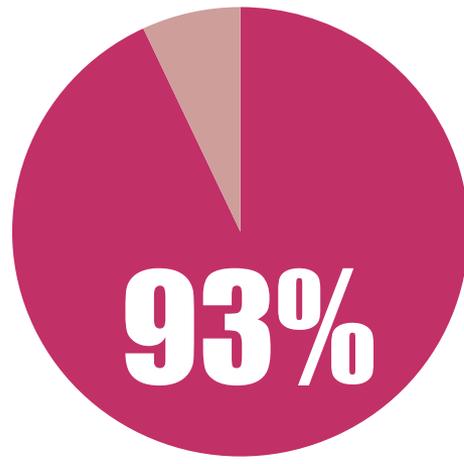
HOUSING AS A CATALYST



RETAIL AS A CATALYST



WORKFORCE AS A CATALYST



of the U.S. labor force's growth through 2016 will be Age 55+

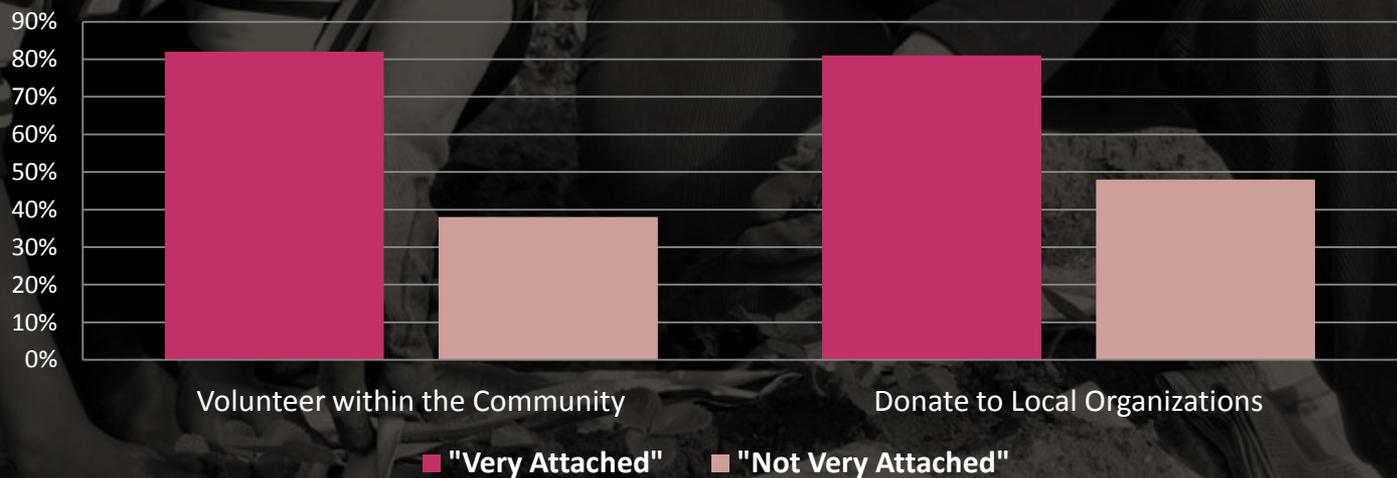
Source: Pew Research Center, September 2009



