

Blount County Greenways Master Plan Public Input Meeting – October 8, 2009

Maryville, TN



Presentation Outline

- Introductions
- Master Planning Process
- Benefits and Opportunities of Greenways
- Background
- Site Inventory and Analysis
- Discussion of Potential Routes
- Public Input on Potential Routes



Master Planning Process

- Inventory and Analysis
- Public Input
- Alternative Concept Plans
- Final Master Plan



Public Input Process

- Inventory and Analysis/Public Input:
Tonight
- Final Master Plan Presentation:
December 2009



Greenways

- **Greenways**, for the purpose of this plan, are linear corridors of land along waterways, ridgelines and railroad, road or utility corridors used for or converted to recreation purposes. These greenways usually contain hard surfaced (paved) trails that serve multiple users: walkers; runners; bicyclists; skaters; and hikers.

An aerial photograph showing a river valley with greenways. The river is a prominent yellowish-brown color, winding through a landscape of green fields and brownish hills. The greenways are visible as narrow, light-colored paths along the riverbanks and through the fields.

Benefits and Opportunities of Greenways

- Improved Health of our Citizens
- Economic Growth
- Conservation
- Historic Preservation
- Safe Recreation
- Connections
- Alternative Transportation



Examples of Economic Benefits

- **Salem, OR:** Land adjacent to a greenbelt was found to be worth about \$1,200 an acre more than land only 1,000 feet away
- **Oakland, CA:** A three-mile greenbelt around Lake Merritt, near the city center, was found to add \$41 million to surrounding property values
- **Front Royal, VA:** A developer who donated a 50-foot-wide, seven-mile-long easement along a popular trail sold all 50 parcels bordering the trail in only four months



Examples of Economic Benefits

- **Seattle, WA:** Homes bordering the 12-mile Burke Gilman trail sold for 6 percent more than other houses of comparable size
- **Denver, CO:** Between 1980 and 1990, the percentage of Denver residents who said they would pay more to live near a greenbelt or park rose from 16 percent to 48 percent
- **Denver, CO:** Property values along a greenway increased enough to generate \$500,000 in additional property taxes, paying for the greenway in 3 years



Chattanooga

“We certainly have had a revival, and the city takes pride in the fact that we have received a lot of attention for this turnaround. There is a feeling not that we’ve arrived, but that we are on the right path — and ‘path’ is a good word for it since our progress is closely linked to paths. People may point to some rightly celebrated projects, like the aquarium or the IMAX theater, but making the city more pedestrian-friendly is really what’s bringing it back to life.”

-- David Crockett, Former Chattanooga City Council Chair



Background

- Before the term “greenway” was ever coined, leaders in Blount County dreamed of a continuous trail for pedestrians and bicyclists along the floodplains of Pistol Creek which would physically and symbolically link the cities of Alcoa and Maryville
- Townsend trail was built in the 1970s, the first municipal bike trail in the State
- The Maryville greenways system began in 1985, well before trails were popular across the State



Background

- Maryville's and Alcoa's linked greenway system was recognized in the November 2002 publication of the *National Transportation Enhancements Clearinghouse, A Guide to Transportation Enhancements, Enhancing America's Communities*
- Thus, Blount County has been a leader in greenway and trail development, not only in Tennessee, but in the U.S.



Background

- Great Smoky Mountains Regional Greenways Council (GSMRG) organization established in 1994
- Original primary goal of the GSMRG: connect Knoxville to the Great Smoky Mountains National Park
- GSMRG initiated a grant application for this study and contributed \$2,000 towards the local match
- Maryville, Alcoa, and Blount County contributed \$1,000 each towards the match
- A Recreation Trails Program grant from TDEC was awarded to fund this study



Background

- Knoxville and Knox County are in the process of designing and building a trail to connect Neyland Greenway along the Tennessee River and Alcoa Highway to Blount County
- Trail and underpass for the Little River crossing on Alcoa Highway built when the bridge was replaced
- This study looks at potential routes from the Knox County line to Heritage High School with connections to the Maryville/Alcoa system
- Future phase will examine a route to connect to the Townsend trail, completing the connection from Knoxville to the Smokies



Inventory and Analysis

- Opportunities

- Public Land (City/County, TVA, UT Property)
- Pellissippi Parkway, Lamar Alexander Parkway
- Little River Corridor

