

Annual Report

*Celebrating 50 Years
of Public Service*



1956-2006

FY 2005-2006

Knoxville-Knox County Metropolitan Planning Commission

Planning Commissioners



C. Randy Massey
Chair
2002-2006



E. Ray Evans
Vice Chair
2003-2007



Robert Anders
2005-2009



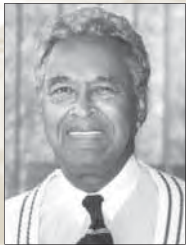
Trey Benefield
2002-2006



Susan Brown
1999-2007



Art Clancy III
2004-2008



Herbert Donaldson Sr.
1998-2008



Philip French
1998-2006



Richard Graf
2001-2009



Kimberly Henry
2005-2009



Stan Johnson
2004-2008



Chester Kilgore
2003-2007



Robert Lobetti
2004-2008



Jack C. Sharp
2004-2007



Mary Parker Slack
2001-2009

The Planning Commission is an advisory board made up of 15 citizens—seven appointed by the city mayor and eight appointed by the county mayor. These volunteers come from a variety of backgrounds and represent a broad spectrum of community interests and concerns. They serve staggered four-year terms and can be reappointed. The commission meets on the second Thursday of the month.

Thoughts at 50

A letter from the Executive Director

This year we celebrate the 50th year of service to the community by the Knoxville-Knox County Metropolitan Planning Commission. Our accomplishments are many. In its first decade, MPC laid the foundation for long-range, comprehensive planning that continues today through the Growth Management Plan of 2001, the General Plan of 2003, and the 12 regularly updated Sector Plans. Early MPC transportation planning identified the highway loop systems now known as Neyland Drive/James White Parkway, I-640, and John Sevier Highway. MPC also was first to examine the consolidation of city and county school systems that decades later was approved by the citizens of Knox County. And MPC supported the 1962 annexations that nearly doubled the city's land base.

But there is more to be done. Within the city, we need to preserve and protect the wide array of neighborhoods that provide a variety of housing choices for our residents. We also need to revitalize our highway corridors as attractive and exciting places to live, work, and shop. These corridors can be the catalyst for growth that can sustain the city.

In the county, we need to accommodate the growth we know is coming by directing development to the places where it makes the most sense, and by protecting the natural resources that give the area character. We must learn to cluster houses



Mark Donaldson
Executive Director

and businesses more closely together so that vital natural areas remain intact. We must work to create easily accessible commercial areas that have the support of adequate infrastructure.

New trends in growth management have emerged. In 2001, Chapter 1101 of the Tennessee Code was adopted to require a growth management plan in each county of the state. The plan for Knox County was approved with the intent to revisit it as often as every five years. It's now time to update the plan to reflect the changing development patterns over the last several years and examine our commitment to the preservation of significant natural resources.

Town center-style developments are cropping up throughout the county. These mix retail, office, and residential uses together to form a concentrated center and a distinctive style that helps create a strong sense of place. Northshore Town Center is

under construction near the intersection of Pellissippi Parkway and Northshore Drive, and two other districts have approved zoning: one in east Knoxville and one in Powell.

We are currently looking at form-based zoning to replace some of the traditional zoning that stems from the early 20th century and provided strict separation of land uses. Form-based zoning concentrates on the management of the form or scale of development and its orientation to the street to create a public realm that has the character we all desire. This type of zoning is currently proposed in the Knoxville South Waterfront Vision Plan, and we hope its successful implementation along the city's corridors will create an incentive for their redevelopment.

There is always much to do. MPC serves in an advisory capacity to city and county government, and as many a football coach has said, "It is important to plan our work, but more important to work our plan." The community expects investment in the public realm to match significant investment in the private realm, as evidenced by the selections for MPC's Excellence Awards. To complement these private investments, local government must continue to invest in and redevelop its streets, roads, sidewalks, greenways, parks, plazas, and public structures to create a quality place for all the residents of Knoxville and Knox County.

Our Golden Anniversary

A look back at how planning helped shape Knoxville

MPC was created in 1956 through the leadership of City of Knoxville Mayor Jack Dance and County Judge C. Howard Bozeman in an attempt to coordinate and efficiently manage growth and change. The decade after World War II ended was marked by vigorous suburban growth in the county and rapid development along the Kingston Pike corridor in the city; the time was ripe to create a combined planning body for the two governments.

Ambitious Task

The new Knoxville-Knox County MPC was assigned the ambitious task of defining social, economic, and physical goals for the community and how these could be achieved and maintained.

Initially the Planning Commission had eight citizen members, the city mayor, two City Council members, one County Commission member, the county judge, and two County Court members. MPC staff numbered 14, and the annual budget was \$99,600. During the next 10 years the agency grew to 27 employees with a budget that topped \$300,000.

By the end of the '50s urban renewal was in full swing, including the redevelopment of the Morningside area on the eastern edge of downtown. During this period MPC: reviewed plans for the Civic Auditorium; participated in the Yale Avenue Urban Renewal Project, making possible a vast expansion of the UT campus; and studied land for industrial parks and related services at Forks of the River and on Middlebrook Pike.

First General Plan

In 1960-61 MPC produced a community improvement plan with 20-year recommendations for land use, transportation, sanitary sewers, and community facilities. Early MPC transportation efforts identified the highway loop systems now known as Neyland Drive/James White Parkway, the 640 bypass, and John Sevier Highway. Other efforts examined the consolidation of city and county school systems that decades later was approved by the citizens of Knox County. MPC also provided background information for the 1962 annexation of Fountain City, Bearden, West Hills, Norwood, and Gresham—the largest increase in size and population in the city's history.



