

Ambition 2030 Morristown, Tennessee



The General Plan: A comprehensive visioning plan that includes: Goals for the Community, Survey of the existing conditions, a Land Use/Character Plan & a transportation/thorough fare plan



Ambition 2030

Morristown, Tennessee

The General Plan

A Comprehensive Vision Plan that includes:

**Goals for the Community, Survey of Existing Conditions, Land Use/Character Plan,
and a Transportation/Thoroughfare Plan**

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Introduction

The Morristown General Plan is a guide to developing our community as we approach 2030. It is so titled Ambition 2030 as the plan outlines our dreams, goals and desires for our community in the future. The Plan holds three components: the community profile which outlines the existing status of our community, the character plan which details the future design of our community, and the transportation plan which analyzes and provides plans for various types of access throughout the city of Morristown.

The Morristown Regional Planning Commission

The Morristown Regional Planning Commission has been serving the citizens of Morristown and Hamblen County since the formation of the regional commission in 2001. Prior to that formation, the Morristown Planning Commission provided that service for the City of Morristown. The Regional Planning Commission is made up of the mayor, a city council representative, seven city residents, and two county residents that live within the urban growth boundary area of the Morristown-Hamblen County Growth Plan. They serve the community by developing long range planning as well as subdivision regulations and recommendations for current development issues.

Mission Statement

The planning commission provides guidance for the future growth and development for the City of Morristown and the Hamblen County Region to evolve into a more socially, economically and environmentally sustainable community with a commitment to preservation of important assets, efficient use of public infrastructure, distinctive and diverse neighborhood character, free and open civic life, and choices in housing and transportation.

The General Plan

The Mission of the General Plan

The General Plan provides a clear path for public officials, staff, developers, and staff for creating and building our community to face the challenges within the next twenty years.

Goals

The following is an outline of the goals identified by the Morristown Regional Planning Commission. These goals define the resulting community that the Morristown Regional Planning Commission envisions within the next 10 years and of which the efforts of this plan shall be directed. The objectives indicate a way in which the Morristown Regional Planning Commission aims to attain the goal during this period by using the action strategies which define the method of employing those objectives to reach the stated goal. These goals, objectives and action strategies are listed by highest to lowest priority.

Goal

Create confidence within the community (homeowners, business owners, and developers) that their investments will not fall prey to poor planning practices.

Objectives

Action Strategies

1. Revised Zoning ordinance that has the correct number of zoning districts and meets future needs.
 - a. Creation & Adoption of a Land Development Ordinance.
2. Proper Planning Practices that result in achieving goals
 - a. Recommendations from Staff that include the proposed use of the property within the future land use plan.
3. Streamlined plan approval and development activity for land correctly zoned.
 - a. Additional approval authorities by city officials including a fair appeals process
 - b. Revisions of the zoning map to correctly zone various areas of the city to comply with the intentions of the Community Character Plan.
4. Reduction of "spot" zoning, "split" zoning, donut holes, and strip annexations.

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- a. Recommendations from Staff that include the proposed use of the property within the Community Character Plan.
- b. Revisions of the zoning map to correctly zone various areas of the city to comply with the intentions of the future land use plan.

Goal

Improved Traffic Flow within the City of Morristown that provides the necessary infrastructure to support existing and new development.

Objectives

Action Strategies

1. Shared Access between Developments
 - a. Require access roads during site plan approval
2. Predict Future Traffic Flow
 - a. In conjunction with the Lakeway Area Metropolitan Planning Organization review the Thoroughfare Plan.
 - b. Consult the Thoroughfare Plan when reviewing all new developments
3. Isolate Major thoroughfare rights-of-way to ease expansion of main corridor roads.
 - a. In conjunction with the Lakeway Area Metropolitan Planning Organization review the Thoroughfare Plan.
 - b. Consult the Thoroughfare Plan when reviewing all new developments
4. Consider fixed Transit Routes
 - a. In conjunction with the Lakeway Area Metropolitan Planning Organization review the possibilities of fixed transit routes.

Goal

Affordable Housing within the City of Morristown

Objectives

Action Strategies

1. Create an affordable housing stock that does not include manufactured housing or dilapidated structures
 - a. Revise subdivision standards to offer incentives to developments that propose an affordable price range
 - b. Revise subdivision standards to reduce the cost of development
 - c. Continue the HOME program to rehabilitate substandard homes of low income individuals throughout the city.

Goal

Encourage various innovative residential developments.

Objectives

Action Strategies

1. Have at least one New Urbanism/Neo Traditional mixed use Development
 - a. Revise current zoning ordinance to allow this development in more districts, with less acreage, and less open space.
2. Have at least one Universal Housing Development. (Disability or Special Needs Accessible)
 - a. Revise current zoning ordinance to offer incentives for this type of development within certain districts.

Goal

Create Recreation Opportunities in all areas of the Community and ensure that these balance against future commercial and residential development.

Objectives

Action Strategies

1. Sidewalks and Pocket Parks Available in all areas of the City
 - a. Create a sidewalk program that allows commercial developments where sidewalks do not logically or topographically work to place those funds within the program to be constructed at another site within the city where sidewalks would be of great benefit.
 - b. Continue the greenway program and applying for grants to further the Greenway Master Plan.
3. Promote and establish open space areas with any new development
 - a. Offer incentive zoning within additional districts for development that incorporates quality of life amenities
 - b. Review each new development for the impact on existing recreation and quality of life services
 - c. Require developments that may cause a severe negative impact on the recreation and quality of life service to provide some type of amends.
 - d. Specifically support partnership that includes a special needs park, bicycle park, greenways or Community Centers.
4. Balances of the Quality of Living items against future development in relation to the community.
 - a. Offer incentive zoning within additional districts for development that incorporates quality of life amenities
 - b. Review each new development for the impact upon existing recreation and quality of life services
 - c. Require developments that may cause a severe negative impact on the recreation and quality of life service to provide some type of amends.

5. Protect existing natural areas and rural areas with the city.
 - a. Complete a study of natural and rural areas that should be protected within our community.
6. Support the parks in recreation department in finding new recreation opportunities
 - a. Request a presentation from the parks and recreation department on regular basis to discuss appropriate areas for new parks
 - b. Review zoning districts to add park space and make parks an available use in all zones.

Goal

Improved Gateway Corridors encouraging tourism and representing the character of the City of Morristown.

Objectives

Action Strategies

1. Corridor Study for Each Main Corridor within the Planning Region.
 - a. Focus on one Corridor at a time to encourage revitalization of the area
 - b. Develop realistic goals for each corridor and evaluate each new development along the corridor for compliance with the Corridor Study.
2. Removal of Automobile Graveyards
 - a. Revisions of the zoning map which removes uses not appropriate for gateway corridors to other areas of the planning region.
 - b. Incentive zoning that will encourage automobile graveyards to locate within other parts of the city.
3. Clearance of Blighted residential and commercial structures
 - a. Enforcement of existing zoning ordinances and the building code.
 - b. Collaborate with other agencies and organizations such as Keep America Beautiful, The Morristown Tree Board, and the Chamber of Commerce to educate and encourage the removal of blighted features and benefits of creating character within Gateway Corridors and throughout the City.

Goal

Encourage Commercial Development that will create a community atmosphere and promote the economic viability of the business without deteriorating the neighborhood with promotional signage, additional traffic and intrusion into existing residential areas.

Objectives

Action Strategies

1. Standards for Big Box Development
 - a. Creation & Adoption of a Land Development Ordinance
 - b. Review current standards in comparison with the desires of the Community Character Plan
 - c. Address all issues within the site plan process and strictly enforce all requirements.
2. Standards for Storage trailers
 - a. Creation & Adoption of a Land Development Ordinance
 - b. Review current standards in comparison with the desires of the Community Character Plan
 - c. Address all issues within the site plan process and strictly enforce all requirements.
3. All merchandise shall be located inside the building eliminating outside storage within the parking lot.
 - a. Creation & Adoption of a Land Development Ordinance Review current standards in comparison with the desires of the Community Character Plan.
 - b. Address all issues within the site plan process and strictly enforce all requirements.
4. Removal of the excessive signs within business windows, properties, and roadways.
 - a. Creation & Adoption of a Land Development Ordinance

Goal

Improve Blighted residential and commercial Areas of the Community

Objectives

Action Strategies

1. Eliminate the excessive use of signs throughout the community.
 - a. Enforcement of existing zoning ordinances and the building code.
 - b. Collaborate with other agencies and organizations such as Keep America Beautiful, The Morristown Tree Board, and the Chamber of Commerce to educate and encourage the removal of blighted features and encourage benefits of creating character throughout the City.
2. Removal of dilapidated structures.
 - a. Review legal avenues that will allow the removal of these structures in conjunction with the Building Official.
 - b. Collaborate with other agencies and organizations such as Keep America Beautiful, The Morristown Tree Board, and the Chamber of Commerce to educate and encourage the removal of blighted features and encourage benefits of creating character throughout the City.
3. Reduction of Substandard Structures

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- a. Continue the HOME program to rehabilitate substandard homes of low income individuals throughout the city.
- b. Combine with Hamblen County and the Chamber of Commerce to explore the possibility of economic development incentives which would encourage businesses to renovate existing structures.

Goal

Encourage appropriate revitalization of the Downtown.

Objectives

Action Strategies

1. Maintain Positive Relationships with Downtown Business Owners and Developers
 - a. Work with the Crossroads Partnership Board and the Tennessee Main Street Designation to provide incentives for businesses in downtown.
2. Customized Uses/ zoning/historic overlays
 - a. Work with the Crossroads Partnership Board to review and revise the zoning district to specifically address the issues of downtown.

Goal

Establish areas for Office, Medical and Professional Uses while protecting existing residential neighborhoods.

Objectives

Action Strategies

1. Smooth transitional areas between Office, Medical and Professional Uses to residential uses
 - a. Revisions of the zoning map to correctly zone various areas of the city to comply with the intentions of the future land use plan.
 - b. Creation & Adoption of a Land Development Ordinance.
2. Ensure that demand for this type of property is met by the available zones within the community.
 - a. Revisions of the zoning map to correctly zone various areas of the city to comply with the intentions of the future land use plan.
 - b. Creation & Adoption of a Land Development Ordinance
 - c. Define a Healthcare & Justice Center District

Goal

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Move Industry from the core of the community and into existing Industrial Parks and propose new industrial districts in various sizes.

Objectives

Action Strategies

1. Removal of all Industry within the Core of the Community
 - a. Revision of the Zoning Map which includes the removal of all industrial zones out of the core of the community.
2. Provide Smaller Industrial Parks (mini-parks) for light & heavy industry
 - a. Encourage the Industrial Board to review the concept of mini-parks
 - b. Identify land available for various types of industrial uses
3. Encourage Development within the existing Industrial Parks
 - a. Offer zoning incentives for development within existing parks.
4. Create Specific Areas that allow for Smaller Industries such as: plumbing, electrical supply, general contractors, auto repair, and landscaping companies
 - a. Review the existing industrial zones to determine if uses can be divided more properly to allow for smaller industries or if an additional zone is required to meet the needs of various types of smaller industries.

Goal

Promote the walkability of the community and prepare for the development of the community for public transportation.

Objectives

Action Strategies

1. Public Transportation System within 10 years
 - a. Work with the Lakeway Area Metropolitan Planning Organization to create and establish a public transportation system.
 - b. Evaluate each new development in regards to the design requirements that a public transportation system would require.
2. Sidewalks throughout the historic downtown, old town and in all residential districts.
 - a. Create a sidewalk program that allows commercial developments where sidewalks do not logically or topographically work to be constructed at another site within the city where sidewalks would be of great benefit.
 - b. Continue the greenway program and applying for grants to further the Greenway Master Plan.

Goal

Create a strong controlled Central Business District

Objectives

Action Strategies

1. Defined area that clearly identifies the Central Business District
 - a. Approve a Central Business District Map using data from a review of the uses within a central business district.
2. Strong Identity Associated with the Central Business District
 - a. Collaborate with business owners within this district and encourage the proper use of signs and design within this area
 - b. Review each new development within this district so that the desired character will be maintained throughout the area.

Goal

Establish Rapport with the Hamblen County Planning Commission

Objectives

Action Strategies

1. Unified Vision of not only the city concerns but of the entire region.
 - a. Host a retreat (annual/ biannual) of both commissions to discuss current issues and concerns that each commission has encountered.
 - b. Continue to involve Hamblen County Planning Staff in decisions concerning the Urban Growth Boundary.

Goal

Develop a community that is attractive to a variety of ages including the young adult community and retirees.

Objectives

Action Strategies

1. Create a vibrant and vital community
 - a. Establish and Entertainment District
 - b. Offer Development incentives through zoning in existing commercial corridors for restaurants and entertainment venues.

Function

Ambition 2030

The general plan will serve the requirements placed on each city by the State of Tennessee to provide a future land use plan for the community and a thoroughfare plan for future development of roadway systems within the community.

The general plan will serve the Morristown Regional Planning Commission and the Morristown City Council in the development of new regulations, ordinances and the approval of uses and roadways within the City of Morristown's jurisdiction.

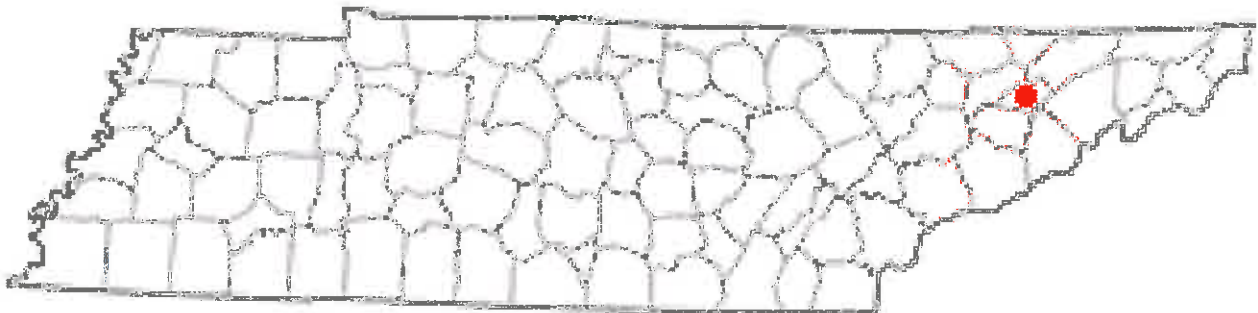
The Community Profile

Summary

During 2010, the Morristown Area Chamber of Commerce completed a community profile in which they developed a process to identify and evaluate demographic and socio-economic conditions. This profile was graciously provided to the city for their use within the development of the general plan. Based on that information and information from other governmental agencies such as the United States Census Bureau, Tennessee Department of Environment and Conservation, Tennessee Department of Transportation, and the East Tennessee Economic Development Corporation, we have completed the following analysis of the community.

