PREFERRED GROWTH CONCEPT FOR EAST TENNESSEE

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planET
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East Tennessee will be recognized internationally as a premier region of choice and opportunity by virtue of our exceptional quality of life, scenic natural beauty, unique cultural heritage, healthy people and places, strong institutions, talented workforce, entrepreneurial spirit, and prosperous economy.

Our vision describes what we see for our region in 2040. It is an affirmation of our confidence in a more prosperous future for all East Tennesseans.
OVERVIEW

PlanET is the culmination of almost three years of thoughtful and comprehensive engagement of communities that call East Tennessee home. The end result is a shared vision for our future that addresses challenges regarding jobs, housing, transportation, a clean environment, and community health through long-term solutions for investments. This vision defines the next chapter in our rich history, leaving a legacy of optimism and opportunity for future generations.

The potential for long term change within the region is tremendous. By 2040 almost 300,000 new people and 240,000 new jobs will call East Tennessee home. To achieve our vision of a premier region of choice and opportunity, we must have a clear strategy for growth and development. The Preferred Growth Concept provides a strategic focus for how the region can accommodate population and job growth while balancing prosperity, livability and stewardship.

ALTERNATIVE GROWTH CONCEPTS FOR EAST TENNESSEE

PlanET engaged East Tennesseans on a host of potential growth concepts for the region. Their cumulative reactions to those alternative futures, combined with input from the PlanET Working Groups, helped shape the Preferred Growth Concept. Details about the alternative growth concepts can be found in the document Growth Concepts for East Tennessee.

Feedback from the public engagement process was synthesized into three broad but distinct takeaways:

- **Keep it focused** – Participants gravitated toward concepts that focused our growth into activity centers, whether they be existing places, such as downtown Knoxville or downtown Maryville, or places yet to define a true center, such as West Knoxville. Growth concepts focused on centers garnered an average participant rating of almost four out of five stars, while the concept that portrayed future growth as more spread out received a rating of less than two stars on average.

- **Use our resources wisely** – Water quality, air quality and local agriculture are top priorities for the region. These three items consistently emerged as the most important among participants when asked about what is most important to our future. Inherent to each of these is the need to use our natural resources wisely and to think carefully about the impact of the built environment.

- **Provide more choices** – Whether it’s housing, lifestyle or transportation, East Tennesseans want more choices available to them in the future. This means the ability to live an urban or rural lifestyle, to raise a family in a free-standing home then transition to a townhome – within the same neighborhood – and the choice of whether to walk, cycle, take a bus or drive to meet daily needs.
CENTERS AND CORRIDORS: A GROWTH FRAMEWORK FOR EAST TENNESSEE

The Preferred Growth Concept combines what East Tennesseans like most about each of the alternative concepts into a blueprint for the prosperous evolution of our region for decades to come. What follows is not a land use plan, but rather a framework to guide future planning efforts, policy decisions and infrastructure investments.

Hierarchy of Centers
The preferred growth concept for East Tennessee is built around a hierarchy of centers ranging in size, scale and function. This approach to shaping the region’s growth proved to be the most popular as it maximizes transportation and housing choice, minimizes impacts to our prized natural resources, makes efficient use of infrastructure and is where economic and social capital are strongest.

Large Centers
These are the commercial and economic centers of the region. One would expect to find significant employment opportunities, specialized health care and services and premium regional transit service, such as bus rapid transit, here.

Maryville is envisioned a one of three Large Centers for East Tennessee, serving as a regional commercial and economic hub.
Rocky Hill Center can grow from a more suburban shopping orientation into an employment and service center for West Knoxville.

Medium Centers
Good employment opportunities and specialized services can also be found in these centers, but the emphasis is on businesses and shops serving specific areas rather than the region as a whole. Good local transit service and walking/cycling opportunities abound.

Medium Centers include:
- Farragut
- Karns
- Powell
- Hardin Valley
- Lenoir City
- Alcoa
- Carter
- Gibbs
Small Centers
These centers are focused on meeting daily needs such as grocery shopping and schools. Think of traditional small downtowns located in the center of walkable neighborhoods.

