

KNOXVILLE • KNOX COUNTY METROPOLITAN PLANNING COMMISSION



Annual Report FY 2006-07

PLANNING COMMISSIONERS



C. Randy Massey
Chair
2002-2010



E. Ray Evans
Vice Chair
2003-2011

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.



Robert Anders
2005-2009



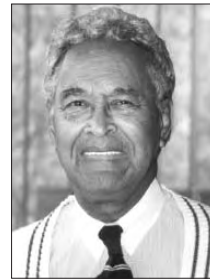
Trey Benefield
2002-2010



Susan Brown
1999-2007



Art Clancy III
2004-2008



Herbert Donaldson Sr.
1998-2008



Richard Graf
2001-2009



Kimberly K. Henry
2005-2009



Stan Johnson
2004-2008



Chester Kilgore
2003-2007



Robert Lobetti
2004-2008



Rebecca Longmire
2006-2010



Jack C. Sharp
2004-2011



Mary Parker Slack
2001-2009

Newly Appointed
Commissioners:



Bart Carey
2007-2011



Michael Kane
2007-2011

If the activities of the MPC over the past year had a theme it would be this: Our area is a happening place.



Mark Donaldson
Executive Director

Each month more than 100 items have appeared on the Planning Commission agenda for consideration, recommendation and action. These items ranged from major planning efforts, to rezoning of significant parcels of land, to approval of minor subdivisions. These projects are indicators of a community and economy that is actively investing in the place where they live, work and play. Further indications of the healthy interest in Knoxville and Knox County are born out in these numbers:

- Building permit numbers and values continue to climb;
- The number of rezoning cases and total land rezoned continue to climb;
- Though slowing from last year, the number of lots created through new subdivisions continue to exceed the average of recent years;
- Our annual Office Market and Shopping Center analysis show reduced vacancies and increased leasable space in both land uses.

With all this new activity it is even more important to pay attention to preserving our existing communities and encouraging redevelopment where appropriate. Infill Housing guidelines for Heart of Knoxville neighborhoods and Downtown Design guidelines were adopted this year while overlay zone districts were created to protect the character of these valuable community assets. A new zone district, R-1EN, was created and implemented in several parts of Knoxville to preserve and protect those neighborhoods' established development pattern. A new concept in zoning, form-based codes, which focus more on the character and form of development rather than permitted or prohibited land uses, were adopted for Knoxville's South Waterfront redevelopment area. This past year, MPC staff directed an ambitious and successful planning study of Cumberland Avenue which should result in new, pedestrian-friendly, place-making development along this vital strip that is so important to the City, the University of Tennessee, adjoining hospitals, merchants and the Fort Sanders neighborhood.

MPC's comprehensive planning efforts during the past year were numerous and productive. City sector plans for the North City and West City sectors were updated and approved. A new plan for the Tennessee Technology Corridor along Pellissippi Parkway is nearing completion and a draft of a Knoxville/Knox County Park, Recreation and Greenway Plan has been completed. Corridor planning is a growing theme, with plans completed for Martin Luther King, Jr. Avenue and the I-275/Central Avenue Corridor, in addition to the Cumberland Avenue Study. Also, work is underway on a Magnolia Avenue Corridor plan.

Each year, the importance of the Transportation Planning Organization's role within the MPC grows. Transportation related funds now make up nearly half the revenue received by MPC each year. The TPO plays an important role in the region's ability to access and use state and federal dollars for transportation infrastructure improvements. This role of the TPO and MPC creates an important opportunity for elected officials and their technical advisors to meet, cooperate and get things done for the region as a whole. The TPO also was a major sponsor for the very successful "Plain Talk on Quality Growth" regional conference that brought together people from all over the East Tennessee region.

The MPC continues to cultivate partnerships in all that we do. The Partnership for Educational Facilities Assessment (PEFA), which brought together the MPC, PBA and Knox County schools, has yielded positive results and led to further collaboration with PBA in other areas throughout the region. The MPC continues to strengthen its relationship with Knoxville's Community Development Corporation (KCDC) and the City of Knoxville Community Development Department by helping to implement the work of these agencies. We are totally engaged in a massive overhaul of the GIS capabilities of the MPC, KGIS, the City of Knoxville, and Knox County through the M2E GIS update.



HISTORIC RESTORATION
Whetsel Residence
1015 Luttrell Street



RENOVATION
Beck Cultural Exchange Center
1927 Dandridge Avenue



HISTORIC RESTORATION
**Mast General Store/
Gallery Lofts**
402 Gay Street



RESIDENTIAL
Neff Residence
811 Gratz Street

HISTORIC RESTORATION
James Park House
422 Cumberland Avenue





COMMERCIAL
Cherokee Health Systems
2018 Western Avenue

**NEIGHBORHOOD/CIVIC
ACHIEVEMENT**

- **City of Knoxville Tree Board**
- **East Tennessee Community Design Center**
- **Fountain City Connections**
- **Knoxville Leadership Foundation's Neighborhood Housing Program**



COMMERCIAL
Stowers Rents
10644 Lexington Drive

SPECIAL USE
**The Clayton Family Kids Cove
at the Knoxville Zoo**
3500 Knoxville Zoo Drive



SPECIAL USE
The Cansler Family YMCA
616 Jessamine Street





Knoxville's new Regal Riviera 8 movie theatre on Gay Street

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 an \$11 million Regal Theatre downtown, the \$10 million Parkside Plaza I office complex, and \$15 million Cedar Bluff Elementary School. The medical field included St. Mary's \$35 million Medical Center North and the Trinity Hills Senior Living Community. Residential developments included Riverview Park Apartments and student apartments named Crowne at Campus Pointe.