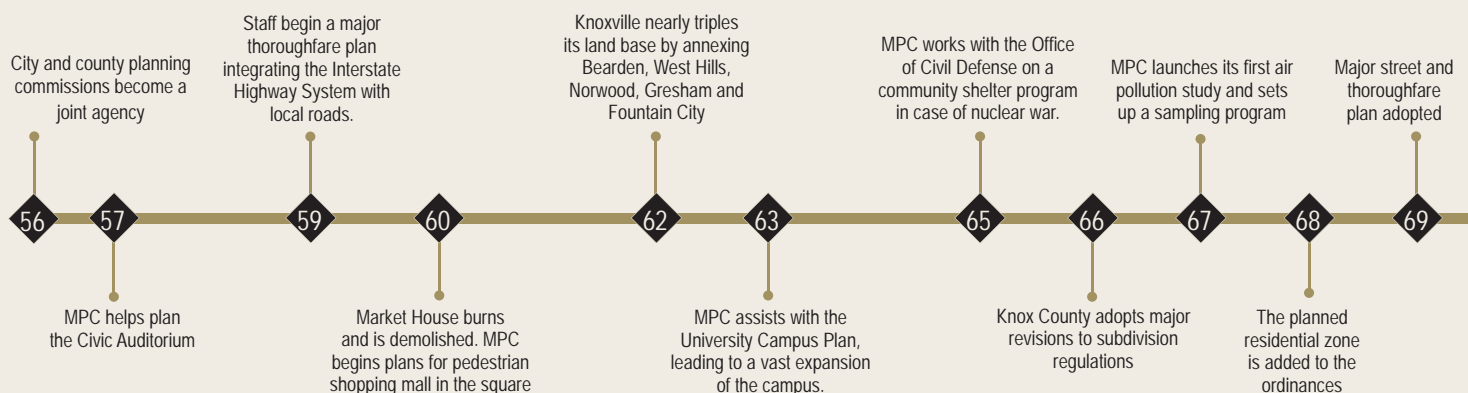
1950s

The Civic Auditorium was one of the many projects that MPC reviewed during its first decade.



1960s

MPC's early transportation planning efforts included I-640, which allows through traffic to bypass downtown Knoxville.





1970s

The Center City Redevelopment Plan laid the groundwork for many projects, including the TVA Tower.

Housing, Highways, and the Environment

Environmental concerns came to the forefront during MPC's second decade, and federal funds became available for water quality planning. Following a two-year zoning moratorium in west Knoxville, MPC produced its first small area plan—the forerunner of the sector plans.

Also in the '70s MPC helped with the Center City Redevelopment Plan, which was the basis for projects such as the TVA Towers, State Street Garage, City County Building, and the redevelopment of the Second Creek area where it winds through the World's Fair Park site.



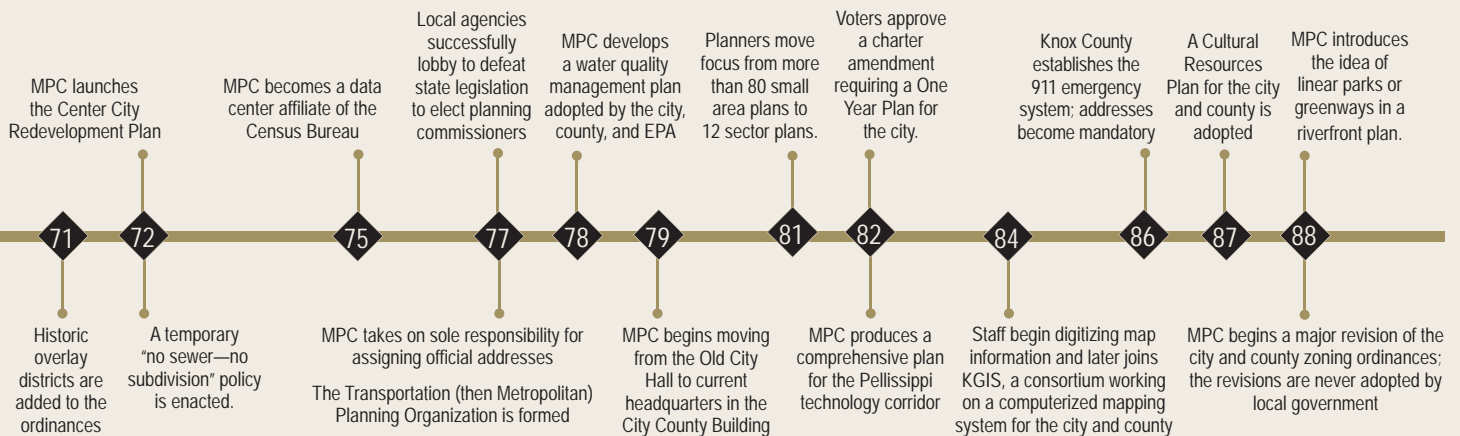
1980s

MPC staff contributed to the waterfront taskforce that outlined plans for the greenway system along the Tennessee River.

Large federal grants in the '80s helped fund long-range highway and transit plans, historic surveys, and studies of housing and neighborhood conditions. MPC also assumed responsibility for assigning and

certifying addresses throughout the county. The Planning Commission was now reviewing development proposals in relation to adopted plans and policies rather than on a piecemeal basis—a move supported by various community associations that had become well organized.

By the mid-80s, federal funding decreased and emphasis shifted toward locally-determined planning. In 1984 the Tennessee Technology Corridor was established with a 7,000-acre technology overlay district stretching along Pellissippi Parkway. In 1985 MPC joined other local agencies in a consortium called KGIS to begin working on a computerized mapping system for Knoxville and Knox County. MPC also contributed to an updated downtown plan and a waterfront task force which outlined plans for improvements to Neyland Parkway and a riverfront greenway system.



Toward Quality Growth

In 1993 Knox County reached a milestone: more than half of its 338,000 acres were developed, with more than a quarter of that growth taking place since 1975. The importance of planning and quality growth for the remainder of the county's undeveloped land became increasingly important.

In the '90s MPC suggested ways to stabilize and improve the Old City, helped guide protection efforts for several historic neighborhoods, and served as coordinator and resource staff for local implementation of the groundbreaking Tennessee Growth Policy Act.

In the years following the millennium change, MPC has grappled with a host of new issues ranging from cell towers and air pollution to school enrollment

projections and redevelopment of the south waterfront. Staff now number 44, and the Planning Commission is now composed of 15 volunteers: seven selected by the city mayor and eight by the county mayor.

There will be further new issues that emerge, including some that cannot be anticipated. Others, though, are familiar. When first formed, MPC identified several key problems:

- Strip commercialization
- Multiple utility districts serving the county
- A shortage of sites for industrial development

These trends continue today, and still need attention as MPC passes the 50-year mark.