- Small Centers include:
  - Greenback
  - Loudon
  - Philadelphia
  - Lenoir City
  - Oliver Springs
  - Clinton
  - Corryton
  - Maynardville
  - Lutrell
  - Townsend

The historic Greenback community can maintain its small-town charm while providing more opportunities for shopping, recreation and civic gathering.
Never look back unless you are planning to go that way.

—Henry David Thoreau

**Rural Crossroads**
As the name implies, these centers are located in rural areas, usually at the convergence of major roads. They serve basic needs while having minimal impact on the rural landscape.

**Employment Nodes**
Although most of our region's employment growth is focused in centers where businesses and residences are in close proximity, the development of suburban and rural nodes with predominantly office, business and industrial parks will be required to meet the needs of some larger and more intense employers.
## At-A-Glance
### Our Current Trend
- New homes are located in suburban single-family neighborhoods and in apartment complexes.
- Some homes are built within cities and towns, in or near existing neighborhoods and downtowns.
- Homes are typically separated from jobs and commercial areas.

### The Preferred Growth Concept
- New homes are primarily located within cities, towns and established suburban communities.
- A range of housing options are provided, including apartments, condos, townhouses and small-lot single-family houses.
- More people live in downtown areas and along transit routes.
- Rural lifestyle choices are still available.

## Work
### Our Current Trend
- New locations for jobs are located in existing cities and towns, shopping centers, and suburban office and business parks.

### The Preferred Growth Concept
- Most new jobs are clustered in employment centers, which include downtowns, community centers and along major transit routes.
- Some clusters of jobs are located in business parks in suburban and rural areas.

## Shop
### Our Current Trend
- New shopping areas and commercial services are primarily located along highways, in large shopping centers.

### The Preferred Growth Concept
- Goods and services to meet every day needs are located in traditional downtowns, neighborhood centers and along transit routes.
- More specialized shopping and services are found in regional centers.

## Play
### Our Current Trend
- Regional recreation opportunities (e.g. lakes, rivers, and mountains) are near some rural homes.
- Some local parks, greenways and recreation centers are close to residential neighborhoods.
- Most residents access these facilities by car.

### The Preferred Growth Concept
- Most local parks, greenways and recreation centers are within or close to neighborhoods, with sidewalks, bicycle routes and, in some cases, transit linking people to these areas.
- Regional recreation opportunities (e.g. lakes, rivers, and mountains) are intact and fully accessible, in many cases by low frequency transit for most residents and for communities with waterfront parks.

## Get Around
### Our Current Trend
- The car is the primary form of transportation.
- Shopping and services are available to some residents in cities and towns by walking, biking or transit.
- Schools service a wider area of the region, and most children take a bus or car ride to get there.
- Greenways are used generally for recreation, not for getting to work.

### The Preferred Growth Concept
- Multiple types of transportation (e.g. car, bus, walk, and bicycle) are available for most residents.
- Major roads and premium transit link major employment centers.
- Many neighborhoods are within walking or biking distance and/or a short drive to jobs, school, shops and services.
- Schools serve smaller areas of the region, and some children have the option to walk or bike to school.
- Residents of outlying areas can drive or use park-and-ride express bus transit to access employment and shopping areas.
- Greenways are used for recreation and for getting to work.
BY THE NUMBERS
Preferred Growth Concept

East Tennesseans find great value in the range of **lifestyle opportunities** our region provides. That tradition continues with **balanced growth** that offers something for everyone.

55% of land developed in suburban areas
15% of land developed in rural areas
15% of land developed in small towns
10% of land developed in urban centers

50% of new homes within walking distance of transit

Most of our **growth** will **take place** in and around **centers** where transportation and housing choices, infrastructure, economic opportunity and social capital are **strongest**.

40% of new homes in existing centers (cities)
40% of new homes in emerging centers
20% of new homes elsewhere

East Tennessee’s future includes a set of robust transportation **choices** to **meet** our daily **mobility needs**.
Transit Corridors

Some of the region’s traditional corridors are targeted for reinvestment and intensification, linking one or more of the large centers and containing infill development along their length. These corridors are complemented with investment in high-quality, high-capacity transit service that features dedicated stations and running ways, high frequency and fast service. If you live, work, shop or do anything else in one of these corridors, chances are you’ll have good access to convenient and reliable transit.
Urban Infill

Many places within our region’s larger cities have suffered from years of disinvestment as several decades of suburbanization pushed our development footprint outward, leaving vacant and underutilized spaces in their wake. In the coming decades, however, rising transportation and infrastructure costs and increased demand for land near centers will make these locations ripe for rebirth and reinvestment.

