



**KNOXVILLE/KNOX COUNTY METROPOLITAN PLANNING COMMISSION
USE ON REVIEW REPORT**

▶ **FILE #:** 1-D-15-UR **AGENDA ITEM #:** 39

POSTPONEMENT(S): 1/8/2015 **AGENDA DATE:** 2/12/2015

▶ **APPLICANT:** PAUL MURPHY

OWNER(S): Paul Murphy

TAX ID NUMBER: 133 079 & 07902 [View map on KGIS](#)

JURISDICTION: County Commission District 4

STREET ADDRESS: 1205 Wallace Rd

▶ **LOCATION:** Southwest side of Wallace Rd., north of S. Northshore Dr.

▶ **APPX. SIZE OF TRACT:** 15.23 acres

SECTOR PLAN: Southwest County

GROWTH POLICY PLAN: Planned Growth Area

ACCESSIBILITY: Access is via Wallace Rd., a minor collector street with a 20' pavement width within a 50' right-of-way.

UTILITIES: Water Source: First Knox Utility District

Sewer Source: First Knox Utility District

WATERSHED: Tennessee River

▶ **ZONING:** PR (Planned Residential)

▶ **EXISTING LAND USE:** Vacant land

▶ **PROPOSED USE:** Apartments

4.99 du/ac

HISTORY OF ZONING: None noted

SURROUNDING LAND USE AND ZONING: North: Residences / A (Agricultural) & RA (Low Density Residential)

South: Residences / PR (Planned Residential)

East: Residences / (Agricultural)

West: Residences / PR (Planned Residential)

NEIGHBORHOOD CONTEXT: The site is located in an area of low density residential development that has developed under PR (Planned Residential) and RA (Low Density Residential) zoning.

STAFF RECOMMENDATION:

▶ **APPROVE the development plan for a multi-dwelling development with up to 76 apartment units, subject to 11 conditions.**

1. Connecting the development to sanitary sewer, as well as meeting other applicable requirements of the Knox County Health Department.
2. Provision of street names which are consistent with the Uniform Street Naming and Addressing system Ordinance (Ord. 91-1-102).
3. Meeting all applicable requirements and obtaining all required permits from the Tennessee Department of Environment and Conservation.
4. Submitting a revised landscape plan to Planning Commission Staff for approval that will include

supplemental landscaping in the area of the access driveway and detention pond once the detailed grading and stormwater plans are approved.

5. Installing all landscaping, as shown on the revised landscape plan, within six months of issuance of the first occupancy permit for the project, or posting a bond with the Knox County Department of Engineering and Public Works, to guarantee such installation. Landscaping shall not interfere with sight visibility requirements at the driveway entrance on Wallace Rd.
6. The grading plan submitted to the Knox County Department of Engineering and Public Works shall identify the limits of grading in the northeast corner of the property to protect any existing trees in that area. The grading limits shall be clearly identified in the field prior to any clearing or grading on site.
7. Revise the development plan to identify the sidewalk connections for Buildings 3-5.
8. Meeting all applicable requirements of the Knox County Department of Engineering and Public Works.
9. Obtaining approval of the proposed security gates from the Knox County Fire Marshal.
10. Obtaining the variances for the reduction in the parking stall size from the Knox County Board of Zoning Appeals.
11. Meeting all applicable requirements of the Knox County Zoning Ordinance.

With the conditions noted, this plan meets the requirements for approval in the PR (Planned Residential) zoning district and the other criteria for approval of a Use on Review.

COMMENTS:

The applicant is requesting approval of a 76 unit apartment development on a 15.23 acre tract that is zoned PR (Planned Residential) at a proposed density of 4.99 du/ac. The development is located on the southwest side of Wallace Rd., approximately 1700' northwest of S. Northshore Dr.

ZONING & DENSITY

This property is a portion of a 75 acre tract that was rezoned PR with a density of up to 15 du/ac in 1986. The rezoning request identified apartments as the proposed use for the property with a requested density of 24 du/ac. The Planning Commission recommended approval of the PR zoning with a density of 7 du/ac. The Knox County Commission approved the rezoning to PR with a density of 15 du/ac. The approved zoning for this 15.23 acre site would allow consideration of up to 228 dwelling units.

Prior to submitting this use on review application, the applicant had met with Planning Commission Staff to review a proposed apartment development with 192 dwelling units at a density of 12.6 du/ac which is considered to be high density development under the Knox County sector plans. Staff advised the applicant that while the zoning designation allowed consideration of the development plan, the Southwest County Sector Plan would only support a low density development that would have a maximum density of 5 du/ac. Based on that meeting, the applicant revised their development plan and submitted the use on review application for a 76 unit low density apartment development.

While the majority of the detached residential subdivisions in the area have developed at densities less than 3 du/ac., the Villas at Lyons Crossing (attached residential subdivision) which is located southwest of the proposed development along S. Northshore Dr., was developed with a density of 5.6 du/ac (falls within the medium density category).

PROPOSED PLAN

The proposed development will have a single access driveway off of Wallace Rd. just northwest of Galewood Rd. The development will include a total of five apartment buildings with 3 two story buildings having 10 dwelling units each and 2 three story buildings have 24 dwelling units in each building. The dwelling unit mix includes 10 one bedroom units, 41 two bedroom units and 27 three bedroom units. The minimum parking requirement from the Knox County Zoning Ordinance is 109 parking spaces at 1.43 spaces per dwelling unit. The proposed plan includes 175 parking spaces at 2.3 spaces per dwelling unit. The two story buildings will include garages within the building for a total of 28 garage spaces.

The apartment buildings will be clustered around an amenity area that will include a clubhouse, pool, walking trail and multi-use lawn area. An organic garden area is also being proposed as an amenity. The buildings will be located on the hilltop which is the flatter portion of the site in existing fields. The access driveway and parking areas will be around the perimeter of the building complex. All paved areas will be outside of the 35' peripheral setback for the development.

While buildings are allowed to be located to within 35' of the external property line, the closest distance from an apartment building to the external property line is 106', over three times the minimum distance. A landscape plan has been submitted that includes a double offset row of evergreen trees for screening along the property lines that adjoining the Lyons Crossing and Richmond Hill Subdivisions. Staff is recommending a condition that a revised landscape plan be submitted to Planning Commission Staff for approval that would include supplemental landscaping in the area of the access driveway and detention pond once the detailed grading and stormwater plans are approved.

TRAFFIC IMPACT STUDY

Under the Planning Commission's Traffic Access and Impact Study Guidelines and Procedures, the proposed 76 apartment units falls just shy of the trip rates that would normally require a Level I Traffic Impact Study (looks at driveway access to public street). Based on the existing traffic conditions at the intersections of Wallace Rd. and S. Northshore Dr., and Wallace Rd. and Nubbin Ridge Rd., Staff recommended to the applicant that they prepare a Level II Study to evaluate existing conditions and the impact of the proposed apartment development on the level of service at those intersections. The applicant agreed to prepare the Study as a part of their application. Staff has included the Executive Summary, the sections on crash data, sight distance analysis and final recommendations for improvements in the packet.

The study recommended no changes at the Wallace Rd. and Nubbin Ridge Rd. intersection. While there were sight distance issues at this intersection in the past due to a fence being located within the public right-of-way, that fence has been relocated and approximately 390' of sight distance is now available to the west along Nubbin Ridge Rd. Approximately 450' is available to the east.

The study recommended a number of improvements at the Wallace Rd. and S. Northshore Dr. intersection. These improvements include the addition of turn lanes on S. Northshore Dr. and Wallace Rd. and a traffic signal if warranted. This intersection falls within the jurisdiction of the Tennessee Department of Transportation (S. Northshore Dr.), the City of Knoxville (S. Northshore Dr.) and Knox County (Wallace Rd.). There are no planned improvements for this intersection by the State, City or County. The majority of the improvements are already warranted under existing conditions without the proposed development.

The traffic study also identifies that the proposed development accounts for only 3% of the traffic under future conditions. An initial estimate of the cost of the proposed improvements (including a traffic signal) is approximately \$250,000.00. If the applicant were to pay their fair share of the improvements (3%) their share would be \$7500.00. The applicant has paid more than that amount in preparation of the traffic study that has the traffic problems in the area and provided recommended improvements for consideration by the State, City and County. It should be noted that if this development were replaced by a detached residential subdivision, there would be little change in the traffic impact.

EFFECT OF THE PROPOSAL ON THE SUBJECT PROPERTY, SURROUNDING PROPERTY AND THE COMMUNITY AS A WHOLE

1. The proposed apartment development will have minimal impact on local services since utilities are available to serve this site.
2. The proposed development at a density of 4.99 du/ac, is consistent in use and density with the approved rezoning of the property and is within the limits for low density development.
3. Any school age children living in this development are presently zoned to attend Rocky Hill Elementary, Bearden Middle and West High Schools. Studies have shown that multi-dwelling developments have fewer school age children than detached residential subdivision. The estimated number of school age children for this development is 12. A detached residential subdivision with 76 lots would have approximately 48 school age children.

CONFORMITY OF THE PROPOSAL TO CRITERIA ESTABLISHED BY THE KNOX COUNTY ZONING ORDINANCE

1. The proposed apartment development, with the recommended conditions, meets the standards for development within a PR (Planned Residential) Zone and all other requirements of the Zoning Ordinance.
2. The proposed development is consistent with the general standards for uses permitted on review: The proposed development is consistent with the adopted plans and policies of the General Plan and Sector Plan. The use is in harmony with the general purpose and intent of the Zoning Ordinance. The use is compatible with the character of the neighborhood where it is proposed since is similar in density to other development along Wallace Rd. Clustering the buildings on the site allows for greater setbacks from the adjoining detached

residential subdivisions. The use should not significantly injure the value of adjacent property. With direct access to a collector street, the proposed subdivision will not draw additional traffic through residential neighborhoods.

CONFORMITY OF THE PROPOSAL TO ADOPTED PLANS

1. The Southwest County Sector Plan designates this property for low density residential use and hillside protection. The PR zoning approved by the Knox County Commission in 1986 allows consideration of a density up to 15 du/ac. The proposed apartment development at a density of 4.99 du/ac is consistent with the Sector Plan's low density designation and the approved zoning.
2. The majority of this site falls within the hillside protection designation of the sector plan. The portion of the site with the steeper slopes is primarily the area that includes the access driveway for the site. Staff has recommended a condition that would protect that portion of the slope that is outside of the grading limits for the driveway. The majority of the apartment development will be located on the hilltop in existing fields. With the applicant proposing only two and three story buildings, and with the landscape plan conditions, the development should comply with the intent of Hillside and Ridgetop Protection Plan regarding ridgetop development.
3. The site is located within the Planned Growth Area on the Knoxville-Knox County-Farragut Growth Policy Plan map.

ESTIMATED TRAFFIC IMPACT: 746 (average daily vehicle trips)