The Hampton Inn & Suites at Main and Henley Streets

Other projects included Lowes Home Improvement Center on Chapman Highway, Comfort Inn Motel, Hampton Inn & Suites and Johnson Bible College on Bell Drive.

Building Permits

Almost 4,400 building permits were approved in 2006, a six percent increase since 2005. Total building activity during the year was valued at more than \$847 million compared to \$820 million in 2005. New residential construction was down \$2,261 from last year, while non-residential spending increased \$485,000. The Northwest County Sector led the area in number of building permits.

Rezoning

The number of rezonings rose 36 percent from 2005 to 220 this year, with the total land affected increasing 19 percent to 3,515 in 2006. The Northwest County Sector saw 659 acres rezoned for residential use, the largest amount for this past year. Most of the Central City Sector's 403 rezoned acres were due to the new IH-1 overlay district intended to foster infill residential development. The East County Sector made up 45 percent of the area-wide acreage rezoned for non-residential use with 370 acres rezoned for the proposed Midway Business Park. The largest amount of land rezoned due to annexation was found in the Northwest County Sector and comprised 142 residential acres.

Subdivisions

The total number of residential subdivisions was down 5 percent from 2005 numbering only 300. At 3,631, the total number of residential lots approved this year was 50 percent higher than the 10-year annual average, but was still 8 percent lower than the total recorded last year. The Southwest County Sector saw the most subdivision activity with 434 subdivided residential acres and 876 new lots in 36 plats.

Market Reports

2006 Shopping Center Market Analysis

The retail property market has improved in the last two years with 6.5 percent vacancy in 2006 and total gross leasable area is up 4 percent over the last two years. As expected, many of the new shopping centers are located at Turkey Creek. Three notable shopping centers opened in the North City Sector with others scattered throughout West Knoxville.



Shops at the Turkey Creek development

2006 Office Market Analysis

Office market numbers showed a mixed message for 2006. While rentable inventory grew 3 percent over last year, the vacancy rate was nearly the same as 2005 only increasing slightly in the suburbs.



New building construction in the Technology Corridor

The demand for new office space seems to be fueling the construction of buildings coming into the market. While the suburbs gained new office buildings, downtown continued to lose them: two were demolished for a parking lot and a new cinema, and two were being converted into residences. Meanwhile, the TVA East Tower remains vacant for a second year in a row.

However, downtown is still the leader in office space with Pellissippi Parkway and Bearden/West City following behind. These three areas make up about half of all local supply.

Zoning Ordinance Changes

Employment Center Zones

In May 2007, Knox County added an amendment creating Employment Center Zones (EC) to encourage the development of business parks and other employment centers that will contribute to the future economy of the county while minimizing any conflict with surrounding facilities or residences.

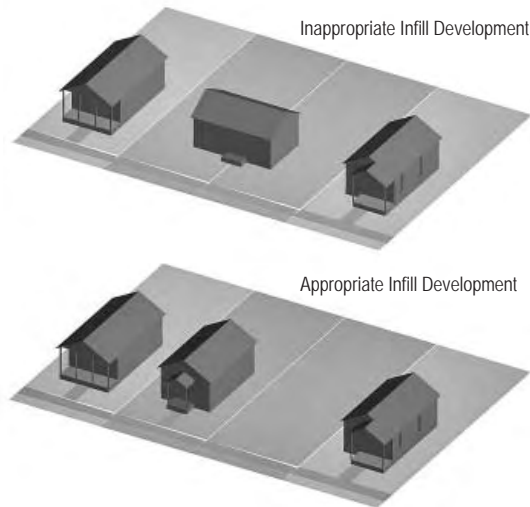
R-1EN Established Neighborhood District

The R-1EN district is intended to protect and preserve older low density

neighborhoods. These established neighborhoods are mostly comprised of large lots dominated by expansive lawns and complex residences on a highly connected street pattern. The district establishes residential design requirements that reflect the character of the neighborhoods. The district provides for neighborhood stability while allowing continued development that is in harmony with the existing development pattern.

Overlay Districts

Overlay zones place an additional zoning ordinance on top of the underlying zoning district. The overlay district does not replace existing regulations, but supplements the zoning requirements to protect a specific interest.



Infill Housing Guideline: Infill development should be proportional to the original houses on the block and to the dimensions of the lot.



R-1EN zoning protects and preserves the character of older low density neighborhoods like Holston Hills.

IH-1 Infill Housing Overlay District

This overlay district is intended to foster infill residential development and major additions that are compatible with the design of the original houses in older Knoxville neighborhoods, particularly those built prior to 1950 along grid streets that often had sidewalks and alleys. An Infill Housing Design Review Committee is established to review applications for this district for conformance to the Heart of Knoxville Infill Housing Design Guidelines.



Post Civil War-era photograph of the Kennedy-Baker-Walker-Sherrill House at 9320 Kingston Pike

Historic Preservation

In lieu of the yearly preservation report, MPC focused their attention on updating the cultural resource plan called *The Future of Our Past: Historic and Architectural Resources in Knoxville* as requested by the Knoxville City Council. The study was originally adopted in 1987-88 after a four year survey of historic sites in Knoxville and Knox County and was updated in 1994. This version of *The Future of Our Past* builds on those earlier adopted plans, adding information that has become known since the adoption of those plans and includes an updated property list adding properties that have now shown themselves to be historically significant.

The minutes from Historic Zoning Commission meetings since their inception through present have been scanned and are available online. The forms and photos for the national historic register nominees, the local designated historic properties and the design guidelines for each historic district are also available online.

As public interest in historic residential areas grows, MPC continues to see an increase in the number of requests to be evaluated by MPC staff and heard by the Historic Zoning Commission each month.