Infill development along the Broadway corridor integrates new and existing buildings, creating an invigorated, cohesive space.
Suburban and Rural Development

A number of existing and future residents of East Tennessee will prefer a more rural or suburban lifestyle. Our shared vision includes continued provision of these options, balanced with a host of other lifestyle opportunities, whether it be a downtown high-rise, walkable neighborhood or townhome in a traditional downtown, making East Tennessee a place that truly has something for everyone.

<table>
<thead>
<tr>
<th>Placetype</th>
<th>Rural Development</th>
<th>Suburban Development</th>
<th>Urban Infill</th>
<th>Transit</th>
<th>Employment</th>
<th>Rural</th>
<th>Small Centers</th>
<th>Medium Centers</th>
<th>Large Centers</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Primary Activities</strong></td>
<td>• Single Family residences</td>
<td>• Single family neighborhoods</td>
<td>• Multi-family (condos/apartments), office</td>
<td>• Multi-family (condos/apartments), office</td>
<td>• Multi-family (condos/apartments), office</td>
<td>• Small-scale retail (service stations, convenience stores, restaurants, etc.)</td>
<td>• Convenience retail (grocery, shopping, restaurants, basic services)</td>
<td>• Office</td>
<td>• Multi-family (condos/apartments)</td>
</tr>
<tr>
<td><strong>Other Activities</strong></td>
<td>• Agriculture</td>
<td>• Small-scale retail (service stations, convenience stores, etc.)</td>
<td>• Convenience and entertainment retail (grocery, restaurants, services)</td>
<td>• Convenience and entertainment retail (grocery, restaurants, services)</td>
<td>• Convenience retail (restaurants)</td>
<td>• None</td>
<td>• Multi-family residential</td>
<td>• Schools/civic</td>
<td>• Convenience and specialty retail</td>
</tr>
<tr>
<td><strong>Primary Mode</strong></td>
<td>• Automobile</td>
<td>• Automobile</td>
<td>• Walking and bicycling</td>
<td>• Walking and bicycling</td>
<td>• Regional transit (bus rapid transit)</td>
<td>• Walking</td>
<td>• Automobile</td>
<td>• Walking</td>
<td>• Regional transit (bus rapid transit)</td>
</tr>
<tr>
<td><strong>Secondary Mode</strong></td>
<td>• Bicycle and pedestrian travel via trail system</td>
<td>• Bicycle and pedestrian travel via sidewalks and bicycle lanes</td>
<td>• Local transit</td>
<td>• Local transit</td>
<td>• None</td>
<td>• Walking</td>
<td>• Automobile</td>
<td>• Local transit</td>
<td>• Local transit</td>
</tr>
<tr>
<td><strong>Open Space</strong></td>
<td>• State and National Parks, conservation areas</td>
<td>• Neighborhood parks (2-5 acres)</td>
<td>• Pocket parks (&lt; 1 acre)</td>
<td>• Pocket parks (&lt; 1 acre)</td>
<td>• Conservation areas (2-5 acres)</td>
<td>• None</td>
<td>• Town parks (5-10 acres)</td>
<td>• Pocket parks (&lt; 1 acre)</td>
<td>• Pocket parks (&lt; 1 acre)</td>
</tr>
</tbody>
</table>
## ECONOMY AND WORKFORCE

<table>
<thead>
<tr>
<th></th>
<th>Access to Jobs</th>
<th>Greenfield Development</th>
<th>Walkability</th>
</tr>
</thead>
<tbody>
<tr>
<td>Trend</td>
<td>Number of miles that the average home is from the nearest employment center</td>
<td>Number of acres of greenfield consumed</td>
<td>Number of acres of land redeveloped</td>
</tr>
<tr>
<td></td>
<td>3.0</td>
<td>73,000</td>
<td>&lt;100</td>
</tr>
<tr>
<td>Preferred Growth</td>
<td>3.0</td>
<td>35,000</td>
<td>4,000+</td>
</tr>
</tbody>
</table>
### TRANSPORTATION & INFRASTRUCTURE

