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1963

*Plans  
and  
Projects*  
1962 - 1963

SIXTH ANNUAL REPORT



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METROPOLITAN PLANNING COMMISSION

of

Knoxville and Knox County

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PLANS AND PROJECTS  
1962-1963

Sixth Annual Report

Metropolitan Planning Commission  
Knoxville and Knox County, Tennessee

April, 1963



## FOREWORD

Beginning with its creation seven years ago the Metropolitan Planning Commission undertook the assignment of analyzing and guiding the growth of Metropolitan Knoxville and Knox County. Through the years the Commission has provided regional planning services on a very broad and basic level. The program carried on by the staff has been consistent with these basic demands placed on it by the two local governments.

During the past year the staff has completed five major reports and several other subordinate projects. Additional responsibilities included playing host for the annual meeting of the Southeast Chapter of the American Institute of Planners. This meeting provided another opportunity to explain the role of planning in Knoxville.

In summary form this report explains the work performed by the staff of the Metropolitan Planning Commission from April 1962 through March 1963. In addition, the reports and projects the staff expects to complete during the next few months are summarized.

*Administration*

## ADMINISTRATION

The Metropolitan Planning Commission of Knoxville and Knox County was created in April 1956 as a regional planning agency whose jurisdiction included all of Knox County. This Commission was preceded by separate planning commissions representing the city and county.

The Municipal Planning Commission of Knoxville was created in 1925 and a planning consultant was hired to prepare a comprehensive plan for the city. After this plan was completed, a small staff was retained by the Commission. Its primary responsibilities were to administer the 1928 zoning ordinance, enforce the 1927 subdivision regulations, and effectuate the recommendations of the comprehensive plan. For the next 15 years little was done to support a planning program in Knoxville.

In 1945 and again in 1948 consultants were hired to revise the major street plan originally prepared in the 1920's. At this same time the city was experiencing a transition period of adjustment following World War II. Nearby Oak Ridge, which had produced a severe impact on the local housing market, was decreasing its work force. The University of Tennessee was enlarging its enrollment and campus. In 1949 the city hired a professionally trained planner who developed and led a planning program for the next three years.

The Knox County Planning Commission was created in October, 1940. The first staff members that were employed, prepared a zoning resolution for most of unincorporated Knox County in 1941. They also administered the newly developed subdivision regulations beginning in the spring of that year. Another contribution was a



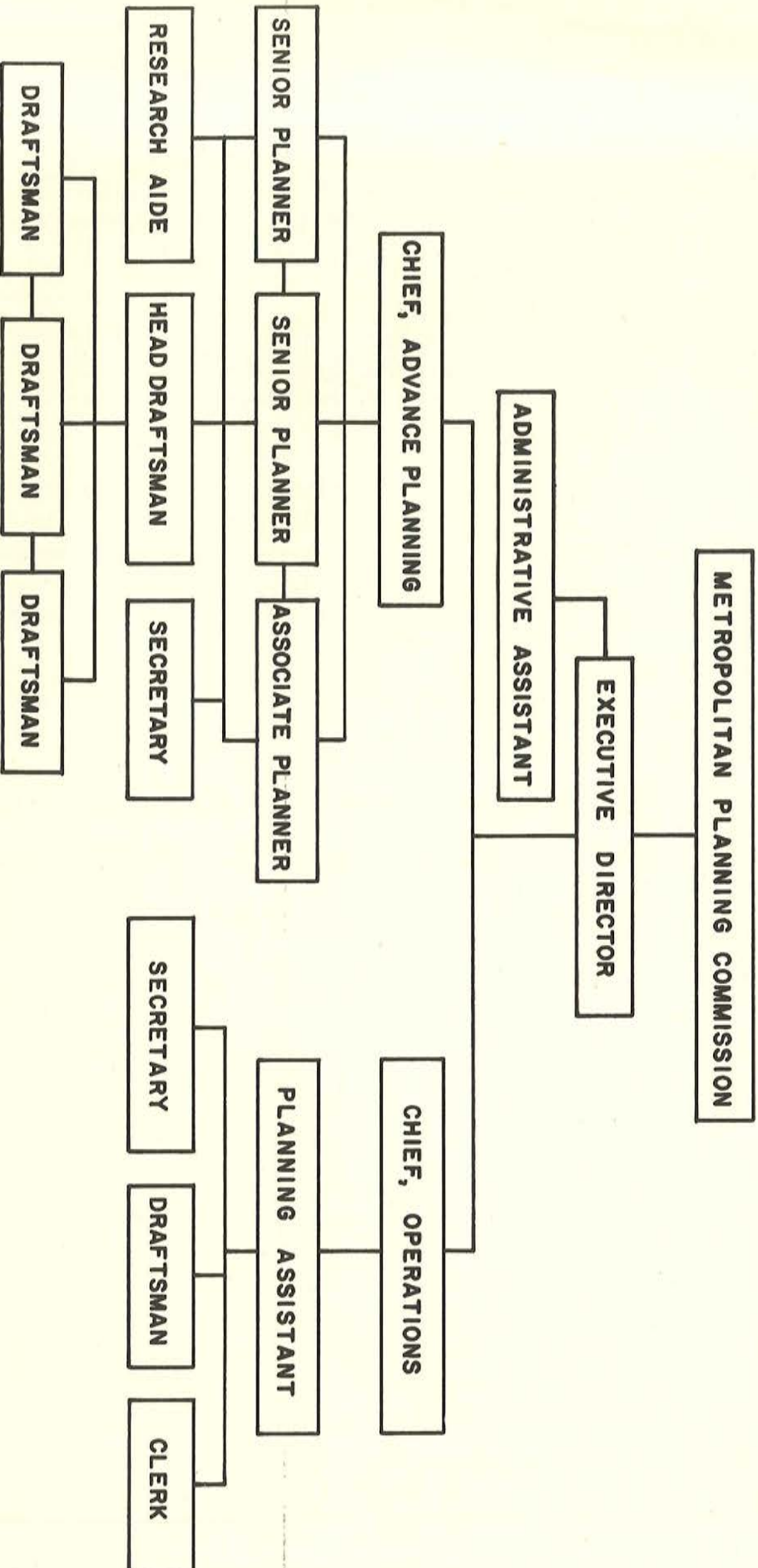
development plan for Concord Park. From 1952 to 1956 there was little done to develop either of the local planning programs.