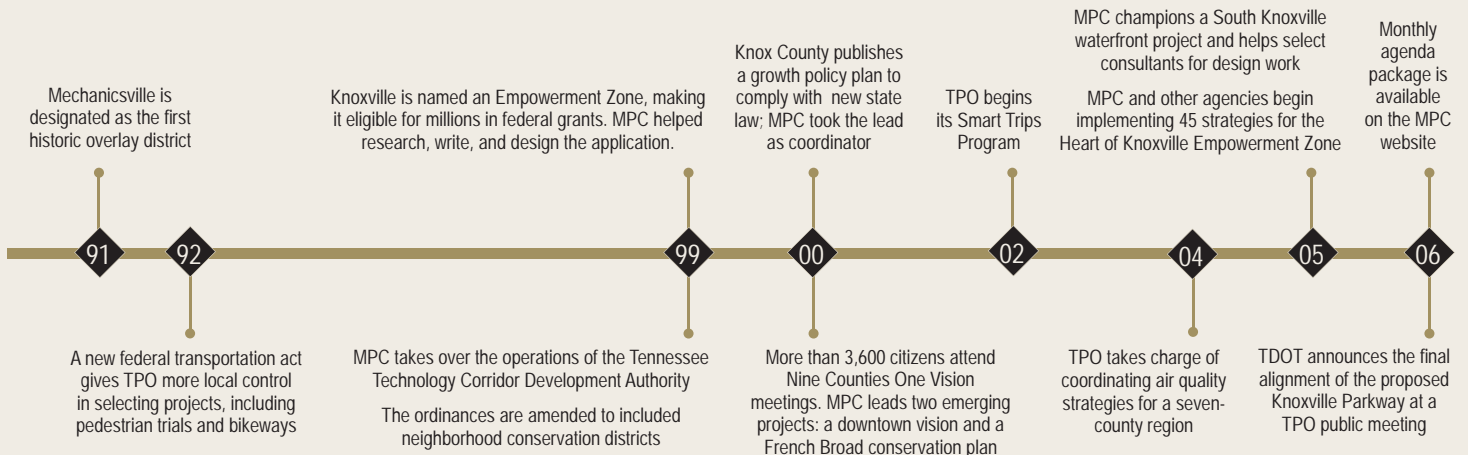
1990s

MPC suggested ways to stabilize and improve the Old City during the 1990s.



2000s

At the turn of the century and beyond, MPC provided support for the city's redevelopment of Knoxville's South Waterfront.



Excellence Awards

25 Years of Recognizing Outstanding Local Development

The Excellence Awards are given to outstanding local projects, and MPC celebrated the 25th year of the awards by honoring a selection of the best previous winners—those that have sustained excellence and especially those that were cutting edge at the time of their development. Silver Anniversary Awards went to:



4th & Gill Neighborhood Association



Seven Islands Wildlife Refuge



East Tennessee History Center



Tyson Place



Mechanicsville Commons



1 & 2 Centre Square



Old North Knoxville Neighborhood Association



Volunteer Landing



Tennessee Theatre



Caswell Park



Howard H. Baker Jr. U.S. Courthouse



Phoenix Building

Development Services

Development Activity

Each year MPC tracks construction and development activity in Knoxville and Knox County. Highlights are published in the Development Activity Report. Major new commercial projects recently or nearly completed are a 44,000-square-foot field office for the Tennessee Department of Environment and Conservation on Middlebrook Pike, a \$5.7 million Brinks Home Security Call Center, a Hampton Inn downtown, and a Springhill Suites in the Turkey Creek shopping area. In the medical field, the list includes a \$17.5 million construction and renovation project at East Tennessee Children's Hospital and an \$8.8 million building for Cherokee Health Systems. Also new are South College on Lonas Drive, Powell Branch Library, River Towne Condominiums across the river from the University of Tennessee, and Sutherland Park Apartments.

Building permits

Approved construction permits in 2005 totaled 4,100, a 12 percent drop from the previous year. Residential permits were down nearly 16 percent, while non-residential numbers (including commercial) were up nearly 35 percent. Total building activity during the year was valued at \$820 million compared to over \$767 million in 2004, reflecting increases in the dollar value of both residential and non-residential new construction as well as renovations.

Subdivisions

Residential development boomed in 2005 with subdivided acreage up 38 percent, and the total number of new lots showing a 44 percent jump over last year. At the planning sector level, the Northwest County Sector remained in the lead for the second straight

year with 47 new residential subdivisions and 1,099 lots on 554 acres. Moderate increases in the amount of subdivided acreage were seen in the East, North, and Southwest County sectors, while the North City Sector increased a substantial 382 percent since 2004.

Market Reports

In addition to the annual Development Activity Report, MPC researches and publishes various market reports. The Office Market Analysis, the Shopping Center Market Analysis, and the Industrial Space Inventory are useful references that compare national and local trends, and include building-by-building property listings. A new addition to the series is the Hotel Market Analysis.

2005 Office Market Analysis

Office construction increased only marginally over the past year, while vacancy rates showed a modest (3 percent) increase. Still, Knox County's vacancy rate of 12.3 percent remained below the national average, and would have been even better if the empty TVA East Tower had not skewed the inventory.

No new office space was built downtown; the suburbs accounted for 100 percent of the 361,622 new square feet reported in Knox County.

Sizable projects completed in 2005 include the 70,000-square-foot St. Mary's Medical Professional Building at I-275 and Emory Road, the 62,000-square-foot Cherokee Health Systems Building on Western Avenue, and the 58,500-square-foot Callahan Office/Warehouse Building IV on Callahan Drive.

2005 Industrial Space Inventory

Knoxville's industrial property market remained sluggish for a fourth straight year. Vacancies climbed from 7.2 percent in 2001 to 13 percent in 2005—a record high for Knox County.

Manufacturing and warehousing facility construction has been slow, but there is activity planned in the future. In West Knox County, the WestBridge Business Park will gain a 138,400-square-foot manufacturing plant for national retailer 84 Lumber, as well as a 240,000-square-foot building for National Partitions, a maker of modular office systems. Another bright spot is the announcement that Sysco Corporation, the largest food service marketer and distributor in North America, will buy the I-275 Business Park and build a 300,000-square-foot complex.



Development activity for the year included the Springhill Suites in Turkey Creek (above) and the Cherokee Health Systems offices (below).



2005 Hotel Market Analysis

Knox County's occupancy rate was 62.4 percent across the area's 81 hotels and 7,860 guest rooms in 2005. Hotel supply is expected to grow, and five new properties were completed since January 2005, adding nearly 500 rooms to the local inventory. New on the market are the Cumberland House Hotel and Hampton Inn and Suites downtown, and Springhill Suites and Homewood Suites at Turkey Creek. The Days Inn near the University of Tennessee is being remade into a Hotel Indigo.

Preservation 2005: A Report to Knoxville Mayor Bill Haslam

Historic buildings downtown and in nearby neighborhoods saw record investment this past year, especially the continuing conversion of vacant commercial and warehouse structures into condominium



Preservation activities include newly built homes in historic neighborhoods (above) as well as the development of lofts downtown (below).



and apartment units. In 2004 the number of downtown residential units was reported at over 200; by the end of 2005, this number was estimated to be over 500. Loft space is now being sold in the Holston Bank Building at Gay and Clinch, the Burwell Building on the opposite corner, and the downtown YMCA. Retail and office development also increased, particularly on Market Square and along Gay Street, where vacant space was renovated into the newly opened Mast General Store. Meanwhile, preservationists successfully negotiated a way to save historically and architecturally significant buildings in the 500 block of Gay Street (including the old S&W Cafeteria) in an area where a new cinema is scheduled to open by summer 2007.