VOLUNTEERISM AS A CATALYST

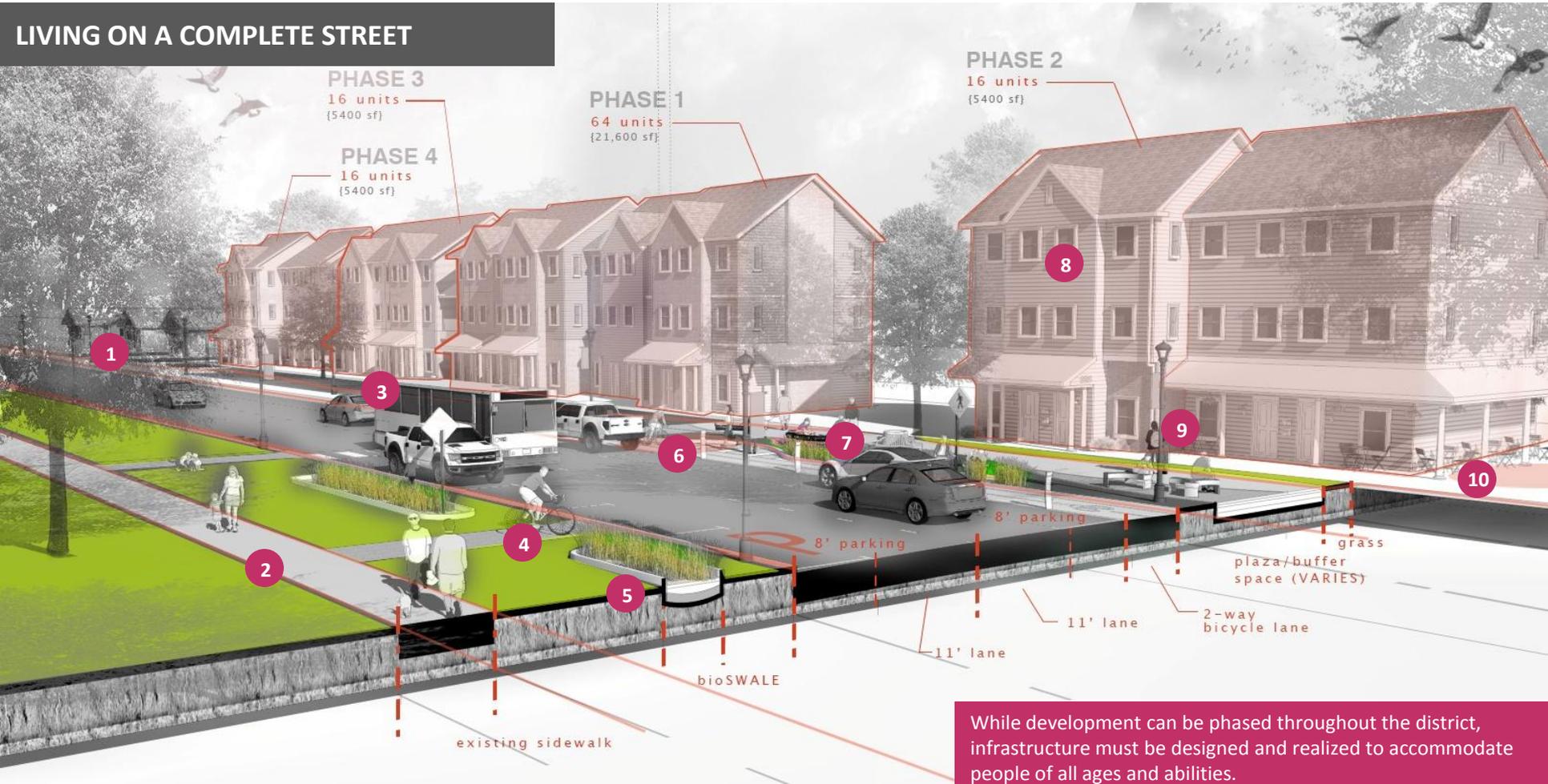


CORRELATING COMMUNITY ATTACHMENT AND VOLUNTEERISM



Source: AARP/Roper Public Affairs & Media Group of NOP World, *Beyond 50.05 Survey*, 2004.

LIVING ON A COMPLETE STREET



While development can be phased throughout the district, infrastructure must be designed and realized to accommodate people of all ages and abilities.

North Manchester, IN (2012)

1. SHADE TREES
2. SIDEWALKS WIDE ENOUGH TO ACCOMMODATE CROSS-TRAFFIC
3. PUBLIC TRANSIT
4. SAFE PATHS FOR BICYCLES
5. INTEGRATED STORMWATER MANAGEMENT
6. PEDESTRIAN "BUMP-OUTS" TO REDUCE CROSSWALK DISTANCES
7. ON-STREET PARKING
8. RESIDENTIAL UNITS OVERLOOKING PUBLIC SPACE
9. STREET LIGHTING
10. FREQUENT SEATING AREAS



Age Qualified Service Network...

A packaged set of services and amenities could be offered within the LCD at a monthly service charge. This "membership" could provide services ranging from in-home care to social functions.

In-Home Services: Members will have access to various care services ranging in a levels of need. Available services include assistance with activities of daily living (ADL's), personal care, licensed home health, cooking, cleaning, light housekeeping and select errands.

Care Coordination: Members will be assigned a Personal Care Coordinator for their respective services and needs and be available to you and your family 24/7.

Adult Day Care: Members will be offered services provided in a congregate setting for a scheduled number of hours per week, including transportation, meals and activities.

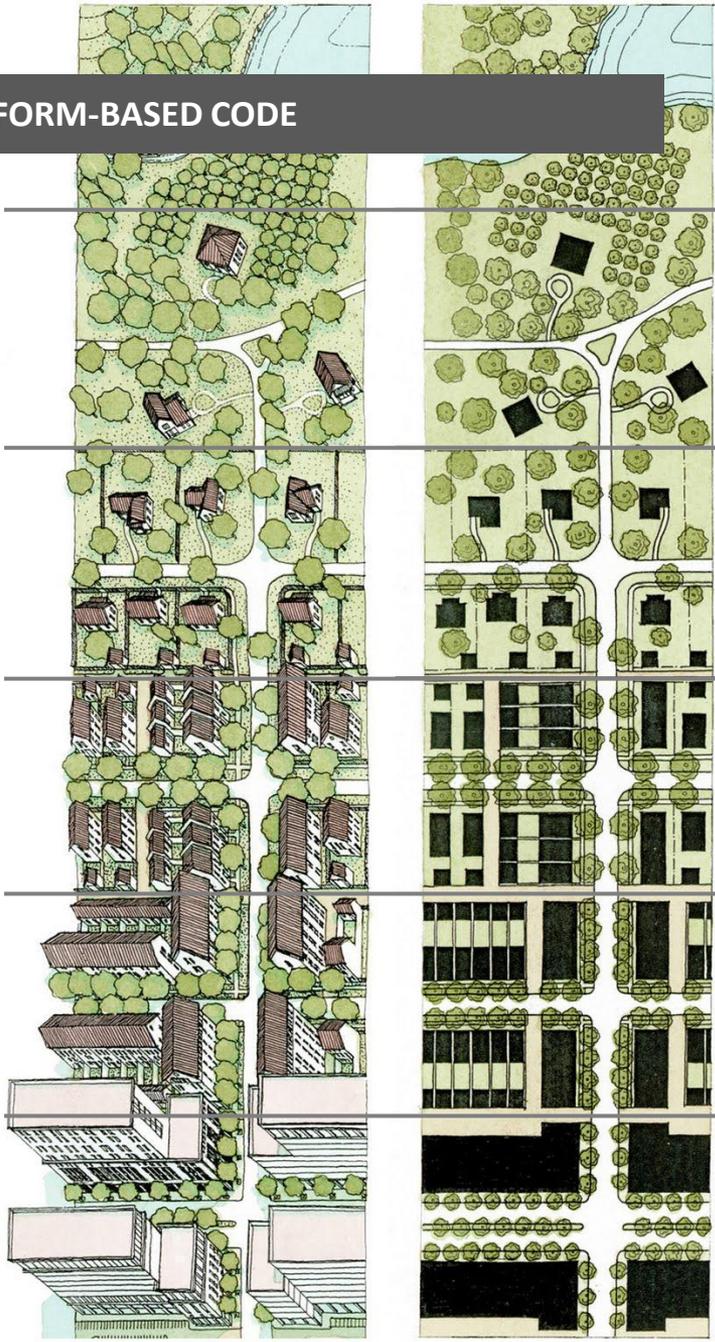
Home Inspection and/or Repairs: Members will have access to accessing home repair services and annual "safety inspections" for their homes to ensure quality living arrangements.

Transportation: Members will have access to limited public transportation as well as ability to reserve and utilize a member-only rental car service.

Social and Wellness Programs: Members will have access to exercise classes, arts and crafts classes, wellness seminars, speakers, day excursions and discounted use of local YMCA.

Accessibility: Neighborhood infrastructure will react to elder-friendly and accessible amenities (e.g., curbing, ramps, etc.).