Subsequently, utilizing Tennessee state enabling legislation, a new planning commission was organized which included members from both the city and county. There were many basic problems which faced the staff of the newly formed commission. The need for urban services had greatly increased, enforcement of land use controls was necessary, and the population was growing and shifting. Figure III on page 10 shows the rapid rise in local population during the past 83 years.

The staff, whose organization is shown on page 3 has been engaged in many projects since its establishment late in 1956 (See publications list on page 28 ). During this time it has been considered important to concentrate on the enlistment of support of certain basic objectives. It is felt that they are really the crux of implementation of improvements in the community. These objectives may be stated thus:

1. Public Understanding: The climate for the objective administration of policy decisions must enlist the support of citizen groups. Therefore, it is necessary that such groups know and understand the bases for these policies which lead to comprehensive public and private planning programs. Citizens who take part in and are affected by these programs, depend on the planning agency as a source of information. Hence, through participation the citizen becomes a part of the planning program.
2. Effective Administration: A government is only as effective as the uses to which it is put. A planned program is very common in both the public agency and private corporation. However, are an agency's resources put to their fullest use? Are the lines of communication coherent? Are public monies justifiably allocated and managed? These questions demand analysis and answers for effective administration.
3. Desirable Standards for Living and Housing: The economy of a region is its lifeblood and a cause for its stability. Substandard housing, one of the most evident weaknesses of a community, should not be tolerated.

