

# MORRISTOWN REGIONAL PLANNING COMMISSION

## Agenda

April 10, 2018



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### Call to Order

- I.** Approval of March 13<sup>th</sup>, 2018 Minutes
- II.** Old Business: none
- III.** New Business:
  - State Route 66 Corridor Management Agreement

### Adjournment

*The next meeting of the Morristown Regional Planning Commission is scheduled for May 8, 2018 at 4:00 pm.  
The deadline to submit applications for this meeting is April 16, 2018.*

**Morristown Regional Planning Commission**

**Minutes**

**March 13, 2018**

**Members Present**

Chairman Jim Beelaert

Vice Chairman Bill Thompson

Commissioner Wanda Neal

Commissioner Jack Kennerly

Commissioner Frank McGuffin

Commissioner Bob Garrett

Commissioner Sylvia Hinsley

Commissioner Snyder

Mayor Gary Chesney

**Others Present**

Steve Neilson, Community Development Director

Josh Cole, Planner

Lori Matthews, Senior Planner

T. Phillip Carlyle

Chairman Jim Beelaert called the meeting to order and invited anyone who wished to join the Commission in an Invocation and the Pledge of Allegiance to do so.

**I. Chairman Beelaert called for the approval of the February 13<sup>th</sup>, 2018 minutes.**

Mayor Chesney made a motion for approval of the February 13<sup>th</sup>, 2018 minutes and it was seconded by Commissioner McGuffin. Upon voice votes, all Ayes.

**II. Old Business: None**

### **III. New Business:**

#### **TEXT AMENDMENT: Off-Street Parking Requirements for Industrial Zones**

Planner Josh Cole discussed a request that was received by the Industrial Development Board (IDB) to amend the Off-Street Parking Requirements for Industrial Uses (Section 14-216-3.f). Currently, the ordinance requires one parking space per five hundred square feet of total floor area. The IDB is seeking to amend the off-street parking to be based on employment numbers instead of floor space, which they state is an old standard for more labor intensive industries. As technology and automation increases, many industries may have a large building footprint but do not need nearly the number of parking spaces that the ordinance currently requires. For example, Project Ruby came before the Board of Zoning Appeals this past June for a variance to the required parking for this exact reason.

Their proposed amendment is as follows:

One and one quarter parking spaces for every one employee on the largest work shift, plus one space per company vehicle. Many other cities in the region have similar employee based parking requirements instead of being based on square footage.

After some discussion, the proposed amendment was amended to include visitors' parking. Staff recommended approval of the proposed text amendment.

Commissioner Neal made a motion for approval of this text amendment request and it was seconded by Mayor Chesney.

Voting Results: 9 yes; 0 no. Motion carries.

#### **ANNEXATION: 1755 Howard Allen Road**

Senior Planner Lori Matthews discussed the annexation request that was submitted by Mrs. Linda Robinson of 1755 Howard Allen Road. The petitioner requested that she be allowed to have the property in question be annexed into the City of Morristown with a zoning designation of Heavy Industrial (HI).

Annexation of this two acre parcel will fill one of two gaps within the City's East Tennessee Progress Center located adjacent to Exit 8 and The Downs development in south Morristown. The East Tennessee Progress Center is a 900 acre industrial park started in the mid 1990's, hence, Staff's request to recommend industrial zoning upon annexation rather than rezone the property at a later date.

The dwelling and accessory structures currently in place will be razed to make way for the extension of Progress Parkway from its current terminus behind Koch Chicken factory. Howard Allen Road will also be abandoned in full to provide access north for the Progress Parkway extension.

Morristown Utilities Systems will serve as provider of all utilities. No additional Fire or Police personnel will be needed.

Staff was in favor of this annexation and zoning designation and asked that the Planning Commission forward it on to City Council.

Mayor Chesney made a motion for approval and it was seconded by Vice Chairman Thompson.

Voting Results: 9 yes; 0 no. Motion carries.

### **ROAD ABANDONMENT: Howard Allen Road**

Senior Planner Lori Matthews discussed the proceedings that were initiated by the City of Morristown to abandon the portion of Howard Allen Road which exists within the City limits. The abandonment is needed as it will be part of the Progress Parkway extender north.

The Howard Allen Road right-of-way varies in width from west to east approximately twenty feet, from a width of 30 feet to 50 feet. Approximately 3,500 linear feet of this street from the corporate limits to its terminus with Witt Road is needed to be vacated in order to construct the Parkway extender.

Staff recommended the portion of Howard Allen Road within the City limits be abandoned as submitted.

Mayor Chesney made a motion for approval of this road abandonment and it was seconded by Vice Chairman Thompson.

Voting Results: 9 yes; 0 no. Motion carries.

