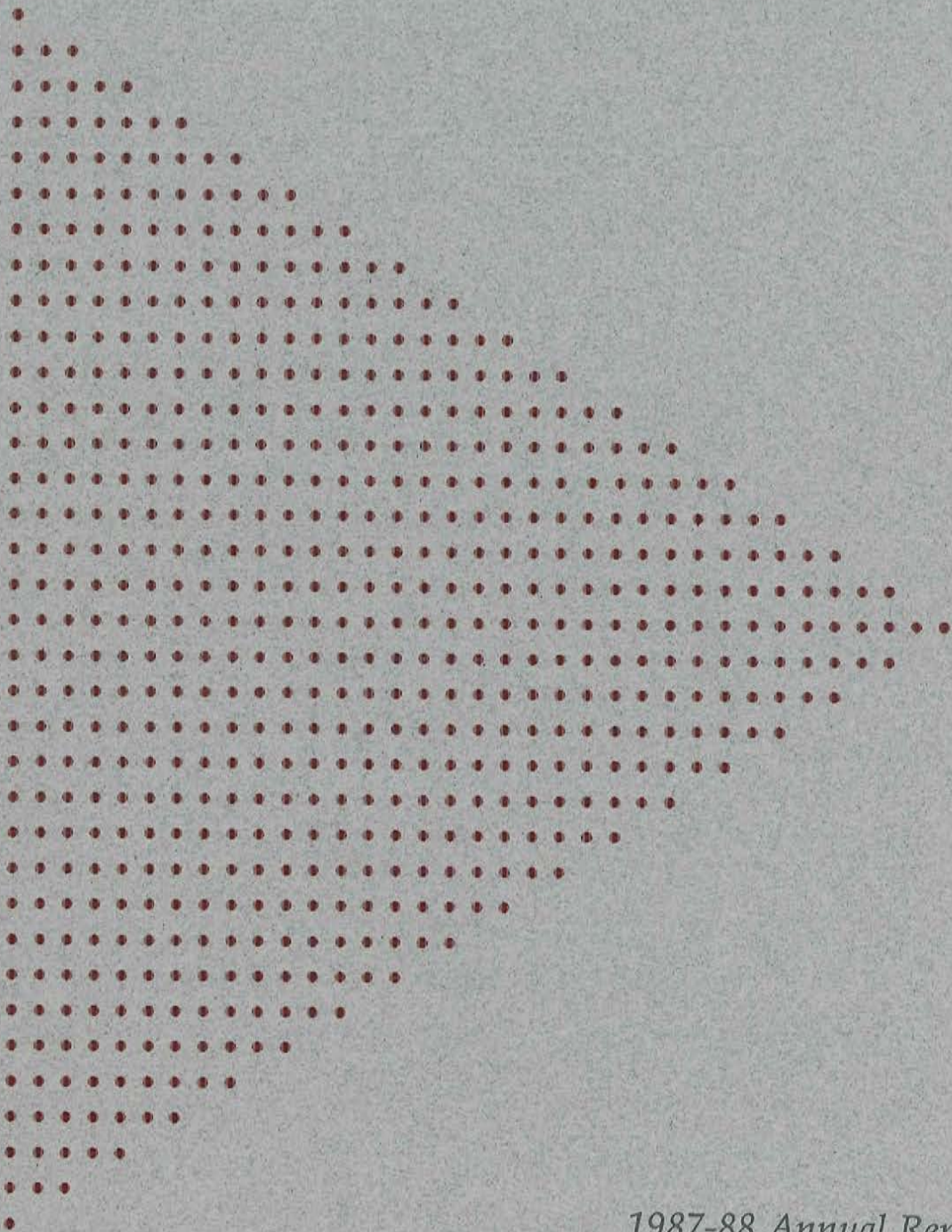


METROPOLITAN PLANNING COMMISSION



1987-88 Annual Report

The Metropolitan Planning Commission is a policy advisory body on planning and development in Knoxville and Knox County. The Commission is composed of 15 appointed members who work with the professional staff to identify community issues and advise public officials on how to address these issues through planning.

MPC is guided by a five-year work program that addresses four goals:

- ▶ To provide the best possible general planning for Knoxville and Knox County by addressing such concerns as land-use, economic development, transportation, and the environment and how to implement and administer these plans;
- ▶ To become a vehicle for helping community leaders identify and analyze issues and determine future directions;
- ▶ To serve as the recognized data collector and referral center for land-use and development related information;
- ▶ To expand our role as technical advisor to the community.

In addition to being responsible for administering current zoning ordinances and subdivision regulations, the Metropolitan Planning Commission conducts long range planning studies that can lead to the best possible social, economic, and physical conditions for the area.