Geography of Morristown

The City of Morristown is located in the State of Tennessee and is the county seat of Hamblen County. The city was incorporated in 1855, while Hamblen County was formed in 1870 from parts of Jefferson, Grainger, and Hawkins counties. The first known settlers of Hamblen County, as well as East Tennessee as a whole, were Native American Indians. In 1783, Robert McFarland and Alexander Outlaw, the first white settlers, migrated from Virginia to claim land grants on the "Bend of the Chucky" (Van West, 1998, pp.396-397). Shortly thereafter, the Morris brothers, Gideon, Daniel and Absalom, took land grants within the present city limits of Morristown, providing the community with its name.



Physical Geography of East Tennessee

In order to examine what the future land uses may be, it is important to know the geography of the region. In the paragraphs that will follow, a brief description is

provided of the geologic history of the Appalachian Provinces, the geology of the Valley and Ridge province, the seismology, hydrology, and climate of East Tennessee.

Geologic History of Appalachia

The geology of Appalachia has a unique and complex history (Levin, 1988, 208-210, 375-380; Harris and Kiver, 1985, 356-364; Luther, 1985, 63-82; Tarbuck and Lutgens, 1987, 490-493). This complex history can be seen in the rocks found in the different sections of the Appalachians. Metamorphosed, crystalline rocks can be viewed in the Blue Ridge and Piedmont Provinces. Sedimentary rocks can also be seen in the Valley and Ridge Province, which are highly folded and faulted.

The Appalachians went through three orogenies, or mountain building processes, during the Paleozoic Era, approximately 500 million year ago to 245 million years ago. The first two mountain building processes were the Taconic Orogeny and the Acadian Orogeny, which occurred between 500 to 360 million years ago. Evidence of these two orogenies can be seen in the northeast, such as the Taconic Mountains in New York and in Acadia National Park in Maine. These orogenies occurred when the North American plate collided with the European plate.

The third orogeny, which had the biggest effect on the Appalachian region, was the Allegheny, or Appalachian Orogeny. It affected an area that extended from southern New York to central Alabama. It occurred when the North American plate collided with Gondwana, a continent comprised of Africa and South America, approximately 320 to 245 million years ago (Levin, 1988, 208-210, 375-380; Harris and Kiver, 1985, 356-364; Luther, 1985, 63-82; Tarbuck and Lutgens, 1987, 490-493). This collision formed a "supercontinent" called Pangaea. It created the Ouachita Mountains, Great Smoky Mountains, and the Blue Ridge Mountains of the Appalachians. The four provinces within the Appalachian region, from west to east, are: The Appalachian Plateaus, the Valley and Ridge, the Blue Ridge, and the Piedmont.

Valley and Ridge Province

The Valley and Ridge Province, sometimes referred to as the Great Valley, consists of highly folded rocks underlain by large thrust faults, which were produced during the Appalachian Orogeny (Harris, 1985, 358). Topography in this region is directly related to the types of rock. The harder, more resistant rocks, such as the sandstones, form the upslopes of the land, while the weaker rocks, such as the limestones, form the valley's terrain (Levin, 1988, 208-210, 375-380; Harris and Kiver, 1985, 356-364; Luther, 1985, 63-82; Tarbuck and Lutgens, 1987, 490-493). Due to the presence of limestone and dolostone, karst topography is abundant in the Valley and Ridge Province. Evidence of

this can be seen in the number of sinkholes and the existence of caves within this province. The drainage pattern in this province is trellis, or rectangular.

Hamblen County is bounded by Cherokee Lake and Grainger County to the north, Jefferson County to the southwest, Bays Mountain, Greene County, and the Nolichucky River to the southeast, and Hawkins County to the east. The topography is gently rolling or hilly. The ridges and valley run in a northeast to southwest direction. Elevations range from 900 to 2000 feet, but most of the county is between 1,100 and 1,500 feet above sea level (Debuchananne and Richardson, 1956, 177-183). The base elevation for the Morristown Airport/ Moore-Murrell Field is 1313 feet above mean sea level.

Rock Types within Hamblen County

There are several different rock types within Hamblen County; however, most are either shales, limestones or dolomites. The Knox Group, Sevier Shale, Chepultepec Dolomite, Longview Dolomite, Newala Formation, and the Copper Ridge Dolomite are the predominant rock types within Hamblen County.

The Knox Group consists of dolomite and limestone beds intermixed, and is a massive formation, approximately 3000 feet thick (Hardeman, 1966 USGS Map; Miller and Maher, 1972, 25). The Knox Group underlies more of East Tennessee than any other formation, and it is the most important aquifer in the area (Debuchananne and Richardson, 1956, 36).

Sevier Shale is a bluish-gray colored rock that ranges in thickness from approximately 850-7000 feet. Groundwater is restricted to the fractured zone of this formation. When the Sevier Shale has been highly fractured and jointed, it may be one of the better aquifers in East Tennessee (Debuchananne and Richardson, 1956, 44). However, when the rock is massive and is not fractured and/or jointed, it can be an impermeable material, thus blocking any potential fluid movement.

Chepultepec Dolomite, Copper Ridge Dolomite, and Longview Dolomite are light to dark color rocks. Their thickness range from 750 to 1000 feet (Debuchananne and Richardson, 1956, 38; Hardeman, 1966, USGS Map). Chert may be found within these formations, and groundwater is generally only found within the fractures or the weathered section of this rock type. Crockett Ridge is comprised of these dolomite formations.

Newala Formation consists mainly a gray colored dolomite which is generally considered as the portion of the Knox dolomite overlying the Longview dolomite (Debuchanne and Richardson, 1956, 40). It weathers down into a clayey soil that contains chert.

Soils of Hamblen County

There are approximately 14 different soil types within Hamblen County (General Soil Map, Hamblen County, Tennessee, July 1978). The soils are two (2) feet deep or greater in most areas of the county, and are usually clayey or cherty. There are some loamy soils to the southern and eastern sections of Hamblen County. The soils (and their description) most commonly found within Morristown are (based on General Soil Map, Hamblen County, Tennessee, July 1978):

Fullerton-Clarksville-Bolton: Cherty, well-drained soils found on hilly and steep topography, generally more than 5 feet thick on top of dolomitic bedrock.

Dunmore-Fullerton: Clayey, well-drained soils found on rolling topography, generally more than 5 feet thick on top of dolomitic bedrock.

Dunmore-Dewey: Clayey, well-drained soils found on rolling topography, generally more than 5 feet thick on dolomitic bedrock.

Decatur-Dewey: Clayey, well-drained soils found on low rounded hills, generally more than 5 feet thick on dolomitic bedrock.

Talbott-Rock Outcrop: Clayey, well-drained soils generally less than 4 feet thick found on limestone bedrock and rock outcrops on low hills and in the valleys.

Dunmore-Groseclose: Clayey, well-drained soils that are approximately 3 feet or greater in thickness that are on top of rolling topographic beds of limestone and shale.

Seismology of East Tennessee

Currently, East Tennessee does have some seismic activity. East Tennessee is within a level VI of the Mercalli Intensity Scale, where a level I has the lowest seismic activity and a level XII has the highest seismic intensity level (Templeton and Spencer, 1980, 4). At the level VI, there is the possibility of doors shaking, stationary vehicles rocking back and forth, and it could possibly shake humans. There has been an increase of earthquakes reported in East Tennessee since the early 1900s; however, this is attributed to the increase in population. The actual number of earthquakes may not have been increased, but because of the higher population within the region, more people are able

to witness the seismic activity and report it to the appropriate authorities (Templeton and Spencer, 1980, 6).

Fault lines, like the valley and ridges, generally run in a northeast to southwest direction. The main fault line within Hamblen County is the Rocky Valley Fault. The Dumplin Valley Fault extends into Hamblen County from Jefferson County (Debuchananne and Richardson, 1956, 177).

Hydrology

Tennessee is within three (3) groundwater regions, which are from east to west: (1) Piedmont and Blue Ridge, (2) Nonglaciaded Central Region, and (3) Atlantic and Gulf Coastal Plain (Fetter, 1988, 310-315). Hamblen County is within the Nonglaciaded Central Region.

Groundwater flow within the Nonglaciaded Central Region generally is inconsistent based on the rationale that most rocks are calcareous (limestones and dolostones) which tends to be cavernous and does not hold water very long (Wilson, 1982, 28). The Knox Dolomite does however provide groundwater to many parts of eastern Tennessee (Fetter, 1988, 314).

Climate

Morristown, TN climate is warm during summer when temperatures tend to be in the 70's and very cold during winter when temperatures tend to be in the 30's.

The warmest month of the year is July with an average maximum temperature of 86.70 degrees Fahrenheit, while the coldest month of the year is January with an average minimum temperature of 26.30 degrees Fahrenheit.

Temperature variations between night and day tend to be moderate during summer with a difference that can reach 20 degrees Fahrenheit, and moderate during winter with an average difference of 20 degrees Fahrenheit.

The annual average precipitation at Morristown is 45.99 Inches. Rainfall in is fairly evenly distributed throughout the year. The wettest month of the year is July with an average rainfall of 4.74 Inches.

Population of Morristown

The City of Morristown is the 22nd largest city within the State of Tennessee. The population has grown significantly since the 1980's. The breakdown of the ages within our community indicate that we are largely a family community, with the majority of our residents between the ages of eighteen (18) and sixty-five (65).

2010 Demographic Profile Chart from United State Census Bureau

Population (2010)	29,137
Population Percent Change from April 1, 2000 to July 1, 2006	3.50%
Population 2000	24,965
Persons Under 5 years old	8.1%
Persons Under 18 years old	24.8%
Persons 65 Years old and over	16%
Females	52.1%
White Persons	77.2%
Black Persons	6.7%
American Indiana and Alaska Native Persons	0.5%
Asian Persons	0.9%
Native Hawaiian and Other Pacific Islander	0.2%
Persons of Hispanic or Latino Origin	19.7%
Foreign born Persons	13.1%
Language other than English spoken at home	16.5%

The Historical Population Profile from the United States Census Bureau

Year	Morristown	Growth	Change
1930	7,305		
1940	8,050	745	9%
1950	13,019	4,969	38%
1960	21,267	8,248	39%
1970	20,318	-949	-5%
1980	21,422	1,104	5%
1990	21,385	-37	0%
2000	24,965	3,580	14%
2010	29,137	4,172	16%

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The Project Population Growth Based on The University of Tennessee Center for Business and Economic Research Percentages of Growth

Year	Morristown	Growth	Change
2015	30,011	874	3%
2020	30,611	600	2%
2025	31,835	1224	4%
2030	33,108	1,273	4%

Art, Culture & Recreation in Morristown

Art & Culture

Art and Culture in the City of Morristown includes a variety of events, programs, and organizations. Over 37 organizations produce approximately 125 annual arts and cultural events. These organizations include theatrical groups, dance schools, art and historical associations. These varied events are held primarily in six cultural facilities and venues: the Rose Center, Walters State Community College Inman Humanities Complex, Crockett Tavern & Pioneer Museum, the Citizen Tribune/Jefferson Federal Amphitheater in Cherokee Park, the Dr. Martin Luther King Jr. (MLK) Park Amphitheater, and Fred Miller Park Gazebo. In addition to these purpose-built centers, events take place at churches, schools and other venues.

The area has a total of 40 recorded historical landmarks or districts, including nine Historical Highway Markers; 20 Century Farms; a Historic District; nine properties registered with the National Register of Historic Places; a Civil War Trail; an Appalachian Quilt Trail, "Quilts in the Smokies"; and the Crockett Tavern.

The City is home to three major libraries which host over 150,000 volumes of print. The Morristown-Hamblen County Library hosts several community programs for children and adults including a summer reading program.

Parks and Recreation

The Morristown Parks and Recreation Department offers year round programming. Department facilities include Talley-Ward and West Elementary Centers, ten tennis courts, nine softball fields, five Little League fields, two baseball fields, three football fields, eight soccer fields, four outdoor basketball courts, a BMX track, horse barn and ring, a Splash Water Park, a Disc Golf course, a 440 running track, and 15 parks and playgrounds with picnic areas and shelters/pavilions that are maintained year round for public use.

Morristown Parks and Recreation programs include diverse events such as: Art Attack Camp, Easter Eggsellent Adventure, Stuffed Animal Pageant, Celebration of Cultures, Olympic Day, Martial Arts Open House, Touch-A-Truck, Children's New Years Eve Party, BOO Fest, Scrappy Thanksgiving, Kids Fun Fair, March Madness, Wet-N-Wild Wednesday, Pickin' In The Park, Arts in The Park, and Starlite Cinemas in the park. Sports competition leagues are offered in youth basketball, baseball, softball, soccer, football and adult basketball, volleyball, soccer and softball. The area boasts three golf courses and a number of popular recreation areas for boating, fishing and hiking, including Cherokee Park, the TVA Cherokee Park Watershed, and Panther Creek State

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Park. The attached map illustrates the varied recreation opportunities within the Morristown area.