Mead School, which received historical designation in 2007, and the Kennedy-Baker-Walker-Sherrill House at 9320 Kingston Pike represent exciting developments for MPC as we work with the developers of these projects to ensure that the integrity of these properties is maintained as the projects move forward.

South Waterfront Zoning

Form-based zoning could be the answer to the question of how to best use Knoxville's south waterfront. Adopted by MPC and City Council in February 2007, form-based codes de-emphasize land use in favor of how a building will look and how it will sit on the property. This type of zoning is written to maintain an area's unique characteristics and to develop specific opportunities. The south waterfront has been divided into seven districts for this purpose:

- Old Sevier & Scottish Pike
- River Road, Goose Creek Row & Island Home Avenue
- Sevier Avenue
- City View & Campus Cove
- Bell Tower Walk
- Henley Gateway
- Waterfront Marketplace

The form-based code has been adopted and consultants are working on a prioritized sequence of actions to match public improvements for the area with private funding. This plan puts Knoxville on the cutting edge of public-private collaboration on using form-based codes for large projects.

South Waterfront construction continued on the Cityview at River Walk condominiums at the site of a former glove factory on Blount Avenue.





The changing landscape of the Technology Corridor: A view of the Vista Dei Monte development from Carmichael Road; Pellissippi Parkway is on the right.

Technology Corridor

By looking back over the past 25 years of the Tennessee Technology Corridor, the MPC staff has developed a draft plan with recommendations for its future direction. The corridor dates back to 1983 when state legislation created an oversight authority, followed by a development plan that was adopted by the Knox County Commission a year later. The result was a 7,000-acre technology overlay zone within a corridor along Pellissippi Parkway from Oak Ridge Highway to I-40/75.

The updated plan recommends a new emphasis on public purchase of land for future economic development and recommends specific infrastructure investments including sewer and road extensions, tax-increment financing and more flexible zoning to allow mixed used development concentrated in pedestrian-friendly settings.

The plan also recommends the creation of a regional consortium of governments and research entities from Oak Ridge and Knox and Blount counties as well as exploring several opportunities for expanding the technology overlay.

Parks, Recreation and Greenways Plan

In September and October 2006, a series of public meetings was held at high schools throughout Knox County to gain public opinion on city and county parks.

The meetings showed that residents had a positive impression of the park system and almost everyone wanted more facilities with specific requests for more connecting trails, greenways and open spaces. These suggestions culminated in the

drafting of the first-ever joint city-county parks, recreation and greenways plan. Some of the recommendations of this plan include:

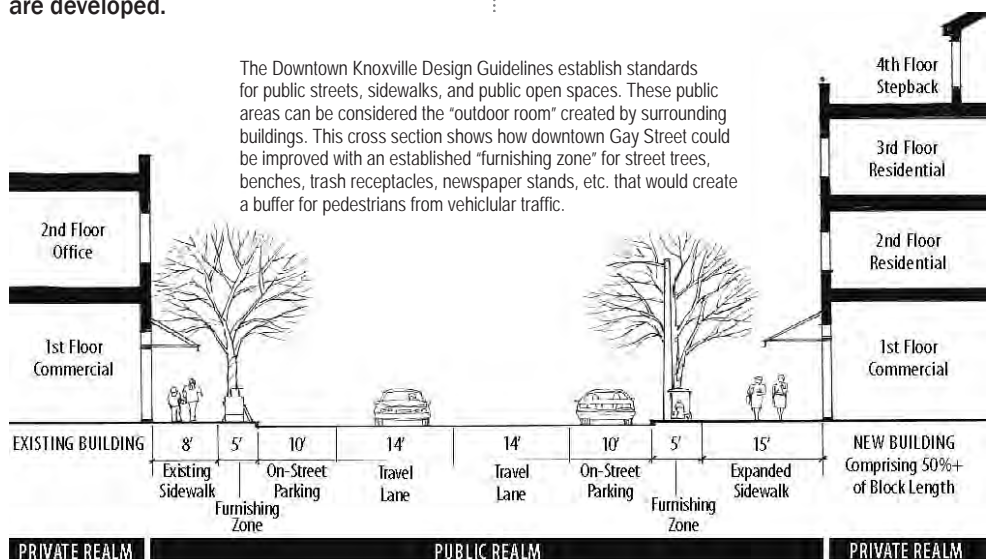
- Greenways should be extended and connected, with emphasis along streams and ridge tops.
- Unpaved trails, especially in South and East County, might also serve equestrians.
- Four major recreation centers should be located throughout the county (north, south, east, and west) to serve all ages, from pre-schoolers through seniors. These centers might include weight rooms, indoor walking tracks, meeting rooms, craft rooms, natural areas for hiking, skate parks, sports fields, playgrounds, and possibly indoor pools.
- House Mountain and Chilhowee parks would be expanded to include ball fields and playgrounds, and would serve as regional parks similar in status to Concord Park.

Finally, the plan recommends more neighborhood parks with small fields and playgrounds distributed throughout the county, especially as new subdivisions are developed.

Downtown Knoxville Design Guidelines

Based on the action plan of the City of Knoxville Downtown Improvement Strategy, MPC has issued the Downtown Knoxville Design Guidelines. The goal is to establish design guidelines and streetscape improvement programs that will allow flexibility, while fostering high-quality design and in time will stimulate new investment. After three public workshops and peer review by planners in three other cities, the Guidelines were finalized to respect the existing downtown qualities, community desires and the need for reasonable provisions for both public and private improvements.