### **ANNEXATION: Progress Parkway**

Senior Planner Lori Matthews discussed the annexation request that was submitted by the developer of The Downs at Wallace Farms at Exit 8. The lots were created with the construction of Progress Parkway for the East Tennessee Progress Center. The northern most lot behind the existing Weigel's convenience store and Steeplechase Lane is being prepared to accommodate a truck refueling center.

Annexation of this 25 acre parcel will fill in much of that area still not incorporated between the Quarterhorse Trail to the east and Otis USA. As the greater part of this area is zoned Heavy Industrial (HI), Staff recommended that the property be zoned the same upon its effective annexation date as opposed to designating the property with a holding zoning designation as is often the process.

Morristown Utilities Systems will serve as provider of electric and sanitary sewer with Witt Utilities providing all water services. No additional Fire or Police personnel will be needed.

Staff was in favor of this annexation and zoning designation and asked that the Planning Commission forward it on to City Council for approval.

Commissioner McGuffin made a motion for approval of this annexation request and it was seconded by Commissioner Hinsley.

Voting Results: 9 yes; 0 no. Motion carries.

### **PUD APPROVAL: Villas West Phase II and Street Name**

Senior Planner Lori Matthews discussed the request that was submitted to the Planning Department for construction of the second phase of an existing residential development to be located on North Bellwood Drive immediately north of Villas West Phase I. Property owner and applicant is Mr. Phillip Carlyle.

Zoning regulations stipulate that all multi-building development site plans be reviewed and approved by the Regional Planning Commission prior to construction.

Villas West Phase I, located behind the Morristown Honda dealership is a 3.5 acre, 21 building single-family residential development approved in early 2016 and completed in 2017. The developer acquired the 5 acre tract which adjoins Phase I to the north and is proposing construction of Phase II which will include 25 buildings. Plans indicate 2 parking spaces to be provided, one located within the garage. Phase II will be accessed by a 50 foot wide private drive which tees into the existing driveway of Phase I. A sidewalk will be extended from Phase I along North Bellwood. Stormwater detention is to be located along the northwest corner of the property.

Both phases of this development are zoned Medium Density Residential (R-2), which limits density by minimum lot size requirements for total number of units/beds. Phase II will have approximately 9 dwelling units per acre.

In addition to site plan approval, the applicant required approval from the Planning Commission for the new private drive into the development which they hope to call Timberly Cate Court. E-911 and the City's GIS department have both given their approval to this naming convention.

Staff was in favor of this residential planned unit development and of the naming convention for the access off of North Bellwood Drive and asked the Planning Commission to approve both items as submitted.

Commissioner McGuffin made a motion for approval of both requests and it was seconded by Mayor Chesney.

Commissioner Garrett asked what was going to be done with the placement of the fire hydrants.



The applicant, Phillip Carlyle, came forward and stated that they had proposed a new fire hydrant on the northern side of the property somewhere between the fourth through the sixth buildings.

Voting Results: 9 yes; 0 no. Motion carries.

**REZONING: Urban Growth Boundary (tabled from February)**

Senior Planner Lori Matthews discussed the zoning request located within the City's Urban Growth Boundary from Mr. Alvy Couch for his property at 3887 South Davy Crockett Highway. Currently zoned Agricultural/Forestry (A-1), Mr. Couch was seeking a Commercial (C-1) designation for his business.

The 2.25 acre site is located behind Raimondi Carmel Apple factory and north from Lakeway Auto Salvage. The property fronts South Davy Crockett Parkway. Surrounding properties are all zoned A-1, the exception being the paint shop directly across 25-E which is zoned C-1.

Three buildings occupy the site, all between eight and nine thousand square feet in size and all used for commercial large motor vehicle storage, the exception being the northern most building which has an office in the front.

A memorandum from the County was sent to the City and it expressed support for this rezoning request with which the City Staff concurs. So, therefore, Staff recommended that the Morristown Regional Planning Commission approve this request.

Vice Chairman Thompson made a motion for approval and it was seconded by Commissioner Neal.

Voting Results: 9 yes; 0 no. Motion carries.

The meeting was adjourned.

Respectfully submitted,

Bill Thompson

Vice Chairman

BT/jc

# Memorandum

To: Morristown Regional Planning Commission

From: Richard DesGroseilliers, GISP 

Date: April 3, 2018

Subject: Corridor Management Agreement (CMA) for SR66

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Corridor Management Agreements are collaborative agreements. In the case of SR66, it will be for Lakeway Area Metropolitan Transportation Planning Organization (LAMTPO), Morristown, Hamblen County, Jefferson County, White Pine, and Tennessee Department of Transportation (TDOT).