# MPC STAFF ORGANIZATION



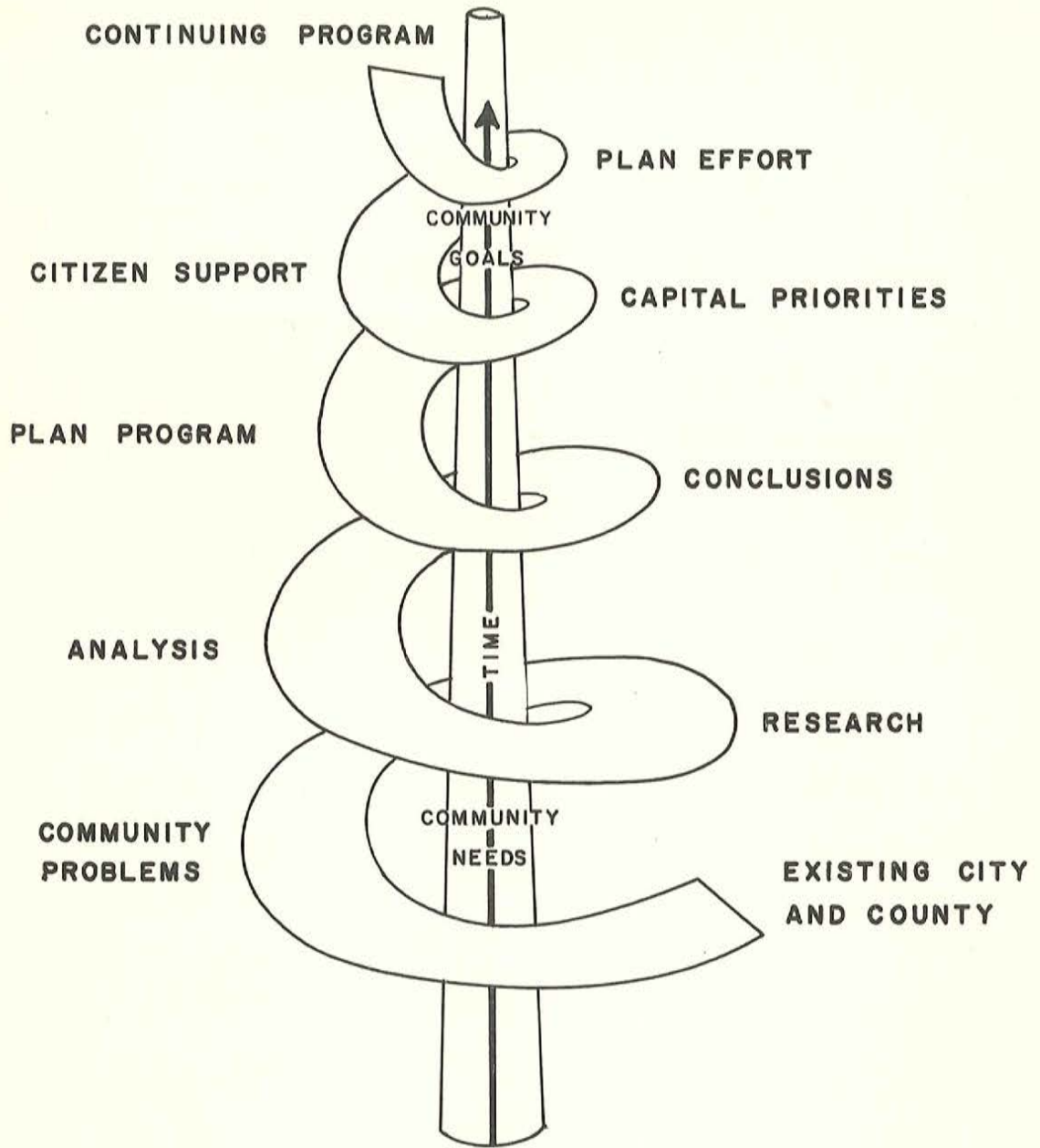


Planning oriented community improvement programs and aids are available which raise living and housing levels. The ability of a community to improve itself depends on its human, capital, and organizational resources.

4. Adequate Codes, Ordinances, and Resolutions: Each help form the framework for getting things done in government. Legislation must be complemented by a program of enforcement, otherwise it is valueless.
5. Public Building Standards: Each public building erected stands as a symbol of the people it represents. These monuments are used by many to judge a community. Then too, they constitute a significant portion of the buildings and land available to the citizen for his use. It should be a planning agency's responsibility to program the location of these structures within its planning jurisdiction.

These objectives can only be fully realized through the programmed use of community resources. They constitute a substantial departure from prevailing independent provincialism. They are guides for a partially predetermined form for the area and are predicated on intergovernmental and citizen cooperation. There should be optimism but no false illusions about Knoxville and Knox County becoming a more desirable place in which to live and work. If this were an automatic process, planning would not be necessary. The accompanying Figure shows in graphic form how the local community planning process might be undertaken to implement the objectives outlined above.

# COMMUNITY PLANNING PROCESS







*Advance Planning*

## ADVANCE PLANNING

The Advance Planning Section of the Metropolitan Planning Commission has completed numerous studies and reports during the past year. The staff consists of four professional planners, four draftsmen, and a secretary. In addition, substantial use was made of consultant services on a contractual basis. For brief periods throughout the year use was made of student statistical aides.

The following is a summary of the work of the Advance Planning staff from April 1962 to March 1963 inclusive. It is followed by a summarization of the projects that the staff is to complete within the next few months. The title of the study being summarized is given, followed by its date of publication. If the project was subsidized by Federal funds through the Housing Act of 1954, as amended, this is indicated by the words "701 Project". Studies which were completed as part of Knoxville's requirements for certain Federal fund eligibility, including urban renewal and public housing, the words "Workable Program" are inserted. Special projects, done in conjunction with, or for other local agencies, are so indicated.

### Weigel-Lyons Property

April 1962

Special Project Prepared for the Knox County Board of Commissioners and Knox County Court.

The purpose of this report was to analyse the Weigel and Lyons properties' combined potential as an industrial site in an effort to establish the probable costs of development. The two tracts have a total of 646 acres and are located on Emory Road between Clinton Highway (U. S. 25W) and the proposed alignment for Interstate 75.

A main line of the Southern Railway runs along the eastern boundary of the site. It would be necessary to greatly increase the capacity of the water and sewer facilities that serve the area. The gas and electrical services, as well as the nearby private airfield, were considered adequate for industrial use.

If developed, it is proposed that some 87% of the available land be utilized in an industrial park manner. In addition, it would be appropriate to develop the area in stages in an effort to maintain the continuity of the plan and to make land available as it is needed.

Schools of Knoxville and Knox County  
701 Project: Knoxville-Knox County

May 1962

Providing adequate education for the children of Knoxville and Knox County is the most important task that faces local governments. This study was issued in two volumes. The first analysed the enrollment, program, financing, and administration of the Knoxville and Knox County school systems. Volume two was an inventory of all existing public school buildings and the land on which they are situated, including recommendations for their improvement.

A group of consultants, A. D. Albright and Associates, was retained to assist in the preparation of the report. Several significant facts were disclosed which formed the basis for the recommendations which were made. The major recommendation was that the Knoxville and Knox County school systems be consolidated into one educational system.

It was evident that consolidation would provide greater efficiencies in certain



aspects of school services. The primary value cited was the ability to provide a more adequate education to the children of the community.

The second volume of the study dealt with the school buildings and their sites in Knoxville and Knox County. Pertinent data was given about each school including construction dates, pupil capacity, grades served, and site size. Evaluation of the ability of the school to serve the students was made as well as recommendations for changes. The role of the school and its site were also analysed and placed in proper perspective for the future. The appendix summarized in the form of statistics; local population, economic, and school use data.

