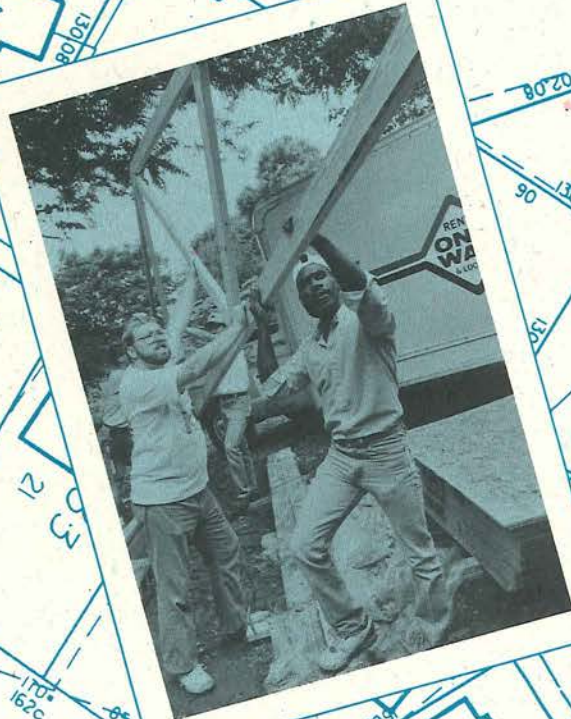


**Knoxville
Knox County
METROPOLITAN
PLANNING
COMMISSION**

**FY 1994-95
Annual Report**



PLANNING

is a service profession.

As such, we periodically stop and ask ourselves who we are planning for and how we can better serve and satisfy our customers.

An obvious time for such an assessment is during the preparation of our Annual Report, when we review the accomplishments of the past year.

The nature of products and services developed and delivered by the Metropolitan Planning Commission must be shaped by the constantly changing needs of the community and the many clients we serve.

We believe that the following pages tell the story of our progress toward this goal.

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1994-95 MPC Staff Inside back cover

Cover photographs by David Andrews; Text and Commissioner Photographs by Sally Hanson; Graphic Design by Jo Ella Washburn
Map on page two courtesy of the Special Collections Library of The University of Tennessee, Knoxville

AMENDMENTS TO THE MINIMUM SUBDIVISION REGULATIONS

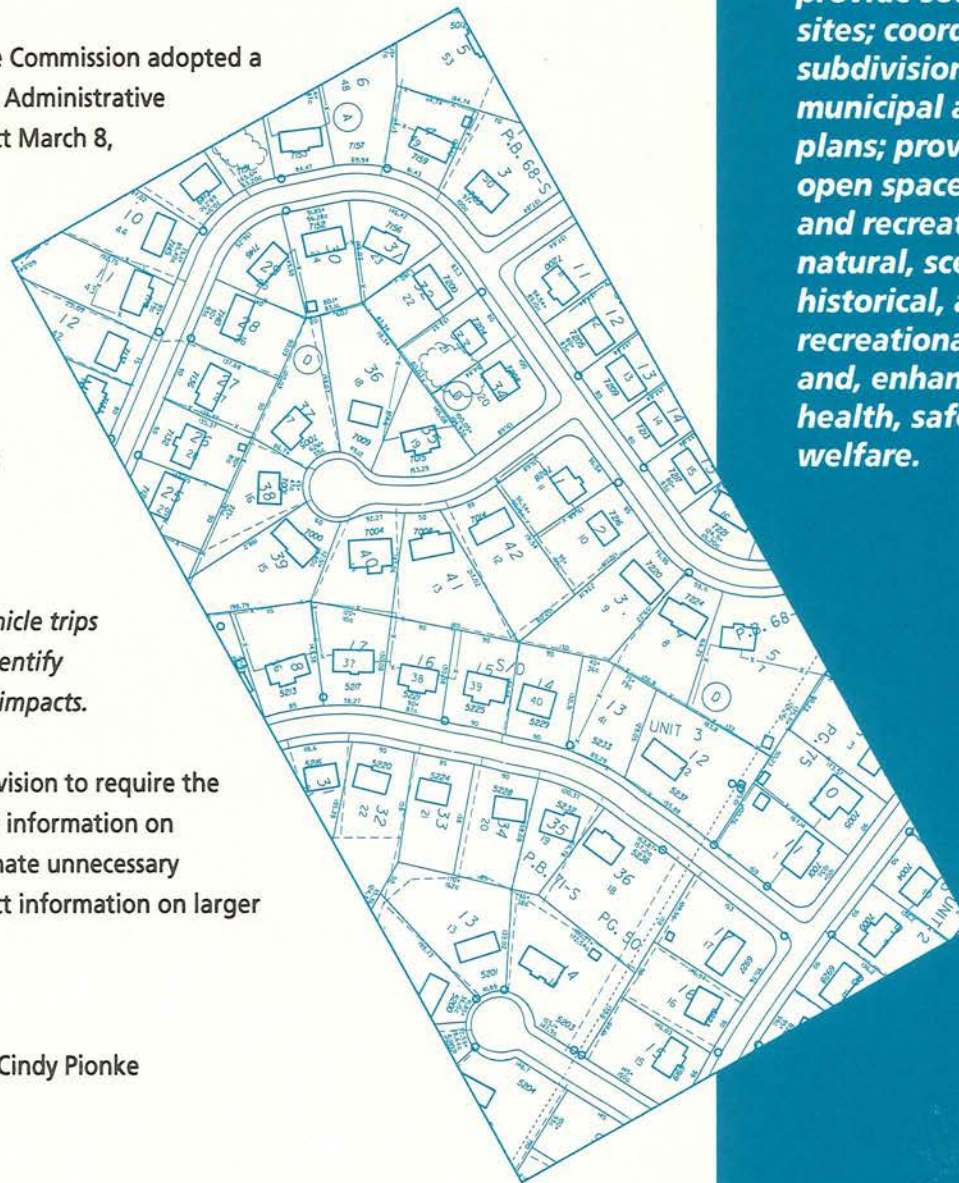
The MPC staff research, write, and offer for consideration, additions and changes to the Minimum Subdivision Regulations for Knoxville and Knox County in the form of amendments. Amendments are often used to clarify existing language in the regulations and make administrative processes more efficient.

At MPC's December 12, 1994, monthly public hearing, the Commission adopted a series of amendments to the Subdivision Regulations and Administrative Rules and Procedures. The amendments, which took effect March 8, 1995, regard the following:

- Specifications for the recordable copy of final plats
The recordable copy of final plats should be mylar instead of clothback.
- Fees for final plats and one-lot subdivisions
All final plat fees will be paid at submission rather than plat certification.
- Submission requirements for traffic impact studies
Developments projected to generate more than 750 vehicle trips per day will be required to submit traffic studies that identify needed transportation improvements and assess traffic impacts.

These amendments allow MPC's Development Services Division to require the use of modern mapping materials; improve the quality of information on subdivision plats; increase administrative flexibility; eliminate unnecessary application paperwork; and, obtain valuable traffic impact information on larger subdivisions.

Project Team: Project Manager, Alan Travis; Buz Johnson, Cindy Pionke



In Knoxville and Knox County, subdivision regulations are intended to: provide sound building sites; coordinate roads in subdivision plans with municipal and state plans; provide adequate open space for light, air, and recreation; conserve natural, scenic, historical, and recreational areas; and, enhance the public health, safety, and welfare.

ADDRESS DATABASE PROJECT

Back in 1794, the city limits of Knoxville encompassed sixteen blocks bounded by the river, First Creek, Church Avenue, and Walnut Street. At the turn of the century, the population of Knoxville was only 387; the total population of Knox County is estimated to have been 11,573. The community was small and people knew each other. Addresses were hardly necessary. Parcels or letters arriving from the East were picked up at the post office. The services we enjoy today that require address information for proper delivery and billing didn't exist until the mid-1800s. Gas arrived sometime around 1856, the telegraph in 1859, the telephone in 1880, water, circa 1882, and the electric light in 1885.

But as the community grew, the demand for these services became apparent, as did the necessity for an addressing system. By the mid-1860s, Knoxville was expanding in all directions. New streets were being added within its corporate limits. According to *Heart of the Valley: A History of Knoxville, Tennessee*, it was 1867 when the street committee of the Board of Mayor and Aldermen was authorized "to have the names of the principal streets of the city marked at most public corners so that strangers and others might be able to find the streets or to know on what street they were traveling."