FORM-BASED CODE



T1 NATURAL ZONE

Area consists of lands approximating or reverting to a wilderness condition. Paths and areas for rest/respice are strategically located.

Development plans can incentive a sense of scale and place by organizing districts by transects (and not by use). The transition between these transects becomes increasingly important when trying to accommodate people of all ages and abilities.

T2 RURAL ZONE

Area consists of lands in open or cultivated state or sparsely settled. These include woodland, agriculture lands, and grasslands. Paths and areas for rest/respice are strategically located. Urban farms and community gardens become allowable and encouraged adjacent to residences.

T3 SUB-URBAN ZONE

Area consists of low-density suburban residential areas, differing by allowing home occupations. Planting are naturalist with setbacks relatively deep. Within this zone issues of visitability and cognitive wayfinding are incentivized. Paths and areas for rest/respice are strategically located.

T4 GENERAL URBAN ZONE

Area consists of a mixed-use but primarily residential urban fabric. It has a wide range of building types (single, sideyard, rowhouse, etc.). Within this district accessory dwelling units and multiple non-related tenants are allowable. Paths and areas for rest/respice are strategically located. Specific attention should be given to public transit.

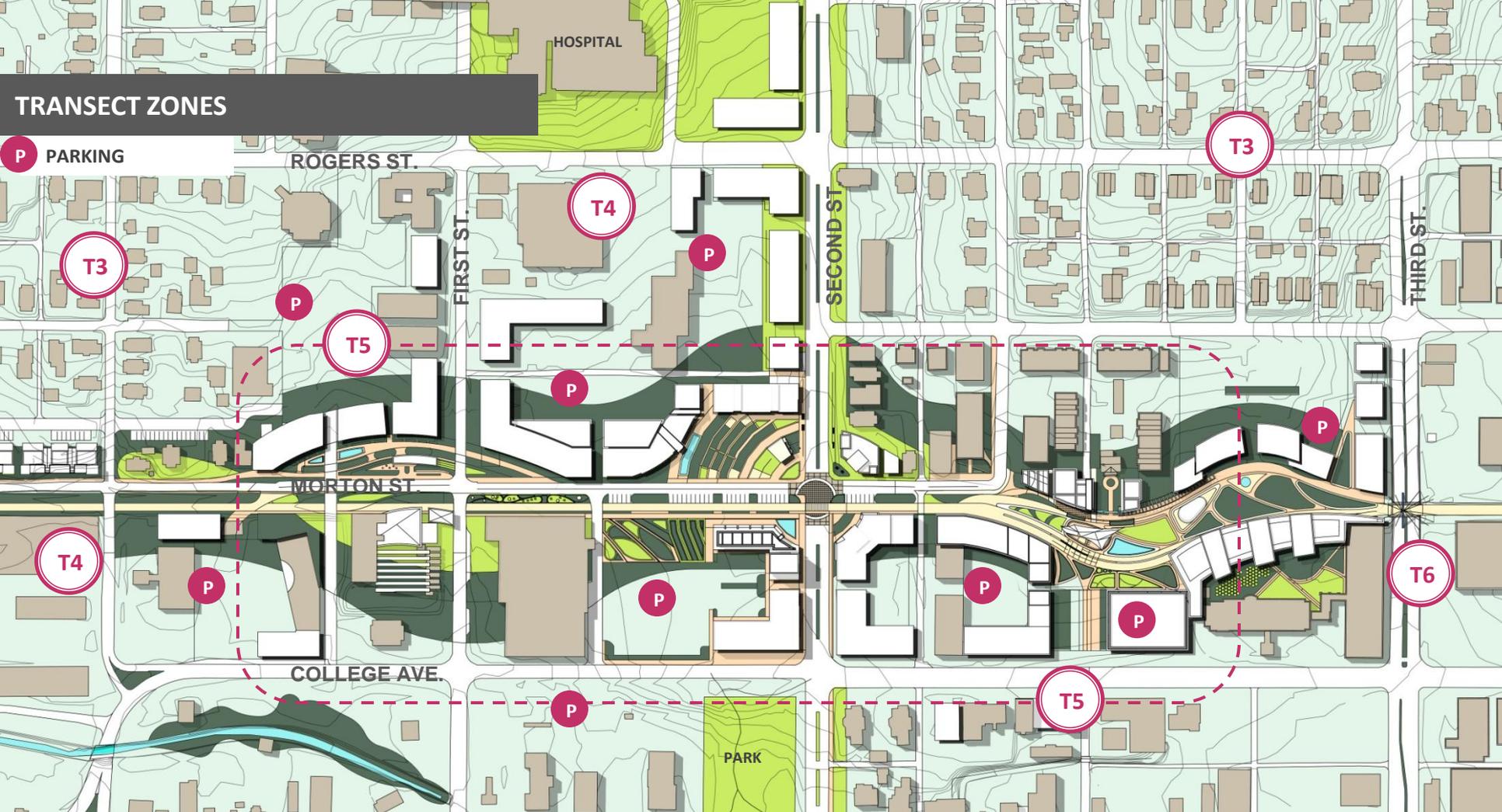
T5 URBAN CENTER ZONE

Area consists of higher density mixed-use building types that accommodate retail, offices, rowhouses, and apartments. The mixed-use development surrounding the trail provide public space designed to accommodate and engage people of all ages and abilities. Within this district necessary goods and services for all populations should be provided. Paths and areas for rest/respice are strategically located. Specific attention should be given to public transit.

T6 URBAN CORE ZONE

Area consists of the highest density, with the greatest variety of uses, and civic buildings of regional importance. Specific attention should be given to public transit.