The number of vacant lots continued to dwindle in Knoxville's historic neighborhoods—a sign of their successful revival. Four new homes were built in Old North Knoxville and Fourth & Gill during 2005, with additional new houses planned for those areas as well as the Mechanicsville Historic District. New dwellings also are planned for areas adjacent to these districts (some on lots that have been vacant for a decade)—evidence that preservation activities can have a revitalizing effect on inner city neighborhoods.

The MPC report includes suggestions collected from polls at various neighborhood meetings on priorities for future preservation and redevelopment activities. Respondents also suggested incentives that would benefit historic neighborhoods, and recommended measures specific to the downtown area. The report features a list of some 100 historically significant properties and their status, as well as a map of the city that depicts historic

zoning overlays, neighborhood conservation zoning, and structures listed on the National Register of Historic Places.

Ordinance changes

New language was added to the city and county zoning ordinances for technology overlay districts so that staff can more easily make minor adjustments to previously approved development plans. Also added to both ordinances were clarifications of planned residential districts.

New regulations for garage parking and sign heights were added to the city ordinance to encourage a more pedestrian-friendly area along Cumberland Avenue. Also in the city, minimal off-street parking, access, and driveway requirements were clarified for retail establishments and beauty and barber shops, and a section addressing signs was added to standards for traditional neighborhood development districts.

Definition of a family

A task force comprised of neighborhood leaders and interested citizens met several times last summer to discuss the definition of a family after MPC received complaints about large numbers of unrelated people living together in single-family homes. At the task force's recommendation, both the city and county ordinances were amended in August 2006 with new residential occupancy standards and housing types that replace the use of the term "family" as a way to control the number of occupants.

Subdivision regulations

Staff updated the subdivision regulations to allow use of other materials in addition to Mylar for submitting maps to the register of deeds.

Comprehensive Planning

MPC's long range planning during the past year included many partnerships, both with existing community groups and with city and county departments. MPC planners took the lead in spearheading certain efforts, while they served as support staff for others.

James White Parkway/Chapman Highway Corridor Study Task Force

Governor Phil Bredesen and the Tennessee Department of Transportation announced in October 2005 that the state would use recommendations submitted by the James White Parkway-Chapman Highway Corridor Study Task Force as a guideline to develop a full environmental impact statement (EIS) for the James White Parkway Extension. With staff support provided by MPC and TPO, the task force recommended that James White Parkway be built as a parkway to Governor John Sevier Highway, with a full EIS for the length of new construction.

MPC staff then focused on opportunities along Chapman Highway, publishing the Chapman Highway Corridor Study in September 2006. This report summarizes existing conditions and opportunities along the corridor, as well as public perceptions. The study has been heavily influenced by community involvement and outlines a bold, exciting future for the Chapman Highway Corridor, redefining its character and creating a more urban environment near downtown. Redevelopment of underutilized properties with emphasis on quality design is a key component. Additional transportation studies specifically related

to improvements in safety and operations will be done by a consulting firm under contract with TDOT.

I-275 Corridor and Brookside Mills Site

Staff collaborated with the Development Corporation of Knox County on a concept plan for reusing the old Brookside Mills site, a 19-acre brownfield on Baxter Avenue. Staff also worked with the city on ideas for a new road system parallel to I-275 that would encourage redevelopment of land along the interstate, and helped plan a route for the Second Creek Greenway through the area.

Martin Luther King Jr. Corridor Study

A draft plan for this corridor in East Knoxville was completed. The plan recommends improvements for Union Square Park and identifies opportunities for infill housing.

South Waterfront

MPC staff continue to serve on an oversight committee for developing new housing and commercial and recreational uses along the city's south waterfront, and several planners are reviewing a handbook on form-based codes that will be used for waterfront projects and possibly others.

Infill Housing Guidelines

Guidelines have been created to preserve the historical character of neighborhoods built in the late 1800s to 1950s. In addition to establishing architectural compatibility, such guidelines help foster neighborhood stability and pedestrian-oriented streets. They can be used for a wide range of residences, including affordable housing.



The Chapman Highway Corridor Study was heavily influenced by community involvement.



Infill housing guidelines help to preserve the historical character of neighborhoods, like Old North Knoxville pictured above.



The blocks around Market Square will have unique guidelines in the Downtown Knoxville Design Guidelines, as will the boulevard district and the warehouse district.



Staff completed a comprehensive inventory of parks, greenways, and recreational facilities in preparation for next year's joint city-county parks plan.



The Lonsdale Redevelopment Plan included provisions for park improvements.



MPC staff have begun work on a small area plan for the Cumberland Avenue corridor.

Downtown Design Guidelines

The idea for guidelines was suggested by the Mayor's Downtown Advisory Committee in 2005. Since then MPC has held several public meetings for downtown stakeholders, eventually devising guidelines for three unique areas: the boulevard district (Henley Street, Neyland Drive, Main Street, and Summit Hill Drive), the warehouse district (the area around Broadway from West Jackson Avenue east to Gay Street and north to Central and Depot avenues), and the grid district (the blocks surrounding Market Square). Staff are recommending a mandatory review and compliance process once the design guidelines are adopted, but first a draft document will be peer-reviewed by two or three similar-sized cities in the Southeast.

City and County Park Inventory

Staff completed a comprehensive inventory of parks, greenways, and recreational facilities for the city and county parks departments. Next year MPC will take a leading role in drafting the first joint city-county parks plan—an initiative involving a series of eight community meetings and an online survey.

Lonsdale Redevelopment Plan

MPC worked with the city and the Knoxville Community Development Corporation to create a redevelopment plan for this "Heart of Knoxville" neighborhood. The components of the plan included provisions for appropriate forms of infill housing, neighborhood commercial development, and greenway and park improvements.

Sector Plans and Small Area Studies

The city and county are divided into 12 sectors for planning purposes, and these sector plans are updated on a five-year rotating basis, serving as guides for future zoning and transportation improvement decisions. This past year staff began work on the West City and North City sector plans. Several small area plans are underway, including Broadway/Central/Emory Place and Cumberland Avenue Corridor. Work also began on a master plan for the Tennessee Technology Corridor.



Planning for community resources like the Bearden Greenway in the West City Sector (above) and also for the preservation of historic resources, like Shannondale Presbyterian Church in the North City Sector (below) is an important part of sector planning.