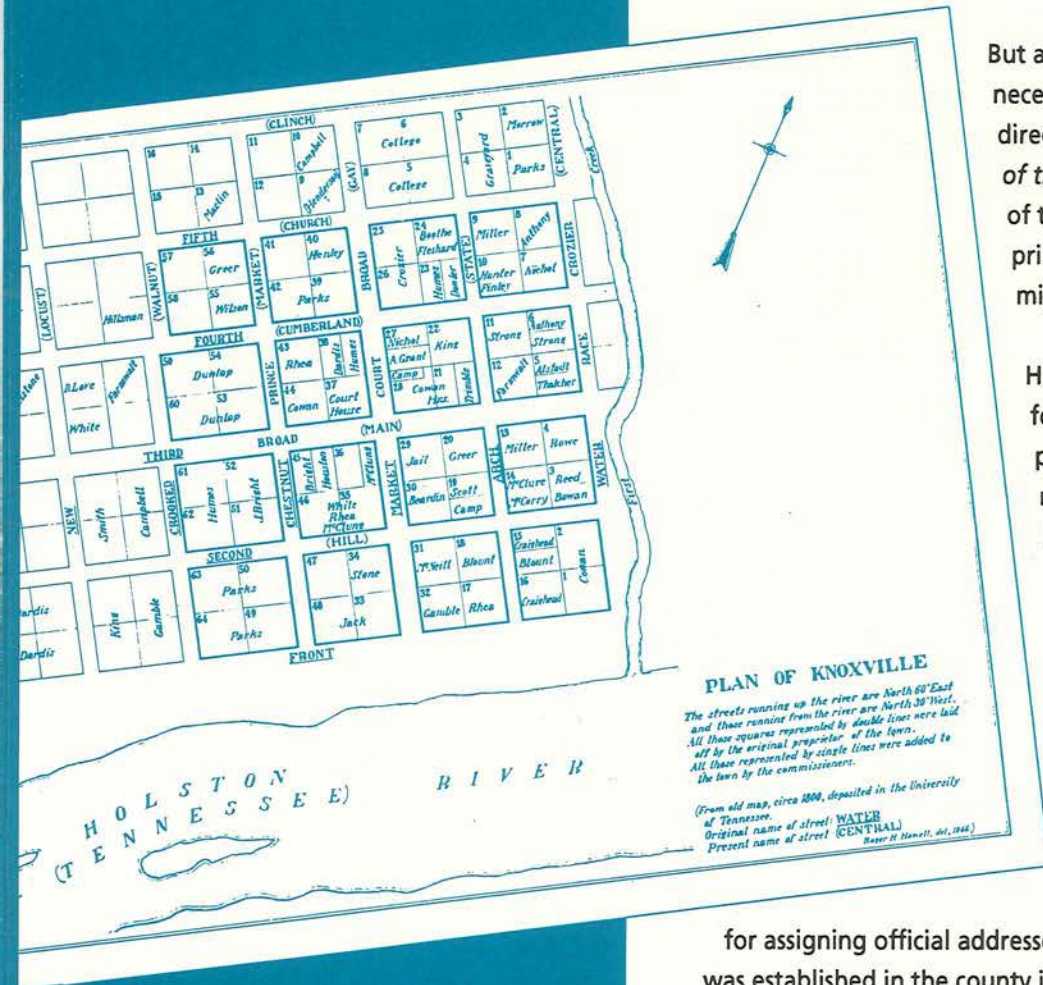
However, it was not until 1882 that a committee was appointed to draw up a plan for street numbering of houses and lots so that free letter delivery could be provided in the city. The Post Office Department provided the committee with a report on the street numbering plan for Canton, Ohio, to help develop a plan for Knoxville. A street numbering ordinance was adopted in November 1882 and free mail delivery started in the spring of 1883.

East Knoxville. Mechanicsville. West Knoxville. North Knoxville. Park City. Lonsdale. Mountain View. Oakwood. Fountain City. Bearden. One by one, these smaller incorporated municipalities, each with their own addressing system, became part of a thriving Knoxville. Problems in address consistency began to multiply, as did the number of duplicate street names.

PLAN OF KNOXVILLE

The streets running up the river are North 60° East and those running from the river are North 30° West. All those squares represented by double lines were laid out by the original proprietor of the town. All those represented by single lines were added to the town by the commissioners.

(From old map, circa 1800, deposited in the University of Tennessee.
Original name of street: WATER
Present name of street: CENTRAL
Rever. H. Hamrell, Oct. 1866)



In 1977, the Metropolitan Planning Commission became the agency responsible for assigning official addresses in both the city and county. The project expanded further when the 911 system was established in the county in 1986 and addresses became mandatory.

Using a computerized mapping database, efforts began in the early '90s to correct the duplicate street names, misspellings, incorrectly labeled road types, and non-sequential or out-of-range address numbers that were the result of 110-plus years of addressing by various civic departments.

In 1990 and 1991, Knox County and the City of Knoxville, respectively adopted the *Uniform Street Naming and Addressing System* ordinance. This document provides road name specifications, procedures for resolving inconsistencies, and an addressing methodology. The other primary document for guiding MPC in its address and verification activities is the *Addressing Guidelines and Procedures* (Appendix A of MPC's Administrative Rules and Procedures.)

In 1993, approximately 130,000 base addresses — valid and invalid — existed in Knox County and Knoxville. Today, upon completion of the MPC Address Database Project, and with a total of 158,053 base addresses in Knox County, MPC can report that

- All road segments and address ranges for Knoxville and Knox County have been reviewed and corrected
- Individual addresses for all of Knoxville and Knox County have been verified and corrected
(This will be an ongoing activity)
- More than 28,000 addresses have been added to the database since March 1, 1994
- Nearly 28,000 additional addresses were modified during that period
- New road segments and addresses are continually being entered from newly certified subdivision plats
- Differences with the E-911 Database have been reconciled and continue to be corrected as they arise
- All new addresses are entered directly into the computerized system eliminating the need for mylar maps

WHAT IS NEXT FOR THE ADDRESS DATABASE PROJECT?

Refinements and corrections will be ongoing. With data coordination beginning in both the city and county, reliable addresses will be used as the common denominator. As data is shared and compared, we will see: enhanced communication between various departments and agencies, services provided more effectively and efficiently, and better overall accuracy of records pertaining to building permits, utility connections, school enrollment, and birth/death statistics. All of this and more is possible using the reliable data made available by the MPC Address Database Project.

Project Team: Project Manager, Gretchen Beal; Former Manager, Kathy Ayres; Raymond Dailey, Donna Hill, Bill Holder, Johnetta Johnson, Steve Lewallen, Shirley Mase, Carole Arnold O'Dell, Pat Phillips

Efficient delivery of public services and utilities depends on correct address information. Ensuring that each residence and place of business in Knox County is systematically assigned a valid, unique address is a big job. And it's a task that has become more complicated as the community has grown.

The Metropolitan Planning Commission provides staff support to the Knoxville Urban Area Metropolitan Planning Organization (MPO), which is responsible for regional transportation planning.

LONG RANGE TRANSPORTATION PLAN

The MPO adopted the 1995 Long Range Transportation Plan for the Knoxville Urban Area on May 24, 1995. The plan guides the development of all manner of transportation — from pedestrian and bicycle traffic to vehicles that move people and goods.

The Long Range Transportation Plan provides the basis for transportation system improvements between 1995 and 2020, and satisfies federal regulations that require fiscal constraint and conformance with national ambient air quality standards.

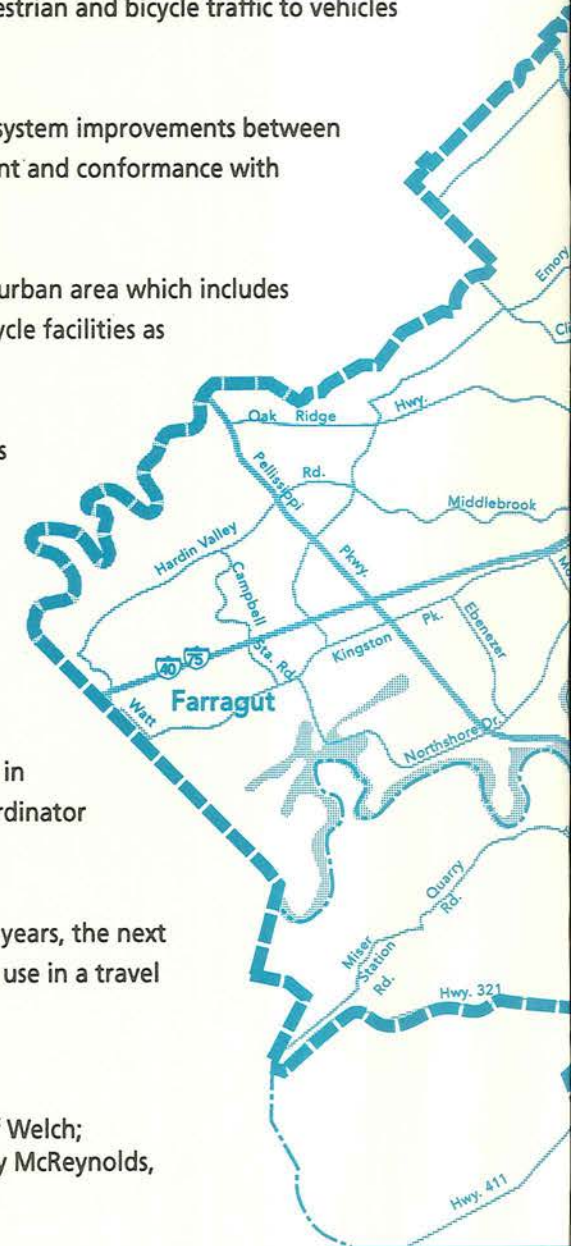
The plan recommends more than 90 major transportation projects for the urban area which includes Knox and Blount Counties. Many of the projects feature sidewalks and bicycle facilities as part of highway improvements.