Morristown

Parks & Recreation

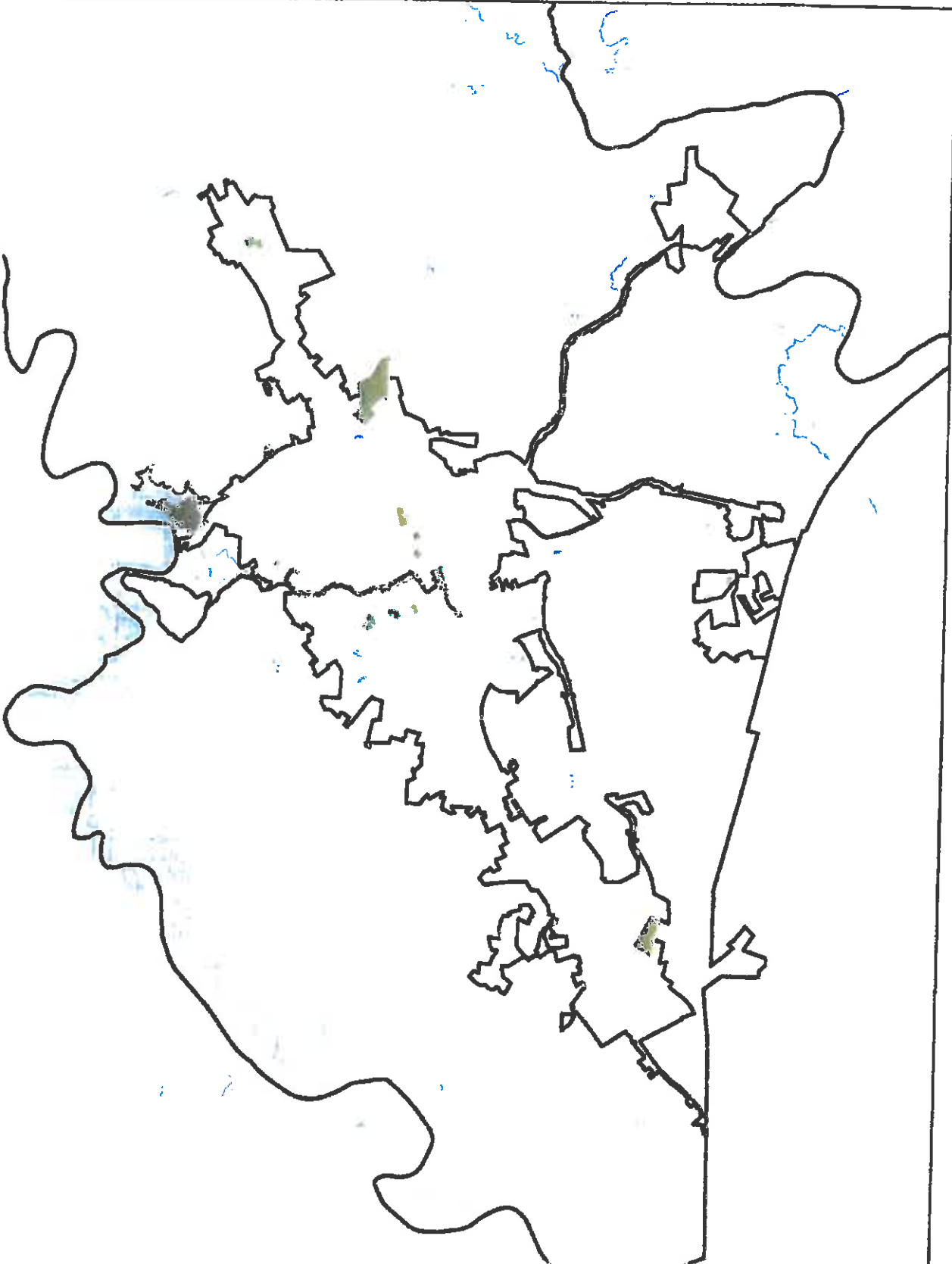
Legend

- TurkeyCreekGreenway
- County Parks
- City Parks
- Lakes



10,000 Feet

This map is a preliminary map and is not intended to be used for legal purposes. It is provided for informational purposes only. The map is not a warranty, representation, or endorsement of any product or service. The map is not a guarantee of accuracy. The map is not a contract. The map is not a license. The map is not a franchise. The map is not a partnership. The map is not a joint venture. The map is not a co-ownership. The map is not a tenancy in common. The map is not a joint tenancy. The map is not a partnership by estoppel. The map is not a partnership by operation of law. The map is not a partnership by agreement. The map is not a partnership by conduct. The map is not a partnership by representation. The map is not a partnership by acquiescence. The map is not a partnership by estoppel. The map is not a partnership by operation of law. The map is not a partnership by agreement. The map is not a partnership by conduct. The map is not a partnership by representation. The map is not a partnership by acquiescence.



Business & Economic Development

Since the middle of the 20th century, Morristown - Hamblen County has had an increasingly diverse economic base. Once considered the poultry capital of the U.S. - shipping chickens to New York for processing - it became a furniture manufacturing center in the early 1930s, when Berkline Furniture located in Morristown. Later, in mid-century, American Enka (later BASF) established a plant for synthetic fibers, eventually employing 5,000 individuals. With the advent of technological changes, national and global economic shifts, and movement of some of these industries to other parts of the U.S. - and eventually to offshore locations - further changes were necessary. In the 1960s, the East Tennessee Valley Industrial District was established in Morristown - Hamblen County as the first of three industrial districts, to provide an infrastructure for economic and industrial development.

Over the past two decades, Morristown - Hamblen County has continued to diversify, with companies ranging from VIFAN USA, an Italian based manufacturer of polypropylene film, to OTICS USA and Colgate Palmolive. Importantly, our community has also grown to be a regional medical center, with two hospitals, a multipurpose health center, and individual and group practices serving an eight-county area. We are also a major retail center for the Lakeway region of eastern Tennessee. Morristown - Hamblen County has several distinct advantages for a thriving business-industrial sector: its central location in the U.S. and proximity to Interstates 81, 40, 75, and 26, placing our community within a 10 - hour drive of 76 percent of the U.S. consumer market; low energy costs; two post secondary education institutions and, for tourism, its location along the East Tennessee Crossings Scenic Byway - the US 25E corridor from Cumberland Gap to Newport, TN.

CURRENT BUSINESS AND ECONOMIC CONDITIONS

Hamblen County had 1,068 businesses in the second quarter of 2009; these employers provided 25,624 jobs. By far, the highest proportion of jobs was in the production/ manufacturing sector. The other top job producing sectors in our community are: office and administrative support occupations, sales and sales-related positions, transportation and material moving occupations, and food preparation/ serving related occupations. Other occupations with significant employment are education and health care. By comparison, in the U.S. and Tennessee, administrative and service sector jobs predominate while manufacturing production has dwindled to 8% or less of total jobs.

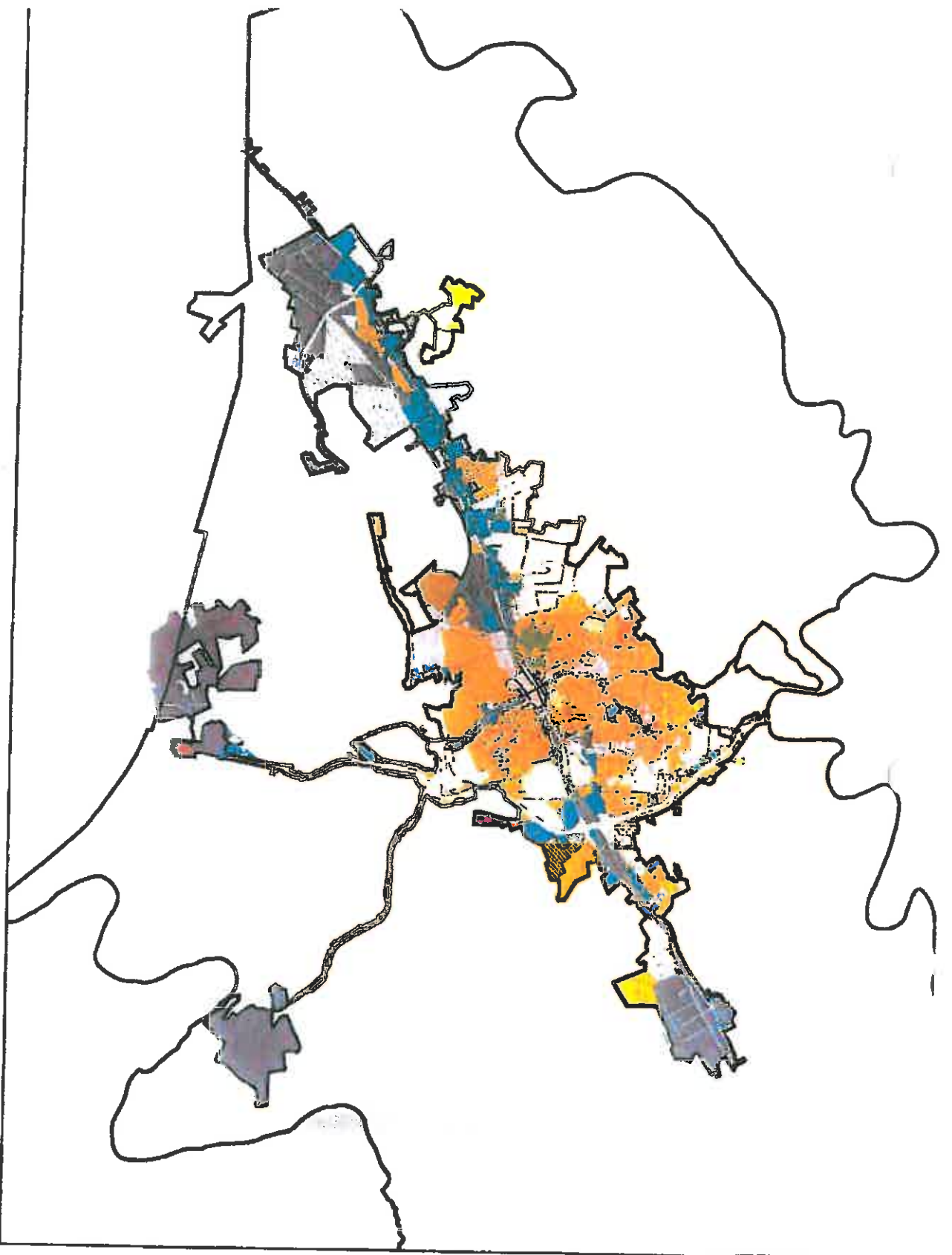
Total annual sales tax revenue for fiscal year 2008-2009 from the 1,301 businesses in Morristown - Hamblen County was \$19,654,198.68 compared to \$20,559,936.73 for 2007-2008. Total property tax revenue in Morristown is nearly equally divided among commercial, industrial and residential sources: 37.6%, 31.1% and 30.6% respectively. In Hamblen County, residential taxes represent just over half of all tax revenue (50.1%), followed by commercial (26.1%) and industrial (20.1%).

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The global economic crisis that began to have significant impact in 2008 has been felt in our community as in so many others. The unemployment rate – a key indicator of the economic health of a community – was slightly higher in Hamblen County in Fiscal year 2009 than in Tennessee and the U.S. overall: 13%, compared to 10.5% and 10.2% respectively. The unemployment rate also reflects the synergy between changes in technology – for example, in the workplace, communications and education – and workforce needs in terms of education and skills. The attached map shows the existing areas within the area used for industrial, retail, official and commercial purposes.

Morristown

Morristown Zoning Map



Legend

City Zoning District	
A1	MUD
A11	OMP
CBD	PCD
HI	R1
LB	R2
RB	R3
RD1	RD2
RD2	RD3
RP1	RP2
RP2	TA
MHP	



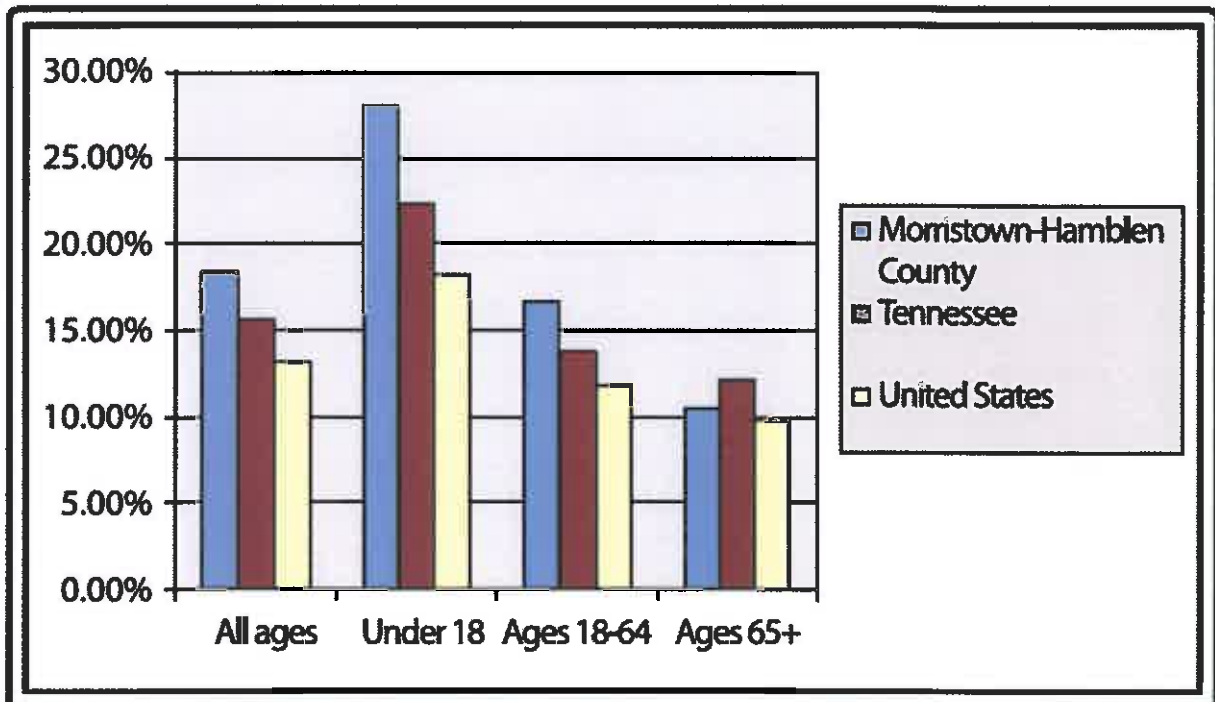
10,000 Feet

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ECONOMIC CHALLENGES

Some challenges include the lack of adequate convention/meeting space, insufficient supply of qualified workforce – although there is a significant effort to collaborate with the public education system to address this issue –the need for additional private recreational development on Cherokee and Douglas Lakes, and the lack of a strong downtown/retail core that can attract out-of-county visitors. The following map shows areas of proposed Economic Improvement including vacant property, Brownfield sites, and proposed redevelopment sites. Another Economic Challenge is the general income levels within the City of Morristown. A number of social indicators can be used to describe the current socioeconomic conditions in Morristown -Hamblen County. According to the most recent Census data, the poverty rate for Hamblen County is 18.4%. This is higher than that for the State of Tennessee (15.7%) and the U.S. (13.2%). The poverty rate combined with the average income in the City of Morristown makes recruiting higher end retail and restaurants difficult. Below is a chart of the poverty rates in Morristown compared with the State and National rates.

Graph1: Comparisons of Poverty Rates for Morristown - Hamblen County, Tennessee and the U.S., by Age Categories



Education

Education History in Morristown

Early education in the home began in the 1790's. In 1888, Henry Sherwood, James A. Carringer, Marion Roberts, James Rose, and Judson S. Hill were among those responsible for the development of the education system we know today. In 1910, there were 46 schools in Hamblen County, most with one teacher each, with very strict rules for students and teachers alike. For example, students were suspended for misbehaving, and single women teachers were not allowed to marry during the school year, nor could they loiter by the ice cream shop.

Bethel Baptist Church, erected in 1830, has been an historical focal point in Hamblen County Black history. Initially a Baptist meeting place, in 1860 it became a slave market, and in 1881, Morristown College. In fact, Andrew Fulton, a young boy sold into slavery in that very building, later became a professor at the College.

Current Education in Morristown

Morristown is an active academic community, with both public and private school options for grades K-12; post-secondary education options including Tennessee Technology Center and Walters State Community College. Early childhood education is a priority as well, with options including public pre-K, Early Head Start, Head Start and private pre-K institutions.

Type of School	Students
Pre-Kindergarten	203
Head Start Program	240
Private Pre-School	451
Public K-12 School	10,107
Private School	400
Home School Students	58
GED Students	462
Tennessee Technology Center	477
Walter State Community College	4,543

Education Challenges in Morristown

Though education in Hamblen County is a strong attribute of our community, a number of challenges need to be addressed to ensure that it is the best that it can be. For example, instituting accreditation of all private schools is a must. Increased investment in K-12 public education and of post-secondary institutions is essential - for example,

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we need to raise the K-12 per pupil expenditures to at least the Tennessee State average. This will help to ensure equal educational opportunities for all students of the area, and strengthened educational quality.

Availability of resources and an abundance of programs beyond the scope of textbook learning would improve the quality of education of Hamblen County's youth.