Transportation Planning

The Knoxville Regional Transportation Planning Organization is staffed by MPC planners and serves as a transportation planning board for Knox County, most of Blount County, and parts of Loudon and Sevier counties. In addition, TPO works with a larger seven-county area on various projects designed to improve air quality.

TPO prepared a Transportation Conformity Determination for the 2005-2030 Knoxville Regional Long Range Transportation Plan in March 2006, working toward standards set by the Environmental Protection Agency on fine particulate matter. Four counties in the region (Anderson, Blount, Knox, and Loudon) were determined to be in non-attainment status for the standard, which triggered a one-year deadline to show transportation conformity.

Transportation conformity is a process used to demonstrate that implementation of planned projects will not delay attaining air quality standards. The process requires a significant amount of technical analysis and close coordination with multiple agencies.

Also during this timeframe, TPO staff worked on a plan for addressing ozone pollution, providing data on vehicle emissions and other air pollution sources for urban air models. The staff continually monitor federal air quality regulations to ensure that the area remains in compliance and continues to receive federal funding for transportation improvements.

Freight Movement

In July 2006 TPO coordinated the startup of an advisory committee to provide

input into development of a Regional Freight Movement Plan. The idea is to bring members of the freight community together with those who plan and fund road improvements. The committee discussed various issues and brainstormed about what the future of freight transportation holds. The plan, including a software program for forecasting truck travel demand, is expected to be completed by summer 2007.

Safe Routes to Schools

TPO coordinates activities under this federal program that encourages children to walk to school. Staff help organize the annual Walk to School Day in October with local schools, working with other agencies like the Knox County Health Department, the police and sheriff's departments, and the Safe Kids Coalition.

Corridor Studies

In addition to the Chapman Highway Corridor Study previously mentioned, TPO is pursuing other grants to be used for additional corridor studies such as Kingston Pike, Broadway, Magnolia, and possibly others. Staff will focus on how to make these corridors more transit and pedestrian-friendly, and where to consider a series of "superstops" for more than one transit line. The possibility of a transit zoning overlay to allow higher residential density along traffic corridors also will be explored. A study of Cumberland Avenue will begin in October 2006.

Incident Management

TPO organized the Knoxville Incident Management Taskforce, which met for



Pedestrian advocate Mark Fenton leads the way in the inaugural Mayors Cup at the "I Walk" main event, one of many events sponsored by the Smart Trips program.



The neighborhood bike ride, now in its sixth year, attracted several hundred participants to a Saturday morning ride in Mechanicsville.

the first time in June 2006. Members represent various agencies such as TDOT, the Tennessee Highway Patrol, the Knoxville Police Department, and the Emergency 911 System. The task force meets bi-monthly to discuss ways to reduce congestion, assist motorists, and improve safety on the interstates.

Pedestrian Workshop

TPO was one of several sponsors of a pedestrian workshop in April 2006 featuring nationally known pedestrian



TPO staff held “Street Skills for Bicyclists” classes after two staff members were certified by the League of American Bicyclists.



TPO is taking the lead in developing a nine-county plan to identify transportation needs for the elderly, disabled, and low income.

advocate Mark Fenton. The workshop was preceded by a walking audit of Fountain City, and led to the formation of a new citizens group, Fountain City Connections, which is promoting sidewalks, crosswalks, and greenways.

Transit Coordination

The new federal transportation bill requires cities to coordinate public transit with human service agencies. TPO is taking the lead in developing a nine-county plan which identifies

transportation needs of people who are disabled, elderly, or low income. The idea is to encourage service providers to work together to avoid duplicating efforts. TPO is partnering on the study with TDOT, Knoxville Area Transit, Community Action Council, East Tennessee Human Resources Agency, and the University of Tennessee.

Smart Trips Program

The Smart Trips Program continues to expand throughout the entire Knoxville Air Quality Non-Attainment Region. The goal is to improve air quality and reduce traffic congestion by increasing alternative modes of transportation such as carpooling, vanpooling, transit use, biking, walking, and telecommuting. Smart Trips currently has 29 employer programs.

Accomplishments over the past year include two successful Commuter Challenge Weeks; Smart Trips Week; Blount County “Try It” Day; introduction of a Cash for Commuters program (paying new commuters \$2 per day to try alternative transportation); implementation of a new commute tracking system for program participants; and participation in numerous media, community, educational, and environmental activities.

For the second year in a row, Smart Trips was recognized by EPA’s Best Workplaces for Commuters Race to Excellence. In 2004 the program received the bronze-level award, and in 2005, the silver level.

Bicycle Program

Because of high demand, TPO printed additional copies of the Center City bike

map that shows the comfort level of streets for biking; meanwhile, field work for a new map covering all of Knox and Blount counties is nearly done.

More than 360 bike racks and several bike lockers were installed last year as part of the Bike Parking Program, which provides racks at just 20 percent of the actual cost. The locations included KAT park-and-ride lots. TPO has taken over management of six bike lockers at the Farragut park-and-ride lot, and has offered advice on the management of lockers in Market Square Parking Garage.

Staff began a bicycle/pedestrian count in Knoxville at seven locations. Counts will be conducted twice a year in April and October. Also ongoing are two major events: Smart Trips Week, held in April, includes beginner bike rides, bike repair classes, a commuter challenge, Bike-to-Work Day, a Pedal Vs. Metal Race, and other bike events; and a Neighborhood Bike Ride in the fall attracts several hundred people.

Training was provided to Knoxville Police Department bicycle patrol candidates on laws related to bicycles and on the most common causes of motor vehicle/bicycle crashes. A Law Enforcement Handbook was developed, and will soon be published for distribution to enforcement agencies and the public. TPO also helped create “share the road” television and radio commercials, and held classes on street skills for bicyclists after two staff members were certified as instructors by the League of American Bicyclists.

Information Services

GIS

MPC is rapidly becoming an organization that puts geographic information at the center of the decision making process; timely and accurate spatial data is crucial to both planning and zoning activities. Although the task of planning in Knox County is focused largely on the future, geographic information systems staff spent a portion of last year looking back. Over 10,000 past cases heard before the Planning Commission were mapped into the system, providing a comprehensive view of development activity between 1980 and the present. This new data speeds up historical research while decreasing reliance on institutional knowledge and antiquated paper maps.

Using GIS to look forward, staff collaborated with engineers from the Tennessee Valley Authority on an analysis of future land use and a forecast of imperviousness in the Beaver Creek Watershed. These studies will be used to estimate runoff impacts from development. Other watershed studies as well as school enrollment projections and transportation models will use these types of forecasts in the coming year.