There are three (3) core elements of a CMA

1. Purpose: To make sure SR66 will be a free-flowing multi-modal transportation network. This can be accomplished by limiting the number of driveways, linking parking lots, having frontage/ access roads, limit the number of traffic signals, minimizing the number of conflict points, etc.
2. Agreement: The agreement is to make sure that each governing agency communicates and collaborates with one another, when new developments (or even redevelops) occur along the thoroughfare.
3. Governance: Establish specific goals and strategies and/or actions for SR66. This will mostly be taken care of by the SR66 Corridor study that will be done by WSP consultants.

The rationale for the CMAs is due to the amount of congestion on existing highways, travel times are increasing, while the level of service (LOS) is decreasing for major thoroughfares.

If there are any questions or comments concerning this document, please feel free to contact me:

Rich DesGroseilliers, GISP, MTPO Coordinator  
100 W 1<sup>st</sup> N St  
Morristown, TN 37816-1499  
[richd@mymorristown.com](mailto:richd@mymorristown.com)

Staff recommends endorsing the document as submitted.

**TENNESSEE STATE ROUTE 66  
CORRIDOR MANAGEMENT AGREEMENT**

**MEMORANDUM OF UNDERSTANDING  
CORRIDOR MANAGEMENT ALONG STATE ROUTE 66**

**I. Purpose**

The purpose of this Agreement is to provide a framework for the signatory agencies, organizations and governments, within the State of Tennessee Department of Transportation, the City of White Pine, The City of Morristown, Jefferson County and Hamblen County to work collaboratively in the management of State Route 66 (SR66) from W. Andrew Johnson Highway/ SR34/ US Hwy 11E to SR341/ Roy Messer Hwy at I-81 Exit 4 and promote safe and efficient operation, enhance and sustain economic development and support environmental conservation along the corridor. In addition, this Agreement will sustain the planning approaches developed as a result of the SR66 Corridor Study.

**II. Agreement**

WHEREAS, Tennessee's Long Range Transportation Plan recognizes the value of interregional highway corridors in providing citizens and businesses throughout Tennessee with high quality access to educational, employment, health care and recreational opportunities and supports commerce and tourism; and

WHEREAS, the City of White Pine, The City of Morristown, Jefferson County, Hamblen County and the Lakeway Metropolitan Transportation Planning Organization have supported the SR 66 Corridor Study and all recommendations emerging from it.

WHEREAS, the City of White Pine, The City of Morristown, Jefferson County and Hamblen County Forge have Identified transportation Improvements along the SR 66 corridor In their respective plans and work programs; and

WHEREAS, the City of White Pine, The City of Morristown, Jefferson County and Hamblen County have prepared plans and studies describing their vision for the SR66 corridor, including:

- Transportation plan;
- Improvement Program;
- Overall Land Use Plan

WHEREAS, SR 66 has been identified as a corridor that enhances the economic vitality of the state, providing essential access for the City of White Pine, The City of Morristown, Jefferson County and Hamblen County to major economic markets and cultural centers; and

WHEREAS, the continued growth of the region is leading to increasing travel demand in the corridor, which, if unmanaged, can negatively affect the level of performance and safety experienced by users of the roadway; and

WHEREAS, community leaders, residents and transportation officials have identified this growing travel demand and development pressure as a concern with potential negative consequences



for the safety and operation of the corridor, with potential to degrade the performance of the corridor, and the resulting implications for the economy and quality of life of the region; and

WHEREAS, elected officials, agency staff, and representatives of State of Tennessee Department of Transportation, the City of White Pine, The City of Morristown, Jefferson County, Hamblen County and the Lakeway MTPO have endorsed the development of the SR 66 Corridor Study with the following list of corridor goals:

- Manage and coordinate growth;
- Expand regional mobility;
- Improve and preserve community character
- Mitigate negative impacts to the function of the corridor; and

WHEREAS, through the SR 66 Corridor Study process representatives from the respective jurisdictions will identify specific corridor strategies leading to the attainment of corridor goals.

NOW, THEREFORE, State of Tennessee Department of Transportation, the City of White Pine, The City of Morristown, Jefferson County, Hamblen County and the Lakeway MTPO agree to cooperate in the pursuit, adoption and implementation of the strategies and actions detailed in the **State Route 66 Corridor Study** and enumerated below:

1. **Access Management** – defines the relationship of adjacent land uses and activities to the corridor itself. The nature of that access can have a significant impact on mobility, congestion and safety. Tools to implement the access management strategy may include:
  - Medians/channelization standards;
  - Spacing standards;
  - Corner clearance standards;
  - Driveway design standards;
  - Connectivity and cross-access standards;
  - Street network standards;
  - Access management plans; and
  - Wayfinding signage.

Parties to this agreement recognize the importance of the Access Management strategy and tools to achieving the corridor management goals established for the SR 66 corridor. The parties agree to:

- a. Establish a process for coordinated access permit review and approval; and
  - b. Develop corridor access management standards and a corridor access management plan as part it of the comprehensive plan for State of Tennessee Department of Transportation, the City of White Pine, City of Morristown Hamblen County, and Jefferson County.
2. **Land Use Planning** – describes the location and type of places and activities along a corridor. The organization of those land uses can Influence a variety of factors, including traffic patterns, economic activity and community character. Tools to implement the land use strategy may include:

- Land use plans;
- Zoning, including design overlays;
- Subdivision regulations; and
- Urban services plans.