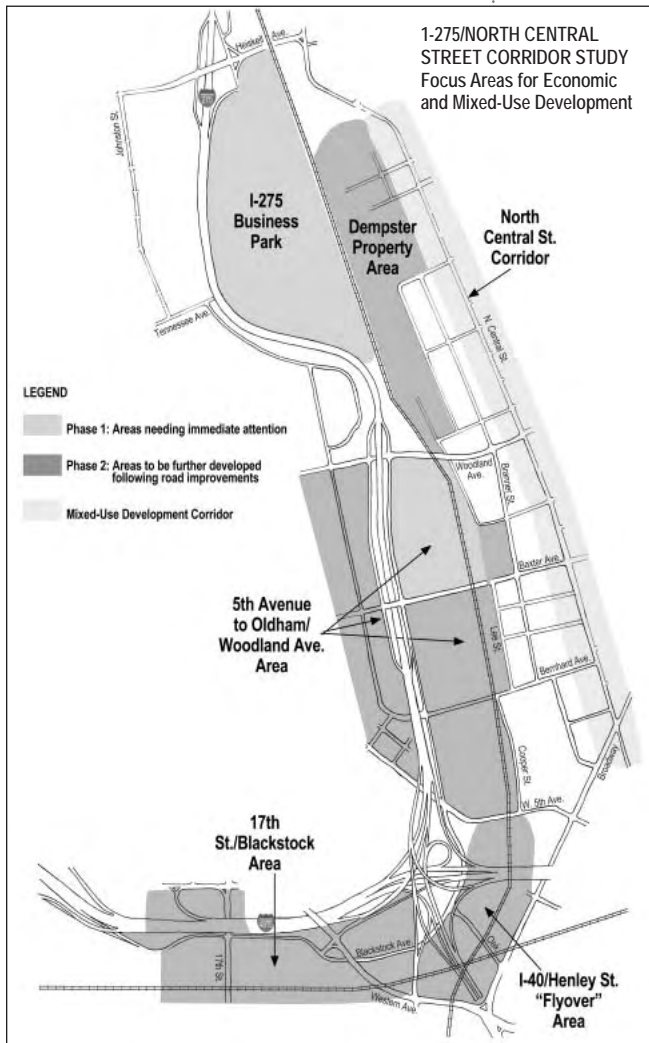
The guidelines, adopted by City Council in March 2007, apply to the new downtown overlay which established the Downtown Design Review Board. The Board will be responsible for issuing certificates of appropriateness for new construction and redevelopment projects.



I-275/North Central Street Corridor Study

A study was conducted with the purpose of fostering economic development and reversing the environmental degradation of the I-275 corridor. The plan focuses on this area's older, often vacant, industrial properties. Suggestions include new frontage roads along I-275, a greenway along Second Creek and continued conservation of historic resources in the Broadway/Central area and the adjacent neighborhoods of Fourth & Gill and Old North Knoxville.

According to the plan, some land parcels could be consolidated for reuse and tax increment financing could be made available for "catalyst" projects. The plan also advocates design-based codes for office, commercial and business park development that would protect and encourage reinvestment.



Martin Luther King, Jr. Avenue Corridor Plan

A plan to revitalize the Martin Luther King, Jr. Avenue Corridor was approved to serve as a tool to spur land use and transportation changes. The plan deals with the area's physical environment and will serve as a tool to spur land use and transportation changes.

The plan, which was developed with the assistance of the East Tennessee Design Center, includes approximately 50 recommendations. Some of these identify areas that should be rezoned, and some focus on infill housing and redevelopment. Others suggest improvements needed to sidewalks, building facades, parks and cemeteries.

At the request of citizens, the plan also includes a five-policy strategy written to ensure the plan's implementation. The first revitalization efforts are centered on Union Square Park. A public meeting was held to get input from adjacent property owners and the city is acquiring vacant lots around the park for future infill development.

Tree Conservation and Planting Plan

In June 2007, a plan was adopted to create programs that will reflect the goals of the MPC General Plan by conserving woodlands and beautifying the community. The plan discusses ways to protect natural resources such as ridges and stream areas, and suggests programs for tree planting and conservation on public grounds and for specific types of development. It also establishes a city-county Tree Board in place of the current city-only tree board.



A Clayton Homes manufactured house at Wilson Avenue and Cherry Street blends into the architecture of the neighborhood.

Infill Manufactured Housing

Clayton Homes Inc. and Knoxville's Community Development Corporation have consulted with MPC to develop manufactured housing that is more affordable than stick-built, but still meets the new infill housing guidelines for inner city neighborhoods. The manufactured homes will be designed to blend into the architecture of the surrounding neighborhood and fit on narrow city lots. Using federal housing funds, KCDC will begin the collaboration by placing four "L"-shaped duplexes for the elderly on corner lots in Five Points.

Sector Plans

The city and county are divided into 12 sectors for planning purposes. Sector plans are updated on a 5-year rotating schedule and serve as a basis for zoning and other land use decisions.

North City Sector

A largely residential area between Sharps and Black Oak ridges, this sector straddles both the city and county. This sector has many historic homes and the

Changes to the zoning in the North City Sector could protect historic homes, such as this one in Adair Gardens.



plan recommends using overlay zones or down-zoning to protect the character of neighborhoods as infill and redevelopment occur. Mixed use and form-based codes also are suggested for various areas to concentrate density in appropriate places, removing pressure from existing neighborhoods. Town center zoning or form-based codes are also proposed to further enhance the “town center” feel at Hotel Street and Broadway.

Traffic and safety are major concerns on Broadway. Funding has been acquired for a “complete street” study on safety and accessibility for all transportation modes. The study also will consider how the corridor can be better integrated into residential neighborhoods. Other transportation suggestions include adding turn lanes at major intersections along Tazewell Pike and Cedar Lane, widening Dante Roads at Central Avenue Pike and intersection alignments at Fountain City Road at Parkdale and Dante Road.