Staff continue to develop advanced analyses, including a refill analysis tool that helps identify underutilized land. The tool already has been helpful in updating sector plans and the Tennessee Technology Corridor Master Plan.

Staff also are active in a KGIS project which involves the development of three websites to improve public access to MPC's GIS resources. First will be an agenda mapping application that will show

maps of current and past cases on the MPC agenda. Second will be a National Register Inventory, including maps of historic districts in the county and links to photographs of historic properties. And third will be a transportation planning portal providing information on the status of road projects, traffic volumes, and transportation plans compiled by the TPO.

Addressing

In FY 2005-06, addressing staff handled 5,979 addresses for new construction and newly assigned housing units as well as 22,752 modified addresses. In addition, staff maintain the GIS base map of Knox County. In this capacity, they created 322 new road segments and modified 10,082 segments. Staff reviewed all subdivisions for correct street names and closed the boundaries on 1,927 subdivisions—part of the mapping process for creating interior lot lines. Weekly and monthly reports that detail all new streets, street name changes, and addresses were sent to the Post Office, utility districts, Knoxville Utilities Board, Knox County Schools, telephone and cable companies, and various city and county departments.

Census Analysis

MPC continues to serve as a state data center affiliate of the U.S. Census Bureau. Staff published two new reports this past year.

Child Population in Local Housing Units explores the connection between school-age children and housing type, including the number of bedrooms in a house and its age and value. In general, Knox County families living in more expensive homes have more children than those living in median-priced

homes valued around \$98,500. Houses below median value have even fewer school-age children. Two exceptions occur: an above average number of children live in mobile homes, and a below average number live in the most costly homes priced at more than \$1 million.

The American Community Survey: A New Approach to the National Census explains how information will be collected on an ongoing basis from random households, replacing the traditional once-a-decade long form. The bureau will return the 10-year survey to its original purpose of counting only the population, relying on the new community survey for more detailed data.



GIS staff is working to make photographs of historic sites, like the Andrew Johnson Hotel, available to the public.

Approximate figures for 2005:

Knox County total population
404,972

City of Knoxville population
180,130

Knox County
median household income
\$41,922

Partnership for Educational Facilities Planning

MPC continues to work with Knox County Schools on enrollment forecasting and related topics. This past year they added a new partner, the Public Building Authority, and launched an initiative called the Partnership for Educational Facilities Planning. Recent reports include:

- an annual ranking of elementary, middle, and high school zones based on building permit and subdivision lot approvals
- a publication titled Impacts of Population Growth on School Facilities



MPC continues to work on forecasting the enrollment needs for Knox County Schools.

MPC Online Quick Reference

MPC

www.knoxmpc.org

TPO

www.knoxtrans.org

Smart Trips

www.knoxsmarttrips.com

Regional Clean Air Coalition

www.etnrcac.org

MPC Online

Staff manage comprehensive websites for MPC and TPO, continually adding and updating items.

Additions/Improvements to MPC:

- Monthly MPC Agenda Package online
- MPC Agenda Package archives
- Facade Improvement Guidelines for Knoxville's Early Commercial Districts
- Mechanicsville Commons Design Guidelines
- Lonsdale Redevelopment Plan
- Mini-sites which provide updates and collect input for:
 - Chapman Highway Corridor Study
 - Downtown Knoxville Design Guidelines Study
 - Broadway/Central/Emory Place Small Area Plan
 - Cumberland Avenue Corridor Study
 - Definition of Family Task Force
 - Fountain City Plan

Additions/Improvements to TPO:

- TPO and Smart Trips websites redesigned, with added sections for:
 - Maps
 - Safe Routes to Schools Program
 - Knoxville Regional Freight Advisory Committee Plan
 - Smart Trips enrollment
 - Agenda Packages for TPO meetings

Other sites that MPC manages:

- Tennessee Technology Corridor Development Authority
- Historic Preservation in Knoxville and Knox County
- Cades Cove Planning
- East Tennessee Regional Clean Air Coalition
- Tennessee Chapter of the American Planning Association

MPC Library

The MPC Library is unusually well furnished with thousands of reports, journals, and books, including publications researched and produced by MPC staff.

The library is open to the public, and users can search 8,000 publications, CD-ROMs, U.S. Census material, and some journals.

Business people, journalists, students, and realtors use the facility on a regular basis.

Recently published topics include:

- Development Activity Report
- Directory of Neighborhood Organizations
- Hotel Market Analysis
- Industrial Space Inventory
- Knoxville Area Facts and Figures
- Office Market Analysis
- One Year Plan for the City of Knoxville
- Tennessee Technology Corridor Development Authority Annual Report
- Impacts of Population Growth on School Facilities
- Child Population in Local Housing Units
- The American Community Survey: A New Approach to the National Census
- Chapman Highway Corridor Study
- Facade Improvement Guidelines for Knoxville's Early Commercial Districts
- Air Quality Conformity Determination
- Potential Locations for Business Park Development
- Multifamily Housing Trends in Knox County
- Transportation Improvement Program 2006-2008
- Lonsdale Neighborhood Plan

Community Involvement

Community Outreach

Staff provide technical support and/or serve on committees for the Empowerment Zone, Hope VI, and the South Knoxville Waterfront Project. MPC also assists many boards and commissions, including:

- Knoxville Board of Zoning Appeals
- Knoxville and Knox County Historic Zoning Commissions
- County Parks and Recreation Commission
- Mayor Ragsdale's Senior Summit Transportation Task Force
- Central Business Improvement District Parking and Transportation Committee
- C-7 Cumberland Avenue Design Review Board
- Knoxville Tree Board
- Knoxville Greenway Commission
- Beaver Creek Task Force
- Knox County Site Planning Roundtable
- Friends of Quality Growth
- East Tennessee Two-Step Healthy Weight Loss Initiative
- Active Living by Design Planning Committee
- Tennessee Department of Transportation Title VI Advisory Board
- City of Knoxville Central Station Transit Center Executive Advisory Committee
- Community Action Committee's Advisory Transportation Program
- Knoxville Transportation Authority Public Advocacy Subcommittee
- East Tennessee Community Design Center
- City of Knoxville Facade Review Committee
- City of Knoxville Infill Housing Review Committee
- Statewide Advisory Committee for Tennessee's Safe Routes to School Program

Leadership and Educational Roles

MPC takes on both leadership and educational roles.

Staff attended the following meetings, sometimes to make presentations and at other times to keep current on issues and methodology.