Tennessee P-13 Completion Report  
701 Project: Knoxville-Knox County

June 1962

This report summarized the work completed under Tennessee Planning Project P-13. Application was made in February 1960 for financial assistance from the Federal government in order to undertake several urban planning projects. These included the Recreation Study, the General Land Use Plan, the Zoning Prospectus, and the study of the Schools of Knoxville and Knox County. The requested project time of 12 months was extended to 24 in order to insure a complete and adequate school study.

Marina Preliminary Design Study  
Special Study

July 1962

This design project was undertaken in response to a request from a committee of interested organizations which was examining the need for a central marina

facility in Knoxville. The Tennessee Valley Authority was consulted on their flowage and navigation interests in Fort Loudoun Lake to ascertain the location of a marina basin and breakwater. Following the establishment of the location, additional design features were developed, including boat slips, land recreation facilities, boat storage and maintenance areas, and other service buildings. Of primary importance were the land access areas and their relationship to the proposed downtown loop highway. Upon completion, the preliminary design plan was submitted to the Mayor and Knoxville Department of Welfare.

Population of Knoxville and Knox County  
701 Project: Knoxville-Knox County

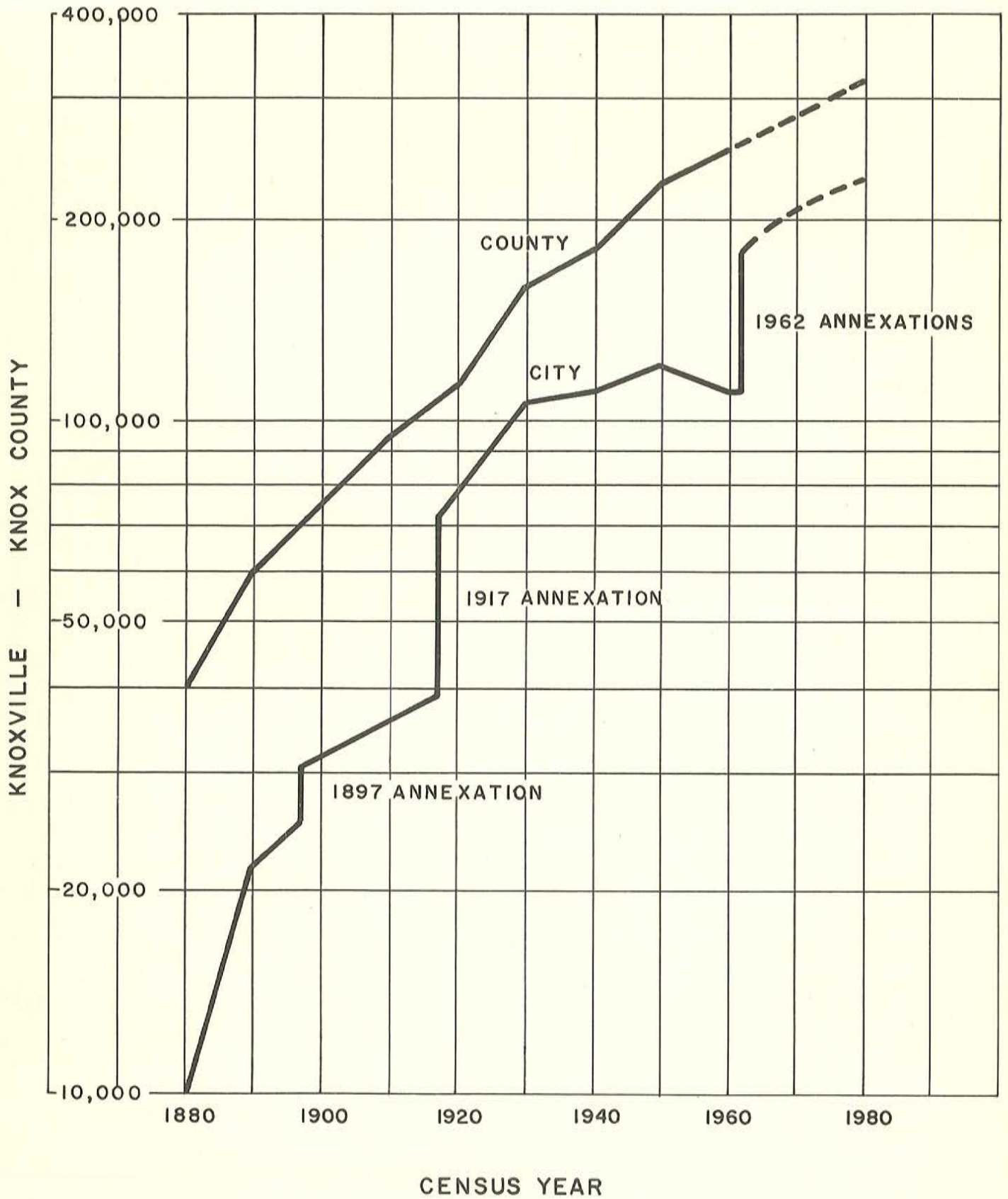
August 1962

Where do people live in Knox County? What sections of the County are expected to increase in population during the coming years? These and many other questions were answered in this analysis of the 1960 U.S. Census of Population and housing. The reports indicates that, providing the various local, regional, and national economic and social characteristics show no drastic change, the population of Knox County may be expected to be 287,000 in 1970, and approximately 330,000 in 1980.