Expanding the number and types of educational technology throughout the K-post-secondary levels, increased enrichment - including arts and music programs -- would enhance the current school environment and keep it up-to-date with other fast-paced and high-achieving school systems in the United States. Finally, a school is only as effective as the people who teach and who administer the school system, so there is an urgent need for recruiting, training, and retaining highly qualified, talented teachers, principals, and administrators. The following map shows the various educational facilities within the City of Morristown.

Environment

A thriving environment is increasingly recognized as necessary for human health and happiness as well as essential for community economic growth and prosperity. The general public, our elected and appointed officials, and the private sector are paying attention to the environment in our community. Morristown - Hamblen County boast a number of strategies and programs designed to sustain the environment while making the most effective use of our community's precious resources. For example, the community has strategies in place for long-term protection of water resources and growth in its drinking water production, as well as a Drought Management Strategy and a Watershed Protection Program. The two most often mentioned indicators of environmental quality are air and water. Soil conservation is also a concern, particularly in rural areas.

Air Quality

Through public and private sector cooperation and participation of community residents, Morristown - Hamblen County has achieved "attainment status" of the Federal National Ambient Air Quality Standard for Ozone: Hamblen County meets all national ambient air quality standards (NAAQS), including the 8-hour ozone standard.

Water Quality

Water-quality limited streams are those streams that have one or more attributes that do not meet state water quality standards. Since there are bodies of water, both lakes and streams, in Morristown - Hamblen County not fully supporting their designated use classifications (i.e., domestic water supply, fish and aquatic life, and recreation) such streams have been identified as impaired and, therefore, listed as such by the Tennessee Department of Environment and Conservation (TDEC) on a 303(d) list. The pollutant sources affecting these streams include pathogens (disease - causing organisms) from untreated or inadequately treated water containing human or animal fecal matter, siltation effects and/or habitat alterations. The sources of these pollutants are often associated with activities such as agriculture, deteriorating sewers, urban runoff, land development, and stream bank modifications.

According to the 2006 state, EPA- approved, Total Maximum Daily Load (TMDL) reports, slightly over 55 miles of streams in Morristown - Hamblen County are classified as impaired -38.3% of the area's total stream mileage, compared to 37.9% for the state, and 49.6% for the nation. The local county streams affected by pathogens alone include: 13.7 miles of Bent Creek, 4.9 miles of Flat Creek, 13.5 miles of Long Creek (only 3.3 miles of which are in Hamblen County, the remainder in Jefferson County), and 8.2 miles of Mud Creek (only 1.4 miles of which are in Hamblen County, the remainder in Hawkins County). Streams affected by either siltation and/or habitat loss

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include: 5.8 miles of Turkey Creek (a Hamblen County southbound stream that empties into the Nolichucky River), 3.4 miles of Robinson Creek, 7.1 miles of Hale Branch, 1.7 miles of Slop Creek, 7.5 miles of Cedar Creek (only 1.1 miles which are in Hamblen County, the remainder in Jefferson County), and 3.5 miles of Carter Branch (only 0.8 miles in Hamblen County, the remainder in Jefferson County). Also, a 4.0 mile section of the Nolichucky River, which borders Hamblen and Cocke Counties, has been listed because of both pathogens and siltation. The pollutant source for all the above county water bodies is noted as pasture grazing and/or agricultural activities.

The Hamblen County Planning Commission is working in concert with the Hamblen County Soil Conservation District (HSCD) and USDA's Natural Resources Conservation Service (NRCS) in an effort to address these various non-point pollutant sources. Finally, 8.0 miles of the city's northbound Turkey Creek, which empties into Cherokee Lake, is listed as being affected by pathogens, siltation and habitat loss. The pollutant sources for this stream are noted as coming from sanitary sewer collection system failures and discharges from the Municipal Separate Storm Sewer System (MS4), both of which are currently being addressed by the City's Engineering and Wastewater Departments. In 2008, the water quality from all providers (100%) of drinking water in Hamblen County met or exceeded health-based standards, compared to 94% drinking water from the state as whole, and 92% nationwide.

Soil Conservation

Notwithstanding the extensive development of the Morristown - Hamblen County area in the past two decades, our community has ample open space - important for both environmental concerns and for potential future development. More than half (55.5%) of the land in Hamblen County is undeveloped, including 24% of Morristown's acreage and 61% of unincorporated county acreage, or approximately 12,564 acres. Included in this open space in Morristown - Hamblen County are over 2,350 acres of public parks, which represents less than 2% of the total acreage in the county. The public parks include: 16 city parks comprising 286 acres, one county park of 178 acres and one state park of 1,900 acres described in the Arts, Culture, and Recreation section of this report. While beneficial for many, this parkland is not sufficient to meet the needs of the area's 62,000 residents, especially with an expanding population.

Endangered Animals and Plants

According to TDEC, Hamblen County is home to three animal species and three plant species designated as either "Threatened" (T) ---likely to become endangered within the foreseeable future), or Endangered" (E) ---the prospects of survival or recruitment

Ambition 2030

within the state are in jeopardy or are likely to become so within the foreseeable future).



(The Snail Darter)

These include: the Finerayed Pigtoe (E), an invertebrate animal; the Slender Chub (T) and the Snail Darter (T), vertebrate animals; and three vascular plants - the Alabama Grapefern (T), the Appalachian Bugbane (T), and the Moss Phlox (T).

Healthcare in Morristown

A healthy population contributes importantly to a community's quality of life. Healthy children are better able to learn and to participate in family activities, sports, and community service. Healthy adults are better able to engage in lifelong learning, to be economically productive members of the community, and to engage with their family and others in the activities of daily living, such as voluntary service and arts and recreation- the hallmarks of vibrant communities. At the broader level, healthy communities are more economically productive, more socially stable, and more engaged.

Hamblen County and Morristown boast an impressive array of health care services, ample health care providers, and a forward-thinking focus on prevention and wellness. Two community hospitals, together, have a total of 332 inpatient beds, for a ratio of 5.4 beds per 1,000 populations. This is twice the ratio for the U.S. overall - which is 2.7 per 1,000 population -and substantially higher than the ratio for Tennessee -- 3.5 per 1,000 population. This is true, in part, because Morristown serves as a regional health center for an eight-county area.

Both local hospitals have innovative wellness programs targeting women: the Lakeway Regional Hospital's Healthy Woman and the Morristown - Hamblen Healthcare System's Spirit of Women Program. These programs, in partnership with national, state and local health and other organizations, are forerunners in local movements to improve health and wellbeing and the ability of patients to make informed choices about their own lifestyles and health care services.

Hamblen County has 125 physicians, with most engaged in family practice and pediatrics and others practicing in specialty areas from cardiology to neurology and orthopedics. The physician to population ratio is 2.1 per 1,000 population which is lower than that for Tennessee overall. Because of the increasing role of Tennessee as a center for high-tech health care services, our state has among the highest population, slightly lower than the U.S. overall rate of 3.2. A number of states have rates much lower than that of Tennessee, at least one as low as 1.6 per 1,000.

The county also has 359 nurses, 29 dentists and 19 pharmacies. Four licensed mental health facilities and a total of 18 licensed mental health professionals - psychiatrists, psychologists, and psychiatric social workers - provide mental health services in the county. With an increasing aging population, nursing home care is vital; the county has 358 licensed nursing home beds to meet the needs of those who require skilled nursing and rehabilitation care outside of the home. The following map indicates the hospital districts.

Morristown

Morristown Healthcare

Legend

Roadways

Parcels

structures

Hospital District



800 Feet

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Housing in Morristown

There are 26,183 housing units in Morristown - Hamblen County, for a population of 62,000. In 2009, there were 95 new residential building permits issued in Hamblen County and 43 in Morristown. Projections indicate that by 2015 new building permits should double, then flatten out from 2015-2020.

Between 2005 and 2007, the home ownership rate was considerably lower than state and national figures, averaging 38.4%, compared to 69.9% statewide and 66.2% nationwide. Housing prices are much lower in the local community, with a median sale price of \$125,600 for single family homes in Morristown and Hamblen County, compared to \$142,000 in Knoxville, Tennessee, and \$177,900 nationally. The sale price in our community represented 30% of median family income in the area. In 2008, Morristown - Hamblen County reported 389 foreclosures; in Tennessee and the U.S. 44,153 and 2,330,483, were reported respectively. The attached map shows the structures located within the Morristown Regional Planning Area.

Morristown

Morristown Housing Stock

Legend



Boundary



Parcels



structures

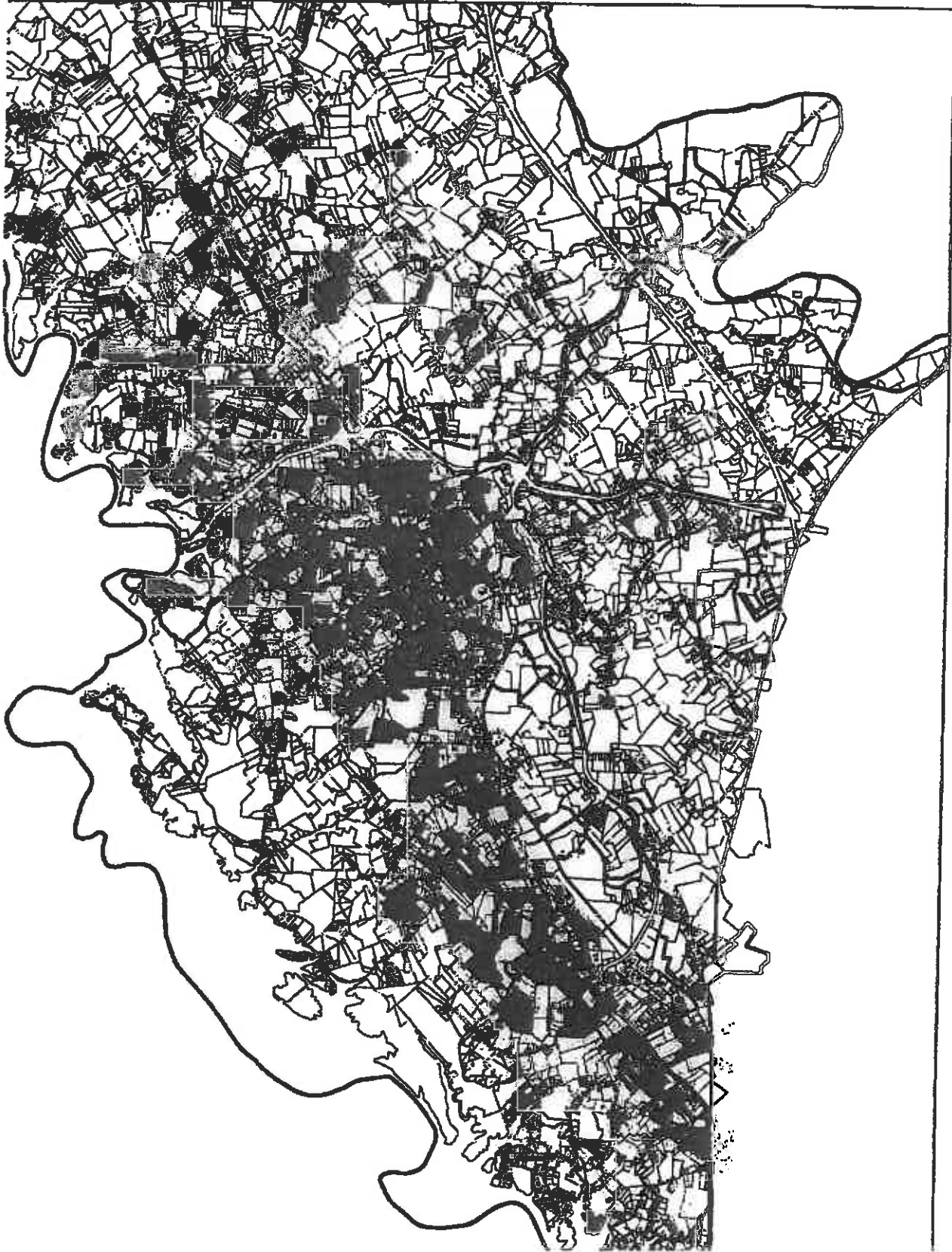


10,000



Feet

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Physical Infrastructure

The way our community uses and conserves energy and water, disposes of waste, and has access to broadband internet has significant impact on our environment, economy, education systems, households, and on our future generally.

Public Water Supplies

Average water filtration (production) in Morristown-Hamblen County is 8.869 million gallons per day (MGD) and maximum day production is 11.378 million gallons per day -- MGD. At Roy S. Oakes Water Treatment Plant capacity is 24 MGD and average production/capacity 48%. The Water Treatment process includes secondary filtration with deep bed Granular Activated Carbon Contactors, one of a select group of municipalities with this technology to assure the highest quality of water. Low cost water production and distribution rates with an average loss rate of 7.25% - are another success story. MUS is also the water source for all Hamblen County water providers, supplying water to households and businesses in the community. Its water system adheres strictly to the Source Water Assessment Program (SWAP) implemented by the Tennessee Department of Environment and Conservation (TDEC), which calls for assessment, rating, and treatment of all water sources.

Electrical Services

Morristown Utility Systems (MUS), which provides power for about 14,500 customers, boasts low-cost services as a result of low power line losses - an average 2.3% loss rate over the past ten years--through June 2008 and low wholesale power cost from TVA. The residential electricity consumption rate in Morristown is 1420 kWh per month. Residential usage in the City represents 18% of total energy sales. Manufacturing usage represents the majority of energy sales while providing valuable and well paying jobs to the community. MUS rates are 17% lower than the average US municipal electrical providers according to the American Public Power Association, and lower than the average municipal in Tennessee.

In 2010 MUS began deploying automatic metering infrastructure following Smart Grid technologies to decrease system electric loads during peak summer and winter load periods. Technologies are available to customers in all rate classes, enabling them to monitor and reduce their energy consumption. Based on our assumptions, current usages will hold relatively steady through the next 5 - 10 years. The most important benchmark is the energy used "on peak" versus "off peak." These data are not available at present to assess this usage benchmark, but there are plans to collect them.

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Gas Services

Morristown-Hamblen County residences have used an average of 850 Centum Cubic feet (CCF) of natural gas per year from 2007- 2009. The CCF rate has remained constant because of energy conservation and efficiency. Current customers by class for Morristown-Hamblen County are residential 5978, commercial 1462, and industrial 72.

Waste Disposal Services

Two landfills support Morristown-Hamblen County: Lakeway and Hamblen County. Landfill capacity is expected to be reached in 2030 in Lakeway and 2017 in Hamblen County. One measure of recycling is the diversion, or reduction rate -- percent of tons of solid waste generated per capita. In Hamblen County, it was 27% in 1995 and 33% in 2008, substantially greater than the national figure of 24.3% in the same year. The state mandated reduction rate is 35% from the base year of 1995. Hamblen County currently exceeds the mandate, and the goal is to continue to improve in order to achieve the state mandate levels.

Wastewater Services

The City of Morristown is the provider of wastewater collection and treatment in Hamblen County. Wastewater service has been instrumental to the economic growth of Hamblen County, especially the development of the three industrial parks and commercial/retail areas. Portions of the collection system are over 100 years old and are in need of upgrades/replacement. Currently the City treats an average 4.5 million gallons per day of wastewater discharge in Hamblen County.