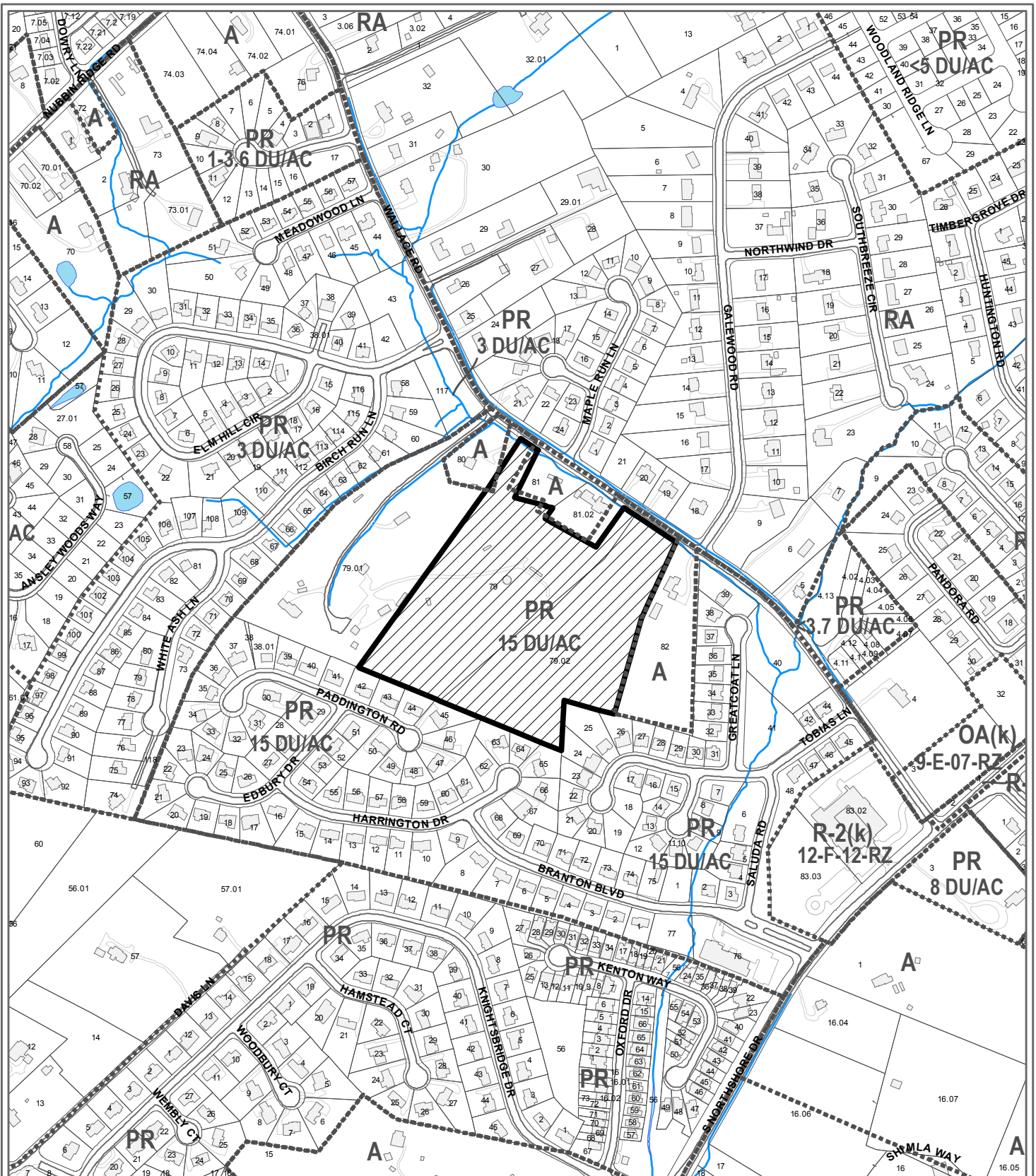
Average Daily Vehicle Trips are computed using national average trip rates reported in the latest edition of "Trip Generation," published by the Institute of Transportation Engineers. Average Daily Vehicle Trips represent the total number of trips that a particular land use can be expected to generate during a 24-hour day (Monday through Friday), with a "trip" counted each time a vehicle enters or exits a proposed development.

ESTIMATED STUDENT YIELD: 12 (public and private school children, ages 5-18 years)

Schools affected by this proposal: Rocky Hill Elementary, Bearden Middle, and West High.

- School-age population (ages 5–18) is estimated by MPC using data from a variety of sources.
- While most children will attend public schools, the estimate includes population that may be home-schooled, attend private schools at various stages of enrollment, or drop out of the public system.
- Students are assigned to schools based on current attendance zones as determined by Knox County Schools. Zone boundaries are subject to change.
- Estimates presume full build-out of the proposed development. Build-out is subject to market forces, and timing varies widely from proposal to proposal.
- Student yields from new development do not reflect a net addition of children in schools. Additions occur incrementally over the build-out period. New students may replace current population that ages through the system or moves from the attendance zone.
- School capacities are subject to change by Knox County Schools through building additions, curriculum or scheduling changes, or amendments to attendance zone boundaries.

MPC's approval or denial of this request is final, unless the action is appealed to the Knox County Board of Zoning Appeals. The date of the Knox County Board of Zoning Appeals hearing will depend on when the appeal application is filed. Appellants have 30 days to appeal an MPC decision in the County.



**1-D-15-UR
USE ON REVIEW**



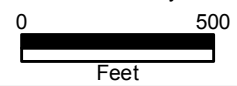
Apartments in PR (Planned Residential)

Petitioner: Murphy, Paul

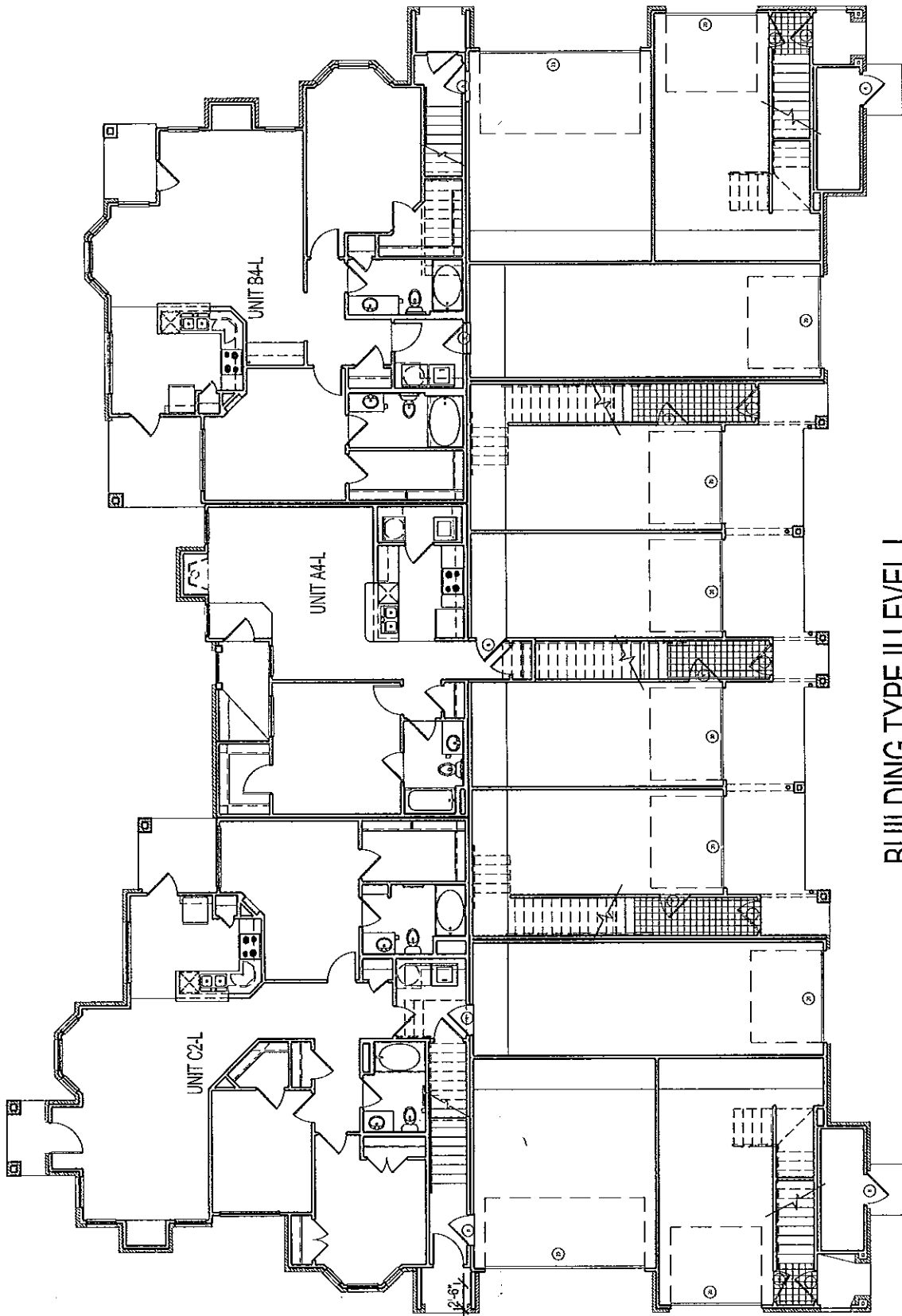
Map No: 133

Jurisdiction: County

Original Print Date: 12/22/2014 Revised:
Metropolitan Planning Commission * City / County Building * Knoxville, TN 37902

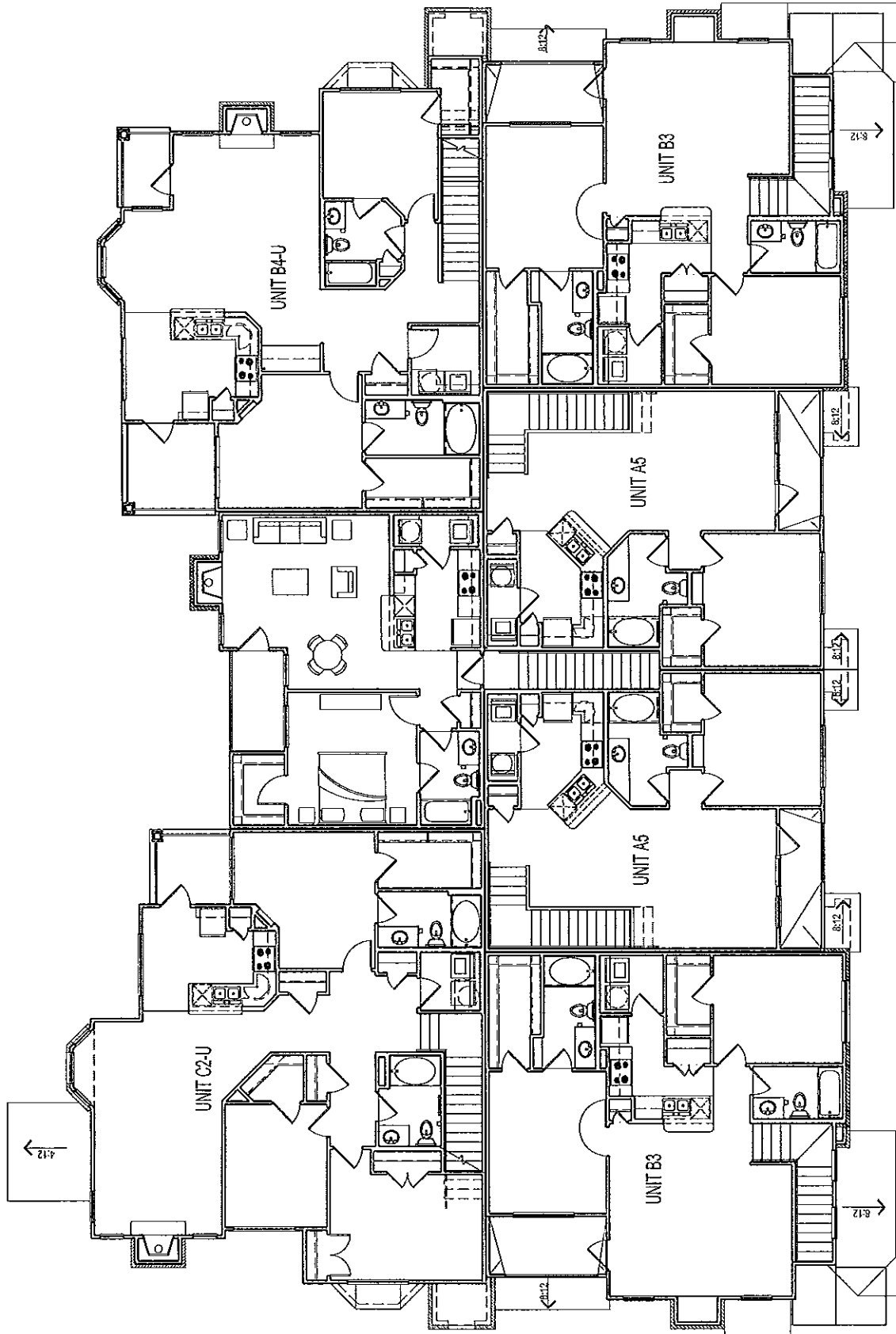


1-D-15-UR



BUILDING TYPE II LEVEL I

1-D-15-UR



BUILDING TYPE II LEVEL 2

Traffic Impact Study

FOR:

Wallace Road Apartments

FOR SUBMITTAL TO:

Knoxville-Knox County Metropolitan Planning Commission and
the Knox County Engineering Department

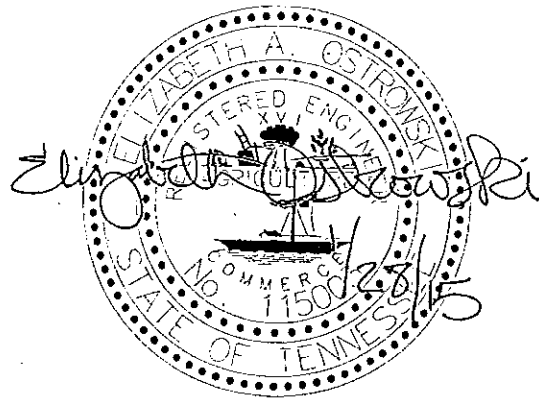
PREPARED FOR:

Murphy Development

PREPARED BY:

Kimley»»Horn

209 Tenth Avenue South
Suite 501
Nashville, TN 37203
(615) 564-2701



January 2015

Project Number 118121000

1.0 EXECUTIVE SUMMARY

This Traffic Impact Study has been performed for a proposed development (Wallace Road Apartments) within Knox County, Tennessee. The roadway network has been analyzed to determine the impact that seventy-six (76) apartment dwelling units will have on the forecasted traffic operations of intersections. Anticipated completion of this development is year 2017.

