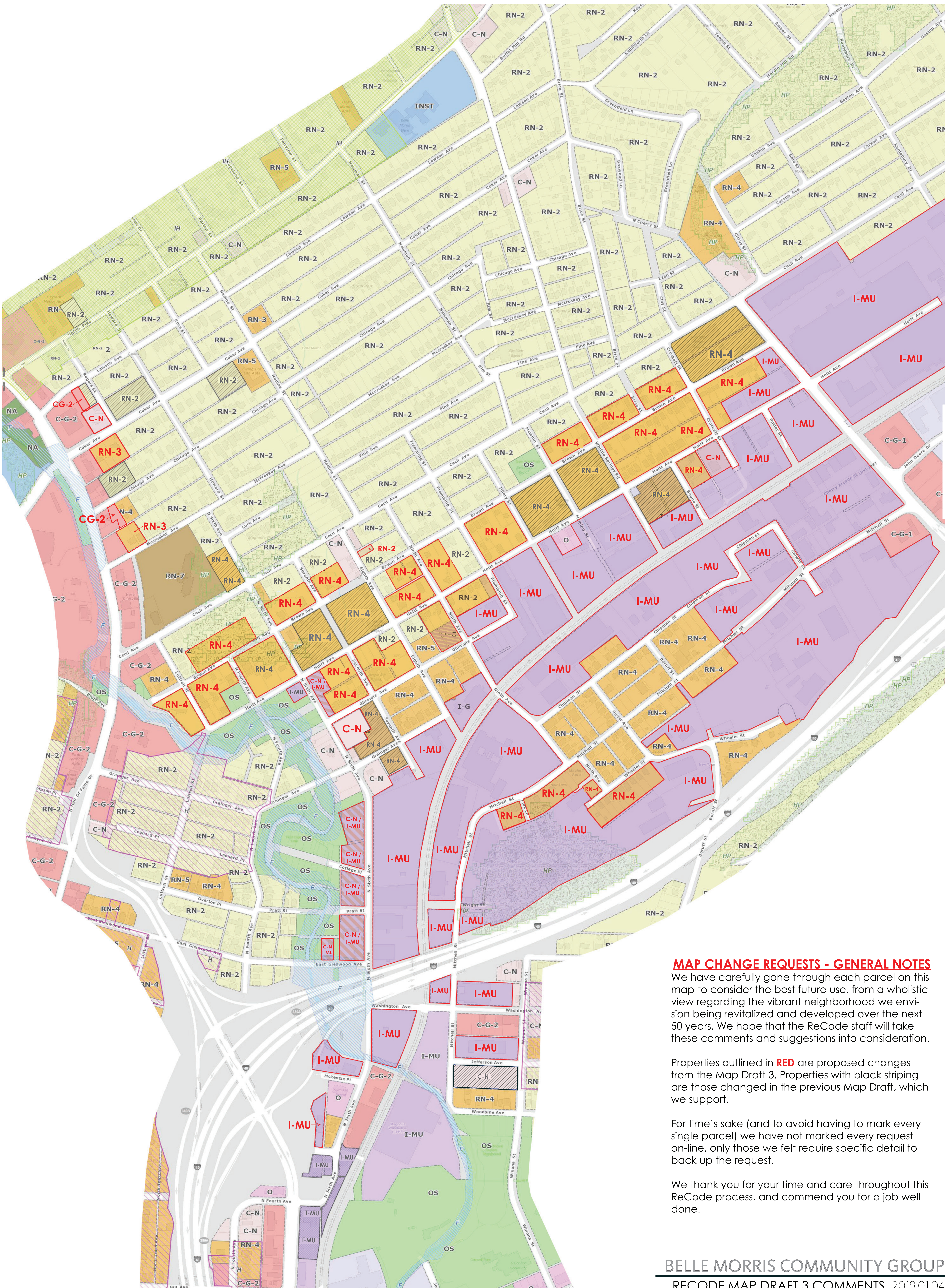


MAP DRAFT 3 (WITHOUT REQUESTS)

Properties with black striping are those changed in the previous Map Draft, which we support.



MAP CHANGE REQUESTS - GENERAL NOTES

We have carefully gone through each parcel on this map to consider the best future use, from a wholistic view regarding the vibrant neighborhood we envision being revitalized and developed over the next 50 years. We hope that the ReCode staff will take these comments and suggestions into consideration.

Properties outlined in **RED** are proposed changes from the Map Draft 3. Properties with black striping are those changed in the previous Map Draft, which we support.

For time's sake (and to avoid having to mark every single parcel) we have not marked every request on-line, only those we felt require specific detail to back up the request.

We thank you for your time and care throughout this ReCode process, and commend you for a job well done.

CENTRAL BELLE MORRIS

We appreciate your attention to our comments related to central Belle Morris zoning, and feel the current map nearly reflects our desire to keep the current single family & duplex residential character in-tact.

Many apartment complexes have been dispersed throughout the neighborhood because of 'flight to the suburbs' in the 1950s-60s, so we are very sensitive to current single family residences being changed to multi-family, and would like to promote the restoration of original single family homes that have been split into apartments.

