



Property Development
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**City of Knoxville Suttree Landing Boat Launch and Restroom Building
Public Comment Response & Shore Structure Review
May 22, 2018, 2:00 p.m.**

Attendees

Bryan Berry, CoK-ReDev
Stephen Dyer, CoK Pub Svc
Sheryl Ely, CoK-Parks
Maxi Frank, Studio 4

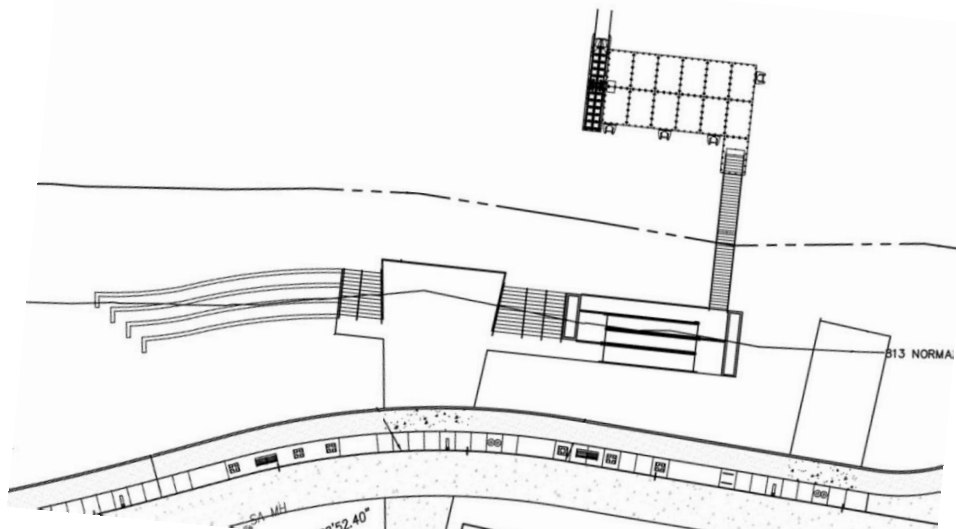
Kristin Grove, PBA
Tim Hester, CoK-Parks
Keith Kirkland, PBA
Brian Nicholson, Studio 4