Upon completion of the proposed development (Wallace Road Apartments), the site is forecasted to generate a net increase of 584 daily trips, 41 AM peak hour trips, and 60 PM peak hour trips. Capacity analyses have been performed at two (2) intersections for Existing 2015, Background 2017, and Future 2017 scenarios. Additionally, capacity analyses have been performed for one (1) project driveway for the Future 2017 scenarios.

The recommendations included in this document are largely included to mitigate delay and capacity issues found in the 2017 Background scenario and other future scenarios which are illustrated in Section 7 of this report. There is particular concern at the intersection of Wallace Road at South Northshore Drive, where the southbound approach is anticipated to experience sizeable delay during the 2017 Background PM peak. Due to the number and magnitude of the recommended improvements warranted based upon future traffic volumes, it is suggested that the County and the developer discuss the recommendations and jointly determine who shall be responsible for each of the identified improvements. While the Wallace Road Apartments development does increase delay along Wallace Road at South Northshore Drive, the number of trips being generated by this development is nominal compared to the 2015 Existing and 2017 Background traffic volumes.

Following completion of the proposed development, the following mitigation measures will improve traffic operations under the Future 2017 scenario:

Wallace Road at Nubbin Ridge Road

- No improvements are recommended at this intersection.

Wallace Road at South Northshore Drive (SR 332)

- Recommend a one-hundred fifty (150) foot eastbound left-turn lane with a one-hundred twenty-five (125) foot taper be installed along South Northshore Drive (SR 332). Consideration should be given to also provide a nominal eastbound left-turn bay (approximately 50 feet of storage) for the Manorhouse Assisted Living / Memory Care facility driveway to the west of this intersection, as it exists within the recommended taper length.
 - Warranted in all scenarios, including the Existing 2015 scenario.

- Recommend a one-hundred fifty (150) foot westbound right-turn lane with a one-hundred twenty-five (125) foot taper be installed along South Northshore Drive (SR 332)
 - Warranted in all scenarios, including the Existing 2015 scenario.
- Recommend a one-hundred (100) foot southbound right-turn lane with a seventy (70) foot taper be installed along Wallace Road.
 - Warranted in all future scenarios, including the Background 2017 scenario.
- It is typical to for a stop-controlled approach at a two-way stop controlled intersection along an arterial corridor to experience sizeable levels of delay, particularly during peak hours. The intersection of Wallace Road at South Northshore Drive (SR 332) is no different. The southbound approach experiences a failing LOS in all Background and Future scenarios of this study during the PM peak hour, with the exception of the Future 2017 Conditions: Improved #4, which includes the addition of a traffic signal. As detailed in Section 7 of this report, a traffic signal may potentially be warranted under the Future 2017 scenario; however, only four (4) hours of data were captured for this study, and TDOT typically will not recommend the installation of a traffic signal without meeting Warrant 1: Eight Hour Vehicular Volume with existing traffic volumes (i.e. not projected future traffic volumes). While the installation of a traffic signal does improve the southbound approach delay to an acceptable LOS, the intersection as a whole operates at an acceptable LOS under all scenarios, during both the AM and PM peak hours. Therefore, a traffic signal is not warranted at this time, yet it may potentially be needed if/when existing traffic volumes exceed the MUTCD thresholds for eight hours of the day.

Wallace Road at Site Driveway

- Recommend the proposed Site Driveway be stop controlled.
- Recommend the proposed Site Driveway consist of one ingress lane and one egress lane.

3.3 Crash Data

Crash data within the study area was provided by the TDOT Region 1 Traffic Office and the Knox County Department of Engineering and Public Works.

Summary reports provided by the TDOT Region 1 Traffic Office include crash data from 2011 to 2013 at the intersection of Wallace Road at South Northshore Drive (SR 332). Seven (7) crashes are recorded within this time period in the TRIMS database. The basic statistics of these crashes are as follows:

<u>Statistics</u>	<u>Road Condition</u>	<u>Weather Condition</u>
2 – Injury	2 - Wet	5 – No Adverse Condition
5 – Property Damage Only	5 - Dry	2 - Rain
<u>Manner of Collision</u>	<u>Light Condition</u>	
2 – Rear End	4 - Daylight	
3 - Angle	1 - Dusk	
1 – Sideswipe Same Direction	1 – Dark, Lighted	
1 – Run Off Road	1 – Dark, Not Lighted	

The crash rate for the total crashes is 0.406. The statewide average crash rate for crashes on two-lane urban minor arterials is 0.217. This location experiences a 1.87 times higher crash rate than the statewide average on similar roadways.

The injury crash rate is 0.116. The statewide average injury crash rate for injury crashes on two-lane urban minor arterials is 0.055. This location experiences a 2.11 times higher injury crash rate than the statewide average on similar roadways.

The reports containing the data provided, as well as additional details, can be found in **Appendix B**.

Summary reports provided by the Knox County Departments of Engineering and Public Works include crash data from 2012 to 2014 along all roadways in the study area.

Along Nubbin Ridge Road, seven (7) crashes were reported in this time frame, all of which were Property Damage Only crashes. Four (4) of these crashes were located at the intersection of Wallace Road at Nubbin Ridge Road.

Along Wallace Road, six (6) crashes were reported in this time frame. Two (2) of these crashes were Injury crashes, and the remaining four (4) were Property Damage Only crashes.

Along South Northshore Drive (SR 332), ten (10) crashes were reported in this time frame. Three (3) of these crashes were Injury crashes, and the remaining seven (7) were Property Damage Only crashes. Seven (7) crashes occurred at the intersection of Wallace Road at South Northshore Drive (SR 332). One (1) of these crashes was an injury crash. Due to the detail and the varying years of data provided it is not known if any of these crashes represent duplicates of what was provided by the TDOT Region 1 Traffic Office.

The crash diagrams containing the data provided, as well as additional details, can be found in **Appendix B**.

3.4 *Sight Distance*

Sight distance calculations were collected along Nubbin Ridge Road, Wallace Road, and S Northshore Drive (SR 332) by the developer's civil engineer, Fulghum, MacIndoe, & Associates, Inc.

Per the preliminary plans, the project site driveway will be located at the eastern side of the property between 1215 Wallace Road and 1227 Wallace Road. The driveway centerline will be located approximately 260 feet northwest of the centerline of Galewood Road. The current posted speed limit in the vicinity of the project driveway is 30 mph. The sight distance along Wallace Road will meet the required 300 feet in both the northbound and southbound directions upon completion of the driveway construction.

The current posted speed limit is 40 mph along South Northshore Drive in the area surrounding its intersection with Wallace Road. The sight distance along South Northshore Drive met the required 400 feet in both the eastbound and westbound directions.

The current posted speed limit is 30 mph along Nubbin Ridge Road in the area surrounding its intersection with Wallace Road. The sight distance along Nubbin Ridge Road meets the required 300 feet in both the eastbound and westbound directions.

Sight Distance Analysis information can be found in **Appendix B**.



January 27, 2015

Mr. Paul Murphy
Murphy Development, LLC
6514 Deane Hill Drive
Knoxville, TN 37919

Re: Sight Distance at Proposed Wallace Road Apartments Site

Dear Mr. Murphy:

We visited your site for proposed apartments at 1205 Wallace Road in Knoxville, TN to check the available sight distance for the proposed driveway. The Knoxville Regional Transportation Planning Organization also requested that sight distances be determined at two additional intersections: Wallace Road at Northshore Drive and Wallace Road at Nubbin Ridge Road.

Per our preliminary plans, the driveway will be located at the eastern side of the property between 1215 Wallace Road and 1227 Wallace Road. The driveway centerline will be located approximately 260 ft. northwest of the centerline of Galewood Road.

Wallace Road's current posted speed limit is 30 mph through this area. We observed that the sight distance along Wallace Road will meet the required 300 ft. in both the northbound and southbound directions once construction of the driveway is completed. Some removal of existing vegetation along the property line will be required.

Northshore Drive's current posted speed limit is 40 mph in the area surrounding the intersection with Wallace Road. We observed that the sight distance along Northshore Drive met the required 400 ft. in both the eastbound and westbound directions.

Nubbin Ridge Road's current posted speed limit is 30 mph in the area surrounding the intersection with Wallace Road. We observed that the sight distance along Nubbin Ridge Road met the required 300 ft. in both the eastbound and westbound directions.

Should you have any questions or comments please don't hesitate to contact me.

Thanks,

Aarron M. Gray, P.E.

cc: FMA Project File 223.010.0



8.0 RECOMMENDATIONS

This Traffic Impact Study has been performed for a proposed development (Wallace Road Apartments) within Knox County, Tennessee. The roadway network has been analyzed to determine the impact that seventy-six (76) apartment dwelling units will have on the forecasted traffic operations of intersections. Anticipated completion of this development is year 2017.

The recommendations included in this document are largely included to mitigate delay and capacity issues found in the 2017 Background scenario and other future scenarios which are illustrated in Section 7 of this report. There is particular concern at the intersection of Wallace Road at South Northshore Drive, where the southbound approach is anticipated to experience sizeable delay during the 2017 Background PM peak. Due to the number and magnitude of the recommended improvements warranted based upon future traffic volumes, it is suggested that the County and the developer discuss the recommendations and jointly determine who shall be responsible for each of the identified improvements. While the Wallace Road Apartments development does increase delay along Wallace Road at South Northshore Drive, the number of trips being generated by this development is nominal compared to the 2015 Existing and 2017 Background traffic volumes. The 27 project trips distributed to this intersection during the PM peak hour represents 9.7 percent of the Future 2017 PM Peak turning traffic volume at this intersection ($27 \div 276 = 0.097$).

Following completion of the proposed development, the following mitigation measures will improve traffic operations under the Future 2017 scenario:

Wallace Road at Nubbin Ridge Road

- No improvements are recommended at this intersection.

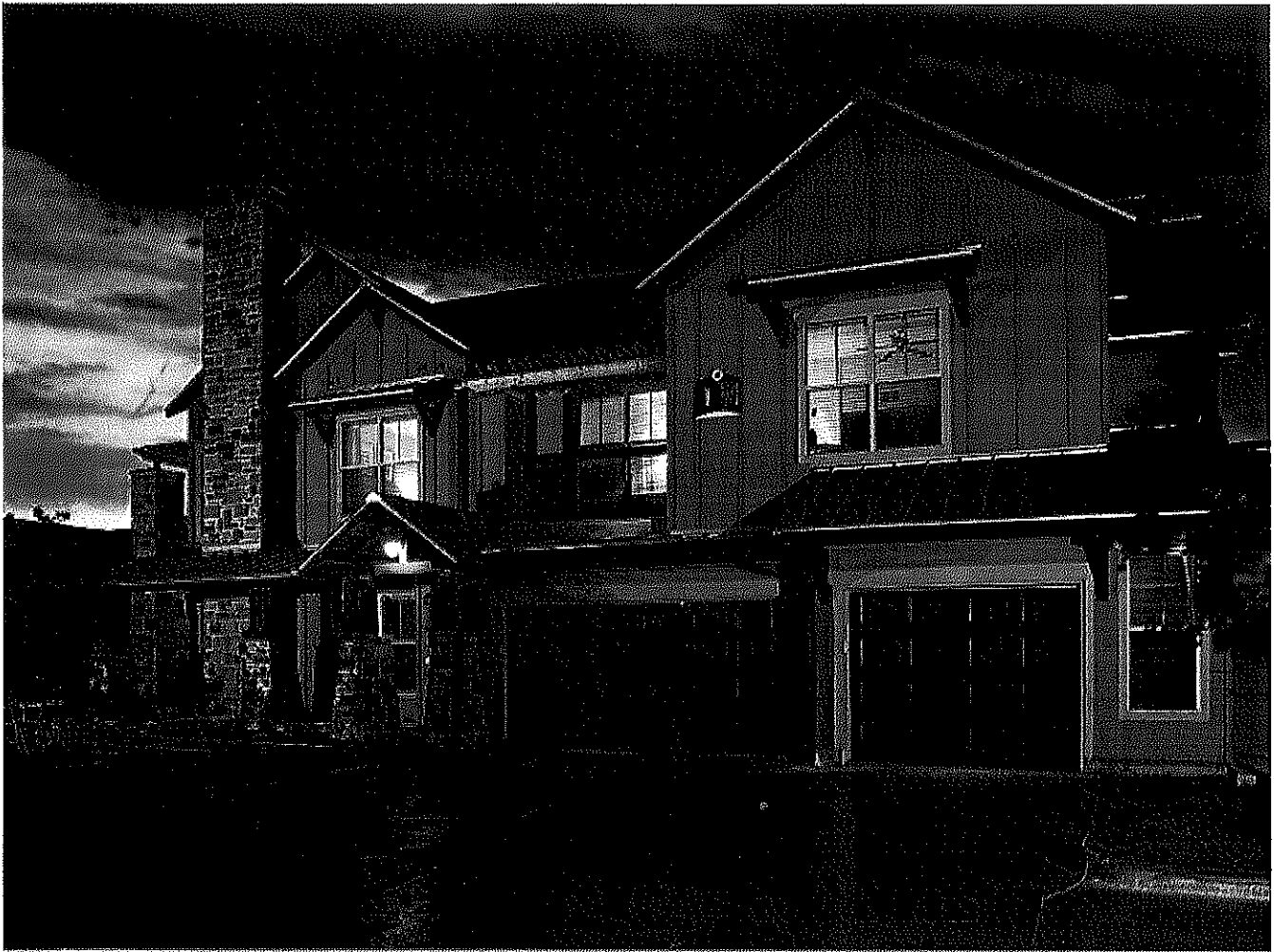
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 - Warranted in all scenarios, including the Existing 2015 scenario.
- Recommend a one-hundred fifty (150) foot westbound right-turn lane with a one-hundred twenty-five (125) foot taper be installed along South Northshore Drive (SR 332)
 - Warranted in all scenarios, including the Existing 2015 scenario.