Table of Contents

Toward the 1990s	1
Work Program Highlights	10
Operating MPC	16
Planning Staff	18
Planning Commissioners	19

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Forecasting the future — whether it be for falling stocks or rising hemlines, cold fronts or corn futures — is a speculative, even risky business. Some economic indicators may point to increases in consumer spending due to an aging population with more discretionary income, while other demographic and economic shifts may signal consumer caution and conservatism. Even so dramatic an event as the October stock market crash in 1987 is still being debated as to its impact on the nation's economy and investment trends.

Yet despite such uncertainties and unpredictabilities, investors and developers, planners and public officials alike know the value of paying close attention to the underlying trends that occur in American lifestyles. Some are well-known and easily identified: a baby boom generation entering middle age; a national shift from a manufacturing to a service economy. But more important than identifying such trends is to prepare for — not just predict — the impact they will have on schools and roads, homes and businesses.

In many respects, Knoxville and Knox County follow regional and national trends. For example, parallel to national averages, three-fourths of Knox County workers are employed in trade, services, and government work. With a new decade approaching, it is useful, even wise, to look closely at what trends are emerging at a national, regional and local level so that we as public officials and private citizens can make decisions on how best to use our resources and revenues as we move toward the 1990s.

Demographics & Economics

► Prime lending rates, shifting centers of population, per capita earnings, average life spans are only some of the many demographic and economic factors that alter our demands for products, services, and land. A most obvious demographic fact is that America is aging. Members of the post-war baby boom are now age 28 to 43 and account for 80 million or one-third of our population. When this is taken into account with the lower birth rates of the late 1960s and 1970s, the median age of the population is increasing. In Knox County, persons 65 and older comprised 9.8% of the total population of 1970. By 1980, this figure had increased to 11.1%, and by 1986, to 12.6%. Meanwhile, household sizes have been decreasing. It is estimated that by the year 2000, 32% of households will be single adults. The most significant increase will be in households aged 45-55. Knox County is already seeing this trend, as the average household size dropped from 3.01 persons to 2.61 between 1970 and 1980. Figures for 1986 indicate a further decline.

► On the increase is the number of women in the work force and the number of two worker households. Yet despite these two-income households, many economists predict that consumer spending, which constitutes three-fourths of the national GNP, will grow at a slower rate than

during the past five years, mainly because the demand for big ticket durable goods has become satisfied. Knox County sales tax receipts illustrate the local emergence of this



pattern and of several other factors that affect local retail sales. In 1984, county sales tax receipts grew 30% and increased by 14% in 1985. By 1986, however, the annual growth slowed to only 5%.

► While birth rates are now increasing as the baby boom generation is having children at a later age, the low birth rate of the subsequent generation has resulted in a decrease

of the national labor force. Serious problems may develop as the number of workers becomes insufficient to meet labor demands, especially in lower wage service employment traditionally filled by younger workers. Neighboring Sevier County is currently experiencing this problem, although the broad tourism service base found there is not representative of the national average.

► In addition to affecting the labor force, population shifts will result in changing demands for services. Quality child care is already an important issue being addressed by federal and state legislatures and by individual employers. Health care for the elderly

will also be increasingly critical in the coming years. Already the development community is eyeing opportunities in retirement housing, nursing homes, and congregate care facilities.

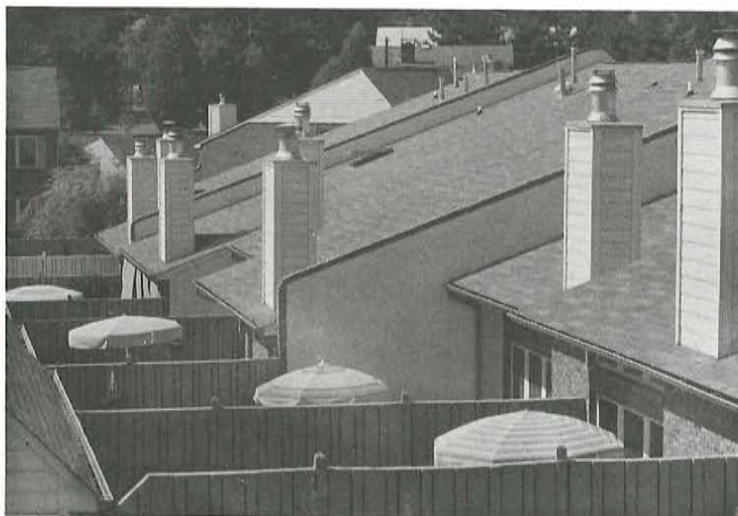
► Where are all these people living, especially in metropolitan areas such as Knox County? Suburban locations are now functioning as mini-downtowns due to office and industrial land uses following residential and commercial activities. In fact, the latest recognized national trend in population distribution is the flight further out from the suburbs because of growing traffic congestion and real estate prices.