**BUT WHAT WOULD
THIS DISTRICT
FEEL LIKE?**



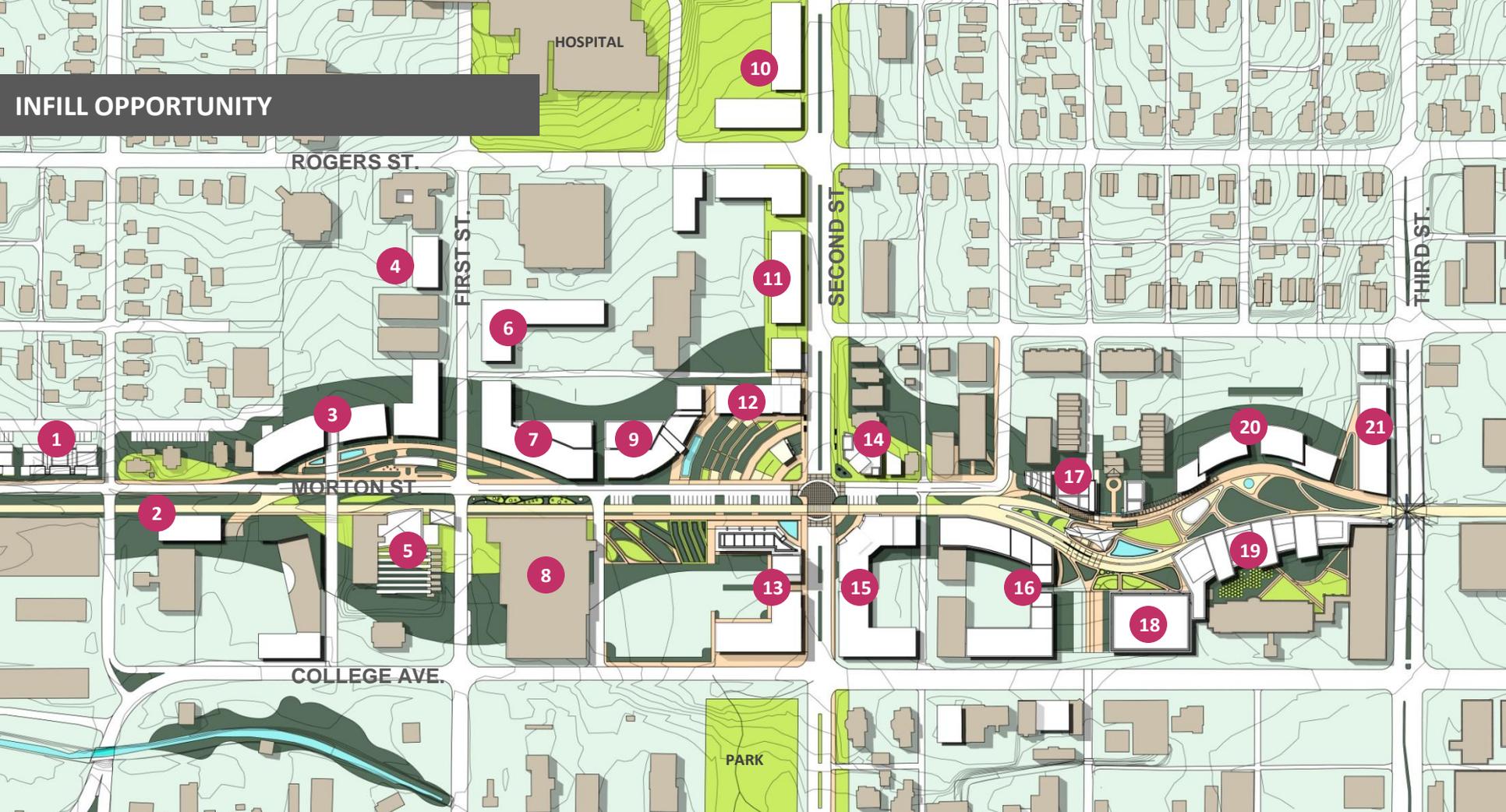
T3 SUB-URBAN ZONE: Area consists of low-density suburban residential areas, differing by allowing home occupations. Planting are naturalist with setbacks relatively deep. Within this zone issues of visitability and cognitive wayfinding are incentivized. Paths and areas for rest/respice are strategically located.

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T5 URBAN CENTER ZONE: Area consists of higher density mixed-use building types that accommodate retail, offices, rowhouses, and apartments. The mixed-use development surrounding the trail provide public space designed to accommodate and engage people of all ages and abilities. Within this district necessary goods and services for all populations should be provided. Paths and areas for rest/respice are strategically located. Specific attention should be given to public transit.

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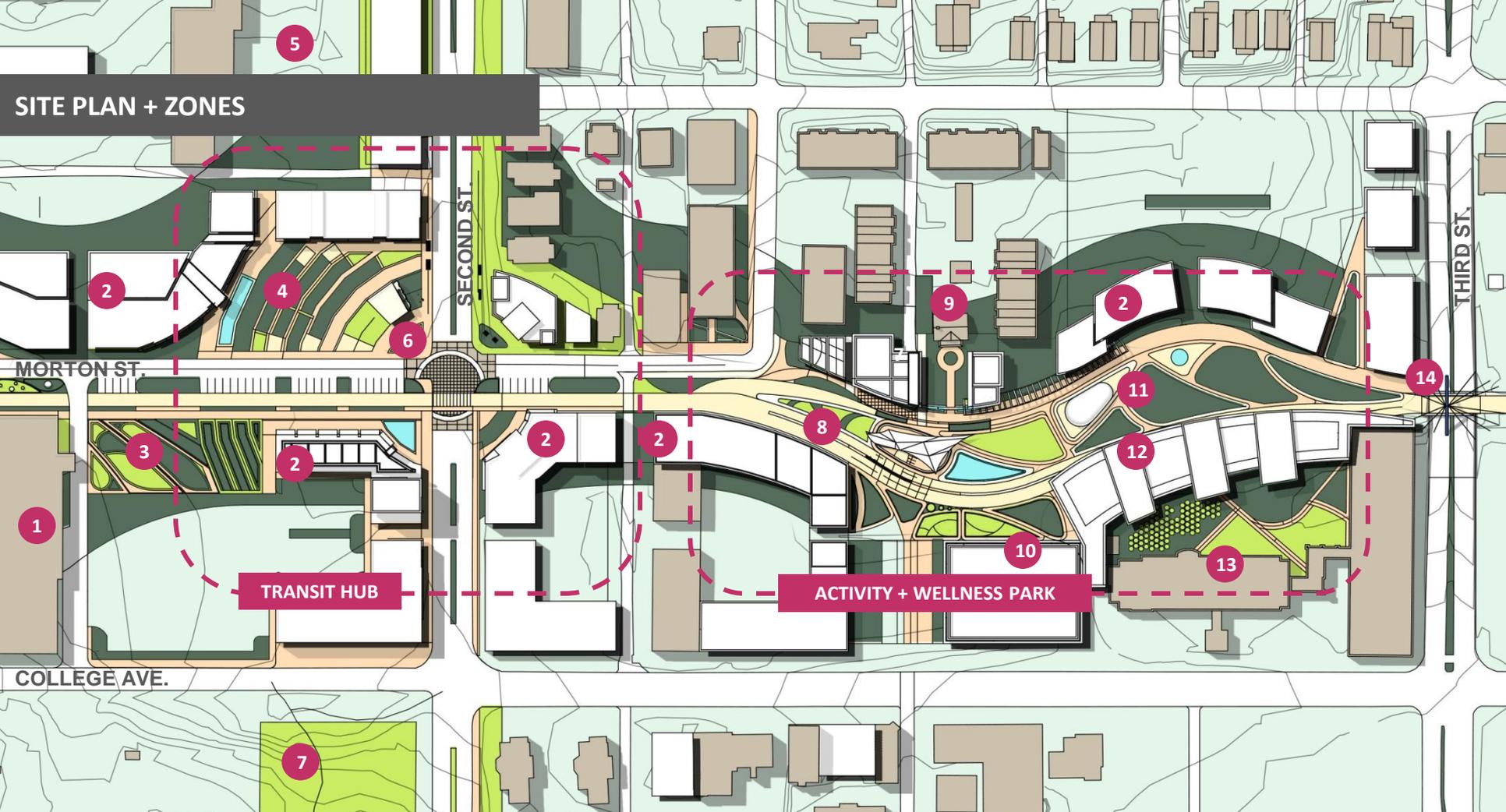
INFILL OPPORTUNITY