- Recommend a one-hundred (100) foot southbound right-turn lane with a seventy (70) foot taper be installed along Wallace Road.
 - Warranted in all future scenarios, including the Background 2017 scenario.
- It is typical to for a stop-controlled approach at a two-way stop controlled intersection along an arterial corridor to experience sizeable levels of delay, particularly during peak hours. The intersection of Wallace Road at South Northshore Drive (SR 332) is no different. The southbound approach experiences a failing LOS in all Background and Future scenarios of this study during the PM peak hour, with the exception of the Future 2017 Conditions: Improved #4, which includes the addition of a traffic signal. As detailed in Section 7 of this report, a traffic signal may potentially be warranted under the Future 2017 scenario; however, only four (4) hours of data were captured for this study, and TDOT typically will not recommend the installation of a traffic signal without meeting Warrant 1: Eight Hour Vehicular Volume with existing traffic volumes (i.e. not projected future traffic volumes). While the installation of a traffic signal does improve the southbound approach delay to an acceptable LOS, the intersection as a whole operates at an acceptable LOS under all scenarios, during both the AM and PM peak hours. Therefore, a traffic signal is not warranted at this time, yet it may potentially be needed if/when existing traffic volumes exceed the MUTCD thresholds for eight hours of the day.

Wallace Road at Site Driveway

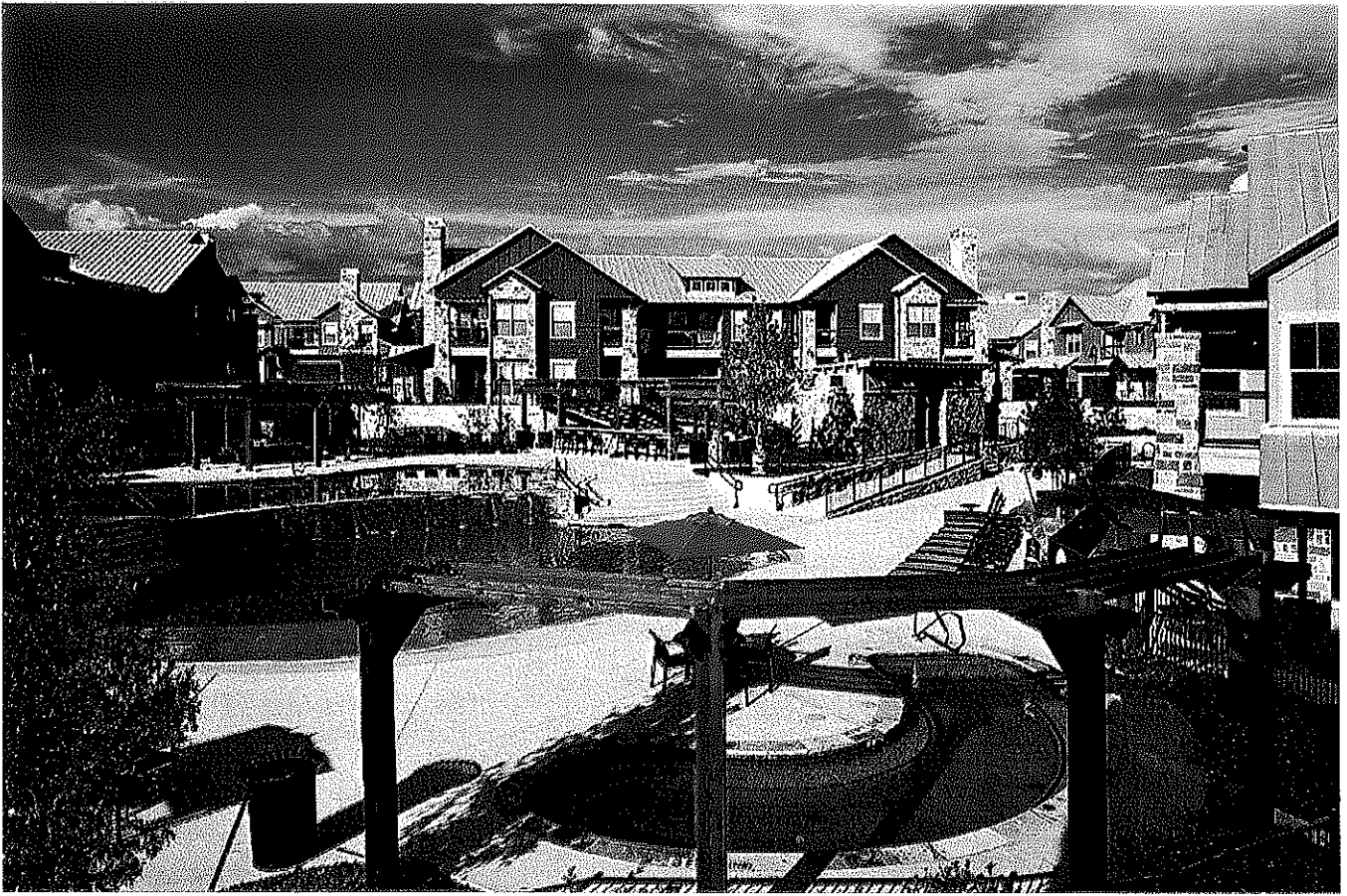
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1-D-15-UR



1-D-15-UR



1-D-15-UR



Betty Jo Mahan <bettyjo.mahan@knoxmpc.org>

[MPC Comment] Andrew Maziasz MPC File 1-D-15-UR

1 message

Andrew Maziasz <andrewmaziasz@knoxauto.com>

Tue, Dec 30, 2014 at 2:58 PM

Reply-To: andrewmaziasz@knoxauto.com

To: commission@knoxmpc.org


Cc: bob.thomas@knoxcounty.org, ed.brantley@knoxcounty.org, jeff.ownby@knoxcounty.org

This email is concerning the rezoning issue on wallace road. MPC File 1-D-15-UR on rezoning 1205 and 1217 Wallace. I do not believe this is a good idea to bring unwanted traffic and congestion to this area. The road has too much traffic as is off of northshore and nubbins ridge. Please be aware that is is a concern of public nature. Development of this land will bridge unsafe traffic to the area and will not be a good residential/political move for any parties involved.

I live at 1221 Southbreeze Circle in the galewood subdivison. We value growth of Knoxville and the surrounding community, but this does not seem like the proper area for that growth. The other issue will be the drainage of the development. This area has bad drainage and should be considered as not a safe utilization of the land.

Thank You

Andrew Maziasz

 Description:
KnoxAutoPartsemaillogo
L

Andrew Maziasz

865 934 4465

1-888-242-8733 x 111

fax 865 934 4461

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This message was directed to commission@knoxmpc.org



Betty Jo Mahan <bettyjo.mahan@knoxmpc.org>

[MPC Comment] Proposed Development by Paul Murphy on Wallace

1 message

James Sutton <sutton3369@att.net>

Mon, Jan 5, 2015 at 11:23 PM

Reply-To: sutton3369@att.net

To: "commission@knoxmpc.org" <commission@knoxmpc.org>, "jeff.ownby@knoxcounty.org" <jeff.ownby@knoxcounty.org>, "tom.brechko@knoxmpc.org" <tom.brechko@knoxmpc.org>

Dear Commission and Commissioner Ownby,

I am sending this e-mail to express my sincere concern of the rezoning being proposed by Paul Murphy on Wallace Road in Rocky Hill so he can build an apartment complex. I live on Tobias Lane off Wallace and Wallace Road is in no way able to meet the traffic demands of the planned development. This is already a heavy congested area. We can't even pull out on to Northshore in the mornings or afternoons without waiting five-ten minutes as it is. Now add another 250 cars traveling in and out of the apartment complex.

I know we in the community are getting ready to mount a well organized campaign against this development and use all of our political capital and resources to stop this development.

Bo Sutton
8512 Tobias Lane
Knoxville, Tennessee 37922

[865-748-5892](tel:865-748-5892)

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This message was directed to commission@knoxmpc.org



Betty Jo Mahan <bettyjo.mahan@knoxmpc.org>

[MPC Comment] Concern over MPC File 1-D-15-UR

1 message

Larry Kessler <lkess23@gmail.com>

Mon, Jan 5, 2015 at 9:19 AM

Reply-To: lkess23@gmail.com

To: commission@knoxmpc.org

Cc: tom.brechko@knoxmpc.org

Hello,

We are contacting you with regards to the planned residence application for rezoning 1205 and 1217 Wallace Road (MPC FILE #: 1-D-15-UR). We have a number of concerns regarding the development of a 76-unit apartment complex in this area and believe that this would not be a good usage of the land.

For one, we believe that adding a large residential complex with a high population density will lead to a big traffic issue in Rocky Hill. Nubbin Ridge, Wallace Road, and Northshore Drive are all narrow roads that are extremely hectic during peak hours. Being watchful of cars making dangerous left turns is a daily concern that residents who commute in the area already face. This apartment complex would magnify the issue enormously. More traffic could also become a safety concern for all of the children that play in the area. We understand that the MPC office has requested that the applicant conduct a traffic impact study. We believe that this study should take into consideration the fact that there are no sidewalks, no bus routes, and very few stores/attractions nearby. Therefore it is unlikely that residents will be walking anywhere and all errands will require a car, thereby increasing the traffic impact.

We also believe that the "estimated student yield" cited in the application is unrealistically low. Their estimate of 12 additional students assumes that some children will be home schooled or attend private school. However, it seems unlikely that families will choose to move into the Rocky Hill Elementary school zone and then send their children to a private school or home school them. Rather, it's more probable that families would be moving into this apartment complex so that they could send their children to Rocky Hill, thereby increasing the estimated student yield.

In addition, there are geological issues that should be considered. This area already has poor drainage issues, and adding a 76-unit apartment complex and all of the water usage that comes with such a complex would certainly lead to larger drainage problems. Simply by covering large amounts of the property with concrete will create a run-off issue for all of the established neighborhoods that currently exist downhill. Finally, we have heard (though cannot confirm) that there may be sinkhole activity on or near the property under review. If this is true, which again we are unsure of, then building a large apartment complex on the site could be a huge safety issue and could destabilize surrounding areas and residences.

While we fully support economic growth, we question whether there is a need for additional apartment housing in the area. Already, there are multiple complexes along Morrell Road and Northshore Drive that currently advertise vacancies.

Thank you for your consideration and your service to the community.

Kindest regards,

Larry and Virginia Kessler

--

This message was directed to commission@knoxmpc.org



Betty Jo Mahan <bettyjo.mahan@knoxmpc.org>

[MPC Comment] Opposition to File # 1-D-15-UR; Agenda Item 30

1 message

Blake Abercrombie <Blake.Abercrombie@brunswickboatgroup.com>Mon, Jan 5, 2015 at
10:23 AM

Reply-To: blake.abercrombie@brunswickboatgroup.com

To: commission@knoxmpc.org

Cc: blakeabercrombie@yahoo.com

Dear Planning Commission,

My name is Blake Abercrombie. I am a father, husband, IT Manager, Downtown commuter, and recent transplant to Knoxville. My family and I moved to the beautiful Lyon's Crossing subdivision one year ago and have fallen in love with the beauty and family oriented nature of the neighborhood and Knoxville.