At the Turkey Creek Wastewater Treatment Plant, design capacity in Hamblen County is 7.5 MGD and at the Lowland Plant it is 10 MGD. . The permitted waste water discharge daily maximum at Turkey Creek is 15.2 MGD, 200% discharge/ design. At Lowland it is 25,000 gpd average daily discharge.

The City of Morristown began preparing and implementing a maintenance operation and management (MOM) program in 2010 to address the aging wastewater infrastructure and required upgrades. The program includes maintenance and capacity assurance policies to insure adequate wastewater service is provided for continued growth of the area.

Telecommunications

In 2008, 43% of households in Morristown-Hamblen County had broadband internet access, slightly better than other rural counties in the U.S. – with an average of 41%, but

Ambition 2030

substantially less than 55% of Tennessee and U.S. households overall. All homes and businesses inside the City of Morristown have access to a state-of-the-art Fiber to the Home Network provided by MUS for reliable communication needs.

Public Safety

Public Safety includes law enforcement, fire safety and emergency medical services. The City of Morristown and Hamblen County have achieved a safe and prepared community through the trained professionals in each of these fields. The public safety system in our community comprises three EMS stations, six fire stations in Morristown and five in Hamblen County, one main police station and two substations; and one Sheriff's department. In 2008, the average response (ART) time in Morristown was 3.45. In 2009 the (ART) was 3.42 minutes for fire and 5.63 minutes for police. The attached map shows the locations of the public safety facilities.

Law Enforcement

The Morristown Police Department (MPD) not only meets but exceeds Federal and state requirements and also standards set by the Commission on Accreditation for Law Enforcement Agencies, Inc. (CALEA), created in 1979 as a credentialing authority through the joint efforts of law enforcement's major international and national executive associations. The MPD offers 100 hours of in-service as compared to the 40 required hours and promotes post-secondary education. In 2008, 83 MPD Police Officers were post-certified as Emergency Service Responders, as were 34 in the Sheriff's office. In 2008, the total inmate capacity in Hamblen County was 255 - 25 for maximum security, 190 for intermediate security, and 40 for minimum security. The Hamblen County Jail, the only correctional facility in the county meets or exceeds current requirements for certified inmate capacity. However, a new state law, signed in May, 2009, requires changes in local square footage requirements for local correctional facilities that could impact certification requirements from the Tennessee Corrections Institute; these requirements could, in turn, increase the current allowable capacity. Public safety in our community is also trend-setting. For example MPD is currently moving from a zone to a real-time, GPS-based location dispatch system for 911 calls, which will be one of the first systems of this type in the state. The City Watch Program provides emergency notification calls to local land-line telephones, as well as recall abilities for safety officials - thus improving emergency response planning.

Fire Safety

According to the International Standards Organization's (ISO) Fire Suppression Rating Schedule (FSRS)¹, the Morristown Fire Department has an ISO rating of (3). The rating is on a 1-10 scale: with 1 being the best rating and 10 the lowest rating. Hamblen County's rating ranges from 5 -9 depending on the specific fire station. The Morristown Fire Department has 59 certified medical First Responders, 25 EMT's and 2 EMT-

Ambition 2030

Paramedics. In 2008, Morristown had 84 city firefighters and the county had approximately 60 county volunteers.

Emergency Medical Services

The Morristown - Hamblen County Emergency Medical System maintains a Class A license issued by the Tennessee Department of Health-EMS. In 2009, Morristown had 24 emergency medical technicians (EMT's), 22 of whom are certified paramedics, and the Hamblen County Volunteer Rescue Squad had 10, five of whom are certified paramedics.

Social Services

These needs in Morristown - Hamblen County are addressed by public agencies in the city and county as well as by private and non-profit agencies. These agencies are funded through multiple sources:

- 1) the city and county agencies receive direct Federal and State funding for certain programs (e.g., for TANF and Food Stamps) and support others through city and county taxes;
- 2) both the public and private agencies also are eligible to receive – and some do receive – grants and contracts from the Federal government, state government, and from private foundations; and
- 3) the private and non-profit agencies receive support from the city and county and from individual and corporate donations.

The public agencies that provide direct services or contract for them with the private sector are the Tennessee Department of Human Services in Hamblen County, Douglas Cherokee Economic Authority, and the Department of Children Services – which is part of the Tennessee Department of Human Services. The Morristown Housing Authority (MHA) manages or provides direct support for public housing and other housing support programs.

In addition to these public programs, the vibrant private, non-profit community contributes to meeting social service needs. Indeed, a total of 62 private social service organizations in Morristown - Hamblen County help to meet these urgent needs through a wide array of programs in eight broad categories:

- Health, mental health (including alcohol and other drug prevention and treatment) and disability programs (22)
- Children-focused programs (13)
- Multi-purpose services (6)
- Family violence and shelters (5)
- Emergency services and food (5)
- Education (4)
- Senior services (3)
- Other--adult day services, international resources, legal aid, transportation (4)

There are approximately 130 houses of worship meeting the needs of both members and non-members of their faith communities. In fact, according to a recent survey, total benevolence funds for non-church members from 30 houses of worship alone totaled \$201,080 in 2008.

Transportation

The transportation system in Morristown is made up of five distinct parts. Each part services our citizens and businesses in different ways. The description below of each part as well as the attached map should illustrate the effectiveness of transportation around the city of Morristown.

Roadway System

Morristown - Hamblen County is fortunate to be centrally located within the United States – the area's proximity to Interstates 40, 81, 75, and 26 place it within a 10-hour drive of 76% of the U.S. consumer market. Currently the City of Morristown has 150 miles of paved roadways. In 2008, Morristown had 43 miles, or 46.5% miles needing repair of which 21 lane miles had been repaired.

Air System

Morristown-Hamblen County is served by two regional airports: Tyson (TYS) in Knoxville and Tri-Cities Regional (TRI) in Johnson City. The Moore-Murrell airport in Morristown provides local air service. In 2008, 75% of flights from the Morristown Airport were for business and 25% for leisure purposes. There was a reduction in local airport use for medical purposes during 2007-2008, from 1,262 to 870.

Rail System

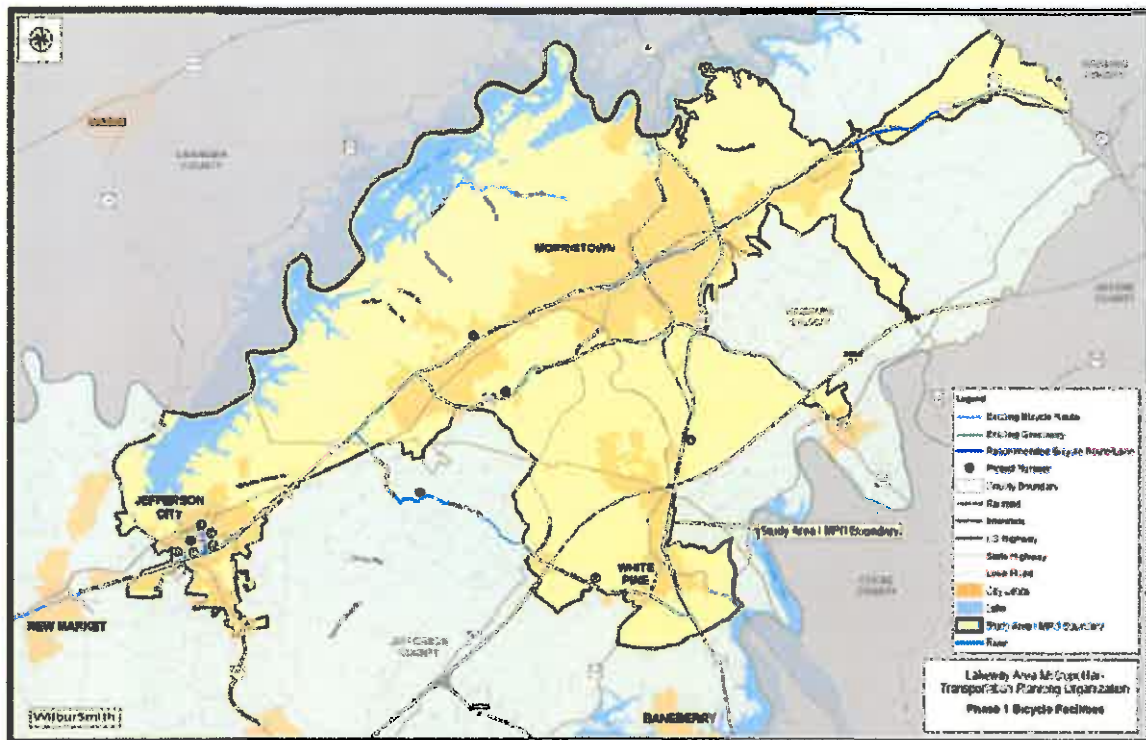
The area is also serviced by the Norfolk Southern main line (for cargo transport only) and is within one hour and 15 minutes of two regional airports. An average of 40 trains transit through Hamblen County daily across 43 miles of active rail tracks with 97 at-grade highway/rail crossings. There is no passenger rail service in our community.

Public Transportation System

The alternative to private vehicle travel, public transportation, is limited in Morristown. The one bus line Greyhound – serves primarily cross-country travel. There are three private taxi companies, three car rental agencies, and 21 truck freight companies in Morristown - Hamblen County. In addition, the East Tennessee Human Resource Agency (ETHRA) operates eight vans as part of its rural and public demand response transportation program designed to help citizens in a sixteen county area meet their mobility needs.

Bike System

Currently the City of Morristown has only two operational bike paths. The first is located along Martin Luther King, Jr. Boulevard and the second is along our completed Greenway system linking Fred Miller Park to Jaycee Park. With the federal government's push to construct complete streets which include avenues for bike travel, the Lakeway Area Metropolitan Transportation Association has completed a bike plan. This plan utilizes signage to create bike paths along the existing street system. The map below shows the proposed Bike Path.



Pedestrian Plan

The City of Morristown in conjunction with the Lakeway Area Metropolitan Planning Organization completed a study of the sidewalk system within the City of Morristown during the summer of 2009. This study indicated that the city had over 61 miles of sidewalk. Each sidewalk was broken down into sections creating 686 sections of sidewalk within the City of Morristown. Of these sections, sixty-eight were found to be in good condition, two hundred and seventy-nine in fair condition and three hundred and thirty-nine in poor condition. Based on this study and several concerns involving sidewalks, the Morristown Regional Planning Commission completed a sidewalk master plan identifying seven walkable districts within the city of Morristown. These districts were evaluated and a Master Sidewalk Map was completed showing the

Ambition 2030

proposed location of sidewalks within the City of Morristown. The plan implemented changes within the subdivision regulations, the Zoning ordinance, and city maintenance policies.



The Community Character Plan

City of Morristown

This is a functional part of the City of Morristown's General Plan, replacing the Morristown Land Use Plan with a Character Plan setting goals for development and Land Use within the City of Morristown and the Regional Planning Area.

Morristown Regional Planning Commission
2/12/2013

THE COMMUNITY CHARACTER PLAN



2013

Introduction

Tennessee law requires that each municipality create a plan for future growth and development. In the City of Morristown, community planning is guided by *Ambition 2030: A General Plan for The City of Morristown*. This plan consists of several components including community goals, community profile and a transportation plan. This portion of the General Plan identifies specific land development goals for the City of Morristown by using the Transect model utilized in other communities such as Nashville, Tennessee.

The Community Character Plan identifies community character policies for each district which can be applied to all the properties in the community. The community character policies contained in this document have two main functions: to explain the vision of the community for its future growth, development and preservation and to provide direction for implementation tools such as zoning. Future zone change requests in any given community are judged for their conformance with the Community Character Policies in the Community Plan. Subdivision request decisions are also guided by the Community Character Policy.

Community Character policies discusses the appropriate form and character of development – massing, orientation, scale of buildings, setbacks, spacing, location of access, parking, etc. The emphasis on form and character allows communities to preserve existing characters and enhance or create areas with distinctive rural, suburban, urban or special use character.

The Community Character Plan was adopted by the Morristown Regional Planning Commission following several community meetings and public hearings by both the City Council and the Morristown Regional Planning Commission.



Community Process

June 12, 2012
Community Meeting

August 14, 2012
Public Hearing by the
Morristown Regional Planning
Commission

August 21, 2012
Joint Meeting with City Council
and Morristown Regional
Planning Commission

November 2 & 3, 2012
Public Charrette

November 13, 2012
Public Hearing by Morristown
Regional Planning
Commission

November 20, 2012
Public Hearing by Morristown
City Council

December 11, 2012
Public Hearing by Morristown
Regional Planning
Commission

January 8, 2013
Public Hearing by City Council

January 15, 2012
Public Hearing by Morristown
Regional Planning
Commission

February 12, 2013
Public Hearing & Adoption by
Morristown Regional Planning
Commission



Did you know?

The Transect Model was created by American architect and urban planner, Andres Duany. Duany also was a major influence in the New Urbanism Movement, as a partner in the firm of Duany Plater Zyberk & Company (DPZ) founded in 1980.

In which Transect Category is your community located?

A generalized transect map of the Morristown Regional Planning Area is provided in the Community Character Plan.

Where is D District on the Transect Diagram?

The Transect has a special category – D District – that encompasses land uses that are generally single-use areas and may or may not be incorporated into the surrounding community. A Chapter on the District is found in the community plan but not in the Transect

Transect Model Overview

The Community Character Policies in the Community Character Plan are based on a planning tool called the Transect. The Transect is a system for categorizing, understanding, and guiding the various development patterns of a region, from the most natural and rural to the most urban. The Transect is an ordering system, which calls for all elements of the natural and built environment to be consistent with the character of the Transect Category that they are within.

The City of Morristown Transect consists of six categories of natural and built environments:

- T-1 Natural
- T-2 Rural
- T-3 Suburban
- T-4 Urban
- T-5 Downtown
- D- District

Each Transect Category differs from the others in terms of its pattern of development, form and character. Development within each Transect Category should have appropriate form, character, use, and density for the Transect Category.

Each Transect Category is described in detail within a Chapter of the Community Character Plan which provides further guidance on the existing and desired character of the Transect Category.



T-1

Natural

T-2

Rural

T-3

Suburban

T-4

Urban

T-5

Downtown

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Centers

Centers are gathering places situated within neighborhoods or at the edges of adjoining neighborhoods or communities. Centers offer access to retail, services, and public buildings such as: schools, churches, post offices. In T2 Rural settings, centers are encouraged to be of a smaller intensity and scale to complement the rural character. Land Uses in rural centers are limited to civic and daily convenience commercial. In T3 Suburban and T4 Urban areas, centers become larger concentrated areas of commercial, residential, employment, entertainment, and public benefit. However, T3 Suburban Areas would allow deep setbacks, large lots and wide spacing while T4 Urban Centers would require shallow setbacks, pedestrian traffic, parking located to the side and rear with very minimal spacing between structures.