Knox County was divided into areas and population trends were established and compared in order to estimate the future distribution of people. These data were further refined by the compilation of statistics on population composition. They included the number, marital status, years of school completed, income, housing condition, and value of homes for each of the areas. Methods of projecting trends are



# POPULATION TRENDS 1880-1980





explicitly presented, as are statistics, in graphic form. The influence of land development factors are evaluated in terms of the present and future distribution of the population.

Highland Avenue Neighborhood, Preliminary Design Study  
Special Project

September 1962

Changing patterns of housing and traffic in the Clinch Avenue-Thirteenth Street area have created severe problems. Accentuating these are the topography, narrow streets, small lots, and the large traffic generators nearby. These problems are further compounded by the high density residential demands placed on the area primarily because of its proximity to the University of Tennessee.

A land use and public facility inventory was made of the neighborhood to determine its relationship to the industrial, central business district, university, and hospital areas which adjoin it. The preliminary redesign included changes in the street pattern and the type of housing facilities to be provided. Modern neighborhood design criteria increased the amount of parking and open space to be included.

The Economy of Metropolitan Knoxville  
701 Project: Knoxville-Knox County

November 1962

Knoxville functions as a diversified city, handling the central work functions of the metropolitan area and larger 16-county region. Establishing this framework, the economic consultants conceptually separated, analysed, and refabricated the economic fiber of Knoxville and Knox County. Population, employment, income and government are each treated as integral parts of the community's economic structure.

The four major enterprises that support the local economy are the Oak Ridge operations of the Atomic Energy Commission, Alcoa Aluminum, University of Tennessee, and the Tennessee Valley Authority. They account in part for the diversified character of the total economy.

It was found that during the past decade the services-producing industries expanded while the goods-producing industries cut back employment. Knoxville was a chronic unemployment area between 1951 and 1960 and the area did not keep up with the real per capita income gains made in Tennessee. It was pointed out that opportunities exist to develop the economy of Metropolitan Knoxville. However it must be noted that these opportunities cannot take place automatically but rely on local initiative and ability.

Eight summary recommendations were made which included the creation of a strong development agency; streamlining local government; development of a stronger downtown Knoxville; strongly supporting the local planning program; training more skilled labor force; increasing the number of industrial sites; improving the industrial development program; and reexamining the potential of local waterways. These issues are important to Knoxville and Knox County if they are to realize their economic potential.

Recommended Zoning Regulations for Knoxville and Knox County      November 1962  
701 Project: Knoxville-Knox County

These model zoning regulations were prepared to enable replacement of the 35 year old zoning ordinance in Knoxville and 22 year old zoning resolution in



Knox County. Upon adoption of modern regulations for the City and County, planning and development will be carried on under a uniform set of districts and standards. Several provisions of the old regulations contributed to confusion and misunderstanding on the part of the general public. Along with the text of the zoning regulations are maps, which must also be adopted, showing the zoning district for all land in Knoxville and Knox County.

The Recommended Regulations have 19 newly defined zoning districts which are designed to fit present day living patterns in the community and which utilize modern zoning techniques. There are several uses which because of their special characteristics are subject to review by the staff of the planning commission before they will be permitted. In addition, there are supplementary regulations which apply to specific, to several, or to all of the zoning districts.

The administration of new regulations, as in the past, will be handled by the building inspector's office and planning commission staff. It is proposed that a board of zoning appeals be created with representatives from both Knoxville and Knox County. They would be responsible for decisions on requests for special exceptions to the regulations as well as interpretation of the zoning maps.

Tennessee P-17 Completion Report  
701 Project: Knoxville-Knox County

November 1962

This report summarized the work completed under Tennessee Planning Project P-17. Application was made in August, 1961, for financial assistance from the Federal government in order to undertake certain urban planning projects. These



included the Population of Knoxville and Knox County, the Economy of Metropolitan Knoxville, and Recommended Zoning Regulations for Knoxville and Knox County.

The project time period was extended from 12 to 15 months to assure that more complete and adequate economic and zoning studies could be made.

Preliminary Site Analysis for City-County Administration Building December 1962  
Special Study

Interest by both City and County officials stimulated a preliminary investigation of a number of sites for possible use for a central administration building. Informational questionnaires were distributed to department heads in an attempt to establish a starting point for a study of space needs. The immediacy of the project has now subsided and a more mature evaluation of site and building needs is possible. The proper location and design of a building of this type is extremely important since it will probably be required to serve the community for half a century or more.

Preliminary Site Proposal for A Central Safety Building and Automobile Inspection Lane  
Special Project February 1963

During the past several years the City administration has suggested a number of sites for development as an Automobile Inspection Lane. Each of these has had limitations and drawbacks. The MPC staff has proposed a single site which would provide space for a new central Safety Building as well as the Automobile Inspection Lane and would be properly located in relation to the thoroughfare system and other land use elements.