I recently learned of the proposed zoning change from vacant land to 76 apartments at 1205 Wallace Rd (File # 1-D-15-UR; Agenda Item 30). I was surprised by the proposed change as it is inconsistent with the surrounding low density single-family housing throughout the area. I am strongly opposed to this change due to the following concerns:

1) Traffic Congestion

Wallace and Northshore are both heavily travelled and experience frequent congestion. Adding 746 average daily trips to this area will further complicate the movement of traffic for commuters and residents throughout the area extending all of the way down to our schools, Pellissippi, and downtown. All residents travelling Wallace and Northshore will be unduly impacted.

2) Traffic Safety

Adding 746 average daily trips will not only create more congestion, but will also create traffic safety concerns on Wallace and Northshore, as well as within Lyons Crossing. We have a large number of young children throughout the neighborhood and we take safety very seriously. We have signs and have added multiple speed humps. This development would thwart our efforts to keep our children safe by sending additional traffic through our neighborhood as a cut through during congestion.

3) Noise Pollution

From the project drawing, roads and dumpsters will be in extremely close proximity to the backyards and streets of our neighborhood, as well as two others. Roads and dumpsters plus a large apartment pool will significantly increase noise pollution throughout multiple tranquil neighborhoods.

4) Impact to Schools

The estimated student yield of 12 does not seem plausible given 76 apartments in one of the best and sought after school zones throughout Knoxville. This number will be significantly higher and will impact the surrounding school system.

These issues would be mitigated through the consistent development of single family homes in this area as opposed to higher density apartment zoning.

I appreciate your time and consideration on this very important matter.

I look forward to discussing in the next Commission meeting.

Take care,
Blake

Blake Abercrombie
1000 Paddington Rd
Knoxville, TN 37922

Blake Abercrombie
Brunswick Corporation
Big Data Manager
865.582.2272
blake.abercrombie@brunswickboatgroup.com

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This message was directed to commission@knoxmpc.org



Betty Jo Mahan <bettyjo.mahan@knoxmpc.org>

[MPC Comment] Planned Development - Wallace/Northshore Apartments

1 message

Harris, Matt <mharris@utk.edu>

Sun, Jan 4, 2015 at 10:44 PM

Reply-To: mharris@utk.edu

To: "commission@knoxmpc.org" <commission@knoxmpc.org>

Dear Committee Members,

My name is Matthew Harris. I am an Assistant Professor of Economics at the University of Tennessee and hold a dual appointment in the Center for Business and Economic Research. I research the impact of prospective policy decisions both for the State of Tennessee and for academic purposes.

I also live in Richmond Hills Subdivision, which is adjacent to the planned development. As a neighbor, a family man, and a professional economist, I think about this planned zoning change from a cost/benefit standpoint. From my perspective, the costs and benefits of this apartment development do not stack up favorably.

The social benefits from this development appear quite limited. There is already excess capacity in apartments in the Morrell/Westland/Deane Hill area. There are several apartment complexes that constantly advertise vacancies. An additional, massive complex is being completed this spring at the intersection of Morrell and Deane Hill. Additional complexes are being built on Northshore near Pellissippi. It is therefore unclear why an additional complex in a less than visible area would benefit anyone besides the developers.

We are also curious about how, exactly, they plan to attract prospective residents back there.

Regarding costs, I have several concerns about the planned development which I plan to address at the public hearing.

1.) Traffic considerations. The new development is projected to add over 700 car trips per day on Wallace drive. The road is inadequate for handling that increased load. Turning from Wallace onto Nubbin Ridge and Northshore is already a challenge, without the additional 100 vehicles operating with only one exit to a main thoroughfare.

Not only do the residents have these concerns, the DEVELOPERS have these concerns! The builders' decision to build just under the threshold that would mandate a traffic study sends a very clear signal that residents' concerns are well founded.

2.) Traffic Safety considerations. Our neighborhood, Richmond Hills, connects through to Northshore via Branton. When the Wallace/Northshore intersection is backed up, commuters use our neighborhood as a cut through to the Lyons Crossing entrance to Northshore. We are a neighborhood full of small, school age children. The prospect of increased activity as a bypass is unsettling -- especially when we have no sidewalks.

3.) Drainage. Our development, as well as Lyons Crossing, is directly down hill from the proposed development. Runoff from construction, automobiles, and other transformation will run directly into our back yards where children play. This development will run directly into over a dozen families' properties.

4.) Public Health Concerns. One feature of the planned development is a 'drainage pond.' This would be better phrased as "mosquito breeding ground."

5.) We are, of course, concerned about property values. Most owners of single family homes have zero desire to have their property back up to apartments. For those of us who purchased homes under the current zoning regulations, we will bear significant costs in the form of difficulty reselling homes and decreased sale prices.

Changing a zoning designation is only good policy if the benefits of that change outweigh the costs. While the developers may not be concerned with our property values and well being, as public policy makers, we urge you to consider the full and complete set of costs that this rezoning will impose on your constituents.

In short, my fellow homeowners and I are not opposed to development of that land, but feel strongly that the zoning designation should be restricted to single family homes. There is plenty of profit for developers to realize building single family homes, and this strategy will not place undue costs on those of us who have already invested in Knox county.

I look forward to meeting you all at the public meeting on Thursday.

Best regards,

Matthew C. Harris, Ph.D.
Assistant Professor
Department of Economics &
Center for Business and Economic Research
Haslam College of Business
University of Tennessee
722A Stokely Management Center
Knoxville, TN 37996-0570
[\(865\) 974-5591](tel:8659745591)

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This message was directed to commission@knoxmpc.org



Betty Jo Mahan <bettyjo.mahan@knoxmpc.org>

[MPC Comment] January 8th MPC meeting Use on Review

1 message

G Consin <geoscon@comcast.net>

Sun, Jan 4, 2015 at 9:37 PM

Reply-To: geoscon@comcast.net

To: "commission@knoxmpc.org" <commission@knoxmpc.org>

I would like to voice my opposition to the approval of item #30 on Thursday's agenda, the development of 76 apartments by Paul Murphy on Wallace Rd. , 1-D-15-UR.

My concerns are many:

Has a traffic study been completed? Turning onto Northshore from Wallace Rd. at one end and onto Nubbins Ridge on the other is very difficult and dangerous as is without additional traffic. Wallace Rd. is a narrow country road that is already carrying heavy traffic and is used by many as a cut through from Northshore to Nubbins Ridge. School buses also use this route daily which backs up traffic even further.

Have both drainage and environmental impacts been considered to the neighboring homes in Richland Hills and Lyons Crossing ?

Is a buffer between the proposed development and existing homes been considered? Trees, fencing, open space etc...

I , along with my neighbors have concerns regarding noise from the development along with the potential for an increase in criminal activity.

How many stories are the apartment buildings? Tall structures are not aesthetically pleasing and would not be consistent with the already developed areas.

Where will the dumpsters be placed? Very unsightly.

I wish to voice my strong opposition to this development. There are too few open "green" spaces in this part of the county already.

Respectfully,
George Consin
[865-719-0817](tel:865-719-0817)
Lyons Crossing resident.
1207 Harrington Dr., 37922

Sent from my iPad

--

This message was directed to commission@knoxmpc.org



Betty Jo Mahan <bettyjo.mahan@knoxmpc.org>

[MPC Comment] Concerning Proposed Apartment construction on Wallace Road

1 message

Leslie Bowden Nack <lbowden63@gmail.com>
Reply-To: lbowden63@gmail.com
To: commission@knoxmpc.org

Wed, Jan 7, 2015 at 1:19 PM

Dear MPC Commissioners,
I hope that this note finds you enjoying the first days of 2015.

I am writing to oppose the proposed apartment construction on Wallace Road MPC File 1-D-15-UR. I live on Paddington Road in the Lyons Crossing subdivision and share my entire rear property line with 1205 Wallace Road. I am a mother of four and we moved to this home in July 2014 to have more space for our children, three of whom we adopted through Knox County's Department of Children's Services in 2012. We were pleased to find a home large enough to meet our needs in a quiet, family-oriented subdivision. I am concerned the the proposed apartments will change the character of our area.

My opposition is four fold:

1) Traffic congestion and safety. The area in question is a well-populated area filled with traffic and people. Northshore drive is a well-traveled road, but it is narrow and ill-equipped for the traffic it must support. Furthermore, Wallace Road and Nubbin Ridge Road are narrow and windy and cannot safely support the traffic that this complex would produce. I understand that there are several other projects being proposed in the same area on Northshore Drive and Nubbin Ridge Road. The thought of adding this much traffic and congestion to our community is completely unsafe.

2) Property value. As mentioned, we purchased our home just six months ago. While close to the city, we enjoy a peaceful area. This has helped keep property values in Lyons Crossing healthy. The proposed apartment complex will sit a large apartment building about 119 feet from the back of my home. I do not look forward to the day when residents can sit on their balcony and see into my children's bedrooms. Added congested, the eye sores from surrounding neighborhoods as well as added noise will be detrimental to property values of some well established neighborhoods bordering and close by 1205 Wallace Road. I picture the day when we will need to sell our home and potential buyers gazing into their very close neighbors behind our home in the apartments. This will definitely negatively affect with values of the homes in our neighborhood of well-maintained, lovely upper middle class homes.

3) Construction and Drainage Concerns: As our property is downhill from the rear of 1205 Wallace Road I am concerned with drainage and construction issues during building and on-going drainage concerns that new development brings.

4) Change in Character of Area: The area surrounding this project is low-density residential and agricultural. Adding apartment dwelling will change the character of the area. People in this area take pride in our community. We do not want added congestion, noise and headaches to have proud residents move so that they can find the environment that they once enjoyed here.

Thank you for your time and attention to this matter. I can be reached at lbnack@gmail.com or 865-776-3220 for further discussion.

Leslie Bowden Nack

1044 Paddington Road

Knoxville, TN 37922

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Leslie Bowden Nack

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This message was directed to commission@knoxmpc.org



Betty Jo Mahan <bettyjo.mahan@knoxmpc.org>

[MPC Comment] Apartments on Wallace Rd

1 message

'Russell Crook' via Commission <commission@knoxmpc.org>

Wed, Feb 4, 2015 at 11:39 AM

Reply-To: russell_crook@yahoo.com

To: "commission@knoxmpc.org" <commission@knoxmpc.org>

Cc: arlette haddad <arlette123@hotmail.com>, BILL MADDOX <bmaddox@bellsouth.net>, bob winkel <bwinkel@eaglebud.com>, Bud Watts <budwatts7@gmail.com>, carrie tamer <Carrie.Tamer@ssa.gov>, CORY SMITH <cory.smith@knoxschools.org>, Dawn Nichols <dawnwnichols@comcast.net>, deborah Noe <deb@theno.es.com>, "dr.ashley.hamilton@gmail.com" <dr.ashley.hamilton@gmail.com>, h webb <hmwebb@comcast.net>, Heather White Winters <heathermww@hotmail.com>, "Holton and Martha Ann Siegling (Will)" <sieglingfamily@aol.com>, jason hamilton <jasonhamilton@decosimo.com>, jennifer moffitt <jenmoffitt@att.net>, Kathryn Woodall <woodallstn@gmail.com>, leslie fawaz <LFawaz10@comcast.net>, "meaganbpuckett@gmail.com" <meaganbpuckett@gmail.com>, megan hubbarb <jmhubb@comcast.net>, pam vance <pamvance73@gmail.com>, Paul Noe <paulnnoe@comcast.net>, shelly dye <shelleydye3@gmail.com>, "T Russell (Russell)" <tcrook@utk.edu>

Dear Planning Commission,

Like Dr. Andy Cheadle (see his attached email below from 1/27/15), I am opposed to the apartments off Wallace road. I will not reiterate that concerns that Dr. Cheadle aptly described, however, suffice it to say, he is right. I would add that beyond the specific apartments off Wallace road, I am opposed to any such projects until the infrastructure (roads, lights) improves.

Thank you in advance for your consideration.

Russell Crook

I am tax payer in this county and I am dismayed to see that the commission is considering granting approval for apartments off Wallace Rd. It appears that the commission has been very liberal with high density housing projects recently (eg, Northshore retirement home, new homes next to Don Gallo) and is considering continuing that trend. Our family is extremely opposed to any additional complexes in this area as they will do nothing but hurt our struggling property values, increase transient residents (with associated crime), increase school overcrowding and make a bad traffic situation worse. We encourage you to take a stand against additional high volume, low value housing in the Northshore/Rocky Hill area and appreciate you denying the apartment zoning request for many of the reasons outlined in the petition below.