- Constraints

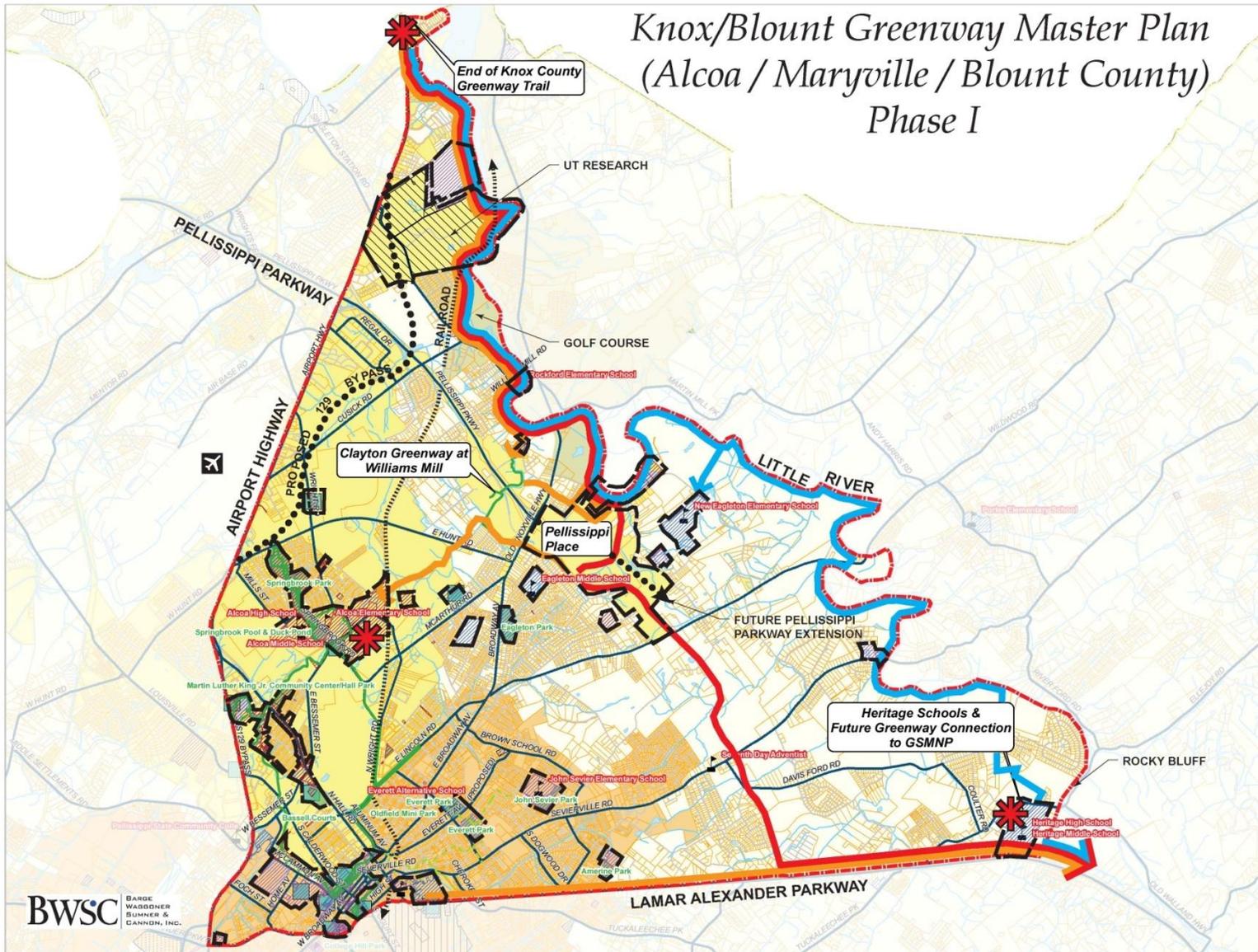
- Railroad and Proposed Hwy. 129 Bypass
- Steep Topography/Rock Outcroppings
- Floodplain/Wetlands



Potential Corridors

- **Route A:** Knox County to existing City greenway network to Lamar Alexander Parkway to Heritage HS
- **Route B:** Knox County to Pellissippi Place, along Pellissippi Parkway extension, to Lamar Alexander Parkway to Heritage HS
- **Route C:** Knox County along the Little River Corridor to Heritage HS

Knox/Blount Greenway Master Plan (Alcoa / Maryville / Blount County) Phase I



- Greenway Study Area
- Greenway Active
- Greenway Proposed
- Maryville College Property
- Tennessee Valley Authority Property
- United States of America Property
- University of Tennessee
- Alcoa City Property
- Blount County Property
- Maryville City Property
- Parks
- Schools
- Govt Facility
- Major Roads
- BlountCenterline
- Streams
- Lakes & Ponds
- parcels
- Alcoa City Limits
- Maryville City Limits
- Rockford City Limits
- Blount County
- Railroad
- Existing Connection Point
- Airport
- Route A
- Route B
- Route C

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Routes on Private Property

- Each potential route would cross parcels of private property
- An easement would have to be acquired for this to occur
- No discussions have been held with any property owner; this is a strictly a concept plan at this point
- Acquisition of easements would have to follow the Federal Uniform Relocation Act



We Need Your Input

- 4 boards with the potential routes and connections are around the room
- Go to one and provide your comments or draw on the maps
- Comment sheets are available for those who wish to provide written comments



We Need Your Input

- You may review this presentation, fill out a survey and provide additional comments at:
www.blounttn.org/planning/
or Google: Blount County TN Planning Department
- *Please tell your friends!*