

**From:** "Brown, Chris" <chris\_brown@gspnet.com>  
**To:** "tom.brechko@knoxmpc.org" <tom.brechko@knoxmpc.org>  
**Date:** 4/6/2010 4:26:05 PM  
**Subject:** Dogwood Cove Concept Subdivision Plan - MPC Meeting April 8th,Agenda Item No. 12

Mr. Brechko,

My wife and I live at 7221 Dogwood Drive, about 750 feet down the street from the subdivision sitting vacant that's owned by S&E Properties, LLC. I'm a civil engineer and as such have quite a few concerns regarding the development and proposed concept plan on review to increase the density from 22 to 28 houses.

As a civil engineer, in my opinion, Dogwood Drive is not capable of handling the increase in traffic volume from the subdivision. Based on the subdivision report posted on the MPC website it appears that the average 'Estimated Traffic Impact' will be an additional 321 vehicle trips per day. With this increase in trips per day, in conjunction with the existing traffic, there's going to be a lot of future problems and safety issues with Dogwood Drive.

Last summer Dogwood Drive was 'widened' from the intersection of Whitower and Dogwood to the entrance of the subdivision. I believe the previous road width was approximately 14 feet wide and was widened to roughly 16 feet in an attempt to improve it. The asphalt surface course put down was not striped and the road continues to be an area that drivers use liberally to operate in both lanes. Along with that, the widening project did nothing to help improve site distance along the road. Every morning when I leave for work I meet a school bus and have to pull off one side of the road in order for it to pass, and not to mention meeting someone pulling a trailer or boat, and that teenagers think the curvy, hilly road is Knoxville's version of the autobahn.

Another concern is the section of Dogwood Drive from the entrance of the subdivision down to Wright's Ferry. No improvements have been made to this section of road that future residents will be using and there's numerous problems with it. Just past the subdivision entrance is a blind, one lane (approximately 14 feet wide), reverse curve with a drop off of about 15 feet on one side. There's no guard rail in this area and it's just a matter of time before someone ends up going down the embankment.

Knox County's Subdivision Regulations, Section 6, Design Standards for Streets and Roads, Horizontal Curves states, "On local streets greater than one thousand (1000) feet in length, the minimum allowable horizontal radius of curvature at the centerline of the proposed road right-of-way shall be not less than two hundred fifty (250) feet." Along with that, the following section on Tangents for Reverse Curves states, "Reverse curves in road right-of-way shall be connected by tangents of not less than... fifty (50) feet for local streets." Obviously there are topographic constraints in this area, but this section of Dogwood Drive does not meet Knox County standards and will not only continue to be used by current residents, but the traffic volume will increase by 321 trips per day with the subdivision.

As others have already discussed with you, the subdivision is out of character with our neighborhood and will only add to the congestion and traffic flow along Dogwood Drive. A lot of people use the road for biking, running, walking, etc. because it's a beautiful, rural area ideal for

these kinds of activities.

Knox County's Subdivision Regulations, Section 6, Design Standards for Streets and Roads, Relation to Adjoining Road Systems states, "A subdivision of a parcel of land shall be undertaken in such a manner as to enhance the sound development of the neighborhood in which the subdivision lies. The proposed road system of a subdivision shall generally provide for the continuance of existing or dedicated streets in adjoining or nearby tracts. In addition, dedication of rights-of-way shall be provided to the satisfaction of the Planning Commission for the connection of the subdivision to any adjoining unsubdivided land, to accommodate an increase in traffic resulting from the subdivision, to provide for harmonious development of the subdivision in relation to the neighborhood in which it lies, and for the general safety and welfare of those benefiting from the subdivision."

In summary, I don't feel this development is enhancing our neighborhood, nor are the local streets able to accommodate the increase in traffic volume. Unfortunately, I will be out of town at the time of the meeting this Thursday. Please accept this e-mail as my voice of concern regarding the revised concept plan and feel free to contact me with any questions or comments. Thanks,

Chris R. Brown, P.E.  
Associate, Water Services

GRESHAM, SMITH AND PARTNERS  
Architecture, Engineering, Interiors, Planning

1111 N. Northshore Drive, Suite S-400  
Knoxville, TN 37919  
[P] 865.521.6777  
[F] 866.651.2412

[www.gspnet.com](http://www.gspnet.com)<<http://www.gspnet.com>>

---

This E-mail, and any attachments thereto, is intended only for use by the addressee(s) named herein and may contain proprietary, legally privileged, confidential or copyrighted information belonging to the sender. If you are not the intended recipient of this E-mail, you are hereby notified that any use of, reliance on, disclosure, dissemination, distribution or copying of the contents of this email, and any attachments thereto, in whole or in part, is strictly prohibited. If you have received this E-mail in error, please immediately notify me by phone or by return E-mail and permanently delete the original and any copy of any E-mail and any printout thereof. Mail delivered by Gresham, Smith and Partners mail system.