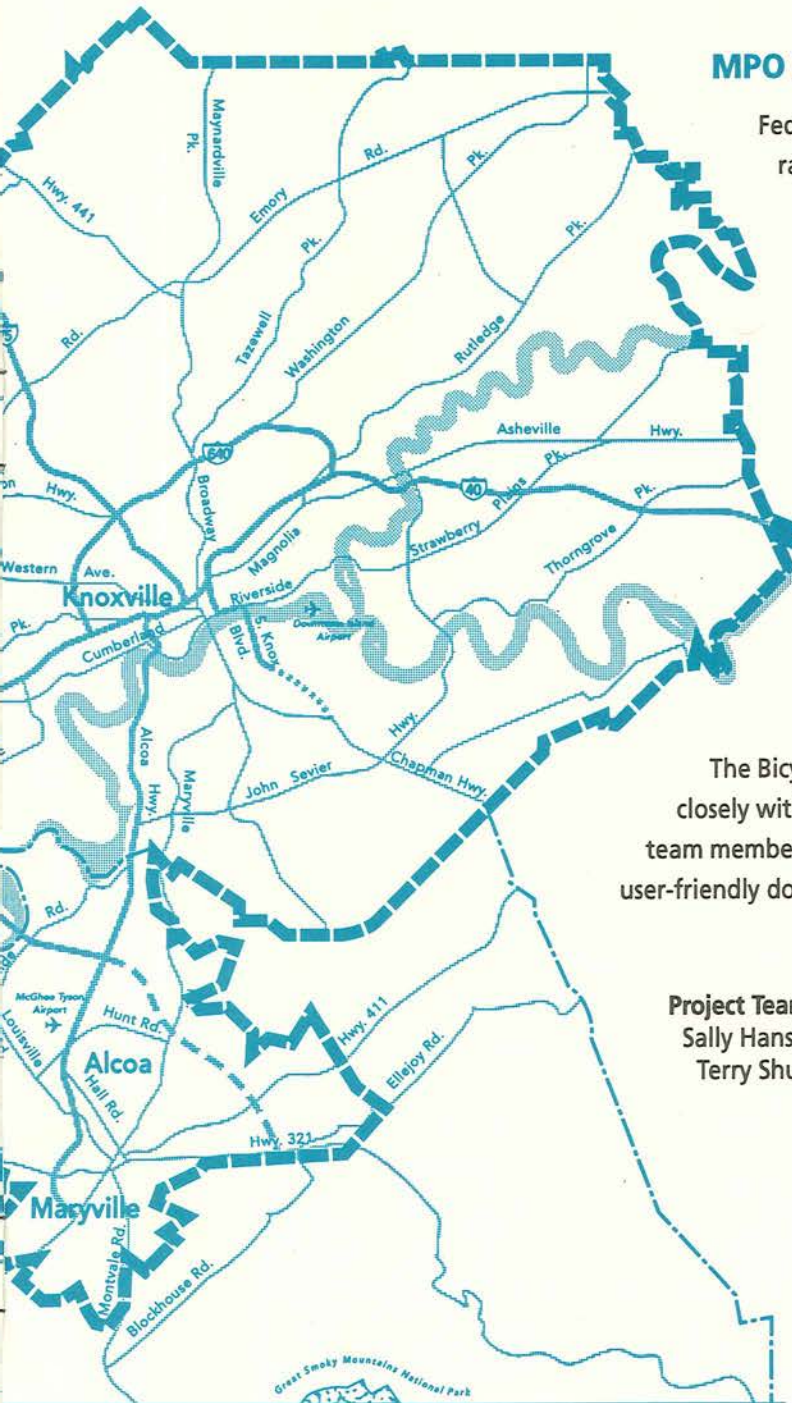
Public participation played an important role in plan development. A series of public meetings held in September allowed planners to explain the transportation planning process, and provide information about the transportation system's existing conditions. Meeting attendees viewed maps showing the pedestrian/greenway system, the proposed bicycle plan, the transit system, and goods movement facilities (rail, water, air, and major highways).

Meetings conducted in March to present recommendations were followed in May with a live, community television call-in show hosted by the MPO coordinator and the Long Range Transportation Plan project manager.

Because the Long Range Transportation Plan must be updated every three years, the next update will begin soon. Staff will start by evaluating land use forecasts for use in a travel demand forecasting model.

Project Team: Project Manager, Carol Anne Swagler; MPO Coordinator, Jeff Welch; Doug Burton, Barbara Hatcher, Kim Henry, Susan Hill, Martha James, Buddy McReynolds, Cindy Pionke





MPO BICYCLE PLAN

Federal transportation legislation now requires all long range transportation plans to provide for facilities that make commuting and recreational opportunities safer, and more convenient and accessible for pedestrians and bicyclists. The 1995 Long Range Transportation Plan for the Knoxville Urban Area contains the MPO Bicycle Plan, which is designed to integrate bicycling into the transportation system and ensure safe bicycling opportunities for all types of bicycle riders, from the commuter, to the newly-wheeled six-year-old.

Local governments will implement the Bicycle Plan as they develop greenway systems and construct or improve roadways.

The Bicycle Plan project manager worked closely with a citizen committee and project team members from the MPC staff to produce a user-friendly document.

Project Team: Project Manager, Barbara Hatcher; Sally Hanson, Martha James, John Roberts, Terry Shupp

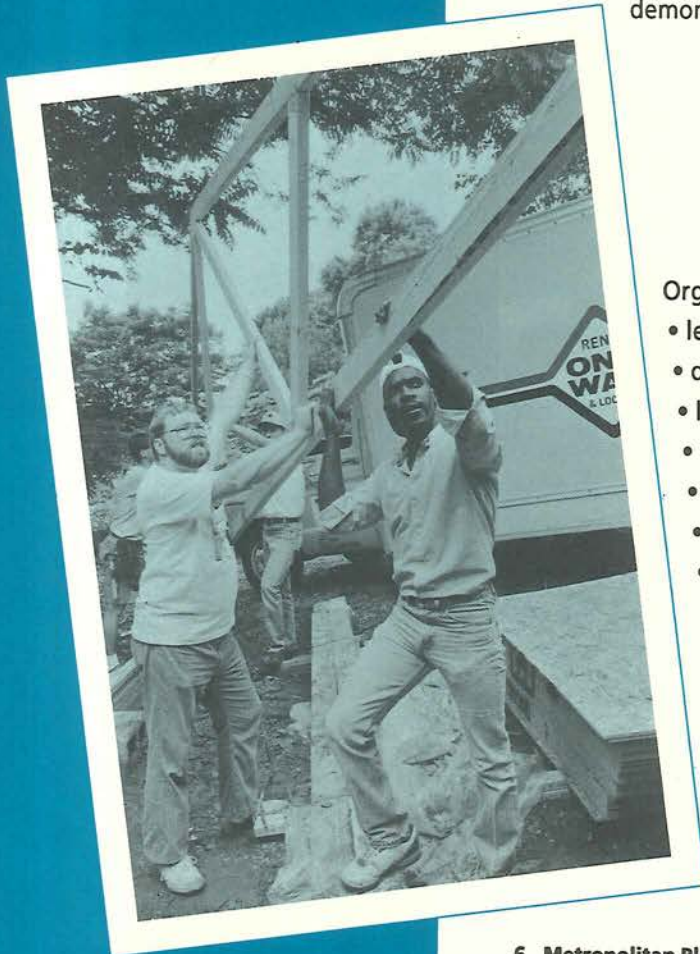
Map of the MPO Planning Area

In the early 1900s, the main emphasis was simply to get out of the mud. Fifty years later, it was to connect major cities with interstate highways. Now, in the 1990s, the emphasis is on moving people, rather than just vehicles.

— MPO Bicycle Plan



Reliable and up-to-date information plays a key role in the success of non-profit community-based organizations. It is particularly crucial in developing programs and services, and in obtaining the funding to support worthwhile projects.



COMMUNITY INFORMATION EXCHANGE

Thanks to a grant from the Levi Strauss Foundation, MPC became a subscriber to the Community Information Exchange (CIE) in 1994. Headquartered in Washington, D.C., the CIE gathers important information from across the United States, organizes it on computerized databases and bulletin boards, and offers it to subscribers.

Any local organization, agency, or individual can ask MPC to conduct a search for funding or other community development information using the CIE. The service is free and MPC does the work. Weekly updates to the CIE keep subscribers and users current.