In a recent survey, citizens were most interested in a skate park and more greenways, especially ways to connect existing paths and trails. While two additional parks are already under construction, facilities are suggested for Beverly Park along with additional equipment at Adair Park. The North City Sector Plan was adopted by City Council and County Commission in July 2007.

West City Sector

This sector stretches from Sequoyah Hills to West Town Mall and includes the area’s first garden subdivisions. Much of the population has “aged in place” with a higher median age and lower number of children than other sectors.

While residential areas are stable, older commercial properties are beginning to redevelop. The plan proposes mixed use and pedestrian-oriented zoning for these places, including the Papermill corridor and Downtown West Boulevard. The plan also recommends more sidewalks and mixed use for the Bearden Village

area along with shared parking between developments and residences or offices above shops. A new YMCA and soccer fields are recommended at Lakeshore Park, and new greenways are suggested along I-40 and Fourth Creek.

A TDOT grant will fund a study of the Kingston Pike/Northshore intersection. Neighborhood bus routes, “super stops” and the extension of Sutherland Avenue to Bearden Elementary also are recommended. The plan was adopted by City Council in September 2007.

Cumberland Avenue Corridor Study

The Cumberland Avenue Corridor study will chart the course for a more inviting, vibrant and safe Cumberland Avenue with better connections to the University of Tennessee, hospitals and historic Fort Sanders community. The plan also aims to improve the residential and retail character of the district while effectively moving pedestrians, motor vehicles and bicycles.

It advises changing Cumberland Avenue from a four-lane corridor into a three-lane street, enabling wider sidewalks, more street trees and benches, and better

accommodations for transit, deliveries, bicyclists and on-street parking. Mountcastle Park would be reshaped to create a linear green space, linking Cumberland Avenue to the hospitals and UT, while providing better pedestrian connections to UT’s student housing. The plan also includes design guidelines which could serve as the foundation for mixed land uses and a form-based code.

The City of Knoxville and TPO are pursuing funding sources to implement the approved plan. Meanwhile, the city has approved funding for a parking study and traffic calming plan.

Transforming Cumberland Avenue: Wider sidewalks, pedestrian amenities, street trees, enhanced crosswalks and a center turn lane can dramatically change the perception of Cumberland Avenue from a commercial highway to a mixed-use street.

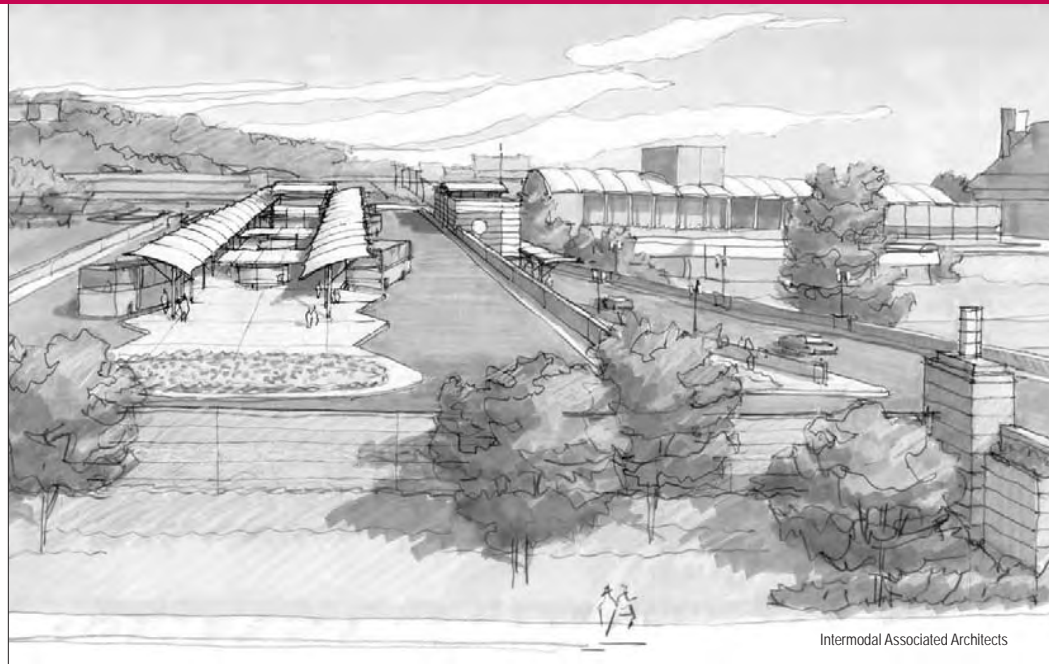


The Knoxville Regional Transportation Planning Organization is staffed by MPC planners and serves as a transportation planning board for Knox County, most of Blount County and parts of Loudon and Sevier counties. In addition, TPO works with a larger seven-county area on various projects designed to improve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

TPO was a major sponsor of the “Plain Talk on Quality Growth” regional conference that attracted more than 600 people on March 30. The meeting brought together political leaders, planners, public health officials, developers and community leaders to discuss challenges and opportunities that are coming as the Knoxville region grows. Many of the speakers expressed a common theme – to plan for change rather than reacting to it as the key to preserving our quality of life in East Tennessee.

The idea for the conference came from the Friends of Quality Growth, a group which grew out of the Nine Counties One Vision process. The conversation that began with the conference will continue through the formation of a quality growth steering committee which will plan the next steps toward the goals identified and prioritized. These steps may include holding a regional charette to further advance quality growth design ideas; forming a nonprofit organization to promote quality growth within the public and private sectors; and creating a training and technical assistance program to work with local governments and the development community on how to implement quality growth.