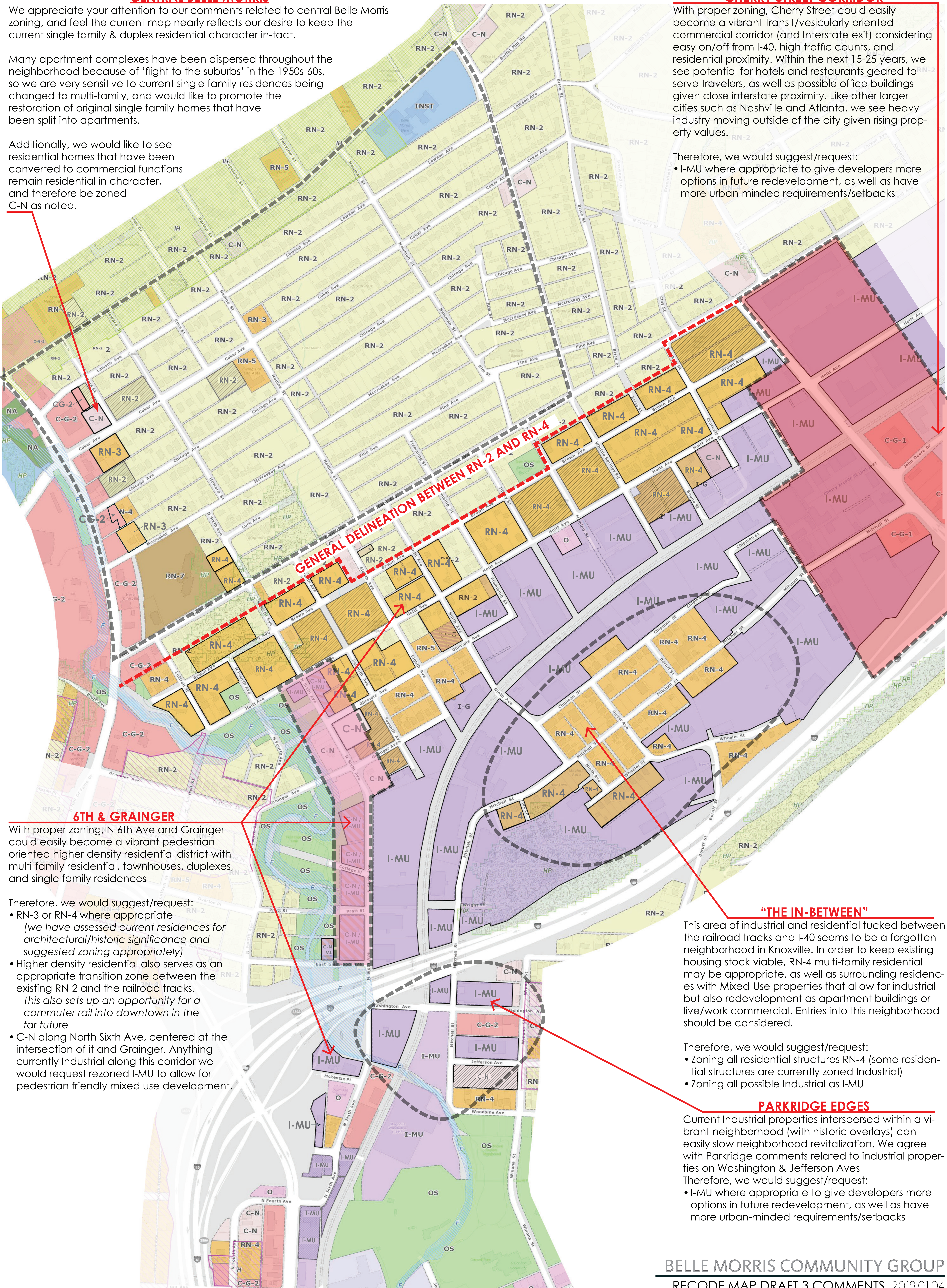
Additionally, we would like to see residential homes that have been converted to commercial functions remain residential in character, and therefore be zoned C-N as noted.

CHERRY STREET CORRIDOR

With proper zoning, Cherry Street could easily become a vibrant transit/vesicularly oriented commercial corridor (and Interstate exit) considering easy on/off from I-40, high traffic counts, and residential proximity. Within the next 15-25 years, we see potential for hotels and restaurants geared to serve travelers, as well as possible office buildings given close interstate proximity. Like other larger cities such as Nashville and Atlanta, we see heavy industry moving outside of the city given rising property values.

Therefore, we would suggest/request:

- I-MU where appropriate to give developers more options in future redevelopment, as well as have more urban-minded requirements/setbacks



GENERAL DELINEATION BETWEEN RN-2 AND RN-4

6TH & GRAINGER

With proper zoning, N 6th Ave and Grainger could easily become a vibrant pedestrian oriented higher density residential district with multi-family residential, townhouses, duplexes, and single family residences

Therefore, we would suggest/request:

- RN-3 or RN-4 where appropriate (we have assessed current residences for architectural/historic significance and suggested zoning appropriately)
- Higher density residential also serves as an appropriate transition zone between the existing RN-2 and the railroad tracks. This also sets up an opportunity for a commuter rail into downtown in the far future
- C-N along North Sixth Ave, centered at the intersection of it and Grainger. Anything currently Industrial along this corridor we would request rezoned I-MU to allow for pedestrian friendly mixed use development.

"THE IN-BETWEEN"

This area of industrial and residential tucked between the railroad tracks and I-40 seems to be a forgotten neighborhood in Knoxville. In order to keep existing housing stock viable, RN-4 multi-family residential may be appropriate, as well as surrounding residences with Mixed-Use properties that allow for industrial but also redevelopment as apartment buildings or live/work commercial. Entries into this neighborhood should be considered.

Therefore, we would suggest/request:

- Zoning all residential structures RN-4 (some residential structures are currently zoned Industrial)
- Zoning all possible Industrial as I-MU

PARKRIDGE EDGES

Current Industrial properties interspersed within a vibrant neighborhood (with historic overlays) can easily slow neighborhood revitalization. We agree with Parkridge comments related to industrial properties on Washington & Jefferson Aves. Therefore, we would suggest/request:

- I-MU where appropriate to give developers more options in future redevelopment, as well as have more urban-minded requirements/setbacks