#### Infrastructure Cost

<table>
<thead>
<tr>
<th>Component Description</th>
<th>Trend</th>
<th>Preferred Growth</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of acres of new development outside of existing water service areas</td>
<td>49,000</td>
<td>22,000</td>
</tr>
<tr>
<td>Number of acres of new development outside of existing sewer service area</td>
<td>61,000</td>
<td>26,000</td>
</tr>
<tr>
<td>Amount (in millions of dollars) needed for new streets and water/sewer lines</td>
<td>$112M</td>
<td>$48M</td>
</tr>
</tbody>
</table>

#### Vehicular Travel

<table>
<thead>
<tr>
<th>Component Description</th>
<th>Trend</th>
<th>Preferred Growth</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of vehicle miles travelled per day</td>
<td>28.4</td>
<td>28.7</td>
</tr>
<tr>
<td>Number of hours of vehicular delay per day</td>
<td>250,000</td>
<td>236,000</td>
</tr>
</tbody>
</table>

#### Walk/Bike Potential

<table>
<thead>
<tr>
<th>Component Description</th>
<th>Trend</th>
<th>Preferred Growth</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of homes within walking distance of transit</td>
<td>61,000</td>
<td>299,000</td>
</tr>
<tr>
<td>Number of homes within walking distance of retail</td>
<td>95,000</td>
<td>122,000</td>
</tr>
</tbody>
</table>
# HOUSING & NEIGHBORHOODS

## Work Closer to Home
- Number of **homes** for every job within 2 miles of an **employment** center
  - **Trend**: <100
  - **Preferred Growth**: 4,000+

## Choice of Housing
- Number of **multi-family** homes built for every **single-family** home
  - **Trend**: 13
  - **Preferred Growth**: 1.5

## Homes on Large Lots
- Average **lot size** (acres) for a single-family home
  - **Trend**: 0.55
  - **Preferred Growth**: 0.30
HEALTHY COMMUNITIES

<table>
<thead>
<tr>
<th>Local Agriculture</th>
<th>Trend</th>
<th>Preferred Growth</th>
</tr>
</thead>
<tbody>
<tr>
<td>Acres of working farmland lost to development</td>
<td>14,300</td>
<td>6,400</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Walkability</th>
<th>Trend</th>
<th>Preferred Growth</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of new homes and jobs in walkable places</td>
<td>&lt;1%</td>
<td>52%-57%</td>
</tr>
</tbody>
</table>
## Environment

<table>
<thead>
<tr>
<th>Natural Resources</th>
<th>Trend</th>
<th>Preferred Growth</th>
</tr>
</thead>
<tbody>
<tr>
<td>Acres of <strong>forested lands</strong> and farm quality soils <strong>lost</strong> to development</td>
<td>42,000</td>
<td>19,000</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Water Quality</th>
<th>Trend</th>
<th>Preferred Growth</th>
</tr>
</thead>
<tbody>
<tr>
<td>Acres of new <strong>impervious</strong> surface adjacent to <strong>drainage</strong> features</td>
<td>6,300</td>
<td>4,500</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Development Footprint</th>
<th>Trend</th>
<th>Preferred Growth</th>
</tr>
</thead>
<tbody>
<tr>
<td>Acres of <strong>new impervious</strong> surface</td>
<td>15,300</td>
<td>11,000</td>
</tr>
</tbody>
</table>
WHY THE PREFERRED GROWTH CONCEPT?

By design, the Preferred Growth Concept puts us on a path to achieving our shared vision for a prosperous, more livable region. It places an emphasis on what East Tennesseans want to see in the future and what they value most. By virtually any relevant measure, the Preferred Growth Concept results in a better outcome for the region than our current path.

Ultimately, for our vision to become a reality, there will need to be fundamental changes in the way we make investments in public infrastructure and how we incentivize certain types of development and discourage others through myriad policies and programs. The Preferred Growth Concept represents an overarching framework and starting point for making these changes.