Here locally, most population growth is still occurring outside the Knoxville city limits, especially in the western portions of the county. According to Census estimates, the City of Knoxville's 1980 population of 175,045 dropped to 173,210 in 1986. Meanwhile the

City of Farragut, located in West Knox County, increased from 6,579 in 1980 to 8,306 in 1986. For the last three years—1985, 1986, 1987—there have been at least 1200 dwelling units built each year in West Knox County compared to only 200 to 300 each year in North Knox County—Halls and Powell. This western growth pattern is expected to continue into the 1990s.

Housing

► Housing is the land use most dramatically affected by population changes. With the 35-54 year olds being the largest, fastest growing and most affluent market, new residential development will be targeted more toward "move-up" housing than toward the traditional first time homeowner. Based on



Knox County building permits, new housing construction increased from 2,252 units in 1986 to 3,241 in 1987, with an estimated 60% of these in the "move-up" category. Today's homebuyer is also more concerned with interior space, and builders are responding to this trend with such luxuries as roomy master bedroom suites, high ceilings, gourmet kitchens, and fancy baths.

► For a number of years, due to rising land prices, it has been a national trend for builders to push

densities higher, creating smaller lot sizes. It has only been in the last few years that Knox County has seen this development trend. Most new lots in Knox County are in the 11,000 to 15,000 square feet range, down from the 20,000 to 25,000 sq. ft. lots that predominated until the late 1970s. Yet even these smaller lots are larger than those that have been marketed successfully for years in other cities.

► Also for many years developers in large metro areas have favored attached owner-occupied units as a way of dealing with inflated land prices and other development costs. Again, it was not until the early 1970s that Knox County saw its first modern condominium project, and very few units were

added in this category until the rise in interest rates of the 1980s. Most current developments in the attached housing market are zero-lot line subdivisions, where real estate is transferred with each unit, as opposed to condominiums. It wasn't until the overwhelming success of Greywood Crossing that attached housing started to gain its share of the housing market of Knox County.

► Adding to the attraction of attached and/or multi-family housing is the skyrocketing price of single family homes. As a result, national housing experts predict strong growth during the 1990s in apartments, condos, duplexes, townhouses, and flats located in inner-cities and close-in suburbs. At present, Knox County is following this trend only marginally as the area is still absorbing an oversupply in the rental market, with only a few new projects such as Steeplechase and the Arbors of West Hills adding to the inventory.

► Also significant is that the average home sale price in Knox County has increased at a rate below that of the U. S. and the south, and

the median sales price of \$50,804 of a Knox County home is well below that of the national median of \$75,000. Mark Baldwin, President of the Knoxville Homebuilders Association, notes that builders are beginning to return to the first time homebuyer market. He predicts that soon Knox County will benefit from a better inventory of available houses in the \$50s, \$60s, and \$70 thousand range.

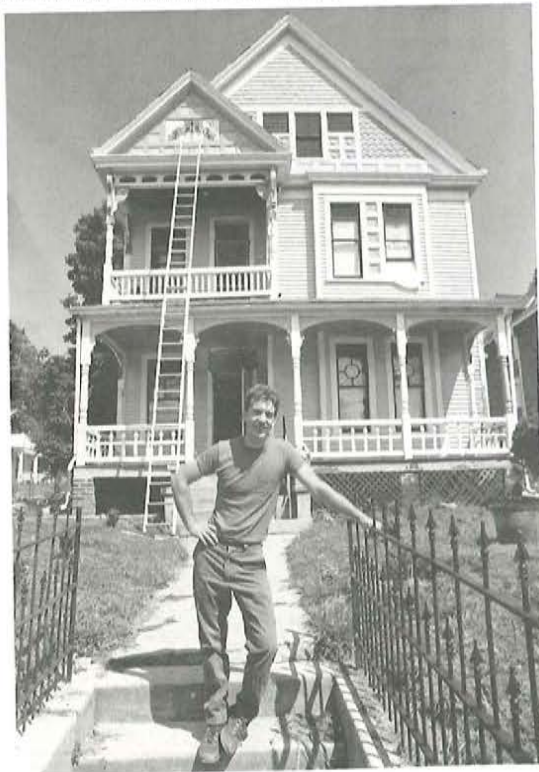
► Yet the paradox of housing in America is that for many it is a dream that simply cannot be fulfilled due to high mortgage rates, rising home prices, and down payment requirements. The National Housing Task Force reports that of the 241

million people who lived in the U.S. in 1986, one in seven, over 32 million people, lived below the poverty line. Nationally, almost a third of all households earned less than \$15,000. Poverty is also a serious concern in Knox County where one of every five households has an annual income less than \$10,000. The primary financial problem for most of these households is paying for housing. While for decades the private housing market met the needs of low-income renters, now the



supply of affordable rental housing is dwindling due to demolition, conversions, renovations, and increased rents. Affected most by this problem are younger people, both married couples and single heads of households. The Real Estate Research Corporation (RERC) forecasts that the death of federal housing subsidies and incentives in the 1980s will create real problems in the 1990s unless a new round of programs come forth to entice developers back into low-income housing.