MPC introduced members of Knoxville and Knox County's non-profit community to this new resource at a seminar on September 12, 1994. Kathy Desmond, President of the Community Information Exchange, explained and demonstrated the available databases. They are:

- Funding Sources
- Model Projects
- Bibliographies
- Technical Assistance Providers
- Sample Documents

Organizations can use this computerized information to:

- learn ways to structure affordable single-family home ownership or multi-family housing projects
- develop contacts and ideas for working with special populations
- look for information on training opportunities and sources of technical assistance
- identify grant sources for operating costs or specific programs
- locate financing sources for housing or economic development projects
- contact groups that have tried similar projects in other places
- keep up with federal programs
- find how-to manuals or guides

A video recording of the September 12th Community Information Exchange Seminar is available at the MPC Library.

Project Team: Project Manager, Gretchen Beal; Sally Hanson, Debbie Mitchell, Jo Ella Washburn

CAPITAL IMPROVEMENT PROGRAM FOR THE CITY OF KNOXVILLE

The Capital Improvement Program or CIP is a prioritized, six-year schedule of public improvements for the city that coordinates physical and financial planning. Capital improvements include construction projects, land acquisitions, and major equipment purchases.

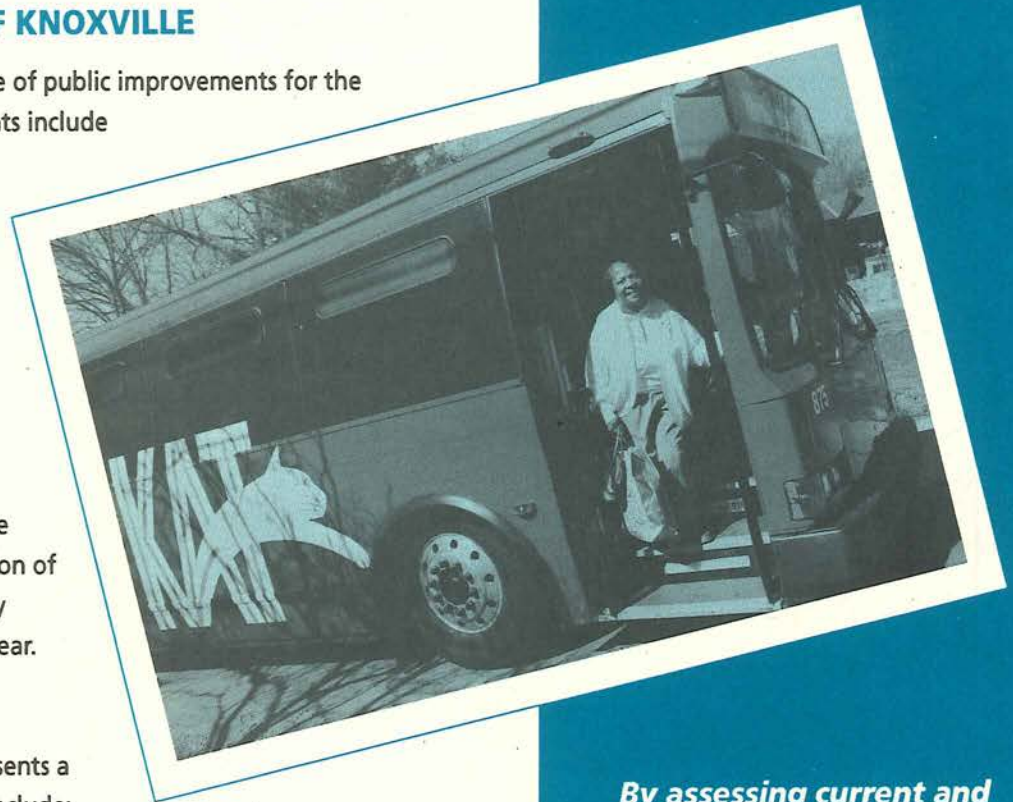
The process begins early each year with city department directors preparing and submitting capital requests to MPC. MPC organizes these requests so a Capital Committee can rate them. MPC tabulates the results and reviews the proposed projects for compatibility with adopted plans and projects of other agencies. MPC recommends priorities for projects based on their conformance to the General Plan.

The Mayor considers MPC's recommendations against the backdrop of the city's overall objectives and direction, and a Finance Department evaluation of the city's financial resources. The program submitted by the Mayor to City Council reflects the administration's recommended plan for the coming year. Finally, the City Council exercises final approval of the CIP.

The City of Knoxville Capital Improvements Program, FY 1996-2001 represents a total of \$78,913,000 in programming through the year 2001. Highlights include:

- The public component of Volunteer Landing, involving the development of several public facilities along the Knoxville Waterfront
- Replacement of thirteen buses from the Knoxville Area Transit (KAT) fleet
- Completion of the African Forest/Chimp Ridge attraction and improvements to walkways and restrooms at the Knoxville Zoo
- Rehabilitation of the Gay Street viaduct over the Norfolk Southern Railway, which will enhance redevelopment in the 100 block of Gay Street

Project Team: Project Manager, Buz Johnson; Susan Hill, Jo Ella Washburn



By assessing current and future public needs, the CIP provides for the systematic financing and acquisition of public improvements.

SOUTH AND EAST COUNTY SECTOR PLANS

MPC staff completed two sector plans during the last fiscal year: the South County and the East County Sector Plans. The plan documents usually contain a variety of maps, statistics, and charts, delineating an area's existing conditions, and potential for growth.

Sector plans provide analysis and offer recommendations in such areas as: land use, population, growth patterns, housing conditions, natural resources, utilities, police and fire protection, schools, parks, and recreational facilities. Staff research and citizen participation ultimately result in five- and 15-year plans which provide the basis for subdivision development, zoning, and capital improvement decisions.

South County - Adopted by MPC, May 11, 1995

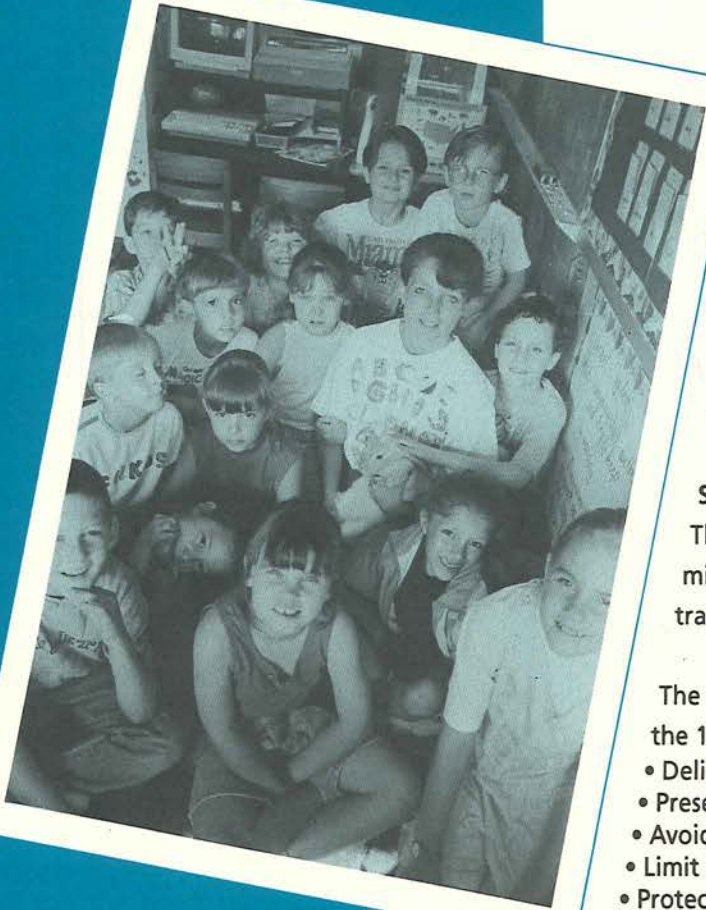
The South County sector is one of the largest sectors in Knox County, containing an area of about 65 square miles. Historically, it has served as a farming and rural-residential area. However, with improvements in transportation and utility systems, more intensive land development can occur.

The most significant land use, natural/scenic resource, transportation, and community facility proposals within the 15-year plan are:

- Delineate the suburban growth area that will allow for commercial and low density residential development
- Preserve the rural character of delineated agricultural/rural residential area
- Avoid strip commercial extensions and provide development opportunities at various commercial centers
- Limit development on steep slopes and other environmentally sensitive areas
- Protect the scenic quality of John Sevier Highway
- Seek Scenic Highway Designation status for the area east of Chapman Highway
- Complete the South Knoxville Boulevard and improve Chapman Highway to the county line
- Improve Alcoa Highway, John Sevier Highway, and Maryville Pike
- Create a system of bicycle facilities along road rights-of-way
- Bring new neighborhood parks to suburban areas
- Link Ijams Nature Center with the State Wildlife Management Area
- Add a new solid waste convenience center

The Five Year Improvement Plan includes projects and programs that are recommended for the first five years following adoption. It is consulted annually in preparing capital improvement programs.

Project Team: Project Manager, Alvin Leung; Mike Carberry, Sally Hanson, Kim Henry, Robert Jacks, Martha James, Brenda Roulhac, and the South County Sector Plan Steering Committee



Sector plans provide a framework for decisions regarding such issues as schools, parks, and other public facilities.