Sincerely,

Andy Cheadle

Kensington neighborhood

--



Betty Jo Mahan <bettyjo.mahan@knoxmpc.org>

[MPC Comment] Fwd: Wallace Road Apts

1 message

Michael Brusseau <mike.brusseau@knoxmpc.org>
Reply-To: mike.brusseau@knoxmpc.org
To: Commission <commission@knoxmpc.org>

Thu, Jan 15, 2015 at 8:40 AM

----- Forwarded message -----

From: **Angie Tanner** <ragtop_98@hotmail.com>
Date: Wed, Jan 14, 2015 at 3:42 PM
Subject: Wallace Road Apts
To: "Michael.brusseau@knoxmpc.org" <michael.brusseau@knoxmpc.org>

To whom it may concern:

Please help our neighborhood stop apartments from being built on Wallace Road, Knoxville TN

--

Michael A. Brusseau, AICP, Senior Planner
Knoxville-Knox County Metropolitan Planning Commission
City-County Building, Suite 403
400 Main St.
Knoxville, TN 37902
Phone: (865) 215-2500
Fax: (865) 215-2068
www.knoxmpc.org

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This message was directed to commission@knoxmpc.org**Letter Opposing Apartments.docx**

16K

When we made the decision to purchase our home located at 8627 Tobias Lane, Knoxville TN in Richmond Hills Subdivision we took into account many different aspects of the neighborhood. The location of our home in an area that we wanted to live, the school district that my granddaughter would be attending, the neighbors all cared about their yards and living in a cul de sac meant no heavy traffic and less safety concerns. The home that we purchased sits on one of the largest lots in Richmond Hills and had a very bad drainage problem but with a plan in our minds we purchased the home. The large back yard not only had great potential it also had great privacy and in excess of 20,000 our drainage problem has been corrected and we can now enjoy the privacy of our back yard. However we have just been made aware of a potential apartment complex being planned to be located on the Southside of Wallace Road, North of S Northshore Dr. 1205 and 1217 Wallace Road. In looking at the plans for this apartment complex will not only be directly behind our property there are other concerns as well. If we had wanted to live in or near an apartment complex I am sure this is not the area we would have chosen to purchase our home. The building is grossly out of character with the fabric of the adjacent and surrounding area which is comprised primarily of single family homes

1) Traffic Congestion

Wallace and Northshore are both heavily travelled and experience frequent congestion. Adding 746 average daily trips to this area will further complicate the movement of traffic for commuters and residents throughout the area extending all of the way down to our schools, Pellissippi, and downtown. All residents travelling Wallace and Northshore will be unduly impacted.

2) Traffic Safety

Adding 746 average daily trips will not only create more congestion, but will also create traffic safety concerns on Wallace and Northshore, as well as within Lyons Crossing. We have a large number of young children throughout the neighborhood and we take safety very seriously. This development would thwart our efforts to keep our children safe by sending additional traffic through our neighborhood as a cut through during congestion.

3) Noise Pollution

From the project drawing, roads and dumpsters will be in extremely close proximity to the backyards and streets of our neighborhood, as well as two others. Roads and dumpsters plus a large apartment pool will significantly increase noise pollution throughout multiple tranquil neighborhoods.

4) Impact to Schools

The estimated student yield of 12 does not seem plausible given 76 apartments in one of the best and sought after school zones throughout Knoxville. This number will be significantly higher and will impact the surrounding school system.

5) Property Value Decrease

One's home is generally the biggest single asset purchase of a persons lifetime After the housing bubble burst a short six years ago, some people have just recently recovered from a significant loss in their biggest asset while others are still underwater. With the presentation of this current project we now face another blow to the value of our homes.

We like most have put great effort, time, and money in increasing the value of our property however with an apartment complex located in our area our property values will decrease drastically.

These issues would be mitigated through the consistent development of single family homes in this area as opposed to higher density apartment zoning.

Sincerely

Angela Tanner and Gary Stooksbury

January 29, 2015

Knox County Metropolitan Planning Commissioners:

Subject: Use On Review File # 1-D-15-UR (Applicant Paul Murphy)

I am writing to express my strong disapproval of the proposed apartment complex development by Paul Murphy on the subject use on review file number, a 15 acre tract along the southwestern side of Wallace Road. I live in west Knox County and frequently visit family members who live in Chestnut Hills Subdivision immediately northwest of the proposed development.

Chief of my objections to the proposed apartment complex are:

- **Wallace Road Traffic.** Wallace Road is a minor collector street that is not capable of safely supporting the additional traffic volume. In particular, the intersections of Wallace Road with Nubbin Ridge Rd. and Wallace Road with S. Northshore Drive (the only ways “in and out” of the proposed apartment development) will become more dangerous. Under current conditions, turning left from Wallace Road onto Nubbin Ridge Road or left from Wallace road onto S. Northshore Drive is daunting to say the least. There are no traffic lights for protection and it is quite dangerous as it is now. Traffic is “blind” coming from the right on Nubbin Ridge Rd. because of a curve in the road and traffic is heavy and fast along S. Northshore Dr. in both directions most of the time, particularly during morning and evening commute times. High-schooled age student drivers have to turn left onto Northshore Drive to commute to West High School. (*Note: each MPC staff member should attempt these 2 left turns after dark for a better understanding of these conditions.*) With a new apartment complex development adding hundreds of trips each day through these 2 intersections, conditions will become even more unsafe.
- **Land Use and Zoning Practices.** Why would the MPC recommend an apartment complex deeply embedded in an area entirely surrounded by either rural residential homes or low density single family residential (SFR) developments? This includes Chestnut Hills (NW), Lyons Crossing (SW), Richmond Hills (S and E), and Maple Run (NE across Wallace Rd). The current average density in the surrounding SFR developments is 3 homes per acre; the proposed action is for 76 apartment units on a 15 acre tract. Furthermore, the proposed development isolates two single family residential homes at 1207 and 1215 Wallace Rd. (i.e., the apartment complex will surround these properties). Simply put, approving an apartment complex embedded in a low density SFR land use area would be very poor zoning.
- **Slopeside and Hillside Protection Planning.** The attached figures show the extent of potentially impacted area as a result of the sloped topography within the tract. Slopes range from 25 to 40% over much of the tract (on poor eroded soil). Approximately 4.3 acres of the tract (28%) are categorized as a Slopeside Protection Area (SLPA) and about 10 acres of the tract (65%) are categorized as Hillside Protection (HP) area. According to the MPC’s approved *Knoxville/Knox County Hillside and Ridgetop Protection Plan*:

- The steeper the slope, the lesser the amount of housing density and development intensity.
- The steeper the slope, the lesser the amount of land disturbance and a greater amount of conservation.

Furthermore, as shown on Table 3 of your Plan (page 33), the recommended maximum density for slopes of 25-40% for residential rezonings is 0.5 dwelling units per acre.

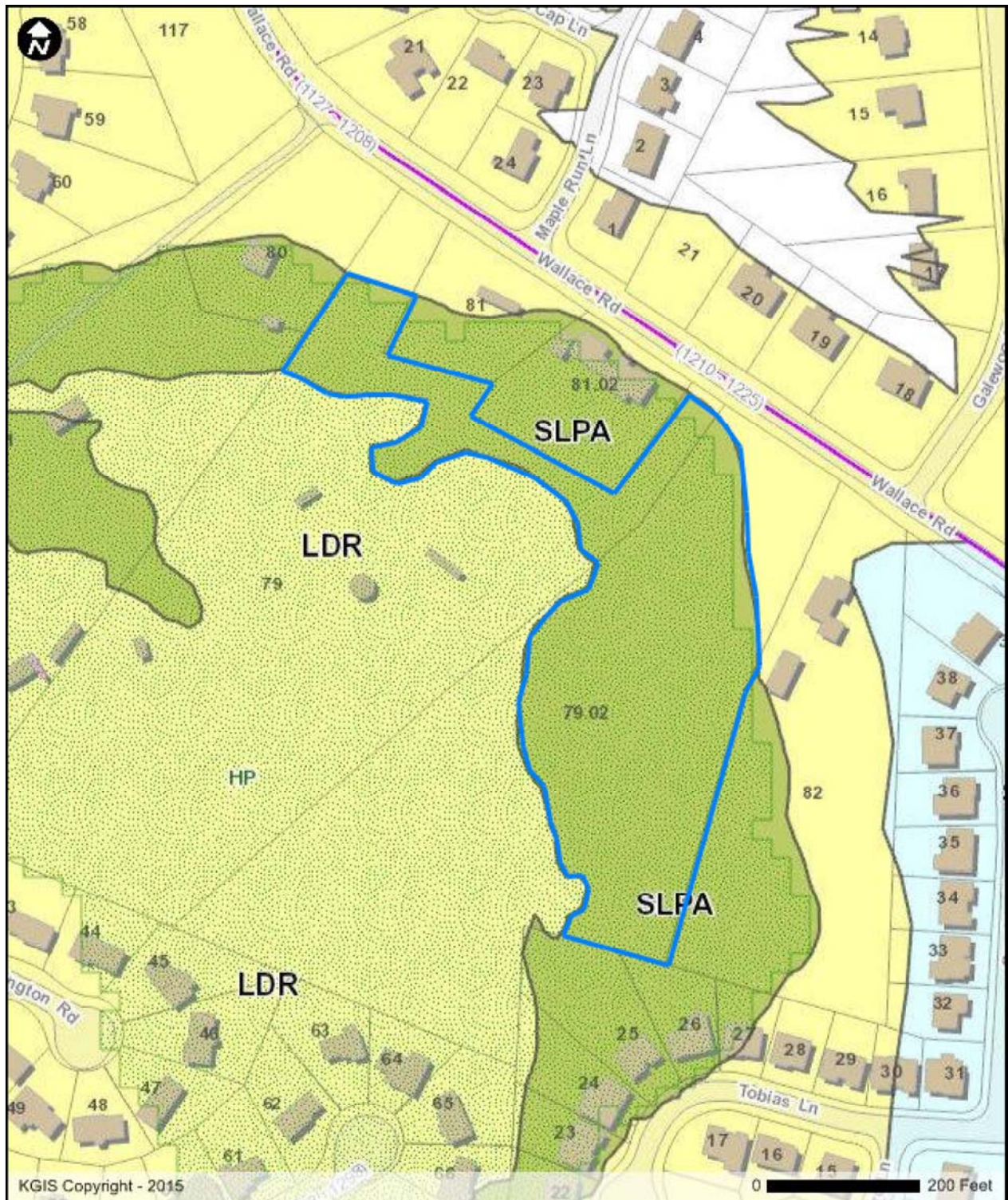
Table 3: Residential Density and Land Disturbance Guidelines for Recommendations on Changes to the Zoning Map and Development Plan/ Concept Plan Review within the Hillside and Ridgetop Protection Area that is within the Urban Growth and the Planned Growth Area		
<i>Percent of Slope</i>	<i>Recommended Maximum Density Factor*</i>	<i>Recommended Maximum Land Disturbance Factor**</i>
0 - 15	Knox County: 5 dua City of Knoxville: 6 dua	100%
15 - 25	2 dua	50%
25 - 40	0.5 dua	20%
40 or more	0.2 dua	10%
Ridgetops***	***	***

dua: dwelling units per acre

The MPC finalized this important planning document to minimize land disturbance in sensitive areas and to promote intelligent land use planning. Now is YOUR opportunity to enforce YOUR own plan! Stand up to these greedy developers and start saying no!