► Knoxville and Knox County have a number of public and not-for-profit agencies that offer housing assistance to qualified families and individuals. The City of Knoxville and the Tennessee Housing Development Agency (THDA) have recently sponsored the Inner City Homeownership Program which offers affordable options for owning either a newly constructed, rehabilitated, or existing home on various sites located throughout the city. Also underway is construction of the Mechanicsville In-fill Housing Development, the result of a broad-based community effort involving the Knoxville Community Develop-



ment Corporation (KCDC), the City's Housing & Urban Affairs Department, and residents of the Mechanicsville community. When completed, this project will provide 26 units of affordable housing in this revitalizing neighborhood. Also working to meet the housing needs of local residents are such community groups as Habitat for Humanity, Wesley House, Knoxville/Knox County Community Action Committee (CAC), and five major emergency shelters offering temporary housing.



Retailing

▶ Just as socio-economic factors determine the peaks and valleys of the housing market, so too is retailing affected by these same dynamics. With half the working population reaching their prime earning years in the early 1990s, retail development will find a strong market despite caution on the part of



lenders and investors. Knox County is not as far behind the national trends in this category as it is in housing, probably due to national retailers dictating the size and type of development they are willing to occupy and the involvement of more regional and national development companies in the local scene.

▶ Many retail experts are taking note of the decline in regional malls and the increase in the smaller strip shopping centers. According to the International Council of Shopping Centers, 70% of centers built in the last 3 years—in both the suburbs and in the cities—were strip centers. These structures, like The Commons and Franklin Square in West Knox County, differ from their predecessors in that more emphasis is placed on architectural style and amenities. Often, the tenants of these new centers were formerly located in the malls. Two popular varieties of the strip centers are off-price outlets and speciality stores containing such

tenants as designer boutiques, gadget shops, and gourmet food markets. However, this does not mean that the enclosed shopping mall is a thing of the past, either nationally or

locally. It is predicted that Knox County could absorb another major regional mall as early as 1992.

▶ With lenders and developers wary of constructing new space, more building activity is occurring in the renovation and expansion of older strip centers. Often these locations are closer in to the central business district, as with Homberg Village and Western Plaza on Kingston Pike, and their renovation is helping to draw retail trade back towards the city.

Industrial Development

▶ Across the nation, employment in the service sector is increasing at a much faster rate than it is in manufacturing; yet service jobs are paying

less than the manufacturing jobs they are replacing. Knox County employment is following this trend even though local manufacturing employment still remains quite strong. Knox County gained a total of 21,000 jobs between 1979 and 1985 of which 92% were service related. Construction activity in both industrial and office space reflects these employment trends.

▶ Already one of the largest industrial space demands is for warehousing and distribution facilities. At the national level these facilities account for over 60% of industrial space absorption, and a premium is being placed on huge centralized warehouse facilities that can serve an entire region or country. In Knox County, warehousing demand already exceeds supply. It is estimated that of the 18 million square feet of industrial space in Knox County, 8 million of this square footage is used for warehousing. Most new warehousing construction is in office-warehouses, that is, multi-tenant offices with

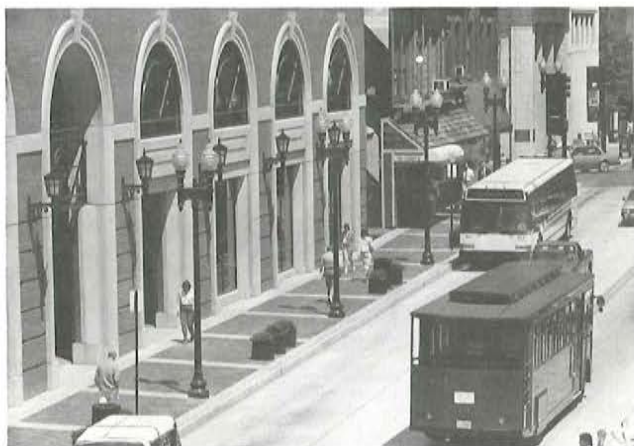


storage space and loading docks. At present, the Middlebrook Pike and Baum Drive areas account for the largest concentration of these. But the biggest local demand is for contract warehouses with extensive square footage, as in the Forks of the River Industrial Park where the need is most prevalent.