- National, state and local chapter meetings of the American Planning Association
- Building Healthy Communities workshops and planning committee
- Tennessee Geographic Information Consortium Annual Conference
- Association for Commuter Transportation International Conference
- Pro-Walk Pro-Bike International Conference
- Knox Heritage Inc.'s Preservation Network Series
- U.T. Geography Department Senior Seminar
- U.S. Census Bureau Regional Conference
- Greater Knoxville Research Network
- TDOT Transit Grantee Workshop
- Mega Regions Conference
- Southeastern Watershed Management Forum
- Association of Metropolitan Planning Organizations National Conference
- TDOT Executive Leadership Program
- Southeastern Association for Commuter Transportation Conference
- Transportation Research Board Strategic Highway Research Committee
- Land Use and Transportation Connections National Conference
- Rebuilding the South in the Aftermath of Hurricanes Ivan through Katrina Conference



MPC Staff

The Planning Commission is supported by a staff of 44 people who work in one of four divisions: Development Services, Comprehensive Planning, Transportation, and Information Services. While each group has unique abilities and responsibilities, it's common for staff to work across division lines as a team to accomplish tasks.

The Executive Director manages the agency and is responsible for developing and administering a work program and budget.

A seven-person management team reports to the executive director.

Every workday dozens of citizens walk up to MPC's Development Services counter to obtain application forms or file permits, or to receive guidance on specific projects. This division processes and reviews requests for rezoning, subdivisions, and development plans, and prepares a recommendation on each case for the Planning Commission.

Comprehensive Planning focuses on long-range planning. Updating city and county sector plans and the general plan fall under this division's responsibilities, as well as special projects such as park inventories, downtown plans, corridor studies, and guidelines for neighborhood overlays.

The Transportation Division staffs the Knoxville Regional Transportation Planning Organization or TPO, a federally-required planning board that coordinates road improvements, bicycling plans, freight movement, and transit.

Information Services includes the addressing staff, the geographic information systems staff, a graphic design team, a public relations specialist, and two researchers. This division manages MPC's library, website, computer network, and various community outreach activities, including publications and market studies.

Allen Alderman	Planning Technician	Betty Jo Mahan	Administrative Assistant II
Jeff Archer, AICP	Senior Planner	Shirley Mase	GIS Specialist
Gretchen Beal	Information Services Manager	Sherry Michienzi	Receptionist
Ann Bennett	Senior Planner	Debbie Mitchell	Administrative Assistant I
Bryan Berry	Research Associate	James Norris, EIT	Transportation Engineer
Tom Brechko, AICP	Principal Planner	Marc Payne	Planning Technician
Michael Brusseau, AICP	Planner II	Patricia Ann Phillips	GIS Operator
Doug Burton, AICP	Principal Planner	Sarah Powell	Webmaster/Senior Graphic Designer
Mike Carberry, AICP	Comprehensive Planning Manager	Ken Pruitt, AICP	Assistant Manager, Development Services
Michael Conger, PE	Senior Transportation Engineer	Dee Anne Reynolds	Finance Manager
Renee Davis, AICP	Senior Planner	John Roberts	GIS Operator
Emily Dills	Planning Technician	Kelley Schlitz	Planner I
Mark Donaldson	Executive Director	Kelley Segars, AICP	Senior Transportation Planner
Jill Draper	Communications Specialist	Susan Taylor	Administrative Assistant II
Fred Frank	Transportation Planner II	Shannon Tolliver, AICP	Transportation Planner II
Terry Gilhula, Ph.D.	Senior Research Associate	Anne Wallace	Community Planner I
Katie Habgood	Transportation Planner I	Jo Ella Washburn	Graphic Designer
Donna Hill	GIS Operator	Jeff Welch, AICP	TPO Director
Ewing (Buz) Johnson, AICP	Deputy Executive Director	Charlotte West	Administrative Assistant I
Johnetta Johnson	GIS Operator	Jill Wolverton	Smart Trips Employer Outreach Coordinator
Dan Kelly	Development Services Manager	Ellen Zavisca	Transportation Planner I
Tim Kuhn	GIS Administrator	Alex Zendel	GIS Analyst

Financial Statement

Knoxville-Knox County Metropolitan Planning Commission Financial Information

For fiscal year ended June 30, 2006

UNAUDITED

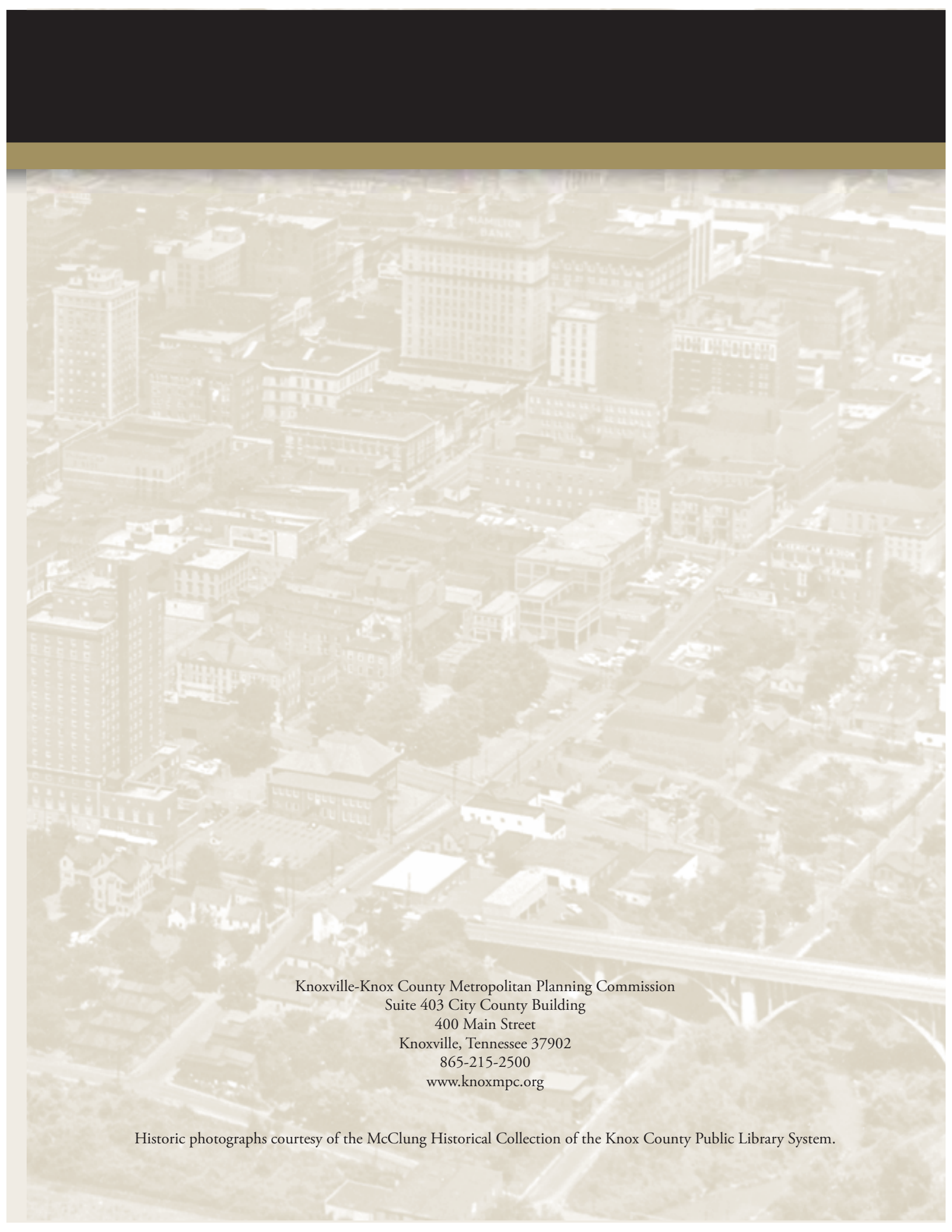
	FY05/06 Budget	FY 05/06 Actual
Fees and Charges	\$527,551	\$571,763
Federal Government	1,275,241	1,070,294
State of Tennessee	84,883	76,706
Local match other than MPC	21,150	18,886
City of Knoxville	737,550	737,550
City of Knoxville - contracts (1)	108,100	79,000
Knox County	724,738	724,738
Knox County - contracts (2)	76,000	76,000
In-Kind Contributions (3)	175,847	175,847
Withdrawal /(Addition) to Fund Balance	75,000	(60,500)
TOTAL FUNDING SOURCES	\$3,806,060	\$3,470,284
Salaries and Employee Benefits	\$2,524,066	\$2,445,802
Contracted Services	898,447	673,027
Supplies and Materials	160,900	128,328
Other Charges	217,647	223,127
Capital Outlay	5,000	0
TOTAL EXPENDITURES	\$3,806,060	\$3,470,284