East County - Adopted by MPC, February 9, 1995

Many residents of East Knox County refer to their community as the "best-kept secret around." Residents enjoy a scenic, rural setting, yet are close to employment, educational, and cultural opportunities. The sector is rich in historical resources which include Native American settlements, trails used by explorers, early ferry crossings, and antebellum homes.

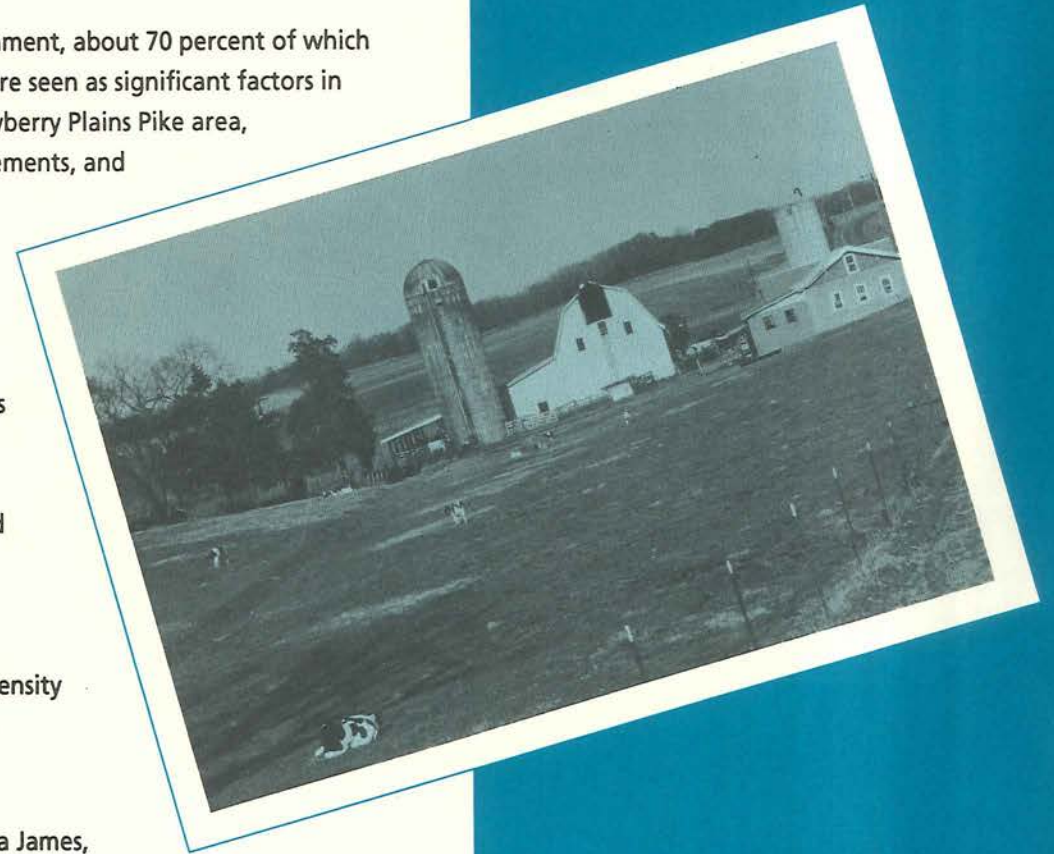
Residents favor controlled growth and the preservation of their natural environment, about 70 percent of which is used for agricultural purposes. Future sewer and natural gas line extensions are seen as significant factors in area growth. Citizens are concerned about long-term development in the Strawberry Plains Pike area, specifically traffic congestion, road safety, the nature of proposed road improvements, and the need for coordination of interstate and local traffic.

Significant goals of the East County Sector 15-year plan:

- Protect hillsides, woodlands, water resources, and habitats
- Create additional opportunities for low-density residential development
- Concentrate commercial development at interchanges and major intersections
- Conserve the rural setting and farmland on the east end of the sector
- Improve distribution of neighborhood parks and greenways
- Establish a broad range of land uses to meet housing, commercial services and employment needs while retaining environmental and scenic assets
- Promote a stable, diversified economic base
- Provide and maintain sound housing that meets a wide range of needs
- Provide a safe and efficient transportation network that complements the intensity of land use development

Project Team: Project Manager, Mike Carberry; Sally Hanson, Kim Henry, Martha James, Cindy Pionke, Brenda Roulhac, Terry Shupp, Ambre Torbet, Tom Whalen,

Special thanks to the University of Tennessee 1994 School of Planning Class for their assistance in creating the East County Sector Plan. Serving as a planning team were: Robert Bolich, Alison Brayton, Robert Cowell, James L. Free, Jane Steffen Gaither, Michelle Griscom, Kim Henry, Ellen Miller, Tod Mowery, Junko Nishihara, Larry Northcutt, Tish Oldham, Jerry Roberson, Motoko Shimizu, Jeanne Stevens, Allan Wimmer, and Tim Young



Traffic access and impact studies are intended to guide short and long range site-access planning, help estimate a particular project's needed roadway improvements, and alert appointed and elected officials to the implications of their voting decisions.

TRAFFIC ACCESS AND IMPACT STUDY GUIDELINES AND PROCEDURES

Planners and planning commissioners consider many issues when reviewing applications for Subdivision Concept Plans and Use on Reviews. Among the questions they ask:

- How will traffic access the new development?
- How will redirected or newly generated traffic impact the area?

This past December MPC adopted guidelines and procedures that define when a development proposal warrants a traffic study and what information should be included in it. All applicants are required to follow the MPC guidelines.

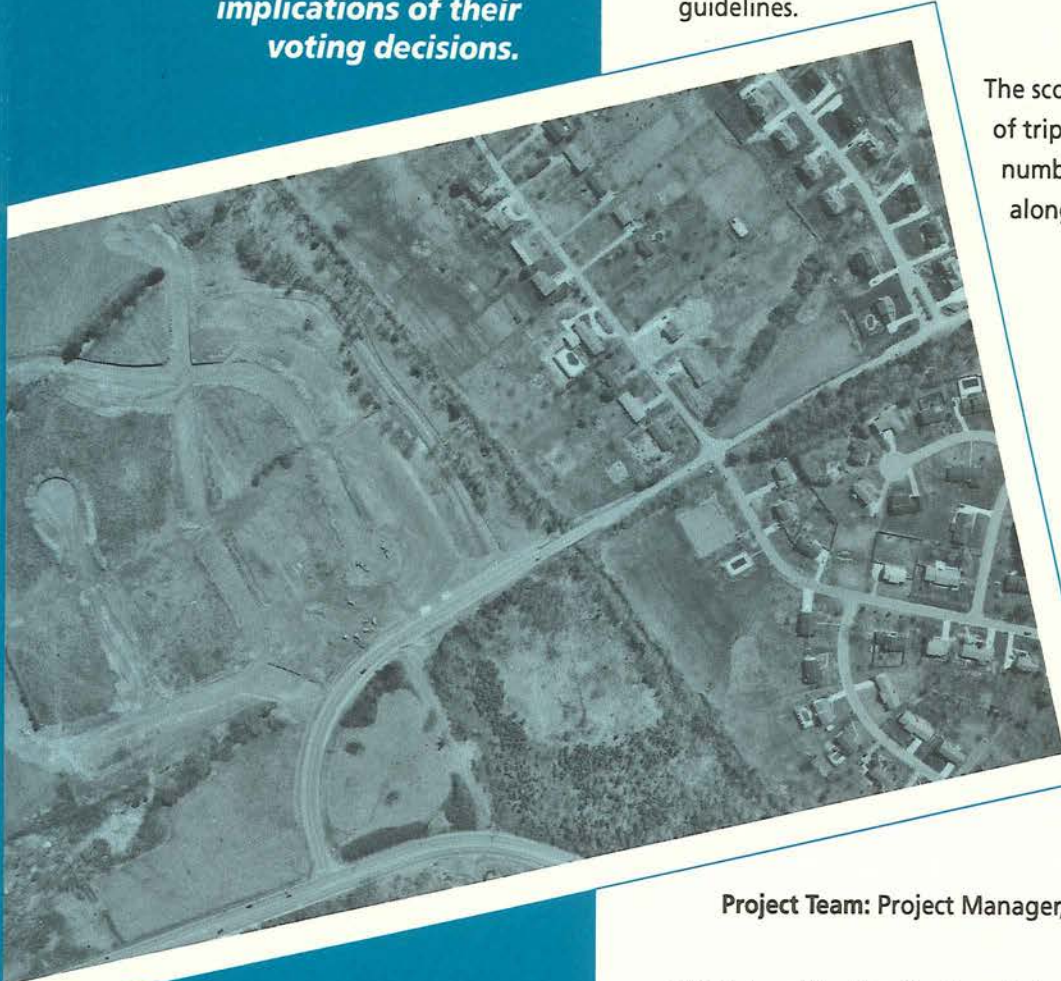
The scope of required traffic access and impact studies will vary based on the number of trips each development is projected to generate within a 24-hour period. This number is referred to as Average Daily Traffic or ADT. Studies must be submitted along with applications for requests that fall within specified ranges:

24 Hour Trip Generation	Traffic Study Scope
750 - 3000 ADT	Level I
3000 - 6000 ADT	Level II
>6000 ADT	Level III

The guidelines detail the requirements of each level of study, as well as the agency's review procedures, the required qualifications of those preparing the studies, and the specifications regarding study format and content.