▶ One problem with industrial site development is that new production techniques and technology will create changes in space needs. As a result, many older manufacturing facilities will become obsolete. Knox County has already taken steps to satisfy the need for prepared industrial sites with the East Bridge Business Park located in East Knox County. Although site preparation is not complete, the park will provide several hundred acres for light industry and distribution.

▶ "High tech" development also has good local potential. Along the Pellissippi Parkway Corridor, great opportunities exist for start-up and spin-off operations. The necessary ingredients for high tech development exist in this area: the initial seedbed of technological research at the Oak Ridge National Laboratory

(ORNL), many consulting and engineering firms, a technological labor force, and most important, federal defense and energy spending for research and development. But once again, most new high tech employment will occur in service industries, not manufacturing.



Office Market

▶ Throughout the 1980s, the health of the office market has been related to the economic climate of a particular region of the country. In Houston and Austin, for example, foreclosures are commonplace on existing properties, while southeastern cities like Atlanta, Orlando, and Raleigh/Durham continue to have strong growth. In Knox County, overall vacancy rates stood at 13.0% at the end of 1987, down signifi-



cantly from 17.1% in 1986. One national trend that has boosted the absorption rates in many areas as well as in Knoxville is the strong growth in the business and medical services sectors of the economy. By the end of 1987, 128,000 square feet, or 26% of all 1987 suburban office space under construction, was medical-related.

▶ As in retailing, an oversupply of general office space and increased investor caution will shift office development into the speciality or custom markets. Nationally, built-to-suit space is a strong market, both as all office or as flexible office/warehouse combinations. Also on the increase is the development of planned business parks that group support services and offer an increased number of amenities. The Regency Business Park, located east of downtown, is one example among several of a flexible office/warehouse development. Proposed for the future is a 75 acre business park located on Middlebrook Pike at Weisgarber Road.

▶ Similar to the increase in business park development is the trend toward mixed-use developments (MXDs), or projects that combine several major uses. In a survey conducted by the Urban Land Institute of 80 new MXDs located throughout the U.S., it

was found that the most favored combinations were office/hotel/



retail projects and office/hotel/retail/residential. Two local projects that follow the trend toward mixed-use are Franklin Square, which combines residential with office and retail, and the Market Place complex, which on completion will include office, motel and retail uses.

Downtown Revitalization

▶ After years of development in the suburbs, many cities like Knoxville are rediscovering the potential of their downtowns. This is especially true in the office market where a growing demand for downtown office space has encouraged renovation, redevelopment, and new construction. The decision by Whittle Communications to locate their national headquarters in downtown Knoxville is credited with creating much of this interest. During 1987, 47% of all office space under construction or renovation in Knox County was located downtown. Overall office vacancy rates downtown dropped from 21.8% in 1985 to 15.6% in 1986 and 12.5% by the end of 1987. However, a recent event that will alter downtown is the TVA employment cutbacks. Prior to the June 29 reduction in force, TVA accounted for almost 30% of all downtown office space.

▶ Retailers are also realizing that the new service economy is creating



a good consumer base of office workers. Cities such as Minneapolis, Cleveland, St. Louis, and Lexington have developed successful downtown speciality malls. Yet for retailers to commit to locating downtown, they want the same features that attracted them to the suburbs—parking, good signage, security, and an employment and residential base that can support their stores.

▶ Knoxville's recently completed Downtown Plan and newly created Downtown Organization are expected to provide the impetus needed for downtown revitalization. The development community has already demonstrated a commitment to downtown, with projects like Centre Square, the Jackson Avenue revitalization, and plans for more residential development such as Gotham Towers.

Transportation

▶ Unfortunately, the price that many areas are paying for an increasing population and the development that follows is in the road congestion and traffic delays they create. For example, while the local Knox County population increased by 43.1% between 1950 and 1980, the number of registered vehicles increased 337.2% during the

same period. For the nation as a whole, urban travel now represents nearly 60% of total highway travel. Many major roads in West Knox County experienced traffic flow increases well in excess of 100% between 1970 and 1980. Middlebrook Pike east of Vanosdale had an increase of 452.7% between 1970-1980 and a 46.6% increase for 1980-1988. Lovell Road south of I-40/75 gained 109.9% and 148.4% during the same periods. The Cedar Bluff/I-40/75 intersection is considered to be merely the first of the worst as every major intersection in West Knox County is being choked. While such growth rates have far outpaced road improvements and expansion

programs, the agencies involved are responding to the continued increase in traffic congestion. Many major projects are either under construction or in the design phase, such as the Pellissippi Parkway Extension, Buck Karnes Bridge, and proposed improvements to the Interstate system. Most recently, Knox County has proposed an aggressive \$50 million road improvement program in an effort to meet present and future transportation needs.