Proposed Baxter Avenue Extention  
Special Study

March 1963

The extention of Baxter Avenue to provide a link between Central Avenue and Broadway was first placed on the major road plan in 1927. Over the years this link has remained unbuilt primarily due to the cost of right-of-way. A study of alternate alinements was made in the fall of 1962, followed with a definite proposal in March when an elderly housing project made construction more feasible. Both the Baxter Avenue extention and the elderly housing project will contribute to an overall neighborhood improvement effort in the area. The importance of holding and up-grading older residential areas such as that bounded by Broadway and Central north of Baxter Avenue should not be underestimated.

General Advisory Projects  
Special Projects

1962-1963

University Campus Plan: The University of Tennessee anticipates an increase in enrollment at its main campus which will generate the need for more land and buildings. The Yale Avenue Urban Renewal Project will provide the initial land required for expansion. This project area is located between the main campus and the University's agricultural campus on Alcoa Highway. The staff of the Planning Commission worked with University officials and the urban renewal consultants in improving the original expansion plan to better handle increased traffic and parking, to give emphasis to particular design features of the plan, and to recognize the relationship of the campus to nearby residential neighborhoods and Knoxville's Central Business District.



Mountain View Urban Renewal Project: The responsibility for administering urban renewal projects rests with the Knoxville Housing Authority. This particular project lies east of First Creek and south of Magnolia Avenue. As a part of the continuing program of planning in Knoxville, the staff of the Planning Commission reviewed the three stage project in light of its influence on the entire community. A new street and land use pattern will emerge from this project during the next decade. The influence of public and private land uses inside and outside the project area was reviewed along with the ability of the community to rehouse those persons temporarily displaced by construction.

Public Housing Sites: In addition to urban renewal coordination, the Knoxville Housing Authority is responsible for the location, construction, and continued administration of public housing in the City. As another facet of the planning program, the Planning Commission staff assisted in analyzing various sites to determine the desirability of locating public housing on them. The relationship of the proposed housing to services, street circulation, the balance of the neighborhood, and the community as a whole, were all considered.

Citizens Advisory Committee: As a part of Knoxville's Workable Program for Community Improvement, the staff of the Planning Commission assisted in the establishment of a Citizens Advisory Committee. This committee is responsible for providing a link between various citizen groups and organizations and programs of community improvement carried out by the city. It also serves to pull together specialized citizen knowledge and talent in an effort to provide a more effective program of community up-grading.



Inspection Program: Another segment of the Workable Program for Community Improvement is that of locating deteriorated housing areas and enforcing the local codes and ordinances which apply to their shortcomings. In recent years there has been no coordinated effort of code enforcement which would make a substantial contribution to the up-grading of the community. The Planning Commission staff worked with City officials in establishing a pilot project neighborhood and the further development of an expanded inspections staff and program of inspection.

Highway Design: As in the past, the staff continued to provide a local viewpoint for consideration by state and federal interests in design and location of thoroughfares and interchanges. The proper location and design of these facilities are of vital importance to the community because they strongly affect existing and future patterns of land use and development. Numerous meetings have been held during the year on various projects.

GAY/WAY: One of the projects selected by the Downtown Knoxville Association for its 1963 program is the modernization of a section of Knoxville's main shopping street, Gay. Similar to the Promenade and Market Square Mall projects, architects have been retained to do the design. The Planning Commission staff is continuing to work with DKA and its architects on the design features of the proposed plan as they relate to vehicular and pedestrian circulation.

## CURRENT ADVANCE PLANNING PROJECTS

Up-Dated and Expanded Knoxville Land Use Plan Map  
Workable Program

April 1963

The City of Knoxville has now completed the current annexation program which almost tripled its geographic size. The Land Use Plan map was last drawn in 1960 and includes neither the annexed area nor changes which have been made in the planning program since that time. The new map is being drawn within the framework of the county-wide land use and major thoroughfare plans and will reflect the current planning program. It should serve as a major planning tool in guiding the planning commission and City Council in administering and amending the Zoning Ordinance.

Up-Dated and Expanded Knoxville Community Facilities Plan Map  
Workable Program

April 1963

The Knoxville Community Facilities Plan map was also drawn in 1960 and does not reflect the changes in the planning program and the annexation action which have occurred since that time. It will be drawn to reflect the current planning program and the construction program of the present City administration. Upon completion of the Public Improvement Program and the Comprehensive Transportation Study further adjustments probably will be required.

Chilhowee Park Development Study  
Special Project

April 1963

Chilhowee Park has grown over the years to a point where it is imperative



that definite decisions be made concerning the various park uses, the relationship between them, and their space needs. The Interstate Highway construction has also served to stimulate policy decisions as it has cut the park off on its northern boundary. The study will attempt to provide guidance for future park and zoo development, land acquisition, land fill practices, and finance.

Mass Transit Study  
701 Project: Knoxville-Knox County

April 1963

The Mass Transit Study will evaluate existing transit services and operating procedures and develop recommendations designed to achieve maximum utilization of facilities and equipment. The study will also include an analysis of projected needs for service with particular attention given to the proper articulation of transit with other modes of transportation. Attention will also be given to coordinating transit service with future parking facilities.