Center – T5 Downtown



Corridor – T2 Rural

Corridors

Corridors link neighborhoods, communities and regions together. The scale and character of the corridor can vary depending on its use and location within a particular Transect Category. Corridors can be natural or man-made and may take the form of waterways, wildlife corridors, greenways, bike paths, rail lines or streets for automobile and truck traffic. In the context of the Community Character Plan, corridors are defined as man-made transportation corridors moving across the Transect, which are intended to be designed and to function differently depending on the Transect Category through which they pass.

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Community Elements

The Transect describes the built environment from the most natural and rural areas to the most urban areas across a region. The “built environment” that the Transect describes is comprised of four basic Community Elements. These are: Open Space, Neighborhoods, Centers, and Corridors. Each of these Community Elements is found within most of the Transect Categories, but the scale, character, and intensity of the Community Element varies depending on the Transect Category in which it is located.

Open Space

Open Space is the least developed Community Element in each Transect Category. In many instances, it preserves the natural environment from growth and development. In other instances, open space may be developed in a low-impact manner to provide recreation opportunities for the community.



MLK Park – Open Space T4 Transect

In T-1 Natural and T-2 Rural settings, open space is generally passive, utilizing the natural vegetation as its landscape with few if any additional amenities. In T3 Suburban and T-4 Urban settings, open spaces become more formal to accommodate active recreational uses, with passive uses appearing in the form of plazas, courtyards, and squares.

Neighborhoods



Neighborhood - T4 Transect

Neighborhoods are generally considered the backbone of the larger community, providing a diversity of housing that is proximate to corridors, centers and open space. The community character plan does not specify specific architectural elements to be used within a neighborhood but focuses on the form of buildings to preserve, enhance or create the intended character. In a T2 – Rural Neighborhood, for example, single family and two family homes are appropriate. They are

generally located on large lots with deep setbacks and wide spacing. Meanwhile, in a T4 Urban Neighborhood, it is more common to find single family and multi-family housing on smaller lots with shallow setbacks and minimal spacing between homes.

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How to Use the Community Character Plan

The Community Character Plan is a guide for understanding and applying community character policies. The concept behind each transect is described as well as the types of community elements that would be encouraged in that transect. From those concepts a community character policy was formed for each transect. These policies guide government officials on decisions regarding land development.

1. **Transect Category**

There are six transect categories within the City of Morristown. The Transect is a planning tool used to discuss form and character of the natural and built environment. The chapters in the Community Character Plan mirror the Transect Categories.

- T-1 Natural
- T-2 Rural
- T-3 Suburban
- T-4 Urban
- T-5 Downtown
- D – Districts

2. **Community Elements**

Within each Transect Category there are Community Character Policies for the four basic community elements of the natural and built environment.

- Open Space
- Neighborhoods
- Centers
- Corridors

3. **Community Character Policies**

Within each Community Element are Community Character Policies that describe the form, characteristics, land uses, and densities of development specific to that Community Element within the Transect Category.

The Community Character Plan includes a glossary (see appendix) that defines many terms used in the document.

The Community Character Plan is not regulatory. The policies describe the Community Element as it is envisioned to be developed or redeveloped. The guidelines remain the standards to which proposed development should strive and the standards against which proposed development shall be measured.

Illustrations in the Community Character Plan

Throughout the Community Character Plan, photographs and diagrams are included to show illustrative examples of buildings, streets, setbacks, forms, streets, and open spaces in a context that is intended to reflect the urban form of the item and the Transect Category in which the item is found. They are not intended to reflect architectural or aesthetic preferences as those are not governed by the Community Character Plan. However, the illustrations are not intended to limit innovation in architecture or in the creation of innovative site and building design. Rather they are intended to give a visual representation of desired built and natural environments within each transect.

The following information is provided as part of each Community Character Policy:

- **Policy Intent** – describes if the policy intends to preserve, enhance, and/or create the desired character of the Community Character Policy
- **General Characteristics** – Existing and desired traits of development within the policy
- **Applications** – Outlines the situations in which the policy is applied and descriptions of where use of this policy is appropriate
- **Examples of Appropriate Land Uses** – lists land uses that are suitable to the policy
- **Design Principles** – describes the form and character of the policy. This includes access, block length, building form, pedestrian and bicycle connectivity, vehicular connectivity, density/intensity, landscaping, lighting, parking service area, and signage.
- **Zoning Districts** – lists zoning districts suitable for each community Character Policy
- **Building Types** – display illustrative examples of appropriate building types for each policy along with photographic examples of the illustrative building type in context of the Transect Category and Community Policy.

T-1 NATURAL

Policy Intent

The T-1 Natural area is intended to be preservation area where the natural landscape is preserved.

General Characteristics



Utilizes the Natural Topographic Qualities within the development.

Applications



Restricts commercial and high density zones
Protects Agricultural Areas, Mountain Views and Undeveloped Property.

The T1 Natural Transect Category applies to the least developed areas within the Transect. T1 Natural Areas are generally large expanses of publicly controlled, undisturbed open space, often with environmentally sensitive features.

T-1 NATURAL

Design Principles

Street Corridors with greenways and natural features located adjacent to the roadways.

Low Building Heights
Height Restricted Signage



Building Types

Low Profile Structures

Structures should blend in with the environmental features of the land.



Appropriate Land Uses

Single Family Residential

Low Impact Commercial Development

Agriculture Uses

Park Uses

Zoning Districts

A-1 Agriculture District

R-1 Single Family District

LB – Local Business District

T-2 RURAL

Policy Intent

The intent of this district is to preserve agriculture space and protect these areas from industrial and heavy commercial uses. This district is also used to protect mountain top views. This district shall create low density residential areas and enhance the natural environment.



General Characteristics

Deep setbacks
Roadways with natural ditch lines
No lighting except on Arterial Roadways

Applications

Single Family Residential Subdivisions
Single Family Residential on large parcels
Agriculture Uses
Park Uses
Public Uses
Incorporation of residential uses that are conducive with

the natural character of the area.



The T2 Rural Transect Category is sparsely developed with agricultural and low density residential as the primary uses, complemented by limited, low intensity commercial uses. The T2 Rural Transect Category provides residents with the choice of seclusion within the natural and rural countryside.

T-2 RURAL



Design Principles

Deep Setbacks (25 ft or more)
Limited lighting

Building Types

Single Family
Homes less than 3
stories
Accessory
Structures



Appropriate Land Uses

*Single Family Residential
Agriculture
Neighborhood Service
Businesses*

Zoning Districts

*R1- Single Family
Residential
A-1 Agriculture
LB – Local Business*

T-3 SUBURBAN

Policy Intent



Preserve existing residential and commercial development along the commercial corridors of the community. This district should be a transition from Rural to Urban. Create suburban type development along the

corridors of the City of Morristown.

Enhance the economic viability of the commercial corridors and the gateway appearance of the City of Morristown.

General Characteristics



Large Lots
Deep Setbacks
Heavy Landscaping
Planned Recreation Open Space
Athletic Facilities

Applications

Planned Commercial Centers
Planned Subdivisions



The T3 Suburban Transect Category is the bridge between rural and urban transect areas; development within the T3 Suburban Transect Category is designed to thoughtfully transition from the least dense natural and rural environment to the denser urban environment. The T3 Suburban Transect Category, although moderately developed, is the Transect Category where nature is strategically incorporated into the site design. Existing vegetation is preserved to define curvilinear streets, and parks, and the green space associate with civic and public benefit uses, are part of the neighborhood's design. In the T3 Suburban Transect Category, the balance of nature and buildings tips toward nature with more open space and vegetation framing the street than buildings.

T-3 SUBURBAN

Design

Principles

- Paved
- Driveways
- Noise & Vehicular Barriers
- Buffers between uses
- Min. 35 front Setbacks
- Long connected Greenways
- No Parking on the street
- Green Strips
- Landscaped Medians
- Sidewalks behind tree lined Streets



Building Types

"Stick-built" homes



Appropriate Land Uses

- Single Family Residential
- Multi Family Residential
- Commercial
- Retail/Restaurant
- Automobile Sales
- Office Uses
- Medical Uses

Zoning Districts

- R-1 – Single Family Residential
- R-2 Medium Density Residential
- R-3 High Density Residential
- RP-1 – Planned Residential
- PCD – Planned Commercial District
- IB – Intermediate Business District

T-4 URBAN

Policy Intent

The intent of this district is to preserve existing neighborhoods and historic structures while creating a community that provides a variety of residential options as well as work, recreational and retail opportunities. This policy should enhance the quality of life of the residents that choose to live, work and play within the core of the City of Morristown. This district should enhance pedestrian and vehicular traffic



General Characteristics



Along Historic Transportation Corridors
Flexibility to rehabilitate and renovate existing structures
New development that has

characteristics of the surrounding development.
Small and narrow lots
Short or zero setbacks
Sidewalks & Pedestrian Amenities
Renovation of Historic Structures
Older Neighborhoods surrounding the downtown

Applications

Mixed Use Developments
Small lots
Historic Neighborhoods

The T4 Urban Transect Category includes the historic inner-ring neighborhoods as well as new neighborhoods intended to be developed in a more intense, urban fashion. Complete urban communities feature a carefully integrated mixture of housing within walking distance of commercial and neighborhood-scaled open space. Complete urban communities feature highly-connected street systems with sidewalk, bikeways and facilities for mass transit, providing many transportation options.

T-4 URBAN

Design Principles



Streetscapes that include On-street parking & Parallel parking
Reduced Parking Requirements
Mixture of heights
Limit greenspace to Parks
Wide sidewalks with landscaping on the sidewalk and not landscaped islands in the middle of the street
No setbacks all buildings touching the sidewalks



Building Types



Appropriate Land Uses

Single Family Residential
Multi-Family Residential
Office & Medical
Commercial
Retail/Restaurants
Service Oriented
Businesses
Specialty Shops
Entertainment & Amusement Uses

Zoning Districts

R-2- Medium Density Residential
R-3 High Density Residential
MUD – Mixed Use District
LB – Local Business District
PCD – Planned Commercial District

T-5 DOWNTOWN

Policy Intent

The intent of this district is to preserve the historic quality and appearance of the crossroads downtown district. The district should create opportunities to redevelop existing structures while enhancing the existing character of downtown. When possible, historic buildings should be preserved.

General Characteristics



- Historic two story structures
- Skywalks
- Walkability
- Mixed Use
- Greenway Connectivity
- Quality Business
- Public Art
- Public Parking



The T5 Downtown Transect Category includes Crossroads Downtown Partnership program area. This includes the historic downtown of Morristown as well as the surrounding older neighborhoods. Unique Characteristics of this area include the overhead sidewalk system, buildings set adjacent to sidewalks, and centralized parking.

Applications

- Good Infill
- Public Spaces
- Mixed Use



T-5 DOWNTOWN

Design Principles



On-street parking
Zero Setbacks
Public Parking
Streets rehabbed into
Pedestrian Areas
Street landscaping
Sidewalks
Open Space as Primary
Use



Building Types

Two or Three Story Structures
Variety of Brick & Stone



Appropriate Land Uses

Single Family Residential
Multi-Family Residential
Mixed Use
Commercial
Office
Medical
Retail/Restaurant

Zoning Districts

*R-1 – Single Family
Residential*
MUD – Mixed Use District
*CBD – Central Business
District*

D – DISTRICT

Policy Intent

This district is intended to create special use districts to keep industrial, tourist, and institutional uses in the same general areas. This district should be used to promote business and other uses are compatible with the stated character of the district. The district should enhance the current industrial parks, institutions and tourist areas as well as preserve the core of the city from infiltration of industrial uses.



General Characteristics



Industrial Parks
Hospital Campus
Higher Education Campuses
Tourist Areas such as the lake & Interstate interchanges

Applications

Industrial Parks
Hospital Campus
Higher Education Campuses
Tourist Areas such as the lake & Interstate interchanges

The D-District Transect Category is generally large geographic areas within the City of Morristown that accommodate a single use. There are three types Districts within the City of Morristown: Industrial, Tourist Accommodation, and Institutional.

Each District has its own built character as well as its own operational and land use needs.

D – DISTRICT

Design Principles



Landscape buffer around the entire District

Main Corridor with landscaped entrance leading to the district.

Varies depending on Character of the district

Building Types

Varies depending on Character of the district

Typically large buildings with brick



Appropriate Land

Uses

Industrial
Public
Office
Manufacturing
Hospital
Restaurants
Hotels

Zoning Districts

HI – Heavy Industrial
LI- Light Industrial
IB – Intermediate
Business
TA – Tourist
Accommodation
OMP – Office Medical & Professional

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Glossary

The following is a glossary of terms used in the Community Character Manual. Further questions about terminology in the Community Character Manual should be directed to the Morristown Planning Department Staff.

Access the design principle that describes the place, means, and/or way by which pedestrians, bicyclists, and /or vehicles have safe, adequate, and usable ingress and egress to reach desired destinations, services and activities.

Accessory Dwelling Unit a dwelling unit that is incidental and subordinate to the main dwelling or use of land and is located on the same lot and under the same ownership.

Access Management the process of providing and managing access to contiguous land uses while preserving the safety, capacity, and speed of traffic flow.

Agricultural (building type) – a building type that describes a structure intended primarily or exclusively for support of an agricultural function; examples include, but are not limited to, barns, silos, water towers, windmills, or greenhouses, and not does include housing or dwelling units.

Alley a public or private right-of-way or easement primarily designed to serve as vehicular service access to the side or rear of properties.

Alley House (building type) – a building type that describes a detached structure suitable for residence by an individual or family. Primary vehicular access is from an alley and a primary pedestrian entrance is located along the street frontage of the building.

Ancillary Residential residential units that serve as a secondary use to the primary use of land. for example, a major institutional development – such as a university or a hospital – may have ancillary residential for staff that need to be on-site at all times.

Arterial a road designed to carry traffic through an area (providing mobility) rather than to local destinations. Arterials generally have higher speeds and traffic volumes than local or collector streets and generally serve trips greater than 5 miles.

Bikeway a travelway for bicycles, which may take one of the following forms – dedicated striped bike lanes; shared wide outside lanes; travel lanes shared with vehicles

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that are marked with signage as bike routes; or off-road multi-use paths and greenway trails.

Block a unit of land bounded by streets or by a combination of streets and public land, railroad, rights-of-way, waterways or any other barrier to the continuity of development.

Block Length the distance as measured along the property lines of any one side of a unit of land bounded by streets or by a combination of streets and public land, railroad rights-of-way, waterways, or any other barrier to the continuity of 800 feet long. A *long* block exceeds 800 feet in length.

Building Form (Orientation, Mass, Placement) the design principle that describes the orientation of a building – the direction of the placement of the main entrance in relation to adjacent streets; the mass of a building – the three-dimensional form or volume of a building; and the placement of a building – the siting of the building on its lot including setbacks and spacing.

Building Type describes the general function and form of a structure that encloses a space for sheltering any occupancy. Building types used within the Community Character Manual include house, alley house, cottage court, townhouse court, townhouses, flats, courtyard flats, live-work, mixed use, mid-rise, high-rise, step-back high-rise, civic, and agricultural.