▶ One would expect an increase in local use of public transit and alternative transportation systems; however, over the past several years, public transit ridership has declined due to increased fares, reduced service, and reduced federal spending on public transportation. While local and state governments have attempted to make up the difference by increasing their funding levels, they have not been able to keep up with the federal cutbacks and increased operating costs.



The Planning Challenge

Community growth and development occur in response to local economic conditions. And while growth brings more people, more jobs, more money into the economy, it also requires more public services, more schools, more roads, more police and fire protection. Planning agencies across the country are meeting this challenge through various measures. Some are supporting slow growth standards and building moratoriums. Others are using dedications, exactions and impact fees as a way of having developers share the costs for the public service needs their projects create. An increasing number of planning agencies are developing traffic impact statements and more environmental impact regulations, especially in regard to controlling emission of dangerous substances and disposing waste. Planned zone districts are a popular means of giving planning agencies more review and control over development. Each measure has its merit, but what is more important is for planning agencies to use their authority not simply to react to emerging conditions but to direct development toward mutual community goals. The Metropolitan Planning Commission is also responding to the changes that are occurring daily in Knox County. By revising our zoning ordinances, expanding our research efforts and computerizing our data bases, we are bettering our abilities to work with developers, community leaders, private citizens and public officials to bring about a desired future. This, then, is the challenge of the 1990s for all of Knox County: to understand the forces that drive development so that we can guide community growth now, and beyond the next decade.

WORK PROGRAM HIGHLIGHTS

► General Planning

The **Downtown Plan**, a major planning effort of FY '87, was approved and adopted during FY '88 and is now being used to guide the redevelopment efforts for downtown Knoxville. One important outgrowth of the plan is the Mayor's Waterfront Task Force, staffed by MPC. The mission of the Task Force is to: improve the image of the waterfront; expand recreational opportunities for all ages; interpret the river's heritage; encourage economic development in the waterfront area, with a link to downtown redevelopment; and place emphasis on the aesthetics and design of waterfront areas. Also underway for downtown is a streetscape plan that will improve the streets, sidewalks, and public areas.

The **Knox County Schools Population & Enrollment Trends Study** examines growth rates by school districts in order to predict enrollments for the next five years. Conducted at the request of the Knox County School System, the study will prove useful to school officials as they address the expansion, construction, and/or closure of school facilities.

The **Commercial Area Study**, to be completed by fall 1988, looks at standards for locating and developing small to medium-size commercial properties. The report will be particularly useful to Planning Commissioners and other public officials in evaluating commercial rezoning applications and development plans.



► Publications

- The Future of Our Past: Historic Sites Survey and Cultural Resources Plan for Knoxville and Knox County, Tennessee.* October 1987.
- Historic Mechanicsville Architectural Features.* December 1987.
- The Downtown Plan.* December 1987.
- Knoxville Waterfront Planning Data Base.* March 1988.
- Knoxville Waterfront Plan: Primary Development Issues.* June 1988.
- Knox County Schools Population & Enrollment Trends Study.* June 1988.
- City Sign Inventory Report.* July 1988.

► Economic Development

The Forest Avenue Farmers' Market Feasibility Study is an evaluation of the potential for developing a regional farmers' market and food distribution center near the existing Forest Avenue Wholesale Produce Market. This study was undertaken as part of a larger planning effort to evaluate other potential areas in the county for the development of the market. MPC staff will continue to assist with these other evaluations. The State of Tennessee anticipates committing \$2 million for the development of a farmers' market in East Tennessee during 1988.



The Economic Base Analysis of Knox County provides a comprehensive reference manual on local economic indicators and activity. With data compiled from the most recent sources available, this document gives developers, industry, and government agencies a complete look at the local economy and how it performs in relation to national and state trends.



Knoxville/Knox County Housing Conditions: 1980-1987 analyzes our local housing market in order to identify characteristics and trends that have occurred since 1980. Additional sections will evaluate housing conditions in selected areas of the city, identify local housing assistance programs, and point out issues that both public and private housing must address in the 1990s.

► Publications

- Knott Road Neighborhood Assessment*. December 1987.
- The Economic Base Analysis of Knox County: A Reference Manual of Economic Data and Trends*. January 1988.
- Office Market Analysis for Knoxville/Knox County 1987*. February 1988.
- Downtown Retail Market Study*. April 1988.
- Farmers' Market Feasibility Study*. July 1988.
- Industrial Space Study*. July 1988.

► **Transportation**

The Pellissippi Parkway Corridor Study will focus on one of the fastest growing areas in Knox County. The study's purpose is to address important short-term issues facing the parkway area and to guide orderly development. The land use portion of the study will emphasize the actual and potential interchange areas including those proposed at Kingston Pike, Westland Drive, Northshore Drive, and Toole's Bend.