TPO along with TDOT and the Tennessee Sections of the Institute of Transportation Engineers sponsored a “Street Design for Bicyclists and Pedestrians.” This highly visual, hands-on workshop taught street design for both modes, especially street crossings and intersection design. The workshop also covered special cases such as transit stops and driveways.



Intermodal Associated Architects

This architectural rendering shows a view of the Knoxville Station Transit Center from the parish hall of the First Presbyterian Church looking east.

Transit Center

Public Building Authority officials, TPO and MPC staff were forced to think out of the box while reviewing potential sites for a new central bus station. Most of the suggested sites were not big enough for the 20-bus staging area and the team quickly grabbed at the opportunity to introduce some new thinking in downtown redesign.

TPO Director Jeff Welch, Comprehensive Planning Manager Mike Carberry and Principal Transportation Planner Doug Burton explained how other cities had built parks and shops over highways and suggested that the new Church Avenue viaduct could be widened to accommodate the transit center in addition to traffic. This space could also overcome the boundary that the James White Parkway had created between Gay Street and the coliseum area.

An environmental assessment has been completed for the project and it is now awaiting approval by the Federal Transit Administration.

Smart Trips Program

The Smart Trips Program continues to expand in downtown Knoxville and throughout the entire Knoxville Air Quality Non-Attainment Region. The program’s 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 39 employer programs and received an Alcoa Foundation Grant to help spread the message about alternative transportation.



As part of Smart Trips month, KAT offered ‘Free Fare Tuesday’ to encourage the use of transit.

April was Smart Trips Month. Each week was packed with events focused on different modes of transportation. The “Take the Mini to the Max” promotion asked local companies to see who could stuff the most employees into a Mini Cooper. The Second Annual Pedal vs. Metal Race pitted two cyclists against a vehicle to complete errands around town. Other Smart Trips Month events included the Second Annual Mayors’ Cup Racewalk, Fare Free Tuesday, a worksite bus challenge and bike pools to local festivals.

April also kicked off the Smart Trips Commuter Challenge, a six-month challenge aimed at getting drivers to ditch their solo commutes while offering them a chance to win one of several terrific prizes.

Bicycle Program

The sixth annual Neighborhood Bike Ride in 2006 included more than 200 participants. The “North by Northwest” tour of historic Knoxville neighborhoods included Old North Knoxville, Lonsdale, Mechanicsville and the Knoxville College Campus. Lonsdale United for Change provided rest stop refreshments for the riders.

The new summer bike series was a success with 60 -80 people participating each month. Each month the rides featured a



New signs make the crosswalk on Main Street safer for pedestrians.

different event including a trip to Bearden for ice cream, a scavenger hunt, a ride to Ijams and a tour of historic neighborhoods. Street Skills for Bicyclists classes were held in October and April for adults and teens over 15. The five-hour class covered helmet and bike fitting, fixing flat tires, using gears, emergency maneuver and fitting into traffic. Classroom learning was combined with on-bike exercises and a practice ride in traffic.

The Knoxville Regional Bike Program has published two handbooks on Tennessee bicycle traffic laws. One is a pocket guide for cyclists and the other was distributed to local police and sheriff’s departments. Both discuss in detail the rights and responsibilities of cyclists

Pedestrian Traffic

City of Knoxville Traffic Engineering installed a new type of sign in the crosswalk on Main Street in front of the City County Building. The sign was installed between two lanes and informs drivers that state law requires them to yield to pedestrians in the crosswalk.

To test the sign’s effectiveness, Traffic Engineering recorded several hours of video of the crosswalk before and after it was installed. TPO analyzed the video and found the percentage of drivers yielding to pedestrians increased from 52 to 88 percent – a statistically significant result.



Staff have since proposed 30 locations around the city, most serving schools and greenway crossings, where additional signs could be installed. Traffic Engineering is now evaluating those locations.

TPO expanded its Safe Routes to Schools activities by starting programs at Gresham Middle and Fountain City Elementary, both of which participated in Walk Our Children to School Day. Two other Knoxville schools with existing Safe Routes programs also participated – Beaumont Elementary and Bearden Elementary.

Neighborhood Bike Ride participants enjoy their two-wheeled tour of historic Knoxville neighborhoods.



GIS

The upcoming M2E GIS upgrade project will have significant impacts on the way that work is performed at MPC. It will unify MPC's GIS workflows on a single software platform. Previously, addressing and subdivision data was maintained using different GIS software than the zoning, land use and other planning related data. This disconnect required translations to be performed before viewing data maintained on the other system. MPC's agenda map process, which is used to generate shape maps for cases on the monthly agenda, also is being converted to this new system.

M2E GIS Upgrade Project

The public will also benefit from M2E's web-based GIS viewer, which will replace the "Knox NET where?" website. In the coming months, MPC staff and the public will be able to use the same GIS viewer enhancing their service to the public.

These new GIS applications will replace those developed for the address and subdivision staff more than 10 years ago. The new software is part of a three year upgrade project initiated in 2005 by KGIS to modernize utilizing the advances in GIS software and the continued expansion of the Internet.



Addressing

In FY 2006-07, the addressing staff created 6,213 addresses for new construction and



newly assigned housing units. The staff certifies addresses for all building permits and they modified 14,530 addresses in this process. The addressing staff also maintains the GIS base map of Knox County. This work required adding 978 new road segments and modifying 3,819 segments. Staff reviewed all subdivisions for correct street names and closed the boundaries of 1,672 subdivisions, part of the mapping process for entering new subdivisions into the base map.

The addressing staff is training on the new ESRI software and learning new procedures for migrating from an Intergraph platform to ESRI as part of the M2E upgrade.