- 1. **ROW HOUSING:** 9-12 +/- UNITS AT 2,000 SF/EA
- 2. **HIGH-DENSITY HOUSING:** 13,000 SF AT 2-STORIES
- 3. **HIGH-DENSITY HOUSING:** 40+/- RESIDENTIAL UNITS AT 27,500 SF WITH 3 STORIES
- 4. **COMMERCIAL DEVELOPMENT:** 12,000 SF AT 2 STORIES
- 5. **AMPHITHEATER/PERFORMANCE SPACE**
- 6. **COMMERCIAL DEVELOPMENT:** 30,000 SF AT 2 STORIES
- 7. **MIXED-USE DEVELOPMENT:** 20,000 SF OF RETAIL SPACE WITH TWO LEVELS OF RESIDENTIAL ABOVE (24+/- UNITS)
- 8. **EXISTING GROCERY STORE**
- 9. **MIXED-USE DEVELOPMENT:** 17,000 SF OF RETAIL SPACE WITH TWO LEVELS OF RESIDENTIAL ABOVE (20+/- UNITS)

- 10. **FUTURE COMMERCIAL DEVELOPMENT**
- 11. **COMMUNITY INTEGRATED CONTINUING CARE PROJECT:** 105,000 SF
- 12. **MIXED-USE DEVELOPMENT:** 9,000 SF OF RETAIL SPACE WITH TWO LEVELS OF RESIDENTIAL ABOVE (12+/- UNITS)
- 13. **MIXED-USE DEVELOPMENT:** 96,000 SF OF COMMERCIAL AND/OR RESIDENTIAL SPACE AT 4 STORIES
- 14. **COMMERCIAL DEVELOPMENT:** 13,500 SF AT 2 STORIES
- 15. **MIXED-USE DEVELOPMENT:** 110,000 SF OF COMMERCIAL AND/OR RESIDENTIAL SPACE AT 4 STORIES

- 16. **MIXED-USE DEVELOPMENT:** 26,000 SF OF COMMERCIAL AND/OR RETAIL SPACE WITH 2 LEVELS OF RESIDENTIAL ABOVE (35+/- UNITS)
- 17. **MIXED-USE DEVELOPMENT:** 9,000 SF OF RETAIL SPACE WITH TWO LEVELS OF RESIDENTIAL ABOVE (12+/- UNITS)
- 18. **FUTURE PARKING GARAGE**
- 19. **CONVENTION CENTER EXPANSION**
- 20. **HIGH-DENSITY HOUSING:** 33+/- RESIDENTIAL UNITS AT 50,000 SF WITH 3 STORIES
- 21. **MIXED-USE DEVELOPMENT:** 40,000 SF OF COMMERCIAL AND/OR RESIDENTIAL SPACE AT 4 STORIES

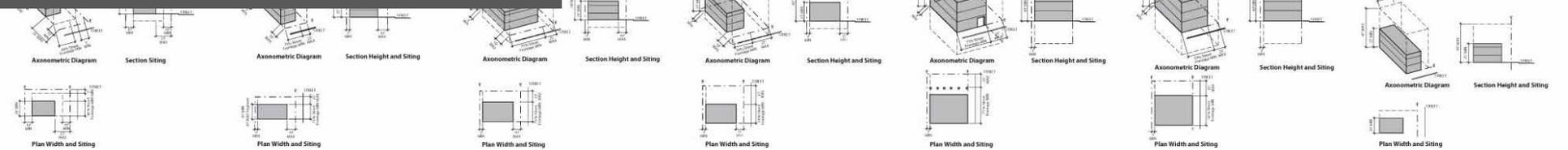


- 1. EXISTING GROCERY STORE
- 2. MIXED-USE DEVELOPMENT (WITH RETAIL/OFFICES BELOW)
- 3. COMMUNITY GARDEN (COLLABORATE WITH ADJACENT GROCER)
- 4. GROVE/ORCHARD
- 5. INTEGRATED SENIOR CARE CAMPUS
- 6. MULTI-MODAL TRANSIT NODE
- 7. EXISTING PARK

- 8. ACTIVITY + WELLNESS PARK (WITH RESTROOMS)
- 9. EXISTING HISTORIC HOME WITH PLAZA
- 10. PARKING GARAGE
- 11. ACTIVITY LAWN AND SCULPTURE GARDEN
- 12. CONVENTION CENTER EXPANSION
- 13. CONVENTION CENTER
- 14. EXISTING PEDESTRIAN BRIDGE

Diagrams Diagrams Diagrams Diagrams Diagrams Diagrams Diagrams Diagrams

FORM-BASED CODE



Description
A. Site Configuration
 Front Setback: 10'-25'
 Frontage: 40% minimum
 Side Setback: 5' minimum
 Lot Size: 15,000 sq ft maximum (avg existing)

B. Building Configuration
 Building Width: 20' minimum
 Building Height: 35' and 3 story maximum
 Entrances: Individual entrances of housing units must be located on principal frontage road.