Since the guidelines went into effect in April, six impact studies have been conducted for Level I developments, and one for Level II. There have been no Level III studies conducted during this period.

Project Team: Project Manager, Cindy Pionke; Alan Travis, Jeff Welch



SERVICES

The services MPC provides to its clients encompass a wide spectrum of skills and resources, and reflect a sound understanding of our community. In addition to the activities detailed on previous pages, MPC provided the following services during FY 1995:

- A-95 Reviews
- Americans with Disabilities Act Planning
- Annexation Rezonings
- Annexation Plans of Service Review
- C-7 Design Reviews
- Clean Air Act Compliance
- Community Information Exchange Assistance
- Data Collection and Monitoring
- Economic Development Planning Assistance
- Gay Street Bridge Funding Proposal Assistance
- General (Neighborhood) Rezonings
- Geographic Information System Support
- Grant Application Assistance for City and County Parks & Recreation
- Graphic Design Support to Other Departments
- Great Smoky Mountains Regional Greenway Advisory Board Assistance
- Historic and Environmental Reviews
- Housing Rehabilitation Review
- Housing and Economic Development Planning Assistance
- HUD Consolidated Plan Coordination/Technical Support
- Intermodal Transportation Center Coordination
- KAT Route Change Assistance
- Knox County Greenway Commission Assistance
- KnoxVision Technical Support
- MPC Customer Service Evaluation
- MPC Library and Information Center Support
- MPO Coordination/Technical Support
- Magnolia Avenue Viaduct Repair Planning
- Monthly Zoning and Subdivision Map Revisions

MPC's mission is to promote quality growth through comprehensive planning and land use controls. We provide competent, objective advice to elected and appointed officials, involve the public in the planning process, and serve as an information resource for citizens and the business community.

- National Historic Register Nomination Preparation: Candoro Marble, Captain Newman House, Christenberry Community Club, First Presbyterian Cemetery, Kingston Pike Historic District, Old Gray Cemetery, Peters-Kilgore House, Riverdale School, Savage Gardens, Seven Islands Church, Shooks Gap Post Office, South Market Historic District, Tennessee School for the Deaf Historic District
- Neighborhood Planning Assistance
- Ordinance and Variance Interpretation
- Park Planning Assistance
- Planning and Production Assistance on Empowerment Zone Plan
- Planning Assistance on Volunteer Landing
- Public Participation Assistance on Empowerment Zone Plan
- Recreation Grant Application Assistance
- Rezoning
- School Site Selection Assistance
- Section 106 Housing Rehabilitation Review
- Sector Planning (Central City, South City)
- Sharp's Ridge Task Force Assistance
- Solid Waste/Convenience Center Site Selection Assistance
- Staffing for Historic Zoning Commission
- Strategic Transportation Plan Assistance to Knox County
- Subdivision Processing on the Geographic Information System
- Technical Assistance to Historic Districts: Adair Gardens, Island Home Park, Lindburgh Forest, Parkridge, Emory Place, Old North Knoxville, Mechanicsville, Forest Hills Boulevard, Fourth & Gill, Gibbs Drive
- Technical Support for Data Coordination Project
- Technical Support for the Implementation of the Five Points Plan
- Traffic Counting Program
- Transforming Neighborhoods Together (TNT) Assistance
- Transit Improvement Strategy Presentations
- Transportation Coordination with Federal, State, and County Government
- Trolley Planning Assistance
- Urban Transportation Issues Committee (UTIC) Technical Support
- Water Quality Forum/Second Creek Task Force Assistance
- World's Fair Park Plan Update Assistance
- Zoning Ordinance Revisions
- Zoning and Subdivision Administration

PUBLICATIONS

- ADA Paratransit Plan
- Annual Subdivision File
- Central City Sector Plan (Draft)
- City of Knoxville Department of Parks and Recreation 1995 Recovery Action Program Update
- Congestion Management System Plan
- Department of Housing and Urban Development Consolidated Plan
- Development Activity Report
- Development Impacts of Sinkhole Areas
- Development Project File
- Directory of Neighborhood Organizations
- East County Sector Plan
- Economic Data for the Knoxville MSA
- Estimating Population Additions from New Residential Development
- General Plan for Knoxville and Knox County
- GIS Ward and Precinct Map
- Guidelines for Pedestrian Connections
- Highway and Road Width Inventory
- Industrial and Warehouse Space Inventory
- KAT Federal Transit Administration Triennial Review
- Knox County Department of Parks and Recreation Grant Applications: Adair Park, Halls Greenway, Mary Vestal Park, New Carter Park Trail, Powell Greenway, Ten Mile Creek Greenway, Three Ridges Golf Course
- Knox County Parks and Recreation Five Year Plan Background Report
- Knoxville's Capital Improvement Program
- Knoxville/Knox County Facts and Figures Brochure
- Knoxville's One Year Plan
- MPC Informational Brochure Series: Address Assignment, Subdivision Review, Subdivision Regulations, Knoxville's One Year Plan, The Planning Commission
- MPC Technical Reports: Land Use Statistics, Center of Population in Knox County, Population Projections
- MPO Bicycle Plan
- MPO Informational Brochures: The Role of the MPO in Transportation Planning, Public Involvement in Transportation Planning
- MPO Long Range Transportation Plan

- Minimum Subdivision Regulations Amendments: Specifications of the Recordable Copy of Final Plats, Fees for Final Plats, Submission Requirements for Traffic Impact Studies
- Office Market Analysis
- Proposal for Recreational Facilities at Bearden Middle School
- Quarterly Development Data
- Quarterly Newsletter
- Revised Historic Preservation Plan
- Sharp's Ridge Brochure
- South City Sector Background Report
- South County Sector Plan
- South Knoxville Boulevard Connection with S.R. 158 Traffic Analysis
- Sunday Transit Service Study
- Traffic Count Maps and Reports
- Transit Improvement Strategy
- Transportation Improvement Program
- Transportation Projects Map
- Zoning Ordinance Amendments: Signs in Office Districts, Non-conforming Lots of Record, Accessory Structures, Business Ground Signs, Screening of Outdoor Commercial Storage Areas, On-premise Beer Sales Near Residential Zones, Grading Requirements, Golf Ranges in Agricultural Zones

DEVELOPMENT SERVICES DIVISION • APPLICATIONS PROCESSED

July 1, 1994 - June 30, 1995

<i>Type of Application</i>	Knoxville	Knox County
Rezoning	197	119
Subdivision - Concept	18	67
Subdivision - Final	59	186
Number of Lots/Subdivision - Concept	643	3,481
Number of Lots/Subdivision - Final	669	3,116
One-Lot Subdivisions	68	30
Subdivision Regulation Amendment	9	9
One Year Plan Amendment	148	0
Sector Plan Amendment	0	3
Zoning Ordinance Amendment	8	5
Use on Review	67	81
Street Name Change	4	3
Right-Of-Way Closure	40	0

Project Team: Allen Alderman, Ann Bennett, Sherry Clowers, Susan Hill, Buz Johnson, Dan Kelly, Kelley Klepper, Phil McPeake, Buddy McReynolds, Debbie Mitchell, Pat Phillips, Cindy Pionke, Ken Pruitt, John Roberts, Alan Travis, Charlotte West, Vi Whitmire

Financial Information

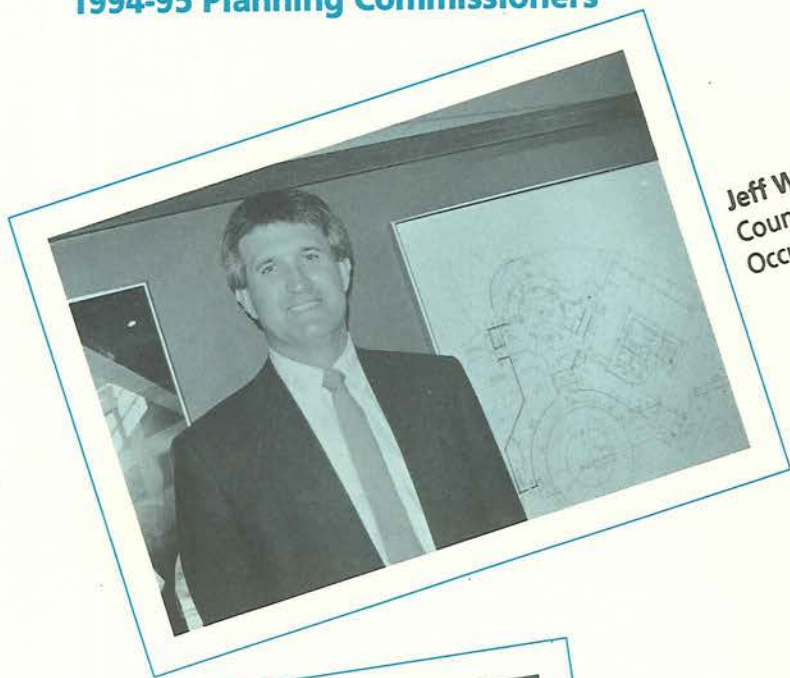
FY 94-95 Revenues	\$1,792,892	% of Total
City of Knoxville	623,280	34.76%
Knox County	538,480	30.03%
Grants	304,706	17.00%
Application Fees	256,519	14.31%
Other Fees	29,957	1.67%
Transfer from Fund Balance	39,949	2.23%