Notes:

1- PNI \$70,000; City parks \$9,000

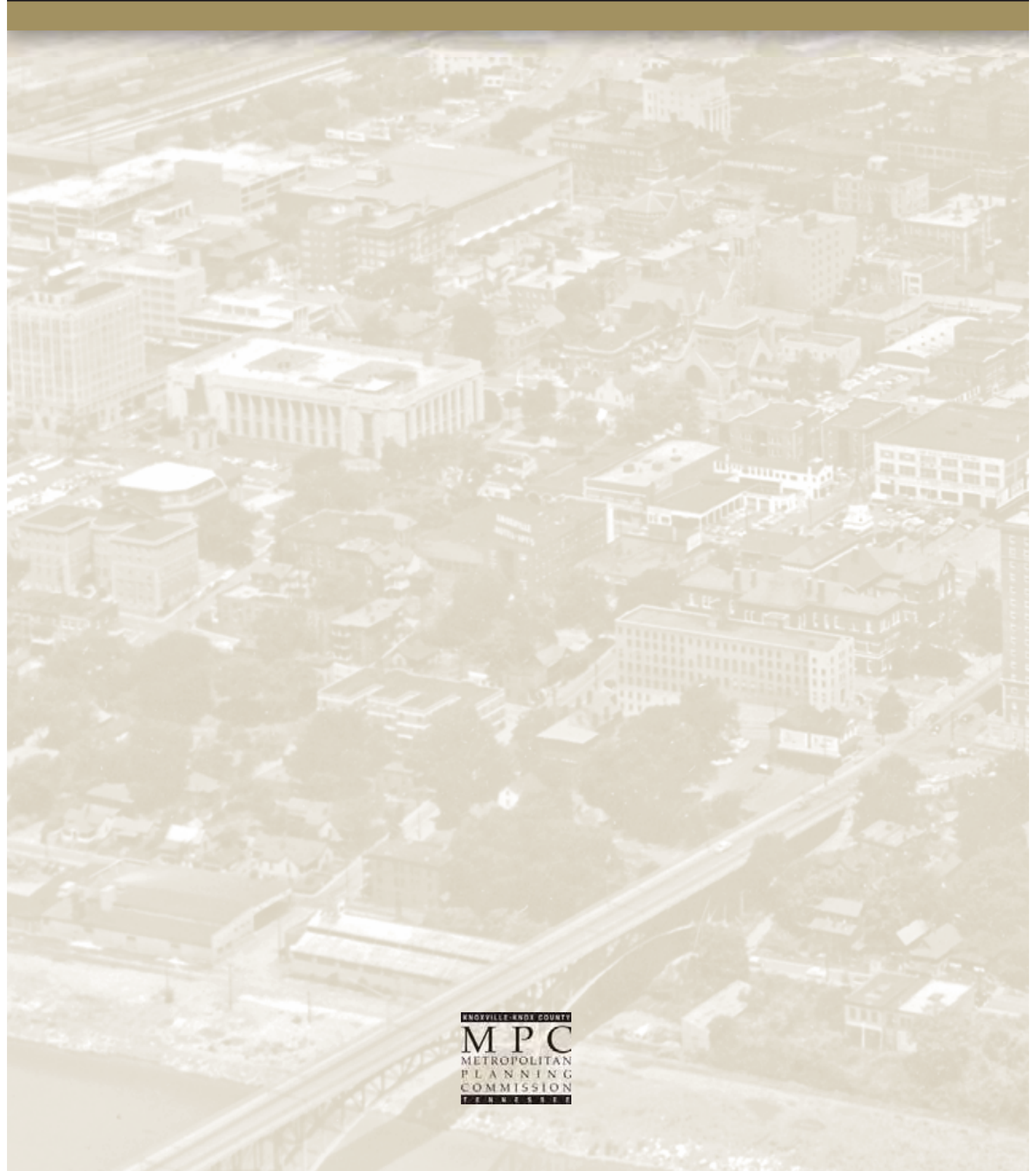
2- TTCDA \$6,000; TTCDA master plan \$30,000; School Assessment Program \$15,000;
County parks \$25,000

3- MPC office space



Knoxville-Knox County Metropolitan Planning Commission
Suite 403 City County Building
400 Main Street
Knoxville, Tennessee 37902
865-215-2500
www.knoxmpc.org

Historic photographs courtesy of the McClung Historical Collection of the Knox County Public Library System.



KNOXVILLE-KNOX COUNTY
MPC
METROPOLITAN
PLANNING
COMMISSION
TENNESSEE