Census Analysis

The Local Update of Census Address Program, or LUCA, is a census geographic partnership program by which the addresses maintained by MPC's addressing staff will be sent to the Census Bureau in preparation for the Census 2010. In return, the Census Bureau will match our addresses with their Master Address File, identify all new addresses that have been assigned since Census 2000, enter corrected addresses, and update their Master Address File. Since addresses are the basis for enumeration, the LUCA program is an important step towards counting every person in the community. The program is a cooperative effort between the Census Bureau, the City of Knoxville, Knox County, MPC, and KGIS.

Housing Market Report

Knox County's housing market remains competitive and affordable despite a decline in home prices in some parts of the country.

More than 75 percent of the county's housing stock is under \$200,000 with the largest share of housing in the \$100,000 to \$149,000 segment. Housing prices in the Knoxville metro area historically appreciate at an average annual rate of 4.3 percent per year, compared to 5 percent on a national level. In 2005, local homes appreciated at a lofty 9 percent, just 3 percent less than the national average. During the three-year period of 2003-05, the Knoxville area had the greatest appreciation rate among 10 Southeast metro areas at 21 percent.

The quantity of residential construction from 2000 to 2006 in Knox County remained competitive with a 12.6 percent gain in housing stock, outperforming state and national increases of 9.3 and 9.6 percent respectively. During the same period, local residential construction costs averaged a 2.8 percent increase annually, while the state and national levels experienced 5.8 and 5.2 percent gains.

Partnership for Educational Facilities Planning

The Public Building Authority and the MPC, collaborating in a Partnership for Education Facilities Assessment, contract

with the Loudon County Schools to evaluate their education facility needs and develop 10-year enrollment projections, building capacity measures and physical assessments for Loudon's 12 public schools that provide regular day instruction.



Their report includes an overview of recent trends in public school enrollment, demographics and land development in Loudon County; a series of countywide enrollment projections; school-by-school enrollment projections; bus zone enrollment projections; and, a comparison of enrollments (actual and projected) to facility capacities.

After presenting enrollment projections and facilities assessment to the School Board and County Commission in January 2007, MPC has continued to work with Knox County schools. Staff is working with SchoolSites software that will provide enrollment projections the schools will use for their upcoming planning activities.

MPC Online

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

Additions/Improvements to MPC:

- West City Sector Plan
- North City Sector Plan
- I-275 North/Central Street Corridor Study
- Broadway-Central-Emory Place Small Area Plan
- Cumberland Avenue C-7 District Design Guidelines
- Downtown Knoxville Design Guidelines
- School planning sites for PEFA Knox and PEFA Loudon
- Redesigned zoning site that contains overlay information, public notice space, and access to forms for:

- Downtown Design Overlay District
- Historic Overlay District
- Infill Housing Overlay District
- Neighborhood Conservation Overlay District
- South Waterfront Overlay District
- Technology Overlay District

Additions/Improvements to TPO:

- Knoxville Regional Freight Movement Plan
- TPO agendas and archives now available online
- New online comment card
- Online review of several TPO documents, including the Transportation Improvement Plan, the Long Range Transportation Plan, and the Public Participation Plan
- Online distribution of RFPs
- Meeting minutes archive

Other sites that MPC manages:

- Smart Trips
- 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 journals. Business people, journalists, students, and realtors use the facility on a regular basis. Recently published topics include:

- Air Quality Conformity Determination for SmartFix 40 Detour Improvements to I-640 and I-275
- Area-wide Job Access and Reverse Commute Plan
- Bicycle Map for Knoxville and Knox County
- Current and Projected Enrollments,

- Existing School Capacities and Physical Assessment of School Facilities Final Report
- Data for Knox County Schools CDRom
- Data for Loudon County Schools
- Development in Knoxville and Knox County 2006
- Development Activity Report 2006
- Directory of Neighborhood Organizations 2007
- Enrollment Projections for Loudon County Schools
- Enrollment Projections for Knox County Schools 2007-08 and 2016-2017
- Form-Based Code for the Knoxville South Waterfront
- The Future of Knoxville's Past: Historic and Architectural Resources in Knoxville
- I-275/North Central Street Corridor Study
- Impacts of Population Growth on School Facilities
- Impacts of Residential Property Development on Knox County Schools
- The Knox County Housing Market
- Knox County Schools Physical Assessments
- Knoxville Area Facts and Figures 2007
- Martin Luther King, Jr. Avenue Corridor Plan
- North Knoxville Sector Plan
- Office Market Analysis
- One Year Plan Update for City of Knoxville
- Plain Talk on Quality Growth: Examining the Issues Facing East Tennessee
- Plain Talk on Quality Growth: 2007 East Tennessee Regional Overview
- Residential Occupancy Standards
- Scenic Drive Area of Sequoyah Hills Neighborhood Conservation Overlay: Designation Report and Design Guidelines
- School Facility Assessment Project Presentation to the Knox County School Board and Knox County Commission
- Shopping Center Market Analysis
- Tennessee Bicycle Law Enforcement Guide
- Tennessee Technology Corridor Annual Report
- Tennessee Traffic Laws Relating to Bicycles: A Handbook for Motorists and Bicyclists
- West Knoxville Sector Plan

