

**From:** Dan Kelly  
**To:** Betty Jo Mahan  
**Date:** 8/7/2008 3:05:12 PM  
**Subject:** Fwd: Re: comments on latest Kroger site plan

>>> Mike Carberry 08/07 12:48 PM >>>  
Dan,

After meeting with Chris Howley and examining the limitations regarding sidewalks immediately next to Knox Road (slope constraints and the need to maintain traffic carrying capacity along Knox Road...limiting the feasibility of a road diet), we recommend an extension of the proposed sidewalk along the edge of the parking lot above Knox Road.

The Fountain City Small Area Plan, pages 31-35 of the recently adopted North City Sector Plan, calls for the creation of a more urban place in this area with objectives to provide connectivity through sidewalk and other modes including transit and bicycle use. Fountain City Connections and TPO staff created those concepts after a walkability audit was conducted by Mark Fenton, a nationally renowned multi-modal transportation engineer. The audit clearly pointed to the shortcomings of sidewalk connections in Fountain City. The plan is premised on the area becoming a more urban place. Sidewalks are needed on both sides of the streets.

Rather than lose all the parking spaces (presently at right angles to Knox Road, we suggest that the Kroger team revisit the second design alternative which showed parallel parking along the initial sidewalk segment. Roughly half of the parking spaces could be retained under this scenario.

Michael Carberry, Comprehensive Planning Manager

Ellen Zavisca, Transportation Planner

>>> Ellen Zavisca 8/6/2008 2:58 PM >>>  
Hi Dan,

Thanks for the copy of Kroger's most recent preliminary site plan. My suggestions for the staff recommendations are as follows:

The pedestrian crossing from the Knox Road sidewalk to the front of the store, as shown, is not a good idea. It appears to be about 140 feet from the Knox Road sidewalk to the sidewalk in front of the store, and the pedestrians' path will pass directly by the pharmacy drive-through area. This is a lot of unnecessary exposure to traffic for pedestrians. (At 3.5 feet per second, which is the walking speed the City uses to time its pedestrian signals, that's 40 seconds of exposure to parking lot traffic, which is often coming from multiple directions at high rates of speed.) Instead, the sidewalk should be extended another 40 or 50 feet south along Knox Road to where the steps will come up from the road. From there high-visibility marked crosswalks, or even better raised crosswalks, should connect pedestrians across two parking lot islands to the

front of the store. Pedestrians' exposure to traffic will be broken up into small pieces, and total exposure will be cut approximately in half, a significant safety benefit. The parking lot islands will of course need ADA ramps connecting to these crosswalks. Similarly, the pedestrian exposure to traffic should be reduced at the pedestrian crossing from the Broadway sidewalk to the store entrance. The curb should be extended from the sidewalk to the edge of the motor vehicle area, and a high-visibility marked crosswalk, or raised crosswalk, should link the curb extension to the sidewalk in front of the store. A sidewalk along the rest of Knox Road is needed for the safety of pedestrians going to and from this store from throughout the neighborhood, and will also be invaluable to pedestrians passing by the store on Knox Road, especially considering that this store is in the PRZ for three Knox County schools (Fountain City Elementary, Gresham Middle and Central High). Three to four racks providing six to eight secure and convenient bicycle parking spaces should be provided near the store entrance. They should be in an area protected from the elements if at all possible. The TPO can help fund those bike racks through its bicycle program. If you have any questions concerning these suggestions, please let me know.

Thanks much,  
Ellen

Ellen Zavisca  
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**From:** Dan Kelly  
**To:** Betty Jo Mahan  
**Date:** 8/7/2008 3:13:14 PM  
**Subject:** Fwd: 698 colored elevation part 2.

>>> <Paul.Xhajanka@kroger.com> 08/07 10:47 AM >>>

Second email attachment.

Dan,

If you would please share with the MPC staff that we have revisited the suggestion for additional sidewalk along Knox Avenue. However, our parking ratio is such that we do not feel comfortable with any further reductions and therefore we regret that we can't provide any additional sidewalks along the remainder for Knox road.

We hope that the MPC staff, prior to making its recommendation for or against the project, considers the effort that Kroger have put forth on this project to incorporate your suggestions and ordinances. We have offered to build or add; a pad for the bus stop (on the First Bank of Tennessee land), sidewalk from the proposed bus stop to the store with corresponding cross walks, sidewalk and landscaping along Broadway; enhanced store elevations on the front and side of the building, stairs connecting the project to the proposed skateboard park and preserve the larger trees as well as add more than 50 additional trees to the property. We believe we have done everything possible to meet or exceed the City's expectations and we hope the MPC staff supports our project. Thank you for your time and consideration.

Paul.

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----- Forwarded by Paul Xhajanka/REAL/AT/KrogerCo on 08/07/2008 10:26 AM  
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Dean Stansel

<DStansel@rlrpc.c To: "'Paul.Xhajanka@kroger.com'"  
<Paul.Xhajanka@kroger.com>  
om> cc:  
Subject: 698 colored elevation  
08/06/2008 06:03  
PM

Here you go Paul. Hopefully this is not too late.

Dean Stansel - Senior Associate  
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Phone (770) 674-2600 | Fax (678) 319-0745  
(See attached file: GA-698 colored elevation 8.5x11.pdf)