Jay Tinsley, CoK Pub Svc
Eric Vreeland, CoK Comm
Chad Weth, CoK Pub Svc

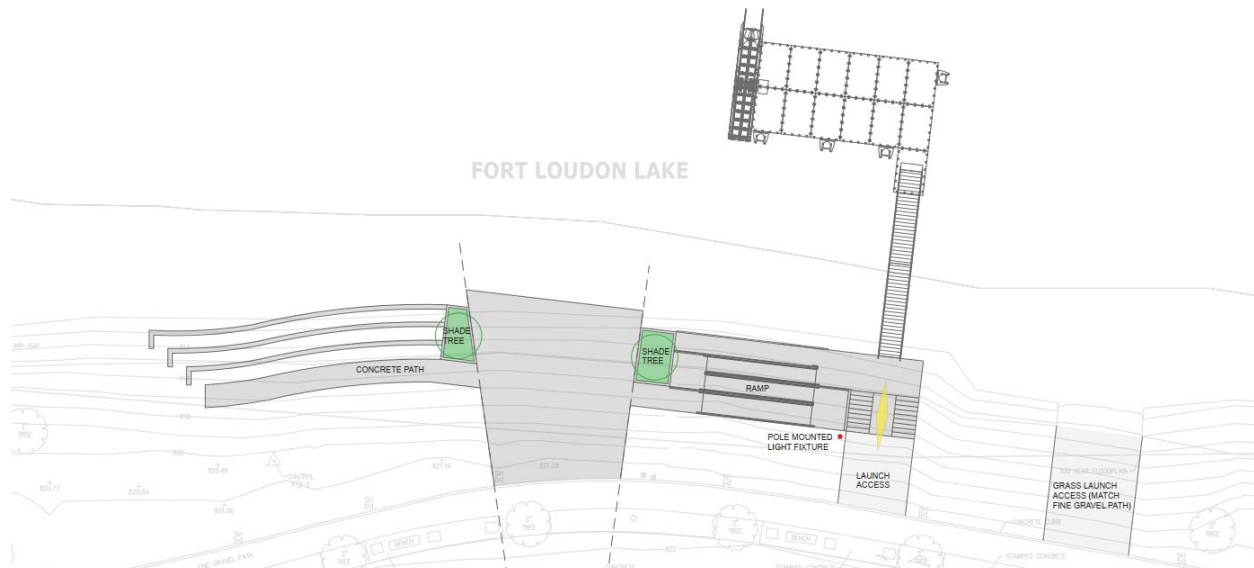
Notes

1. Public Comment Responses—The following nine comments were received either verbally or (as noted) in writing at the Old Sevier Neighborhood Public Meeting held April 19, 2018 at 7 pm at South Knox Elementary School. No additional comments were received within the comment period either by mail or email. Each comment is followed by a response to the comment.
 - a. A direct access route to the floating dock navigable with a 13-15 ft. long boat carried by two people needs to be provided. The ADA ramp does not serve this need.
(Also via written comments.)

Following the public meeting, the design team revisited the design of the shore structure. The images below show the initial design as of the meeting and the subsequent redesign which takes this feedback into account.



Original Shore Structure Design



Redesigned Shore Structure

The redesigned shore structure includes direct stair access to the waterfront and the gangway to the in-river boat launch. The area highlighted in yellow between the stairs is intended to provide a sloped element to facilitate the transfer of boats handled by one person.

- b. It would be ideal if the existing grass launch could remain open during the construction.

Access to the grass launch should be available through most of the construction period; although, the access path may be somewhat restricted by construction activities. Some closures—such as during pile driving operations in the river—should be expected but should be of a limited duration. The launch may also become unavailable should the level of the lake drop below the launch.

- c. A kayak wash station would be ideal and would help prevent cross-contamination between bodies of water. *(Also via written comments.)*

In reviewing this suggestion, it was determined that some boaters may utilize such a station to wash off a kayak before getting into the river whether to clear remains from previous rivers, debris collected while on the road, or material collected while a craft is in storage. As such, any runoff from a wash station would need to be collected and treated to protect the water quality of the Tennessee. This would require a sanitary sewer connection. A sanitary sewer connection would need to be in a covered area to protect it from stormwater intrusion and would have to be above the 500-year floodplain. At present the restroom pavilion and vehicular facilities utilize almost all of the available land outside of this floodplain. Given these limitations, a wash station has been determined to be unfeasible for this site.

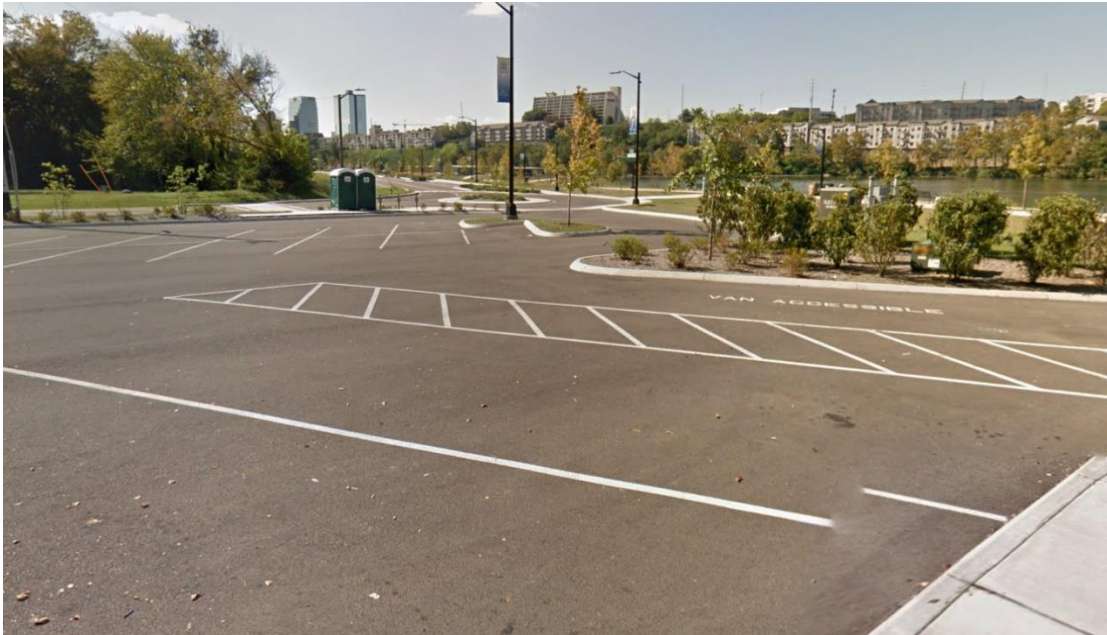
- d. A “smarte carte” type system for renting a kayak/canoe dolly would be helpful.