Respectfully,

Greg Sisco
9231 Colchester Ridge Rd.
Knoxville, TN 37922



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Slopeside Protection Area
 4.3 acres (28% of tract)

KGIS - 606 Main St - Suite 150 - Knoxville, TN 37902 - www.kgis.org

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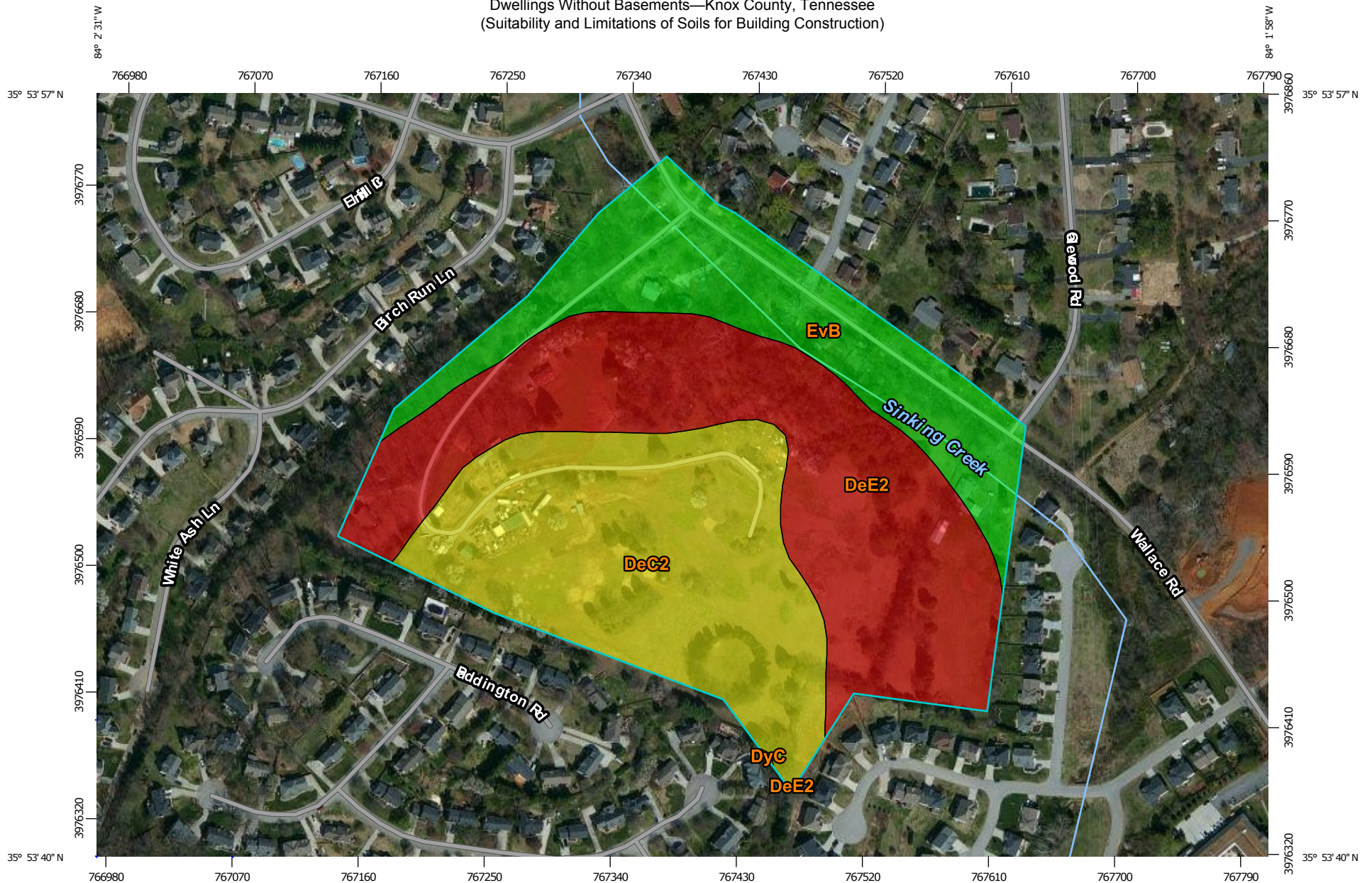
Hillside Protection
 9.9 acres (65% of tract)

KGIS - 606 Main St - Suite 150 - Knoxville, TN 37902 - www.kgis.org

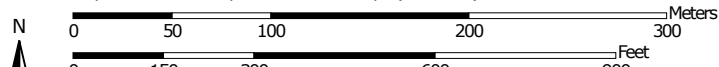
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Dwellings Without Basements—Knox County, Tennessee
 (Suitability and Limitations of Soils for Building Construction)



Map Scale: 1:3,820 if printed on A landscape (11" x 8.5") sheet.

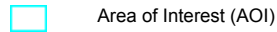


Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 16N WGS84



MAP LEGEND

Area of Interest (AOI)



Area of Interest (AOI)

Background



Aerial Photography

Soils

Soil Rating Polygons



Very limited



Somewhat limited



Not limited



Not rated or not available

Soil Rating Lines



Very limited



Somewhat limited



Not limited



Not rated or not available

Soil Rating Points



Very limited



Somewhat limited



Not limited



Not rated or not available

Water Features



Streams and Canals

Transportation



Rails



Interstate Highways



US Routes



Major Roads



Local Roads

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:12,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL: <http://websoilsurvey.nrcs.usda.gov>
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Knox County, Tennessee
Survey Area Data: Version 11, Sep 12, 2014

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Apr 17, 2010—Oct 15, 2011

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Dwellings Without Basements

Dwellings Without Basements— Summary by Map Unit — Knox County, Tennessee (TN093)						
Map unit symbol	Map unit name	Rating	Component name (percent)	Rating reasons (numeric values)	Acres in AOI	Percent of AOI
DeC2	Dewey silt loam, 6 to 15 percent slopes, eroded	Somewhat limited	Dewey (90%)	Shrink-swell (0.50) Slope (0.16)	11.0	36.0%
DeE2	Dewey loam, 25 to 40 percent slopes, eroded	Very limited	Dewey (85%)	Slope (1.00) Shrink-swell (0.50)	12.3	40.3%
DyC	Dewey-Udorthents-Urban land complex, 2 to 12 percent slopes	Somewhat limited	Dewey (50%)	Shrink-swell (0.50)	0.0	0.0%
EvB	Etowah-Minvale complex, 2 to 5 percent slopes	Not limited	Etowah (55%) Minvale (30%)		7.3	23.8%
Totals for Area of Interest					30.6	100.0%

Dwellings Without Basements— Summary by Rating Value		
Rating	Acres in AOI	Percent of AOI
Very limited	12.3	40.3%
Somewhat limited	11.0	36.0%
Not limited	7.3	23.8%
Totals for Area of Interest	30.6	100.0%

Description

Dwellings are single-family houses of three stories or less. For dwellings without basements, the foundation is assumed to consist of spread footings of reinforced concrete built on undisturbed soil at a depth of 2 feet or at the depth of maximum frost penetration, whichever is deeper.

The ratings for dwellings are based on the soil properties that affect the capacity of the soil to support a load without movement and on the properties that affect excavation and construction costs. The properties that affect the load-supporting capacity include depth to a water table, ponding, flooding, subsidence, linear extensibility (shrink-swell potential), and compressibility. Compressibility is inferred from the Unified classification of the soil. The properties that affect the ease and amount of excavation include depth to a water table, ponding, flooding, slope, depth to bedrock or a cemented pan, hardness of bedrock or a cemented pan, and the amount and size of rock fragments.

The ratings are both verbal and numerical. Rating class terms indicate the extent to which the soils are limited by all of the soil features that affect the specified use. "Not limited" indicates that the soil has features that are very favorable for the specified use. Good performance and very low maintenance can be expected. "Somewhat limited" indicates that the soil has features that are moderately favorable for the specified use. The limitations can be overcome or minimized by special planning, design, or installation. Fair performance and moderate maintenance can be expected. "Very limited" indicates that the soil has one or more features that are unfavorable for the specified use. The limitations generally cannot be overcome without major soil reclamation, special design, or expensive installation procedures. Poor performance and high maintenance can be expected.

Numerical ratings indicate the severity of individual limitations. The ratings are shown as decimal fractions ranging from 0.01 to 1.00. They indicate gradations between the point at which a soil feature has the greatest negative impact on the use (1.00) and the point at which the soil feature is not a limitation (0.00).

The map unit components listed for each map unit in the accompanying Summary by Map Unit table in Web Soil Survey or the Aggregation Report in Soil Data Viewer are determined by the aggregation method chosen. An aggregated rating class is shown for each map unit. The components listed for each map unit are only those that have the same rating class as listed for the map unit. The percent composition of each component in a particular map unit is presented to help the user better understand the percentage of each map unit that has the rating presented.

Other components with different ratings may be present in each map unit. The ratings for all components, regardless of the map unit aggregated rating, can be viewed by generating the equivalent report from the Soil Reports tab in Web Soil Survey or from the Soil Data Mart site. Onsite investigation may be needed to validate these interpretations and to confirm the identity of the soil on a given site.

Rating Options

Aggregation Method: Dominant Condition

Component Percent Cutoff: None Specified

Tie-break Rule: Higher



Knoxville • Knox County Hillside and Ridgetop Protection Plan

Prepared by the Knoxville Knox County Metropolitan Planning Commission
for the City-County Task Force on Ridge, Slope and Hillside Development & Protection

Knoxville City Council

Daniel T. Brown, Mayor
Joe Bailey, Vice Mayor
Nick Della Volpe
Duane Grieve
Brenda Palmer
Nick Pavlis
Marilyn Roddy
Charles Thomas
Chris Woodhull

**City-County Task Force
on Ridge, Slope and Hillside
Development and Protection**

Task Force Co-Chairs:
Tony Norman, Knox County Commissioner
Joe Hultquist, Former Knoxville City Councilman

Mark Campen
Bart Carey
Elaine Clark
Carol Evans
Wayne Hastings
Renee Hoyos
Diane Humphreys-Barlow
Victor Jernigan
Wayne Loveday
John Luttrell
Mark Margetts
David McGinley
Garry Menendez
Cindy Pionke
Tom Simpson
Will Skelton
Rocky Smith
Lisa Starbuck
David Vandergriff
James Wade
Tim Zitzman

**Knoxville • Knox County
Metropolitan Planning Commission**

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Allen Alderman, Planning Technician
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Susan Taylor, Administrative Assistant II
Charlotte West, Administrative Assistant I
Tina Ash, Intern
Liz Ball, Intern
Megan Bucknam, Intern
Nathan Oliver, Intern
Derek Street, Intern
Matthew Wiggins, Intern

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Jeff Ownby
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Dave Wright

The creation of this plan was made possible through a grant from the Tennessee Department of Agriculture, Division of Forestry and the US Department of Agriculture, Forest Service

Zoning and Development Policies

Zoning is the foundation for land use control in Knoxville and Knox County. Over the last two decades, MPC, the city council and county commission have made rezoning decisions based on the capability of land to sustain certain intensities of development, recognizing that steep slope and flooding conditions pose limitations. The zoning codes contain limitations on the height of building, which is 35 feet in the zoning districts that are currently within the Hillside and Ridgetop Protection Area. No changes are recommended to the building height limitation on steep slopes and ridgetops.

The Growth Policy Plan, General Plan and sector plans contain policies regarding recommended residential densities relative to the degree of slope. The following represents a refinement of those policies recognizing that there are significant geologic hazards and engineering constraints to development on the steepest slopes.



An example of two dwelling units per acre in the 15 to 25 percent slope group

LOW DENSITY AND RURAL RESIDENTIAL USES

Density and Land Disturbance Guidelines

As proposals for changes to the zoning map and development plans/concept plans are considered, the following factors are recommended to determine the overall allowable density for residential rezonings and the overall land disturbance allowable in new development or subdivisions for those portions of parcels that are within the Hillside and Ridgetop Protection Area. These factors should be codified as regulations in the future. The areas of the Growth Policy Plan referenced below are presented on page 18.

Table 3: Residential Density and Land Disturbance Guidelines
for Recommendations on Changes to the Zoning Map and Development Plan/
Concept Plan Review within the Hillside and Ridgetop Protection Area
that is within the Urban Growth and the Planned Growth Area

Percent of Slope	Recommended Maximum Density Factor*	Recommended Maximum Land Disturbance Factor**
0 - 15	Knox County: 5 dua City of Knoxville: 6 dua	100%
15 - 25	2 dua	50%
25 - 40	0.5 dua	20%
40 or more	0.2 dua	10%
Ridgetops***	***	***

dua: dwelling units per acre

- * These factors should be considered guidelines to determine an overall recommended residential density for requests for changes to the zoning map to planned residential (RP-1 in the city and PR in the county) zone districts that are considered by the Metropolitan Planning Commission prior to being considered by the appropriate legislative body. The resulting zone district development right would be considered a budget for dwelling units to be applied over the entire proposed development.
- ** Until such time as regulations are codified by the appropriate legislative body, these factors should be considered guidelines to determine an overall recommended land disturbance area for development plans and concept plans that are considered for approval by the Metropolitan Planning Commission. The overall land disturbance area would be considered a budget for land disturbance to be applied over the entire proposed development.
- *** Ridgetops are generally the more level areas on the highest elevations of a ridge. Because the shapes of Knox County ridges are so varied (see pages 8 – 9), the ridgetop area should be determined on a case-by-case basis with each rezoning and related development proposal.



Betty Jo Mahan <bettyjo.mahan@knoxmpc.org>

[MPC Comment] Petition Against Apartment Development

1 message

Shupeng Zhang <christhevol@gmail.com>

Sat, Jan 31, 2015 at 6:58 PM

Reply-To: christhevol@gmail.com

To: "commission@knoxmpc.org" <commission@knoxmpc.org>

Cc: "tom.brechko@knoxmpc.org" <tom.brechko@knoxmpc.org>

To whom it may concern,

My name is Shupeng Zhang, and I live in the Chestnut Hill subdivision. I oppose the apartment development that Paul Murphy is requesting approval for located at southwest side of Wallace Road, S. Northshore Drive. I oppose this development because it will increase traffic on Wallace Road, cause drainage issues and decrease in property values for homes near this proposed development.