C. Parking
 Location: Garages must be setback from the street 10' further than front building setback. Access is also permitted to garage from rear alley.

D. Notes
 1. Balconies and porch projections are encouraged.
 2. Buildings destroyed by natural causes or fire may be rebuilt on their existing footprint.
 3. Gardens are allowed within property boundaries.

E. Incentives
 1. To Be Determined

Description
A. Site Configuration
 Front Setback: 10' maximum
 Frontage: 75% minimum
 Lot Size: 3 acre maximum

B. Building Configuration
 Building Height: 25' and 2 story minimum
 50' and 4 story maximum
 Entrances: Shared or individual entrances on Sevier Avenue.

C. Parking
 Location: Structured or surface parking in rear.

D. Notes
 1. Facades shall be built parallel to principle frontage road.
 2. Excessively long facades shall be divided vertically to relate to the proportions of the historic building fabric.
 3. On parcels that have a deep lot, additional structures may be located to the rear of the site.
 4. Future light rail transit is envisioned for the existing freight rail line.

E. Incentives
 1. To Be Determined

Description
A. Site Configuration
 Front Setback: 0' (Build to Property Line)
 Frontage: 75% minimum on River Road and Sevier Ave.
 Lot Size: 3 acre maximum

B. Building Configuration
 Building Height: 40' and 3 story minimum
 80' and 6 story maximum

C. Parking
 Location: Structured or surface parking below building or in rear.

D. Notes
 1. Building facades fronting Bell Tower Walk shall have a ground level pedestrian access.
 2. Structured and surface parking shall be visually screened with landscape elements.
 3. Rooftop mechanical units shall be screened from view.

E. Incentives
 1. To Be Determined

Description
A. Site Configuration
 Front Setback: 0' (Build to Property Line)
 Frontage: 50% minimum
 Lot Size: 3 acre maximum

B. Building Configuration
 Building Height: 40' and 3 story minimum
 150' and 12 story maximum

C. Parking
 Location: Structured or surface parking below building or in rear.

D. Notes
 1. A large scale parking structure is envisioned below the Henley Gateway Green (on the existing Baptist Hospital surface parking lot).
 2. Future light rail transit is envisioned for the existing freight rail line.
 3. Structured and surface parking shall be visually screened with landscape elements.
 4. Rooftop mechanical units shall be screened from view.

E. Incentives
 1. To Be Determined

Description
A. Site Configuration
 Lot Size: 1 acre maximum

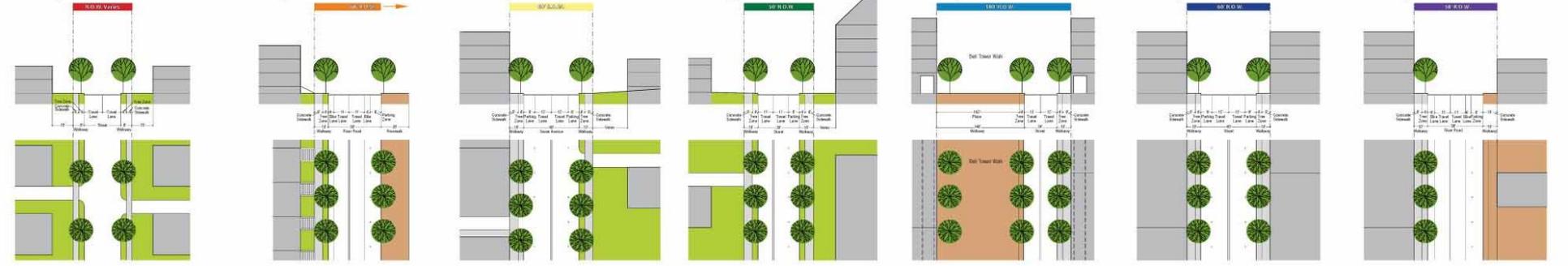
B. Building Configuration
 Building Height: 25' and 2 story minimum
 45' and 4 story maximum
 Building Width: 20' minimum

C. Parking
 Location: Structured or surface parking on side.

D. Notes
 1. Structured and surface parking shall be visually screened with landscape elements.
 2. Rooftop mechanical units shall be screened from view.

E. Incentives
 1. To Be Determined

Streetscape Streetscape Streetscape Streetscape Streetscape Streetscape Streetscape Streetscape



Character
 The residential areas of the Old Sevier and Scottish Pike neighborhoods have the "feel of a small town". The residential areas identified in this plan should strive to preserve and reinforce this character where it exists with new development at a complementary scale. Uses on these parcels should be residential in nature with garages either setback from the street or accessed from the rear by back alleys. Large-scale assemblage of residential properties in these areas is discouraged.

Character
 Residential development along River Road will create a new identity for the Knoxville South Waterfront. Buildings that front this street must be built to the River Road property line (10' maximum setback) and have primary entrances on River Road with parking to the rear of the site. Views to the river from Phillips Avenue and all north-south streets shall be preserved and/or enhanced. Public access to the river shall be allowed along the axis created by the north-south streets.

Character
 Sevier Avenue is the historic commercial heart of the Old Sevier neighborhood. It has the potential to play this role in the future. Historically, buildings with a mix of uses were built up to the street edge. New development in this area shall reinforce the continuity of the street-wall and eliminate the suburbanization of the street with buildings that are currently setback from the street with unsightly surface parking lots. Future parking will be allowed on street or to the rear of the new buildings.