Center an element of a complete community that contains higher intensity mixed use, commercial, civic, public benefit, recreational and sometime residential uses.

Civic (building type) – a building type that describes a wide range of buildings for community use or benefit by governmental, cultural, educational, public welfare, or religious organizations. A civic building typically occupies a prominent location within a neighborhood, often at the termini of roads, or within an open space. The mass and placement of a civic building may differ from the surrounding buildings to stand out as an important and recognizable landmark within the neighborhood. The placement of parking and the use and design of landscaping, lighting and signage, however, are complementary to the Transect Category in which the civic building is located.

Civic (use) – a public facility or service other than public utility equipment provided by a governmental organization.

Collector a road designed to balance traffic access (entrance into developments) and mobility (travel through an area). Collectors generally have higher traffic volumes than local streets and generally serve trips of 1 to 5 miles.

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- Commercial Building** a building type accommodating commercial uses, without the mixture of office and residential uses found in a mixed use building, occupying the full frontage of the lot eliminating most side yards, except for instances of public pedestrian passages from the rear of the lot, or parking areas located to the side of the building. Vehicular access is generally from an alley or side street. Primary pedestrian entrances are located along the street frontage of the building.
- Common Open Space** the land and/or area of water within the site designed and intended for the use or enjoyment of the occupants, which may contain such complementary structures and improvements as are necessary and appropriate for the benefit and enjoyment of the occupants of the development.
- Community Character** the quality of a community or area as defined by such factors as its built environment including building types, building orientation, mass and placement; its natural features and open space elements; its infrastructure and the type and quality of public facilities and services; and its public realm as defined by the character of its roadways and streetscape.
- Community Elements** the building blocks of a complete community – open space, neighborhoods, centers, and corridors. When designed thoughtfully, the community elements create a certain community character, which may be rural, suburban, urban or Downtown.
- Complete Community** a complete community features a mixture of housing convenient to commercial and recreational land uses with multiple modes of transportation with sidewalk and bikeways or multi-use paths and facilities for mass transit. The form and character of the community will vary by Transect Category.
- Conservation Easement** a voluntary contract between a property owner and a land trust, government agency or other qualified organization where the landowner places permanent restrictions on all or some of their property. The contract is tailored to the features of the land to be conserved – often environmentally sensitive features, farmland, vistas or viewsheds – and to the landowners future development needs and tax benefits.
- Conservation Subdivision** a residential development where at least 50 percent or more of the land area is designated as undivided, permanent open space or farmland, thereby permanently protecting agriculturally, environmentally, culturally or historically significant areas within the tract. The subdivision is characterized by compact lots, common open space, and the preservation and maintenance of natural, historical, and cultural resources. Conservation Subdivisions are an alternative approach to the conventional lot-by-lot division of land in rural areas that spreads development evenly throughout a parcel with little regard to impacts on the natural and cultural features of the area.

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Connectivity (Pedestrian/Bicycle) the design principle that describes the level of choice in route options available for pedestrians and cyclists to and through a particular Community Element – open space, neighborhood, center or corridor. Connectivity that is “high” provides multiple route options for pedestrians and cyclists in the form of sidewalks, bikeways and/or greenways.

Connectivity (Vehicular) the design principle that describes the level of choice in route options available for vehicles to and through a particular Community Element – open space, neighborhood, center or corridor. Connectivity that is “high” provides multiple route options for vehicles with a complete, dense street network, generally with shorter block lengths.

Corridor an element of a community, a street or roadway acting as a principal link or gateway within the community.

Cottage Court (building type) – a building type that describes a group of houses arranged around a common court, yard or open space. Front facades and primary pedestrian entrances of all or most houses are oriented to and accessed from the common area; houses on the primary street have a front or side to the primary street and an entrance onto the open space.

Courtyard Flats (building type) – a “flat” is a living unit that takes up all or part of an entire floor of a multistory building. Courtyard flats are a multi-family residential building type in a U- or L-shape that frames a common open space, with pedestrian entrances located along the primary street frontage and along the open space.

Curb Cut a vehicular access point serving an individual property or multiple properties.

Density the design principle that describes the appropriate number of dwelling units per acre of land permitted for development.

Design Principles principles based on urban design and planning practice that are intended to create the desired form of a Community Character Policy per its Transect Category, i.e, with T2 Rural design principles intended to create a rural character, T3 Suburban design principles intended to create a suburban character, etc. The design principles in the Community Character Manual include access, block length, building form, connectivity, density/intensity, landscaping, lighting, parking, service area and signage.

Façade the exterior walls of a building that face the front, side and rear property lines.

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- Flats** (building type) – a multi-family residential building of individual living units, which take up all or part of an entire floor of the building. The orientation of the living units is horizontal, with a common stairway in the building. Primary pedestrian entrance is provided along the primary street frontage.
- Floodplain / Floodways** the floodplain and floodway are the environmentally sensitive features that describe the land area, including the floodway of any river, stream or watercourse, susceptible to being inundated by water as identified by the 100-year flood or the channel or a stream that has current, direction, and velocity to it during a flood, and in which debris may be carried.
- Frontage** the side of a lot abutting a street right-of-way. Also called “street frontage.”
- Frontage Road** a road designated and designed to serve local traffic parallel and adjacent to a highway or major arterial.
- Greenway** a linear park, alternative transportation route, or open space conservation area that provides passive recreation opportunities, pedestrian and/or bicycle paths, and/or the conservation of open spaces or natural areas.
- House** (building type) – a building type that describes a detached structure suitable for residence by an individual or family. Vehicular access is from the fronting street or side street and a primary pedestrian entrance is located along the street frontage of the building.
- Housing Choice** the provision of a mixture of housing types (single-family, two-family, townhouses, flats), to meet the needs of a variety of household incomes and to meet the changing housing needs during the lifecycle including rental, first time ownership housing, “move up” ownership housing, housing for people who wish to downsize and assisted-type housing for the elderly and people with disabilities.
- Intensity** the design principle that describes the appropriate degree to which land is used for non-residential uses, measured by a combination of the type of land used and the amount of land or floor area devoted to that use.
- Landscaping** the design principle describing the modification of the landscape for an aesthetic or functional purpose. It includes the preservation of existing vegetation and the addition of other organic or inorganic materials to soften or mitigate the impacts of development or add aesthetic value to achieve the intended community character.

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- Land Trust** a private nonprofit organization that works with private landowners to protect the sensitive and important features of their property, primarily by fee simple acquisition of land, by donation or purchase for management as nature preserves, and by conservation easements.
- Lighting** the design principle describing any and all lighting devices and methods designed and applied for the purpose of illuminating private and public areas for safety in pedestrian and vehicular travel and enhancement of sense of place.
- Live-Work** (building type) – a mixed use/single-family residential building type with the non-residential use on the first floor and residential use above, which occupies the full frontage of its lot eliminating most side yards except for instances of public pedestrian passages from the rear of the lot. Vehicular access is from an alley or side street and a primary pedestrian entrance is located along the street frontage of the building.
- Local Street** a street designed to provide access to and from local residences or businesses. Local streets generally have lower traffic volumes and speeds than collector or arterial streets and serve trips less than 1 mile.
- Manor House** a “flats” building type designed to appear, from the exterior, as a single-family home with one primary entrance from the exterior and access to the individual living units provided inside the structure so that. Vehicular access is from a side street or alley and a primary pedestrian entrance is located along the primary street frontage of the building.
- Median** the portion of the roadway which separates opposing traffic streams.
- Mixed Use** (building type) – a building type that has a vertical mix of commercial, office and/or residential uses, generally with commercial uses on the first floor and office or residential on upper floors. Mixed use buildings occupy the full frontage of the lot eliminating most side yards, except for instances of public pedestrian passages from the rear of the lot, or parking areas located to the side of the building. Vehicular access is generally from an alley or side street. Primary pedestrian entrances are located along the street frontage of the building. Without the mixture of uses, the form of the building may also serve as a “commercial” building.
- Mode (or Modal)** a means of moving people or goods. Modes such as rail, transit, carpooling, walking and bicycling that provide transportation alternatives to single-occupancy automobiles are sometimes called “alternative modes.” Alternative modes may be combined to provide multiple methods of travel. When done so, the result is referred to as “multimodal”.

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Multi-family – three or more dwelling units within a single structure.

Multimodal a transportation policy that promotes full development of multiple alternative modes of travel, and encourages the optimization of mode or combination of modes for travel mobility, efficiency, sustainability economy and environmental health. (*See also Mode*)

Multi-Use Path an off-street path, which may be paved or unpaved, and that can be used by several transportation modes, including bicycles, pedestrians, and other non-motorized modes.

Neighborhood an element of a complete community that ideally provides a variety housing options for the community.

Open Space an element of the community that includes, but is not limited to parks, plazas, courtyards, playing fields, trails, greenways, and golf courses. Open space may be public or privately held and may be used for active or passive recreation.

Parking the design principle that describes the location, configuration, access, and design of public and/or private, on-street, off-street, and structured parking areas used for the purpose of temporarily storing automobiles.

Policy Intent describes what the community character policy is intended to do when it is applied to land. The community character policy will either *preserve* (maintain existing community character while allowing minimal change over time), *enhance* (improve community character by allowing moderate change over time), or *create* (define community character through significant change over time).

Primary Entrances the main pedestrian (not vehicular) entrance to a building.

Public Benefit a non-governmental land use that provides a public service. Some examples of public benefit uses include religious institutions, and cultural, educational or community centers operated by institutional entities for charitable purposes.

Ridgeline a line connecting the highest points of a hill that is proportionally longer than it is wide, and that exists as a distinct edge against a backdrop of land, and that may be seen from a common public viewing area.

Right-of-Way real property rights (acquired by fee-simple ownership, by easement, or by other agreement) used for a public purpose, often transportation functions like roads, rail lines, greenways, etc.

THE COMMUNITY CHARACTER PLAN

GLOSSARY

Setback Line the line in which buildings must be built to or behind.

Sidewalk a paved pathway paralleling a road or street intended for pedestrians

Signage the design principle that describes any stationary devices and structures used for visual communication intended to alert motorists, pedestrians, and cyclists to their location and assist them in finding their destination in a manner that is not distracting or overwhelming to the overall streetscape.

Single Family a residential structure with only 1 residential dwelling unit.

Steep Slope/Hillsides the environmentally sensitive feature that describes those areas of land with slopes that are 20 percent or greater. This includes areas of steep hillsides, and steep sloping land leading to ridge tops and bluffs.

Street Cross Section a diagrammatic slice of a road or street, from building front to building front, showing whether the road or street has a pedestrian zone, planting zoning, bicycle zone and vehicle zone and if these are present, the location and relative dimension and design of each.

Street Network a grid of intersecting streets that provide numerous, direct route options.
(See also *Connectivity*)

Streetscape the space and features between buildings on either side of a street that constitute the physical makeup of a street; the features that, as a group, defines the street's character, including building frontage/façade, landscaping, street paving, street furniture, signs, awnings, and lighting.

Structured Parking below ground or above ground parking decks.

Sustainable Development development that demonstrates the standards of sustainable communities through site location, site design and building design.

Transect a system for categorizing, understanding and designing the various levels of development within a region, from the most rural to the most urban.

Transfer of Development Rights (TDR) a program that can relocate potential development from areas where proposed land use or environmental impacts are considered undesirable (the "donor" site) to another ("receiver") site chosen on the basis of its ability to accommodate additional units of development beyond that for which it is zoned, with minimal environmental, social, and aesthetic impacts.

Two Family a residential structure with 2 dwelling units.

THE COMMUNITY CHARACTER PLAN

GLOSSARY

Townhouse (building type) – a single-family residential building that occupies the full frontage of its lot eliminating most side yards, and is attached to other townhouses.

Townhouse Court (building type) – a group of townhouses completely or partially surrounding a common open where the pedestrian entrances of some or all of the dwelling units is from the common open space.

Urban Design the relationship of buildings to streets and open space. This relationship is created through consideration of building types, orientation, massing, setbacks, spacing, access, location of parking, etc. The relationship varies per Transect Category with “urban” design resulting in a different character in rural areas as compared to suburban areas and urban areas.

Vertical Mixed Use buildings designed to encourage a diversity of compatible land uses, which include a mixture of two or more of the following uses; residential, office, retail, civic or public benefit, light industrial, or other miscellaneous land uses in one structure. Active land uses such as retail or restaurant are generally contained on the ground floor while residential or office uses are contained in the space above.

View Shed the environmentally sensitive feature that describes areas of the natural landscape which have been identified from defined viewpoints and that have inherent scenic qualities and/or aesthetic values.

Walking Distance the distance (generally ¼ mile) which may be covered by a five-minute walk at an easy pace. This is the distance that most people will walk rather than drive, provided that the walking environment is pedestrian-friendly.

Zoning District an established set of regulations, defined in Title 14 of the Morristown Municipal Code that govern the use and design of development of land.



Ambition 2030 Public Comments & Response

Summary of Public Input

There were several reoccurring themes throughout the public process. These comments may have an impact on the plan. All Comments will be addressed. The main themes of most of the comments are as follows:

- Community Center – We need a Community Center
- We need to do more to attract/appeal to the Young Adults
- We need to do more to attract/appeal to the Retirees
- Preserve Older Buildings & Historic Areas
- Preserve our lakes & mountains
- Bicycle Park for Kids & Greenways
- Cleanup & Improve North & South Cumberland
- Cleanup Vacant Buildings & Property
- Remove Koch Foods from the Core of the City
- Turn Main Street into a Pedestrian Walkway between Henry & Cumberland
- Expand the Downtown Area
- Expand the Urban Area with Infill Development (Mixed Use)
- Improve Walkability
- Transit Routes
- Generally like the Improvements Downtown, want more landscaping/green
- Connect the City to the Lake better
- More Natural Area
- Flexibility in the Urban Transect

Summary of Public Reach

Public Charrette – 29 citizens (not including staff, planning commission members or council members) Came and provided input on the plan.

Social Media Campaign – 4,571 views & 25 Comments regarding the Ambition 2030 Plan

Civic Clubs – 75 to 100 civic club members

Newspaper – Advertisement 2 days prior and Article on the first Day of Charrette

Public Display – Put up in the Community Room & Downstairs for a week

Ambition 2030 Public Comments & Response

Facebook:

"The 2030 Ambition Plan" – 92 views & Shared on the Chamber of Commerce Page

"Stop by on November 6th)" – 121 views & 2 likes

Facebook Questions - How would you improve the streetscape on South Cumberland Avenue? Ambition 2030 - Your Plan, let the city hear Your voice! (359 views)

Comments

Karen Higginbotham Barlow – Nice Restaurants would be Awesome – (3 likes)

Alex Perez – Just throwing this out there, I want to see a pedestrian crossing sign in front of South Cumberland Food City, Nicks Market and the church. A lot of people cross by every time I use this road. (1 like)

Janae Mitchell – There are several businesses that obviously don't care how their streetscape looks. Maybe there should be some sort of incentive or city code that can improve this. There are some businesses through there that have always looked nice and clean, so why can't the others around them do the same?