Transit Planning Assistance to the Knoxville Transit Authority (KTA) is critical to providing an efficient bus service for Knoxville. MPC has helped KTA develop route performance standards that, when implemented, will help determine how well the bus system is being used and where any weak links may exist. MPC staff has also assisted in planning and designing a new bus maintenance facility located at Jessamine and Magnolia.

The Knoxville Urban Area Metropolitan Planning Organization (MPO) serves as an effective link between local transportation programming, planning, and the disbursement of highway funds. Each year the MPO, which is staffed by MPC transportation planners, prepares the Unified Transportation Planning Work Program, which outlines planning tasks for the coming year, and the Urban Area Transportation Improvement Program, which documents funding for highway and public transportation improvements.



► **Publications**

- The Knoxville Area Transportation System: A Citizen's Guide.* February 1988.
- Unified Transportation Work Program FY 1989.* June 1988.

▶ **Research & Information Services**

The **Population & Housing Trends** publication provides the answers to frequently asked questions about the population and growth patterns of Knox County. Based on CACI demographic data, the report contains 1986 figures for each of the twelve sectors of Knoxville and Knox County and gives an overview and comparison of these figures.

MPC Records for 1939-1987 are now on microfilm and can be read on the new microfiche reader/printer in the MPC library. Included in the file are all rezoning petitions, minutes, and other official records of the Planning Commission from 1939 to present.

The **Geographic Information System** workstation is now in place at MPC, and work continues on converting all Knox County base maps to this computer format. During FY '87, mapping technicians have progressed with verifying all street names for accuracy before forwarding these maps to the conversion contractor. MPC has now obtained funding for converting the zoning maps and during FY '88 expects to complete this next step. Also to begin in FY '88 is the development of an automated petitioning system that will use GIS as an information resource.



▶ **Publications**

- Development in Knoxville and Knox County: List of Construction Projects: 1987.* February 1988.
- Focus on MPC: A Series of Seven Brochures.* March 1988.
- Knoxville Area Facts & Figures.* March 1988.
- Directory of Neighborhood Organizations.* March 1988.
- Population and Housing 1986 by Sector: Knoxville and Knox County.* June 1988.
- Knoxville/Knox County Urban Activity Report: 1987.* July 1988.

► **Current Planning**

The Knoxville and Knox County Zoning Ordinance Revisions are undergoing final editing by staff before they are submitted to the Planning Commission and distributed to community interest groups and elected officials for review and comment. Both ordinances propose twenty zoning districts, which represents a reduction from 28 in the City and 22 in the County. Proposed for the City are 2 rural, 5 residential, 2 office, 7 commercial, 2 industrial, a floodway, and a historic district. The County includes 2 rural, 5 residential, 2 office, 5 commercial, 3 industrial, a floodway, a historic district, and a technology overlay district. The Use on Review locational criteria have been expanded in both proposals to reduce the subjectivity involved in such considerations. The revisions also standardize terminology and definitions in an effort to assist individuals in the public and private sector who deal with both zoning documents.

Amendments to the One Year Plan focused mainly on Knoxville's downtown area as a result of MPC's emphasis on downtown planning during FY '87. Prior to City Council adopting the plan in April, MPC staff held two public meetings for public input and review.

The Cumberland Avenue C-7 Pedestrian Commercial District continues to grow, following a national trend in retail development of individual businesses and smaller strip shopping centers. The new Turtles Record Complex, O'Charley's Restaurant, and Big Joe's Liquor Store are examples of such new construction. Cumberland Avenue continues to rehabilitate and use older commercial buildings, such as the Weissco complex and Flair Boutique, formerly Collector's Choice. The development of new parking areas also illustrates a commitment to the continued growth and vitality of this special district.



► **Publications**

- *Knoxville's One Year Plan: 1988. April 1988.*

Code Administration

Request	Approved	Denied	Postponed	Withdrawn
Rezoning Petition				
<i>City</i>	55	9	12	2
<i>County</i>	92	17	16	2
Amendment Study				
<i>One Year Plan</i>	22	22	9	2
<i>Long Range Plan</i>	10	0	1	0
Subdivision - Concept				
<i>City</i>	13	0	0	0
<i>County</i>	62	1	5	1
Subdivision - Final				
<i>City</i>	114	9	24	2
<i>County</i>	139	5	28	9
Number of Lots/ Subdivision - Concept				
<i>City</i>	292	0	0	1
<i>County</i>	2716	18	236	56
Number of Lots/ Subdivision - Final				
<i>City</i>	325	18	148	1
<i>County</i>	1965	25	392	62
One Lot Subdivision				
<i>City</i>	77	0	0	0
<i>County</i>	267	0	0	0
Ordinance Amendment				
	4	1	3	0
Use on Review Petition				
<i>City</i>	33	6	7	1
<i>County</i>	53	2	7	1
Street Name Change				
<i>City</i>	8	0	0	0
<i>County</i>	3	1	0	0
Street/Alley Closure				
<i>City</i>	31	0	6	11