Character
 People love to be near the water. These three areas, located between the riverfront and the new River Road and Blount Avenue, respectively, build on the recent residential development along the river's edge. New development in these zones should have a high density with parking incorporated into parking structures or housed beneath the buildings when possible. Large surface parking lots are discouraged. A continuous riverfront promenade with public access unites these zones together. A possible pedestrian connection to the University of Tennessee would facilitate redevelopment in the Campus Cove.

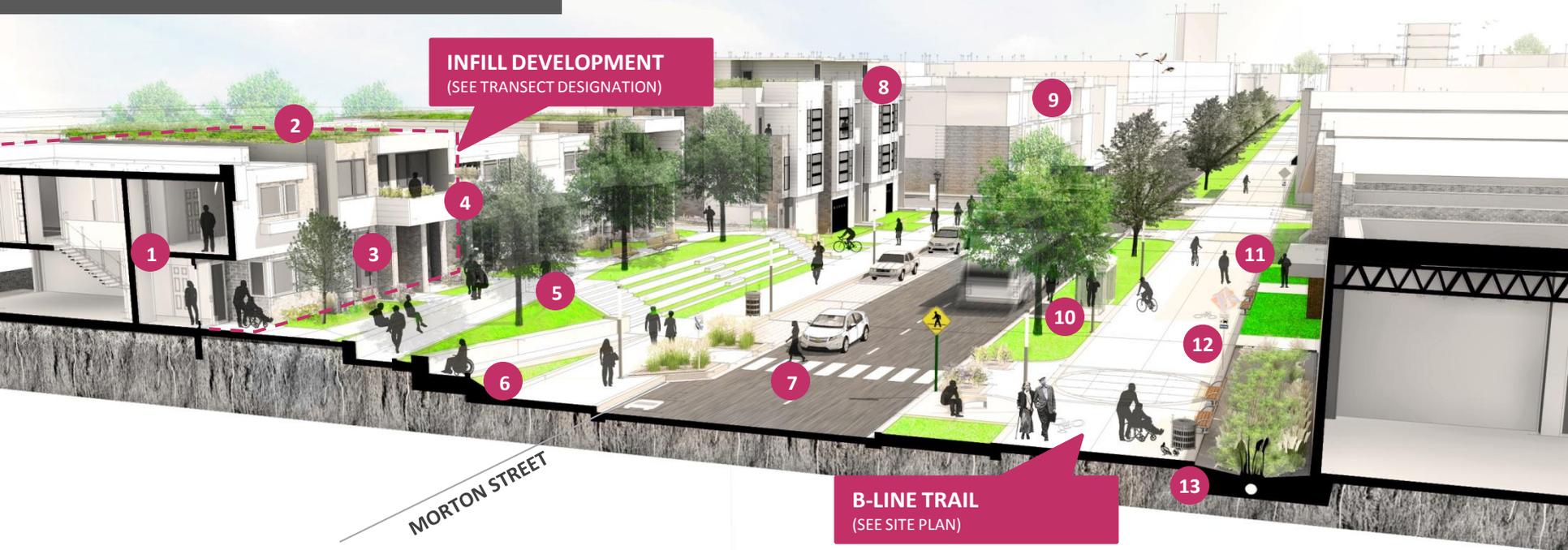
Character
 Some of the highest density uses in the Knoxville South Waterfront are located in this area. New development is organized along a civic plaza called Bell Tower Walk. This space capitalizes on one of the most memorable icons in the Old Sevier neighborhood. The plaza creates a "window-to-the-water" from the Baptist Church on Sevier Avenue leading north to the riverfront. This plaza will serve as the central celebratory space for the local community and could be used in conjunction with the piers for small scale festivals and urban markets year-round. Buildings facing this linear open space are encouraged to have commercial development on the first floor.

Character
 A dominant, figural open space in the shape of a triangular wedge organizes development to the west of the hospital. The Henley Gateway identifies this zone surrounding the Baptist Hospital. The open space gateway provides views to the river and downtown. This zone acts as major new entrance to downtown Knoxville and a Chapman Highway gateway leading south to the Smoky Mountains. New development is clustered around this open space that contains a parking garage underneath. New development facing the park is envisioned as a complement to the surrounding institutional uses and scale of the Baptist Hospital.

Character
 This area is closely connected with the Bell Tower Walk. New development on this site is encouraged to be mixed-use and shall maximize view corridors to the river by orienting buildings perpendicular to the riverfront. Development that creates a continuous visual barrier to the Tennessee River is not permitted. Surface parking on this site shall be kept to a minimum. A new marina at the base of the Gay Street Bridge and boat ramp invite users to spend time on the water.



STREET CROSS SECTION – T4



INFILL DEVELOPMENT
(SEE TRANSECT DESIGNATION)

B-LINE TRAIL
(SEE SITE PLAN)

MORTON STREET

- 1. MEDIUM-DENSITY HOUSING
- 2. ROOFTOP GARDEN(S)
- 3. FRONT PORCH/STOOP LOOKS OVER TRAIL
- 4. BALCONIES ABOVE OVERLOOK TRAIL
- 5. LAWN/PARK SPACE

- 6. RAMPS INTEGRATED INTO LANDSCAPE TO ACCESS HOUSING FROM TRAIL
- 7. PEDESTRIAN CROSSWALKS
- 8. MIXED DENSITY/INCOME HOUSING BEYOND
- 9. DEVELOPMENT CONTINUES ALONG TRAIL (SEE SITE PLAN)

- 10. BUS SHELTER
- 11. BUSINESSES FRONT TRAIL WITH SIGNAGE AND GREEN SPACE
- 12. IMPROVED SIGNAGE ALONG TRAIL
- 13. STORMWATER MANAGEMENT INTEGRATED WITHIN LANDSCAPE DESIGN

STREET CROSS INTERSECTION – T5



INFILL DEVELOPMENT
(SEE TRANSECT DESIGNATION)

B-LINE TRAIL
(SEE SITE PLAN)

MORTON STREET

- 1. MIXED-USE HOUSING
- 2. COMMERCIAL/RETAIL SPACE
- 3. RESIDENTIAL UNITS OVERLOOK TRAIL
- 4. STOREFRONT MEETS UP TO SIDEWALK
- 5. STORMWATER MANAGEMENT INTEGRATED WITHIN LANDSCAPE DESIGN

- 6. PLANTING MEDIAN
- 7. ADA PARKING SPACES ADJACENT TO TRAIL
- 8. TREES PROVIDE SHADING FOR SEATING
- 9. DEVELOPMENT CONTINUES ALONG TRAIL (SEE SITE PLAN)

- 10. PEDESTRIAN CROSSING
- 11. COMMERCIAL/RETAIL SPACE OPENS UP ONTO TRAIL (e.g., SHOPPING, OUTDOOR DINING, ETC.)