Community Outreach

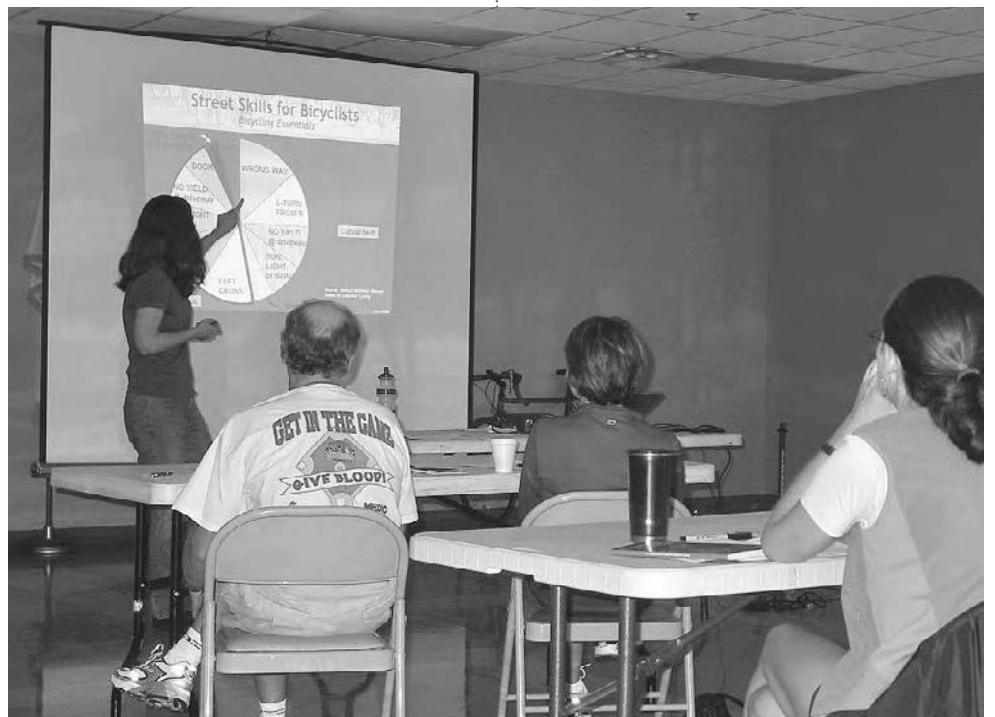
- Knoxville Board of Zoning Appeals
- Knoxville and Knox County Historic Zoning Commissions
- Knox County Parks and Recreation Commission
- C-7 Cumberland Avenue Design Review Board
- Knoxville Tree Board
- Knoxville Greenway Commission
- Beaver Creek Task Force
- Knox County Site Planning Roundtable
- Friends of Quality Growth
- City of Knoxville Central Station Transit Center Executive Advisory Committee
- Digital Display Billboard Committee
- Knox County Site Planning Roundtable
- East Tennessee Community Design Center
- City of Knoxville Façade Review Committee
- Statewide Advisory Committee for Tennessee's Safe Routes to School Program
- Transportation Research Board Committee - Strategic Highway Research Program
- Tennessee Model Users Group



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
- Knox Heritage Inc.'s Preservation Network Series
- U.S. Census Bureau L.U.C.A. Workshop
- Greater Knoxville Research Network
- Street Design for Bicyclists and Pedestrians Workshop
- Southern District meeting of the Institute of Transportation Engineers
- Plain Talk on Quality Growth Regional Conference
- Pro-Bike Pro-Walk Conference
- East Tennessee Regional Geographic Information Systems Conference
- American Passenger Transportation Association meeting



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

UNAUDITED FINANCIAL INFORMATION

FY Ending June 30, 2007

	FY 06/07 Budget	Actual Unaudited	Variance Favorable (Unfavorable)
Fees and Charges	\$527,227	\$581,100	\$53,873
Grants & Local Match (Federal, State, Local)	1,854,334	1,297,862	(556,472)
City of Knoxville	713,430	713,430	0
City of Knoxville - PNI Grant	50,000	50,000	0
City of Knoxville - First Creek Stormwater	15,000	15,000	0
City of Knoxville - Parks	6,000	0	(6,000)
Knox County	724,738	724,738	0
Knox County - TTCDA Contract	6,000	6,000	0
Knox County - Parks Contract	17,000	17,000	0
Knox County - Schools Contracts	137,900 ¹	84,469 ²	(53,431)
In-Kind Contributions (Office Space)	175,000	119,164	(55,836)
Withdrawal/(Addition) to Fund Balance	14,234	(43,646) ³	(57,880)
TOTAL FUNDING SOURCES	\$4,240,863	\$3,565,117	(\$675,746)
Salaries and Employee Benefits	\$2,666,336	\$2,565,194	\$101,142
Contracted Services	217,151	176,656	40,495
Supplies and Materials	63,151	52,011	11,140
Other Charges	200,000	139,163	60,837
Capital Outlay	12,367	0	12,367
Telecom Tower Expenditures	6,000	6,000	0
Grant Expenditures (10 Programs)	1,075,858	626,093	449,765
TOTAL EXPENDITURES	\$4,240,863	\$3,565,117	\$675,746

Notes:

1. Budgeted: Knox County Schools Assessment, \$5,000; Knox County Phase I, \$37,900; Loudon County, \$25,000; Knox County Phase II, \$70,000 = \$137,900
2. Actual: Knox County Schools Assessment, \$5,000; Knox County Phase I, \$37,900; Loudon County, \$25,000; Knox County Phase II, \$16,569 = \$84,469
3. \$52,822 actual excess funds over expenditures less \$9,176 fund balance withdrawal = \$43,646 addition to current year fund balance

MPC Online Quick Reference

MPC

www.knoxmpc.org

TPO

www.knoxtrans.org

Smart Trips

www.knoxsmarttrips.org

Regional Clean Air Coalition

www.etnrcac.org

KNOXVILLE·KNOX COUNTY

M P C
METROPOLITAN
P L A N N I N G
C O M M I S S I O N

T E N N E S S E E

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