FY 94-95 Expenditures	\$1,689,235	% of Total
Payroll	1,383,073	81.88%
Contracted Services	69,555	4.12%
Equipment	35,773	2.12%
Rental	34,803	2.06%
Advertising	33,521	1.98%
Supplies	28,868	1.71%
Maintenance	17,962	1.06%
Printing	14,345	0.85%
Communications	14,154	0.84%
Postage	14,141	0.84%
Duplication	13,177	0.78%
Travel and Training	12,536	0.74%
Periodicals and Books	5,713	0.34%
Food Supplies	4,820	0.29%
Dues and Memberships	3,033	0.18%
Trustee Commission	2,260	0.13%
Other	1,499	0.09%

- Budgetary controls were monitored closely during the year
- Each employee received a cost-of-living salary increase on July 1, 1994
- Fee receipts exceeded expectations due to increased construction

Note: Information presented is based on actuals for July - May and projections for the month of June.

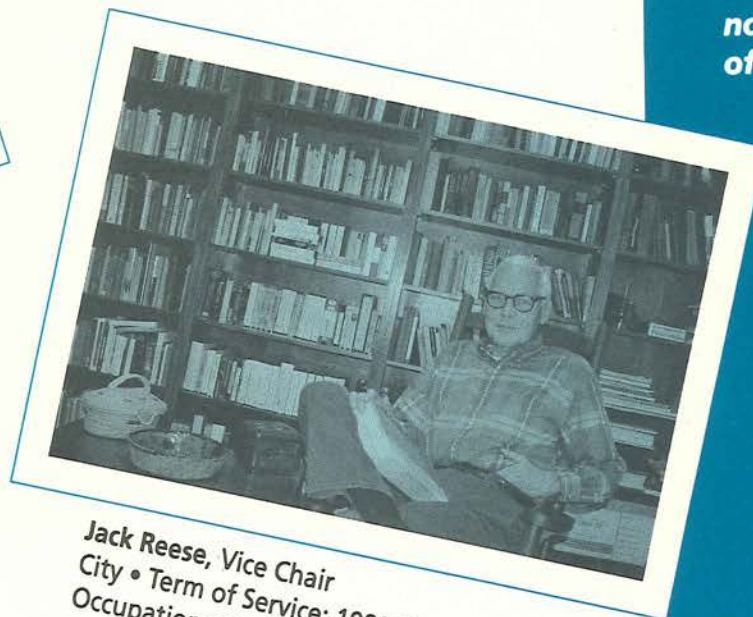
1994-95 Planning Commissioners



Jeff Wilkins, Chair
County • Term of Service: 1987-96
Occupation: Architect/Construction Administrator



Joan Allen
City • Term of Service: 1988-96
Occupation: CEO/Board Chairperson

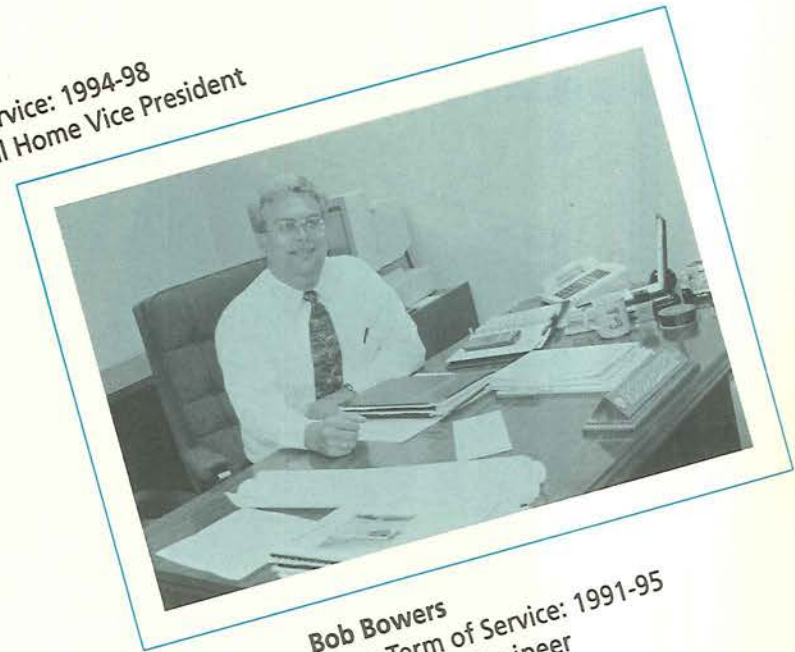


Jack Reese, Vice Chair
City • Term of Service: 1989-99
Occupation: Chancellor Emeritus/Professor

MPC volunteer commissioners are the agency's most visible representatives. The commission consists of fifteen private citizens, eight nominated by the Knox County Executive and seven nominated by the Mayor of Knoxville.



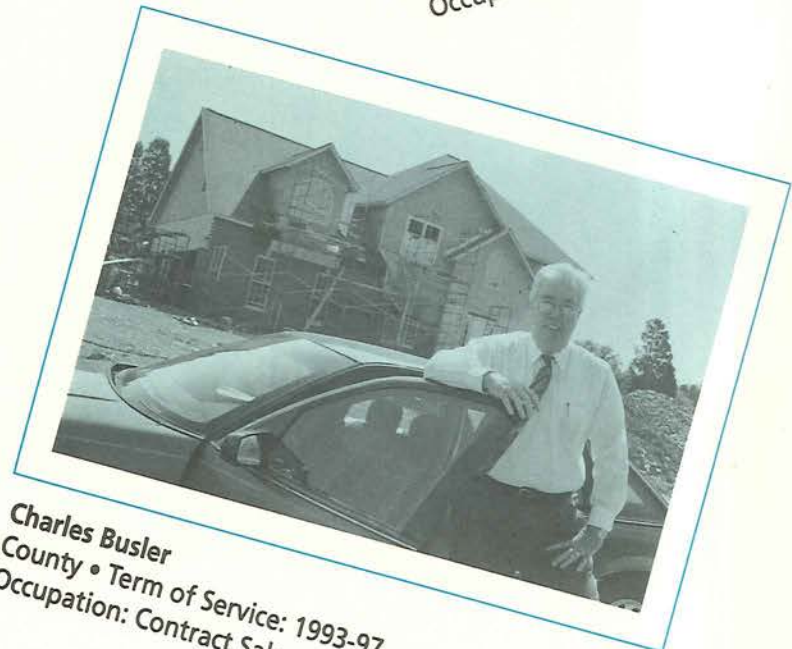
Fred Berry, III
County • Term of Service: 1994-98
Occupation: Funeral Home Vice President



Bob Bowers
City • Term of Service: 1991-95
Occupation: Engineer



Cindy Bradley
City • Term of Service: 1992-96
Occupation: Real Estate Broker



Charles Busler
County • Term of Service: 1993-97
Occupation: Contract Sales Account Manager



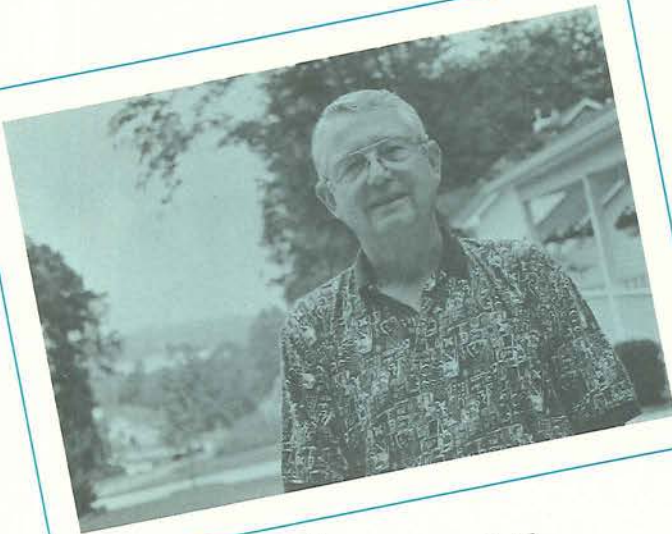
Ron Davis
City • Term of Service: 1988-97
Occupation: Environmental Coordinator/Compliance Officer