Consulting assistance is being utilized for this study. The consultants will gather and analyse the data as well as make recommendations.

Middlebrook Industrial Area, Preliminary Design Study  
Special Study

May 1963

The Middlebrook Pike industrial site is located on the Louisville and Nashville Railroad between Third and Fourth Creeks. The area is to be developed by the city, county, railroad, and other developers for future industrial use. As a prelude to this development it is necessary to prepare a site design plan showing proposed roads, railroads, utility easements and industrial tracts. Included will be the probable stages of development extending over the next few years.



Comprehensive Transportation Study, Special Sub-Studies  
701 Project: Knoxville-Knox County

May 1963

This series of sub-studies will relate the use of existing streets and highways to the use of land which is adjacent to them. The first of these is a Land Unit Adjustment Sub-Study which deals with the adjustment of traffic zones for the Origin-Destination Study (which is a part of the Comprehensive Transportation Study) to coincide with the present planning units and statistical units used by the Metropolitan Planning Commission.

The second sub-study in this series will provide current and projected information for the land units established in the first sub-study. This information will include data on population, employment and labor force, income, housing, retail sales, land use, and school enrollment.

The third sub-study in this series will classify all streets in the study area according to their current traffic use. This classification will be based on the type and volume of vehicles and the way they now use the street.

These sub-studies will be carried out in close liaison with Federal, State, and local governmental agencies cooperating in the Knoxville-Knox County Comprehensive Transportation Study.

Library Study  
701 Project: Knoxville-Knox County

May 1963

This report will analyse local needs for physical facilities and site locations along with alternate methods of library finance and administration. Particular emphasis will be placed on building adequacy and site characteristics. Additional work will be

done on the organization of the two library systems and their relationship to the three library boards. Alternate methods of extending and improving library services to the residents of Knoxville and Knox County will be discussed by the consultant on this study. It is expected that recommendations will be generated by a comparative analysis between current local library standards and those recommended by the American Library Association. The recommendations expressed in this study will be closely aligned to local public library policies and objectives.

Tennessee P-19 Completion Report  
701 Project: Knoxville-Knox County

May 1963

This report will be a summary of work completed under Tennessee Planning Project P-19. Application was made in March 1962 for financial assistance from the Federal government in order to undertake certain urban planning projects. These include the Library Study, the Mass Transit Study, and the Special Comprehensive Transportation Sub-Studies.

Transportation Administration Study  
701 Project: Knoxville-Knox County

June 1963

This report, an outgrowth of the Knoxville-Knox County Comprehensive Transportation Study, will deal with the organizational relationships of the persons engaged in various phases of local transportation. The survey will be directly associated with the planning, design, construction, operation, maintenance, and



administrative functions of both City and County officials. A review of the administrative structures, with particular emphasis on traffic engineering, will be made. Consulting assistance is being utilized on this project.

Comprehensive Transportation Study

August 1963

Special Project Undertaken with the Local, State, and Federal Governments.

This multi-phases study will include an inventory, analysis, and recommendations of all aspects of motor transport in a 450 square mile area of Knox County. The study will project 1962 data over a 20 year period to form the basis for recommendations on street, highway and parking facility development during that period. Other parts of this study include the five subordinate projects dealing with transportation that have been explained and two others that will follow later this year.

The responsibility for the major phase of this study rests with the firm of Wilbur Smith and Associates of Columbia, South Carolina, who are under contract with the Tennessee State Highway Department. Their efforts will be supplemented by staff personnel from the Tennessee Department of Highways, U.S. Bureau of Public Roads, the Metropolitan Planning Commission (with financial assistance from the Housing and Home Finance Agency), the City of Knoxville, and Knox County. Other public, quasi-public, and private groups are involved to the extent of their interests and ability to contribute.

Traffic Accident Study

September 1963

701 Project: Knoxville-Knox County

This study will be an integral part of the Knoxville-Knox County Comprehensive



Transportation Study. It will examine accident records of both the City and the County to determine traffic accident location trends. From these data, street intersections and other traffic areas that tend to be accident prone will be located. An inventory of accident prone locations which require corrective measures to improve traffic circulation will then be made. This information, along with coincident recommendations, will be transmitted to those public offices most closely concerned with accident prevention remedies.

Public Improvements Program and Capital Budget  
701 Project: Knoxville-Knox County

October 1963

The Public Improvements Program and Capital Budget will deal with the programming and budgeting of major public improvements in the years ahead. The Public Improvement Program phase of the study will provide a long range basis for development of public facilities; whereas the Capital Budget phase will provide the City and County with a six year program for major public improvements.

The nature of this project dictates a detailed analysis of the financial resources and expenditures of both the City and County. An effort will be made to project public improvements in such a way so as to coordinate and balance each succeeding year's tax demands of the two governmental units. In addition, an evaluation of current local bonded indebtedness will also be made. The future financial needs of each department and agency in the governments will be examined and budgeted on a priority basis related to the overall expenditure of public funds.

Tennessee P-22 Completion Report  
701 Project: Knoxville-Knox County

October 1963

This report will be a summary of work completed under Tennessee Planning Project P-22. Application was made in August 1962 for financial assistance from the Federal government in order to undertake certain urban planning projects. These included the Transportation Administration Study, the Traffic Accident Study, and the Public Improvements Program and Capital Budget.