Jacqueline Marx – um, put back a Kay's Ice Cream! Lol

Kimberly Keeks Lindsay – Underground Utilities to start, New updated Store Fronts (2 likes)

Kayla Johnson – a good place to eat and shop would be nice

Joel Ziegenmier – Make it an entertainment district – rehab skating rink, bring storefronts up to a new sidewalk similar to downtown, add restaurants, music venues, coffee shops, ect.

Sandra Nash King – Remodel and Clean up (2 likes)

Response to Comments: In response to these comments the T-4 District was revised to include Entertainment & Amusement as an appropriate use. In the goal section, one goal already addresses the blighted areas mentioned in these comments, but a new goal was added to have entertainment districts and encourage restaurant and retail developments in Urban Areas as follows:

Goal

Develop a community that is attractive to a variety of ages including the young adult community and retirees.

Objectives

Action Strategies

1. Create a vibrant and vital community
 - a. Establish and Entertainment District
 - b. Offer Development incentives through zoning in existing commercial corridors for restaurants and entertainment venues.

Ambition 2030 Public Comments & Response

The T3 suburban Transect covers the majority of our community in the Ambition 2030 plan. It includes residential subdivisions and shopping areas such as the mall. How should residential and commercial areas be separated? Your plan let the city hear Your voice! (115 views – no comments)

Pennies for your thoughts on preservation, what are some of the things that you want to preserve in our community? Ambition 2030 - Your plan, let the city hear your voice! (193 views – 1 share on Morristown Rocks Page)

Comments

Kyle Vaughn – How about preserve or rural areas.

Debra Cole – Panther Springs

Susan Paulette Sepp-Worley – How about you start with preserving our historic buildings? Actually promote our city instead of tearing down our beautiful old buildings. The historic angle actually works! Check out Greenville & Rogersville and Market Square! Clean up Cumberland! We need a community center! Shall I go on. I have a whole list of ideas and suggestion as do many other native Morristownians!

Jacqueline Marx - For starters, check out some of the beautiful old buildings, like the old library on Henry Street, that have been boarded up for decades. That building was the classic library interior of which Dewey Decimal would have been proud. I heard a rumor that it was going to be turned into a fine restaurant - what's the skinny on that? Take a cue from what's been done to a number of old private homes in the area. Don't waste beautiful, usable resources.

Response to Comments: In the T-5 District under the policy intent. We specifically added the following: When possible, historic buildings shall be preserved. An additional Goal was added under the goal section as follows:

5. Protect existing natural areas and rural areas with the city.

a. Complete a study of natural and rural areas that should be protected within our community

Move that line! Come out to city center between now and 8 pm to tell us where you think the city should look like in 2030! Your plan, let the city hear Your Voice! (253 Views – 2 likes)

Comments

Alex Stiner – I think it should stay where it is. Whitesburg doesn't want to be taken over by Morristown. It was bad enough when some genius put the Welcome to Morristown sign in the yard of Whitesburg Elementary School. Last time I checked, we were at least 5 miles outside of the city limits (1 like)

Kyle Vaughn – Keep the City limits where they are. Why expand it?

Drew Smith – It's for tax income. They'll move em where they want.

Andrew Bryant – Like it!

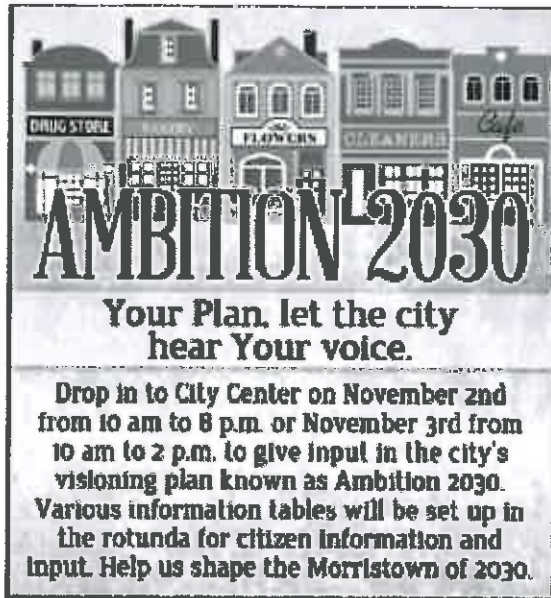
Response to comments: The transect lines have no bearing on taxes or city corporate limits.

We are busy at the city center listening to your ideas on the Ambition 2030 plan! (177 views – 4 likes)

Come on down to city center and let the city hear your voice on the Ambition 2030! (152 views – 1 like)

Ambition 2030 is out in city center waiting for your input! We will be here till 8 pm tonight and tomorrow from 10am to 2pm! Your plan, let the City hear Your Voice! (289 views – 2 likes)

Ambition 2030 Public Comments & Response



Ran in the Newspaper 2 days prior and on Friday, November 3rd. An article was completed on Friday November 3rd and it was put on Facebook where it received 104 views

One of the Goals of the Ambition 2030 Plan is to promote walk ability within the community & prepare for a public transportation system. (208 views – 8 likes)

Goal of the Ambition 2030 Plan: Encourage Appropriate Revitalization of of the Downtown. Your Plan, Let the City Hear Your Voice! (198 views)

Did you know that the City of Morristown is home to 3 endangered/or threatened animals? The Finerayed Pigtoe, the Slender Chub and the Snail Darter. Ambition 2030 - Your Plan, Let the City Hear Your Voice. (151 views – 4 likes)

Create Recreation Opportunities in all areas of the community. ... Just another Goal from Your Ambition 2030 Plan... See Anywhere we are missing? - Your Plan, Let the City Hear Your Voice! (258 views – 2 likes)

Comments

Heather Shepard – I think Morristown is in desperate need of a bicycle park for kids. Just a simple riding path at an existing park would be nice, but would love to work towards what Knoxville has with Safety City eventually!

Bob Beber – We've asked and asked for a bicycle park for kids and I doubt you will ever see that in Morristown. Possibly a little circle that kids can ride in but never a Greenway where families can enjoy a ride together. Almost all the surrounding counties put us to shame in that area. Look at Lenior City, Maryville, etc. all have wonderful Greenway Systems – They have a "study" Actually they probably have two studies since they took the first one off their website. We never got a recreation center and we won't get any bike trails. To be fair, we do have a whale of a lot of softball parks, and fast food joints with more on the way. A little white line painted on top of the new road you had to pave to rebuild the sewer does not count as a Greenway (1 like)

Brian Lee – The greenway in Maryville is great. We can only hope that our dear leaders here would have the foresight to build something like that. The leader's idea of "progress" is wanting to tear down portions of the one thing that truly makes Morristown unique (The Skywalk) and part of the facades of downtown buildings. In fact, downtown in general, but, by God we have plenty of antique shops there!

Kim Blaylock – Morristown needs a community center with a gym, indoor pool, and walking track like Jefferson City has.

Ambition 2030 Public Comments & Response

Ginger Wright – Special needs playground, more specifically at least 1 with a fully enclosed fence! For example the MLK Jr. Park that is way under utilized could easily have a fence and a few more items added and it would be so much more welcoming. (2 likes)

Response to comments: The following was added under goals:

6. Support the parks in recreation department in finding new recreation opportunities
 - a. Request a presentation from the parks and recreation department on regular basis to discuss appropriate areas for new parks
 - b. Review zoning districts to add park space and make parks an available use in all zones.
3. Promote and establish open space areas with any new development
 - a. Specifically support partnership that includes a special needs park, bicycle park, greenways or Community Centers.

This weekend I saw a facebook post asking Target to come to Morristown, one of the barriers to getting retail developments in the City of Morristown has been a lack of middle to high income residences within in the city limits. This is one reason why one of the goals of the Ambition 2030 plan is to Encourage Various Innovative Residential Developments within the City limits. Your Plan, Let the City Hear Your Voice. (315 views & 3 likes)

Comments

Mike Lane – So all the New highways go to Walmart (1 like)

Bob Bebbler – So your theory is you build the houses and they will come. Why don't you try recruiting some jobs that would support that type of house. More burger joints and "just above minimum wage factory jobs" are not going to do it.

Response to comment: Jobs and Economic Development is addressed in the plan under the goals section.

Universal Housing is residential homes that are usable to all people to the greatest extent possible. This means homes that are not only handicap accessible, but grow with the Baby Boomer Generation.... just another definition from the Ambition 2030 Plan. Your Plan, Let the City Hear Your Voice! (140 views)

In the Ambition 2030 plan, one of the main goals is to increase affordable housing in the City of Morristown. Your plan, let the City Hear Your Voice! (200 views)

Goal #2 in the Ambition 2030 Plan: Improve Traffic Flow - Your Plan, Let the City Hear Your Voice! (152 views 4 likes)

In the Ambition 2030 plan, we will identify what we hope a streetscape in 2030 will look like in Morristown. A streetscape is defined as the space and features between buildings on either side of a street that constitute the physical make up of a street. Your plan, let the City hear YOUR voice. (251 views – 4 likes)

Comments

Darrell Williams - How about paving Main Street with real bricks and turn it into a pedestrian space with tables, a carousel merry-go-round with historical figures of local significance, a nice parking garage downtown and trees in the street with sitting spaces around them? It would turn our beautiful downtown into a popular destination (3 likes)

Response to Comment: In the T-5 district, under the design principles we added: Streets rehabbed as pedestrian areas



Ambition 2030 Public Comments & Response

The general plan is known as Ambition 2030. The first goal or ambition in the plan is to Create Confidence in the community. Your plan, let the city HEAR your voice. (243 views – 2 likes)

The Morristown General Plan will utilize a planning tool called the Transect Model. The Transect model was first developed by American Architect and Urban Planner, Andres Duany. (202 views – 2 likes)

Interesting Fact: The Population in Morristown in 1930 was only 7,305 people.... In 2010 we had 29,137 people. The biggest time period of growth was between 1940 and 1960 when we went from 8,050 to 21,267! (227 views - 3 likes)

Comments

Alex Perez – I always thought we were a “small” town

The Morristown Regional Planning Commission is charged by the State (TCA 13-3-301) to prepare and adopt a General Plan for the Regional Planning Area. The commission will be looking for input on that Plan through Facebook & a public meeting on November 2nd & 3rd - Mark those dates to make sure your voice gets heard! (171 views – 1 like)



Ambition 2030 Public Comments & Response

Public Charrette Process

Goals

More Night life downtown (food, bars & entertainment)

Maintain existing infrastructure

Provide more pedestrian crosswalks

Provide pedestrian access to the lake from downtown (via Turkey Creek)

Create a "teenage hangout" too many kids are getting bored and turning to drugs and crime to have fun. We need at least one "teen zone" that does not only consist of sports.

Expand the Downtown District along with the skywalks

The abandoned homes and buildings should be taken over by the city or sold at public auction to someone with the understanding it has to be brought up to speck

All of the Goals are great and I can't wait to see them enforced.

Take out the median on East Morris Boulevard in front of the Co-op, CCU Credit Union and Morristown Towing

Relocate Koch Foods from Morris Boulevard (Twice)

City of Morristown should not take care of properties such as Morristown College unless the city owns the property. Stop spending taxpayer's money without their approval. Make property owners keep their property in good shape.

Based on this and other comments we made revisions to the Goals which included additional steps to reach goals and one new goal addressing appealing to a variety of demographics.

What do you want to preserve downtown?

1. Historic Character, Architecture & Buildings (6)
2. Walkability, Sidewalks & Skywalks (4)
3. Parks/ Public Space
4. The Farmer's Market
5. Java Garden & Yummy Cakes



Ambition 2030 Public Comments & Response

What do you want to be added to Downtown?

1. Entertainment (Music Scene/Music Stores, Pool, Monthly Festivals, Family Friendly Events, Movie Theater, Amphitheater, evening café) (8)
2. Better Landscaping & more green space even on the skywalks (4)
3. Make like Market Street put farmer's market on Main Street/ Improve Farmer's Market (3)
4. More/ Better Parking or a Parking Garage (3)
5. Help put businesses in the vacant buildings (2)
6. Entertainment (Music Scene/Music Stores, Pool, Monthly Festivals, Family Friendly Events, Movie Theater, Amphitheater, evening café)
7. More Pedestrian Areas (Between Cumberland & Henry on Main street bike lanes, walkways & gardens)
8. More Residential areas

Response to Comments: Based on this and other comments we made revisions to the T-5 district to encourage the preservation of historic buildings and added creating pedestrian spaces to the design principles.

What should we preserve?

1. Scenic Mountain Views
2. Lake
3. Scenic Drives
4. Downtowns

Response to Comments: An additional Goal was added under the goal section as follows:

5. Protect existing natural areas and rural areas with the city.
 - a. Complete a study of natural and rural areas that should be protected within our community

Taking a look at our Streetscapes

West First North (comment on uniform parking)

- Wide Sidewalks with landscaping on the sidewalk and not landscaped islands in the middle of the street.
- Parallel Parking on the street
- No Setbacks all buildings touching the street

Cumberland Avenue

- Wide Sidewalks with landscaping on the sidewalk and not landscaped islands in the middle of the street.
- Parallel Parking on the street
- No Setbacks all buildings touching the street

Response to comments: These items were all added as design principles in the T-4 urban district.



Ambition 2030 Public Comments & Response

West Andrew Johnson Highway

- Green/Landscaped Median, sidewalks behind tree lined street
- No parking on the street
- Deeper Setbacks

Morris Boulevard

- Large Green Strip on one side of the road with pedestrian path on that same side
- No parking on the street or some Parallel parking on the opposite side of the street
- Deep Setbacks

Response to comments: These design principles were added to the T-3 Suburban District.

The Map & The lines

1. Extend Urban across Morris Boulevard
2. Expand the Downtown Area to cover more of the historical residential area (2)
3. Extend the Urban all the Way to Economy (2)
4. Make May's Lake on Valley Home a Natural Area
5. The rural area near Russellville should be part of the Industrial District
6. Areas North of Reed Chapel Road should be rural
7. Windswept should be rural

Response to comments: These map revisions were completed.

Email Comments

The PCD (Planned Commercial District) should be added to the T-4 urban section. This zoning gives a little more flexibility and options to development in our area, seeing how we are not based on a grid type layout in our city. There are a lot of situations where this type of zoning makes better sense and then other times when it doesn't but while we are looking at this plan, I think it's wise to add. – Mike Bunch

Response to Comments: The PCD (Planned Commercial District) was added.

Civic Club Comments

The City of Morristown should consider fixed mass transit routes.

Response to comments: This is included in the goals.

1. Consider fixed Transit Routes
 - a. In conjunction with the Lakeway Area Metropolitan Planning Organization review the possibilities of fixed transit routes.



Ambition 2030 Public Comments & Response

Public Hearing Comments

The area known as the Massengill Property between Walters Drive and Economy Road should be T1 natural. – Judy Bartholomew

More T1 Natural space should be a goal. – Judy Bartholomew

Response to Comments: More natural space was added in the Goal section. T1- Natural was not selected for the area in question due to the proximity to city services and topography of the land.