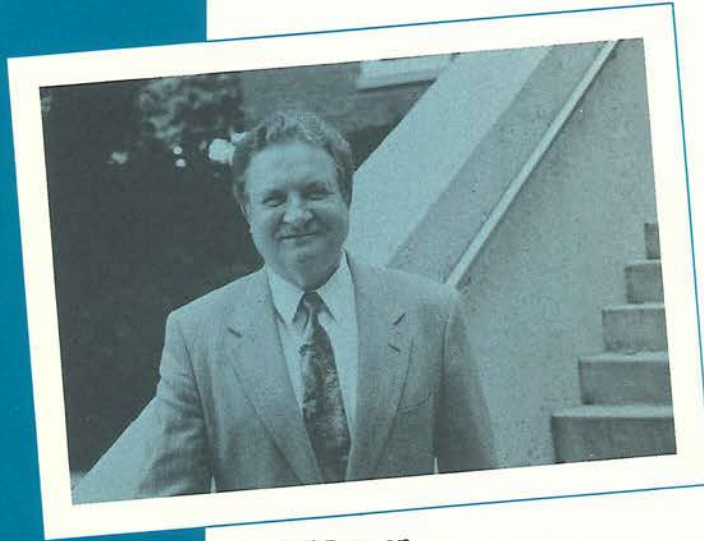
Mark Deathridge
County • Term of Service: 1992-96
Occupation: Mechanical Contractor



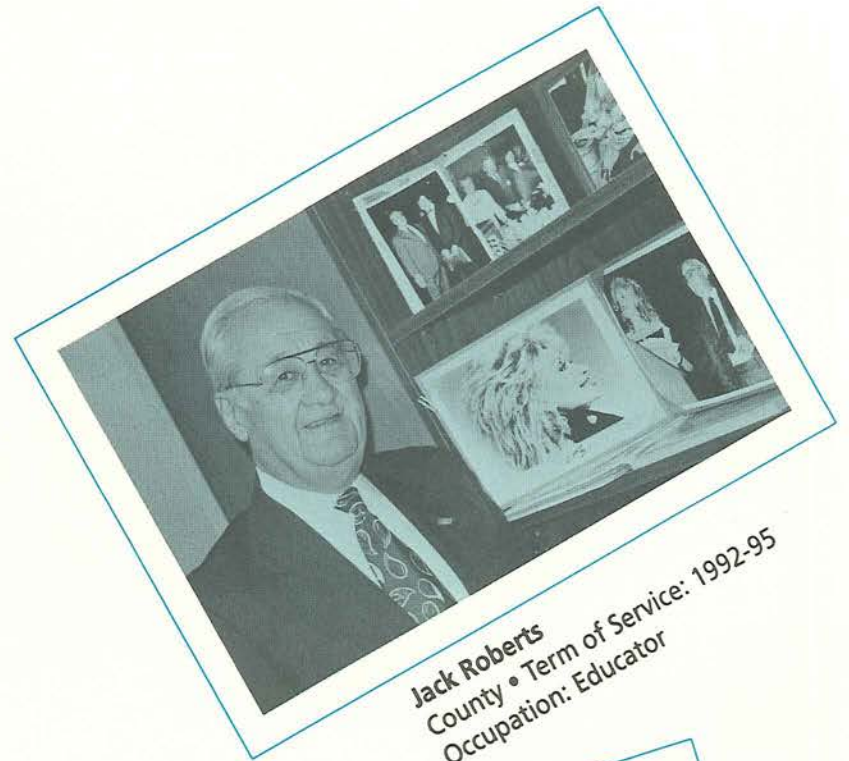
Imogene King
City • Term of Service: 1988-97
Occupation: Attorney



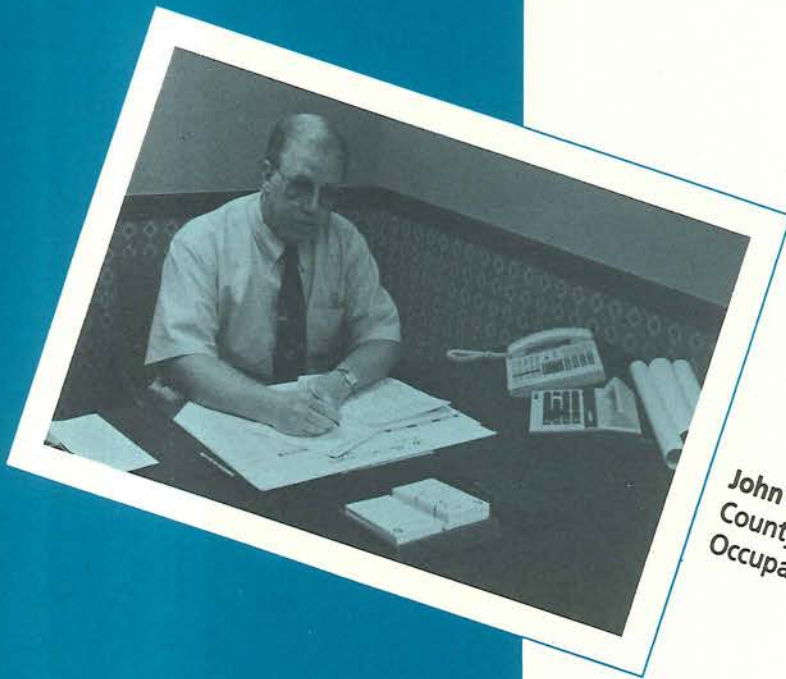
Richard Graf
City • Term of Service: 1987-95
Occupation: General Contractor



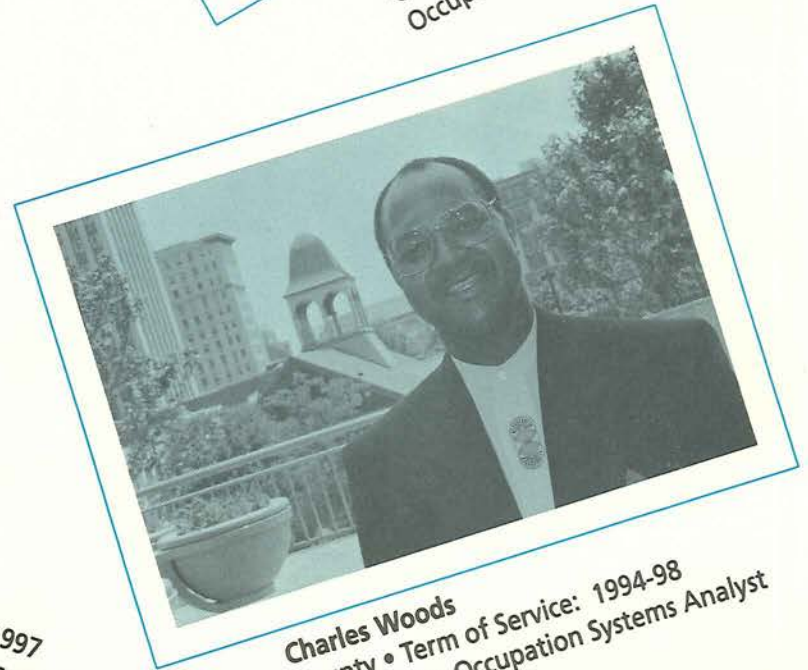
Carroll Reagan
County • Term of Service: 1994-98
Occupation: Pharmacist



Jack Roberts
County • Term of Service: 1992-95
Occupation: Educator



John Tindell
County • Term of Service: 1993-1997
Occupation: Industrial Sales Representative



Charles Woods
County • Term of Service: 1994-98
Occupation: Occupation Systems Analyst

MPC Staff

Norman Whitaker, AICP	Executive Director
Allen Alderman	Planning Technician
Greg Barnes	Planner
Gretchen Beal	Director of Information Services
Ann Bennett	Senior Planner
Doug Burton	Senior Planner
Mike Carberry, AICP	Principal Planner
Sherry Clowers	Receptionist
Sarah Cronan	Administrative Services Manager
Raymond Dailey	Planning Technician
Terry Gilhula	Planner (part-time)
Sally Hanson	Communications Specialist
Barbara Hatcher	Planner (part-time)
Kim Henry	Planner
Donna Hill	Planning Technician
Susan Hill	Office Assistant I
Bill Holder	Geographic Information System Operator
Martha James	Graphic Designer
Ewing (Buz) Johnson, AICP	Director of Development Services
Johnetta Johnson	Planning Assistant
Dan Kelly	Principal Planner
Kelley Klepper	Planner
Alvin Leung	Planner
Steve Lewallen	Geographic Information System Operator
Shirley Mase	Geographic Information System Operator
Phil McPeake	Planning Assistant
David (Buddy) McReynolds	Planning Technician
Debra Mitchell	Office Assistant I
Carole Arnold O'Dell	Geographic Information System Operator (intern)
Patricia Ann Phillips	Geographic Information System Operator
Cindy Pionke, P.E.	Transportation Engineer
Ken Pruitt, AICP	Principal Planner
John Roberts	Planning Technician
Brenda Roulhac	Office Assistant II
Carol Anne Swagler	Senior Planner
Alan Travis, AICP	Senior Planner
Jo Ella Washburn	Graphic Designer
Jeff Welch	Director of Comprehensive Planning, MPO Coordinator
Charlotte West	Office Assistant II
Violet (Vi) Whitmire	Senior Administrative Assistant
Steve Wise	Attorney