Parties to this agreement recognize the importance of the Land Use Planning strategy and tools to achieving the corridor management goals established for the SR 66 corridor. The parties agree to:

a. Develop corridor land development regulations and standards as part of the comprehensive plan for the State of Tennessee Department of Transportation, the City of White Pine, The City of Morristown, Jefferson County and Hamblen County.

3. **Roadway Design and Capacity** – design improvements enhance the safety and operation of the road, while capacity improvements allow more vehicles to travel on the road. Roadway design and capacity is also an important strategy to protect environmental resources in a corridor. Tools to implement the Roadway Design and Capacity Strategy may include: Roadway alignment;

- Travel lane and shoulder widths;
- Medians;
- Crosswalks;
- Bicycle lanes;
- Sustainable stormwater controls;
- On and off-ramp locations;
- Number of travel lanes;
- Intersection geometry and curb radii;
- Channelized right-turns;

Parties to this Agreement recognize the importance of the Roadway Design and Capacity strategy and tools to achieving the corridor management goals established for the SR 66 corridor. The parties agree to:

a. Develop corridor roadway cross sections with the State Department of Transportation as the lead agency; and

b. Develop a corridor alignment and capacity plan that defines and preserves required future right-of-way as part of the comprehensive plan for the City of White Pine, The City of Morristown, Jefferson County and Hamblen County

### **III. Governance**

#### **1. Adoption, Amendment and Termination**

This Agreement will become effective when an appointed and authorized representative of each State of Tennessee Agency, the City of White Pine, The City of Morristown, Jefferson County, Hamblen County and Lakeway MTPO have placed their signature in the block below.

This Agreement may be amended, in whole or in part, by mutual agreement of all parties as evidenced by signatures on an amended agreement. The signatory parties agree to confer with respect to the continuation of the Agreement, or if there is the necessity for any amendments, on an annual basis. The State Department of Transportation will coordinate this meeting by determining the date and location along with gathering input from the participating Agencies and Cities for preparation of the agenda.

This Agreement shall remain in force until terminated by written agreement of all of the signatory parties.

Notwithstanding the foregoing, the signatory parties may withdraw from this Agreement at any time provided that the withdrawing party notifies the other signatories thirty (30) days in advance of the desired date of withdrawal to allow time to remedy the reason for withdrawal. In the event efforts to remedy the reason for withdrawal are unsuccessful, the withdrawing party may withdraw from the Agreement without prejudice but at the risk of limiting its ability to participate in future activities and improvements taken as part of this Agreement.

#### **2. Programming, Funding, Budgeting and Reimbursement**

This Agreement is neither a fiscal nor a funding obligation. Any transfer of funds between signatories that occurs as a result of the actions outlined in this Agreement may take place through applicable laws, agreements, existing authorities and procedures.

Nothing in this Agreement obligate the signatories to expend appropriations, obligate funds or enter into any contract or agreement.

#### **3. Administration**

This Agreement will be coordinated by the State Department of Transportation in cooperation with the other signatories. The signatory parties, moreover, shall form a Corridor Management Committee to implement the course of action described in this Agreement. The Corridor Management Committee shall include a designated representative from each of the signatories to this Agreement. Committee members will develop committee rules and operating procedures and establish a regular schedule of meetings.

The Corridor Management Committee will function as the steering committee for this Agreement with the responsibility of providing strategic guidance on the actions described herein. In the absence of corridor wide policies, plans, standards and regulations, the Corridor Management Committee will also serve as a coordinating committee for proposed improvements and projects affecting the corridor. Adoption or approval of any policies, plans, standards or regulations recommended under this Agreement will be at the sole discretion of the legislative and/or appointed bodies of the signatory parties.

**IV. Signatures**

**IN WITNESS WHEREOF**, each of the parties hereto has executed this Agreement as of the date shown with the signature below:

CITY OF MORRISTOWN

CITY OF WHITE PINE

\_\_\_\_\_  
Gary Chesney, Mayor

Date

\_\_\_\_\_  
Glen E. Warren, Mayor

Date

HAMBLEN COUNTY

JEFFERSON COUNTY

\_\_\_\_\_  
Bill Brittain, Mayor

Date

\_\_\_\_\_  
Alan Palmieri, Mayor

Date

STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

LAKEWAY METROPOLITAN  
TRANSPORTATION PLANNING  
ORGANIZATION (LAMTPO)

\_\_\_\_\_  
Commissioner

Date

\_\_\_\_\_  
Director

Date