FORM-BASED CODE



TRANSIT HUB INTERSECTION

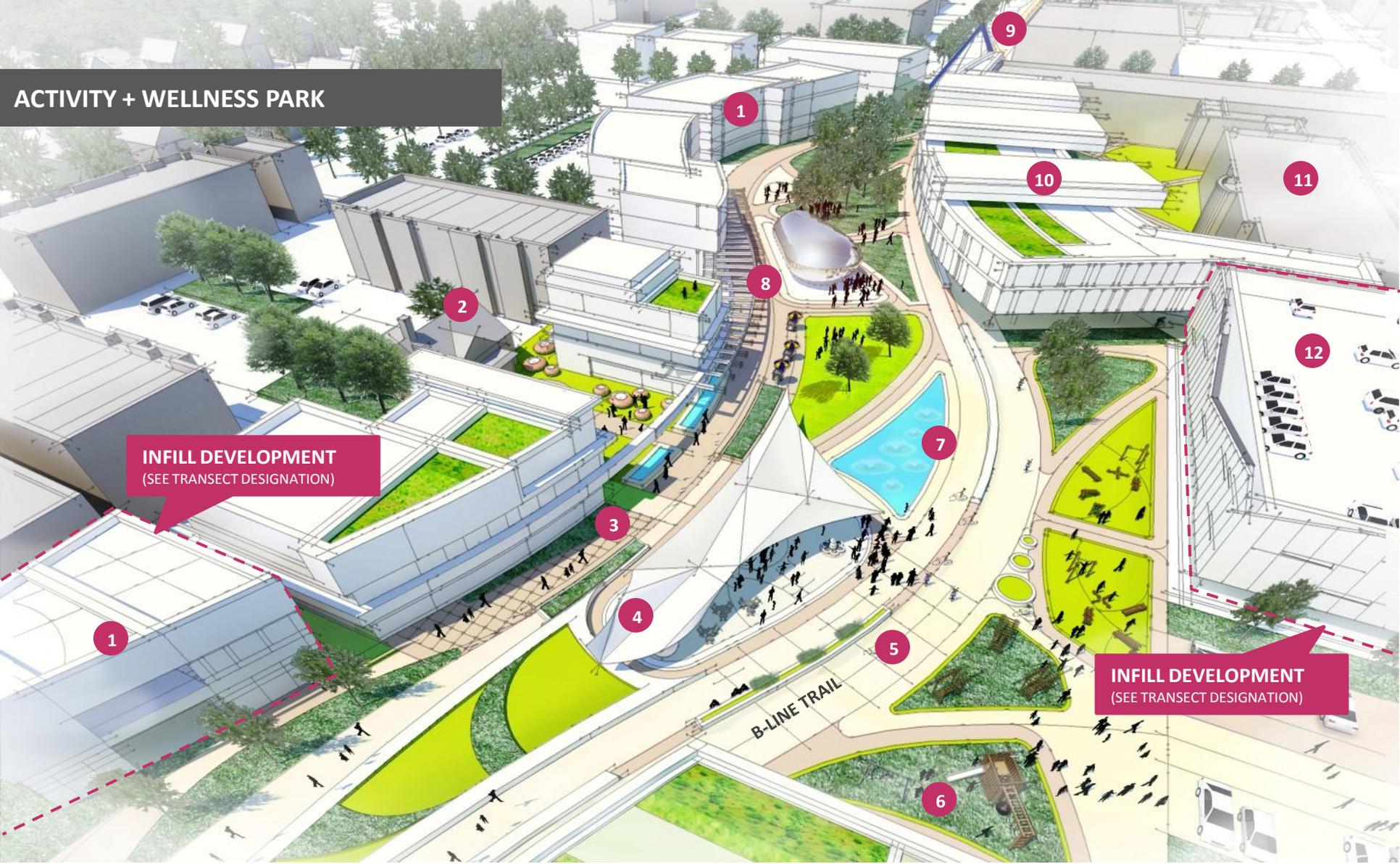
INFILL DEVELOPMENT
(SEE TRANSECT DESIGNATION)



INFILL DEVELOPMENT
(SEE TRANSECT DESIGNATION)

- 1. MIXED-USE DEVELOPMENT
- 2. B-LINE TRAIL
- 3. PARKING BEYOND
- 4. EXISTING GROCERY STORE
- 5. AMPHITHEATER
- 6. FRUIT ORCHARD
- 7. COMMUNITY CENTER (RESTROOMS)
- 8. BOULEVARD

ACTIVITY + WELLNESS PARK



INFILL DEVELOPMENT
(SEE TRANSECT DESIGNATION)

INFILL DEVELOPMENT
(SEE TRANSECT DESIGNATION)

B-LINE TRAIL

- 1. MIXED-USE DEVELOPMENT
- 2. EXISTING HISTORIC STRUCTURE
- 3. RETAIL FRONTING TRAIL
- 4. COMMUNITY CENTER (RESTROOMS)
- 5. B-LINE TRAIL
- 6. ACTIVITY/WELLNESS PARK
- 7. WATER FEATURE
- 8. PUBLIC ART
- 9. EXISTING PEDESTRIAN BRIDGE
- 10. FUTURE CONVENTION CENTER EXPANSION
- 11. EXISTING CONVENTION CENTER
- 12. FUTURE PARKING GARAGE

LOOKING NORTH TO 3RD STREET INTERSECTION

NEXT STEPS

1. Build consensus through growth policy planning process
2. Continue to conduct research
3. Develop future scenarios
4. Meld public and private sector interests and capabilities