At present we are unaware of such a system already on the market. In addition, while cart return is incentivized by such a system, these incentives do not guarantee cart

return. Unreturned carts could quickly become hazards to vehicles or traffic on the river when left unsecured and thus pose an unmanageable risk to public safety. Such a service might be possible in the future, but would require on-site personnel to help manage the disposition of the carts for these safety reasons. At this time there are no plans which would support this.

- e. Extended parking spaces to accommodate various boat carriers would be ideal.

Four boat trailer spaces were constructed as part of the shore structure parking lot during the original park construction. Three of these spaces can be seen in the image below.



- f. A request was made for addition of a stream flow/level gauge at/near this location which can be accessed online to verify water levels/flows before coming to the park. (*Also via written comments.*)

This location on the Tennessee River is at the headwaters for of Fort Loudoun Lake. TVA posts data for Fort Loudoun Lake online showing the current lake elevation: <https://www.tva.gov/Environment/Lake-Levels/Fort-Loudoun>. The city will post information detailing key lake elevations--such as the minimum elevation for use of the launch-online.

- g. A concern was voiced regarding how to handle trash accumulation on the upstream side of the structure.

Litter collection on river structures (Vol Landing, bridge piers, etc.) including this new boat launch is currently handled by a city contractor. In addition to this ongoing maintenance work, the City of Knoxville continues to try to reduce the introduction of litter into the river basin through a number of programs. You can see additional information on some of these efforts on the city blog [here](#) and [here](#) or help clean our creeks with [Keep Knoxville Beautiful](#).

- h. Several questions were raised as to the official hours for the park as conflicting messages had been communicated by PD and/or Security staff.

City of Knoxville Parks is still working through this issue with Dawn Michelle and others.

- i. A concern was voiced regarding the appearance of the plastic roll carts which have replaced the original trash receptacles in the park.

The original trash cans provided in the park did not adequately protect from rain entering the can and also required bags to be lifted out of the top of the cans. Lifting heavy, often rain filled bags not only led to broken bags but also to injured backs. The popularity of the park and heavy use as a special events space also quickly overtaxed the original provisioning for trash given the staffing time available for pickup. To resolve both of these issues, the city's standard roll carts which have rain tight lids, are larger, and can be rolled and mechanically emptied, were deployed.

Following the public meeting, the design team has researched options for providing a more aesthetic solution that also meets the operational need for both trash volume and emptying. One possible solution—a can that hold the standard roll carts—is being researched and will be piloted as a part of this project.



2. Finish material color samples for the brick walls, metal ceiling, metal fascia, and metal roofing were reviewed and approved. To meet the Form Code requirements the roof will be white. The group was not concerned about this as the roof is in full sun with no tree cover (so it should not mold/mildew), is not visible from within the park, and is on such an angle that specular reflection should not be an issue even for properties on the opposite side of the river.
3. The design team will now advance the shore structure through design and permit review. We are still anticipating bidding this project mid summer with a target construction start late summer/early fall.

PBA understands these meeting notes to accurately reflect items discussed and actions to be taken. These notes will be assumed to be complete and correct unless the undersigned is notified otherwise within seven calendar days of receipt.

Respectfully Submitted,

A handwritten signature in black ink, appearing to read 'K. Kirkland', written over a horizontal line.

Keith Kirkland
Property Development Construction Manager, PBA

CC: Kristin Grove