OPERATING MPC

Funds provided by

Fees	\$,188,527.29
Indirect Costs Recovery	82,462.76
City of Knoxville	
<i>Appropriation</i>	442,083.00
<i>Downtown Plan Contract</i>	68,066.35
<i>GIS Capitalization</i>	99,000.00
<i>Sign Inventory</i>	8,242.00
Knox County	452,900.00
Knoxville's Community Development Corporation	5,000.00
Tennessee Historical Commission	
FY '87	15,979.00
FY '88	8,833.97
Tennessee Department of Transportation	
<i>Federal Highway Administration</i>	
FY '87	102,425.00
FY '88	68,604.55
<i>Urban Mass Transit Authority</i>	
FY '87	38,163.30
FY '88	19,312.79
U.S. Department of Transportation	
<i>Urban Mass Transit Authority</i>	11,964.34
U.S. Economic Development Administration	50,000.00
 SUBTOTAL	 \$ 1,661,564.35
 Less funds provided prior to July 1, 1987	
Tennessee Department of Transportation	
<i>Federal Highway Administration FY '87</i>	88,361.47
<i>Urban Mass Transit Authority FY '88</i>	28,618.18
U.S. Department of Transportation	4,957.17
Tennessee Historical Commission	20,286.11
 TOTAL FUNDS PROVIDED*	 \$ 1,519,341.42

* Includes \$56,667.00 for GIS conversion of zoning maps to be expended in FY '89 and matching funds of \$10,169.43 committed to projects ending in FY '89.

Funds applied to

CENTRAL OFFICE:

Salaries and Fringe Benefits	\$ 851,696.90
Operating Expenses	122,441.46
MPC Meetings	4,647.02
Reproduction	41,250.07
Travel	7,748.50
Equipment	51,608.00
Contract Services	10,719.95
Trustees's Commission	1,512.72

SUBTOTAL \$ 1,091,624.62

GRANTS AND CONTRACTS:

Tennessee Historical Commission	
FY '87	22,828.00
FY '88	12,619.97
Tennessee Department of Transportation	
<i>Federal Highway Administration</i>	
FY '87	120,500.00
FY '88	80,711.25
<i>Urban Mass Transit Authority</i>	
FY '87	42,363.32
FY '88	21,861.66
U.S. Department of Transportation	
<i>Urban Mass Transit Authority</i>	11,964.34
U.S. Economic Development Administration	66,667.00
City of Knoxville Sign Inventory	8,242.00
Downtown Plan Design Contract	73,066.35

SUBTOTAL \$ 1,552,448.51

Less funds applied prior to July 1, 1987

Tennessee Department of Transportation	
<i>Federal Highway Administration</i> FY '87	88,361.47
<i>Urban Mass Transit Authority</i> FY '88	28,618.18
U.S. Department of Transportation	4,957.17
Tennessee Historical Commission	20,286.11

TOTAL FUNDS APPLIED \$ 1,410,225.58

PLANNING STAFF

Sue Adams, A.I.C.P., Executive Director
Allen Alderman, Planning Technician II
Susan Anderson, Planning Technician II
Ann Bennett, Planner
Jim Bryant, Planner
Michael Carberry, Principal Planner
Jean Chumley, Office Assistant III
Sherry Clowers, Office Assistant I
Phillip Cook, Jr., Planning Technician I
Ray Dailey, Graphics Technician II
Greg Freeman, Planning Technician I
Sue Geniesse, Code Administration Officer I
Tina Gentry, Office Assistant I
Sarah Green, Communications Specialist
Ruth Viergutz Hawk, Planner
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Johnetta Johnson, Code Administration Technician
Jack Jordan, Graphics Manager
J. M. Keck, Code Administration Officer II
Dan Kelly, Current Planning Supervisor
Shirley Mase, Planning Technician I
Phil McPeake, Code Administration Technician
Buddy McReynolds, Planning Technician II
Debbie Miller, Office Assistant I
Roger Moore, Graphics Technician II
Russ Newman, Principal Planner
Pat Phillips, Graphics Technician II
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Dennis Pulliam, Graphics Technician II
Dan Reese, Planner
John Roberts, Planning Technician I
Jane Row, Information Resources Coordinator
Bill Shorts, Student Intern
Vaughn Smith, Support Operations Director
Carol Anne Swagler, Planner
Linda Upton, Office Assistant III
Jo Ella Washburn, Graphics Technician II
Jeff Welch, Transportation Planning Supervisor
Steve Wise, Attorney
Chris Wood, Planner

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Term 1987-1989

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Term 1988-1989

William G. Knight
Term 1987-1991

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Term 1986-1990

Catherine Rogers
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