#### SCHEDULED ADVANCE PLANNING PROJECTS

Industrial Land Use Plan and Sites Study  
701 Project: Knoxville-Knox County

February 1964

This proposed project would evaluate the industrial element of the Land Use Plan for Knoxville and Knox County. Present and projected industrial lands would be classified according to existing use and industrial use potential. This is in line with the recommendations expressed in "The Economy of Metropolitan Knoxville" and would provide a picture of current and future industrial potential of specific land areas. For those areas whose industrial land use opportunity appears high for immediate development, more detailed site analysis will be made.

Transportation Legal Study  
701 Project: Knoxville-Knox County

March 1964

This project is another of those that is an integral part of the Knoxville-



Knox County Comprehensive Transportation Study. It will analyse in full detail the legal machinery involved, in both Knoxville and Knox County, for the administration of transportation services, facilities, and traffic enforcement. Extensive analysis will be made of the relationship between current city ordinances and county resolutions; and actual practice. It is expected that use will be made of the recommended standards of the American Bar Association which are applicable in the field of traffic law enforcement.

Subdivision Regulations  
701 Project: Knoxville-Knox County

May 1964

Another of the proposed projects to be undertaken with the help of Federal financial assistance would be a set of model subdivision regulations. They would provide a framework for updating those regulations now being enforced in the City of Knoxville and Knox County. The regulations would be prepared taking into account the requirements of the proposed new zoning regulations. The model subdivision regulations will be another method of attempting to improve residential development, relate this development to municipal services, and increase neighborhood compatibility.

*Operations*



## OPERATIONS

The Operations Section of the Metropolitan Planning Commission staff is primarily responsible for all rezoning requests, approval of subdivision plats, house numbering, and the distribution of MPC maps. The Section's staff is composed of the Chief of Operations, a Planning Assistant, a Draftsman, a Secretary, and a Clerk. (See MPC Organization chart page 3.)

During the fiscal year April, 1962, through March, 1963, the Operations Section processed and sent to the Planning Commissioners 124 rezoning requests. Subsequently the planning commissioners took the following specific action on each of them: there were 79 approvals, 23 denials, 4 deferrals, 7 withdrawals, and 1 was stricken from the agenda.

In addition the Operations Section considered 26 subdivisions for preliminary approval. Of these, 24 with 1,166 lots were approved while 2 were deferred by the Commissioners. Similarly, 129 subdivisions were considered for final approval. Of these, 122 with 1,306 lots were approved, 6 were deferred, and 1 withdrawn. There were 501 subdivision plats recorded at the Register of Deeds office. These included plats which received final approval during the fiscal year as well as those that had received final approval prior to this time, but had not yet been recorded. These newly recorded subdivisions included 1,594 lots and 12.11 miles of new streets.

When a large lot is divided to form two lots, the newly formed lot is called a one-lot subdivision. Upon approval, these lots are recorded and building permits issued.

There were a total of 439 one-lot subdivisions approved during the past fiscal year by the Operations Section.

The Operation Section of the planning staff is also responsible for processing requests for street and alley closures. There were 10 such requests submitted and approved during the year. The Section also recommends variances in the zoning regulations under special conditions usually associated with the severe topography of the Knoxville area. Of the 18 which were considered 13 were approved, 2 denied, 2 deferred, and 1 was stricken from the agenda.

The Planning Commissioners approved a change in the Knoxville Zoning Ordinance which would require a 25 foot setback in Industrial, "J" and "K" zones. In addition, the Knox County Zoning Resolution was amended to permit hospitals in Agricultural zones.

Plans were reviewed and approved for the Yale Avenue Urban Renewal area and the University of Tennessee Development scheme. Also, the parking plan for the new Salvation Army Headquarters was approved.



KNOXVILLE-KNOX COUNTY METROPOLITAN PLANNING COMMISSION PUBLICATIONS

- Tennessee P-17 Project Completion Report (November 1962)
- Recommended Zoning Regulations (November 1962)
- The Economy of Metropolitan Knoxville (November 1962)
- The Population of Knoxville-Knox County (August 1962)
- 5th Annual Report (June 1962)
- Tennessee P-13 Project Completion Report (June 1962)
- Schools of Knoxville and Knox County: Plants, Sites, Appendix (June 1962)
- School of Knoxville and Knox County: Enrollment, Program, Financing, Administration (May 1962)
- Preliminary Analysis Weigel-Lyons Property (April 1962)
- A Public Improvements Program for Knoxville Stage I (December 1962)
- Knoxville Supplementary Planning Unit Analysis Housing (November 1961)
- Zoning Prospectus (July 1961)
- Metropolitan Planning Commission Plans and Projects (July 1961)
- Knoxville-Knox County Land Use Plan (June 1961)
- Preliminary Analysis Jo H. Anderson Property (June 1961)
- Recreation Plan (March 1961)
- Sequoyah Hills Park (March 1961)
- Traffic Study-University of Tennessee (February 1961)
- Tennessee P-11 Project Completion Report (October 1960)
- Public Improvements Program 1961-1966 (October 1960)

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