Thank you for your time,
Shupeng Zhang
(865) 384-3346

--

This message was directed to commission@knoxmpc.org



Betty Jo Mahan <bettyjo.mahan@knoxmpc.org>

[MPC Comment] Petition to oppose apartment development

1 message

Sarah <s.troutman02@gmail.com>

Sat, Jan 31, 2015 at 7:03 PM

Reply-To: s.troutman02@gmail.com

To: "commission@knoxmpc.org" <commission@knoxmpc.org>

Cc: "tom.brechko@knoxmpc.org" <tom.brechko@knoxmpc.org>

To whom it may concern,

My name is Sarah Troutman, and I live in the Chestnut Hill subdivision. I oppose the apartment development that Paul Murphy is requesting approval for located at southwest side of Wallace Road, S. Northshore Drive. I oppose this development because it will increase traffic on Wallace Road, cause drainage issues and decrease in property values for homes near this proposed development.

Thank you for your time,

Sarah Troutman

419-705-6511 (cell)

--

This message was directed to commission@knoxmpc.org



Betty Jo Mahan <bettyjo.mahan@knoxmpc.org>

[MPC Comment] MPC File No. 1-D-15-UR

1 message

Catharene Petty <james.petty@comcast.net>

Thu, Jan 29, 2015 at 4:57 PM

Reply-To: james.petty@comcast.net

To: commission@knoxmpc.org

Dear Commissioners,

We are residents of Lyon's Crossing subdivision on S. Northshore Drive, which abuts the subject property. We have a few questions and concerns we hope you will consider when reviewing MPC File No. 1-D-15-UR, which is on the February 12th agenda:

- • This development is being pitched as condos with garages, yet there are no garages at the two largest buildings, which comprise two-thirds of the dwelling units. Instead there are two large parking lots, one containing 51 spaces, and the other 45. The adjacent properties are currently undeveloped, but when they eventually are developed, what is likely to be proposed next to two large parking lots?
- • We've heard that the builder intends to start out by renting these units. What if all or part of the property remains rental space? Who is responsible for maintaining the property? Apartment buildings may start out looking nice, but they rarely look as good a couple of decades down the road. A mix of condos and rentals also seems problematic, since some residents will have a sense of ownership and others will not.
- • We witness risky driving from people desperate to turn onto Northshore regularly. The visibility from some of these access roads is poor, and this is also the case on Wallace. Both Wallace and Northshore are winding, hilly, and often with little or no shoulder and bordered by ditches. Also, a homeowner in Dunbarton Oaks subdivision has had to telephone for help on several occasions after observing a resident of Manorhouse Assisted Living (on the corner of Wallace and Northshore) walking down the road. The TIA states that this project will have a negligible effect on traffic. Even if that were true, there is still the problem of the cumulative affect of several projects, each with a "negligible" effect, on the safety of these roads.
- • According to the TIA, a light will be needed at the intersection of Wallace and Northshore in the near future. Who will fund this work? Will it be completed before all of this new development? Will the timing be coordinated with the light at Morrell?
- • Rocky Hill School is at its maximum capacity.
- • The section of Northshore Dr. from Westland Dr. to Keller Bend Rd. is a state-designated scenic highway. While we have been unable to find an explanation of exactly what that means, we can't help noticing that Northshore is getting less scenic by the day.

We are opposed to this development unless these questions can be satisfactorily answered. Thank you for your service and for listening to our concerns.

Jim and Catharene Petty

1009 Paddington Rd.

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This message was directed to commission@knoxmpc.org



Betty Jo Mahan <bettyjo.mahan@knoxmpc.org>

[MPC Comment] Anti-development (Paul Murphy apartment complex)

1 message

Allie Flett <alexandraflett@gmail.com>

Thu, Jan 29, 2015 at 1:56 PM

Reply-To: alexandraflett@gmail.com

To: "commission@knoxmpc.org" <commission@knoxmpc.org>

Cc: "tom.brechko@knoxmpc.org" <tom.brechko@knoxmpc.org>

Hello Knox County Metropolitan Planning Council,

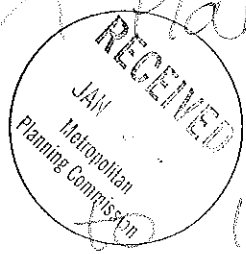
I am writing to let you know that I am opposed to the proposed Paul Murphy development on the 15 acre piece of land behind my sister's neighborhood. She recently purchased a home in Chestnut Hill, and they plan on staying there for a very long time and growing their family there. I've grown up in West Knoxville and lived here my whole life. I would be extremely disappointed if this apartment complex was actually built, as traffic on Wallace would be negatively affected, my sister's property value would plummet, and it would cause severe drainage issues, and my sister's family might even be forced to move. She loves her house and I love it too, including the neighborhood and surrounding area. Please do not approve this development.

Sincerely,
Allie Flett

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This message was directed to commission@knoxmpc.org

To Whom It May Concern at the
Knox Co. Metropolitan Planning
Commission,



I am writing to let you know of my opposition to the proposed Paul Murphy development on the 15.23 acres of land behind my neighborhood. My husband and I recently purchased our first home in Chestnut Hill, and it would be such a shame if we suddenly had bad traffic on Wallace Road, drainage issues, and an extremely decreased property value. We just want to raise our family in this house away from apartment complexes, etc. I hope you take this into consideration when making your decision.

Best,
Susanna + Aaron Hoskins →

P.S. We have lived in West
Knoxville our whole lives
& we ♥ this area.
Please help us keep our
hometown nice!



Betty Jo Mahan <bettyjo.mahan@knoxmpc.org>

[MPC Comment] 76 unit apartment development on Wallace Road

1 message

suekeen@comcast.net <suekeen@comcast.net>

Wed, Jan 28, 2015 at 2:15 PM

Reply-To: suekeen@comcast.net

To: commission@knoxmpc.org

Cc: tom.brechko@knoxmpc.org

MPC Commission:

I am a 22 year homeowner residing on Birch Run Lane in the Chestnut Hill Subdivision. I am opposed to this development for many reasons. It will increase the traffic on Wallace Road, cause drainage issues which I have experienced firsthand on my property, and decrease the property value of my home. This area is not suitable for an apartment complex, which I would hope the commission would take into consideration for the above reasons.

Thank you.

Susan Keen

8201 Birch Run Lane

Knoxville, TN 37919

suekeen@comcast.net

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This message was directed to commission@knoxmpc.org



Betty Jo Mahan <bettyjo.mahan@knoxmpc.org>

[MPC Comment] Case # 1-3-15-UR Opposition

1 message

Brooke Duncan <bduncan@tombras.com>
Reply-To: bduncan@tombras.com
To: commission@knoxmpc.org

Wed, Jan 28, 2015 at 2:16 PM

RE: I am writing in to oppose Case # 1-3-15-UR

<http://www.kgis.org/Html5Viewer/Index.html?viewer=mpccases&run=SearchCases&casenumber=1-D-15-UR>

Dear County Commission Ownby,

My name is Harley Duncan and I live in Dunbarton Oaks which is a subdivision on Northshore Drive. The entrance of our subdivision is directly across from the land which is being considered for an apartment building. My family has lived in the subdivision for 9 years and grew up in the Rocky Hill area. I've seen the growth of the area as subdivisions have been developed on both Northshore and Wallace Roads. As a result of these developments over the years, the increase in traffic has been huge. Trying to get out of the subdivision during school or work hours is a nightmare, and rarely a day goes by without an accident on Northshore Drive.

The area is currently zoned for single family housing and needs to remain that way. Yes, there is an assisted living on the other side of Wallace Road, but the residents and car traffic from Manorhouse obviously do not have an impact on the roads.

Specifically, here are the reasons I am opposed to the complex:

- 1) The building is grossly out of character with the fabric of the adjacent and surrounding area which is comprised primarily of single family homes.
- 2) Increased traffic that can not be supported by either Wallace, Northshore, or Nubbins Ridge. All three are narrow two lane roads that are already heavily congested.
- 3) Decreased property value. One's home is generally the biggest single asset purchase of a persons lifetime and a significant source of wealth. This wealth comes from the appreciation in the homes value which leads to an increased network. After the housing bubble burst a short six years ago, some people have just recently recovered from a significant loss in their biggest asset while others are still underwater. With the presentation of this current project we now face another blow to the value of our homes.
- 4) Neighborhood Traffic Flow. Safety for the kids in the neighborhood is a vital concern as it relates to increased traffic that cuts through Lyons Crossing and Richmond Hills via Saluda and Tobias Lane. This cut through is already heavily used by traffic from the existing neighborhoods. With the increased traffic from the proposed project, this cut through will be quickly overwhelmed by the new residents and it puts the children playing outside at greater risk, increasing the likelihood of an accident.
- 5) Increased noise from the influx of people living in a confined area.
- 6) The reputation of the developer is questionable.

I have signed a petition requesting that you deny a change in the zoning of the property and hope that in addition to my signature on the petition, that this letter will help you to think long and hard about the impact a change in zoning will have.

Sincerely,

Harley Duncan

8424 Swathmore Court (Dunbarton Oaks)

BROOKE DUNCAN // SVP, Group Account Supervisor
630 S Concord Street, Knoxville, TN 37919 // **O:** 865.524.5376 x1234

--

This message was directed to commission@knoxmpc.org



Betty Jo Mahan <bettyjo.mahan@knoxmpc.org>

[MPC Comment]

1 message

Kerry Flett <krflett@gmail.com>

Wed, Jan 28, 2015 at 5:08 PM

Reply-To: Krflett@gmail.com

To: "commission@knoxmpc.org" <commission@knoxmpc.org>

Hello Knox County Metropolitan Planning Council,

I am writing to let you know that I am opposed to the proposed Paul Murphy development on the 15 acre piece of land behind off Wallace road. My sister recently purchased a home in Chestnut Hill, and plans on staying there for a very long time and growing our family there. We would be extremely disappointed if this apartment complex was actually built, as traffic on Wallace would be negatively affected, property value would plummet, there would be severe drainage issues. Please do not approve this development.

Thank you,

Kerry Flett

--

This message was directed to commission@knoxmpc.org



Betty Jo Mahan <bettyjo.mahan@knoxmpc.org>

[MPC Comment] Rezoning of Property on Wallace Road

1 message

Hardin, Robin L <robh@utk.edu>

Wed, Jan 28, 2015 at 3:13 PM

Reply-To: robh@utk.edu

To: "commission@knoxmpc.org" <commission@knoxmpc.org>, "tom.brechko@knoxmpc.org" <tom.brechko@knoxmpc.org>, "jeff.ownby@knoxcounty.org" <jeff.ownby@knoxcounty.org>

Metropolitan Planning Commissioners:

Commissioner Owenby:

This message is regards to the proposed rezoning of property on Wallace Road for a 76-unit apartment complex. I am against this rezoning because of the increased traffic congestion on Wallace Road, and the fact surrounding neighborhoods are single-family dwellings. This proposed complex does not fit into area from use a standpoint. There are no apartment complexes in the area, and this parcel of property should be used for single-family dwellings as well.

This issue also arose with a planned apartment complex in the property immediately behind Manor House Assisted Living Center. I was opposed to the rezoning there as well and thankfully, the MPC also realized this was not appropriate use of the property. I am hopeful the MPC will come to the same conclusion in regards to this rezoning request. The neighborhood that was developed has been a wonderful addition to the area. A similar neighborhood with single-family dwellings would also be welcome but an apartment complex would simply be out of place.

The traffic exiting onto Northshore off of Wallace is congested as is and the additional of an apartment complex would worsen the situation.

Thank you for your consideration in this matter.

Feel free to contact me with any questions.

Dr. Rob Hardin, Professor

University of Tennessee

Sport Management

robh@utk.edu

865-974-1281

@drrobhardin

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This message was directed to commission@knoxmpc.org



Betty Jo Mahan <bettyjo.mahan@knoxmpc.org>

[MPC Comment] Anti-development (Paul Murphy apartment complex)

1 message

Susanna Hoskins <susannasisco@gmail.com>

Tue, Jan 27, 2015 at 1:24 PM

Reply-To: susannasisco@gmail.com

To: "commission@knoxmpc.org" <commission@knoxmpc.org>

Cc: "tom.brechko@knoxmpc.org" <tom.brechko@knoxmpc.org>

Hello Knox County Metropolitan Planning Council,

I am writing to let you know that my husband and I are opposed to the proposed Paul Murphy development on the 15 acre piece of land behind our neighborhood. We recently purchased a home in Chestnut Hill, and we plan on staying there for a very long time and growing our family there. We would be extremely disappointed if this apartment complex was actually built, as traffic on Wallace would be negatively affected, our property value would plummet, we would have severe drainage issues, and we might even be forced to move. We love our house and our neighborhood. Please do not approve this development.

Best,

Susanna Hoskins

--

This message was directed to commission@knoxmpc.org



Betty Jo Mahan <bettyjo.mahan@knoxmpc.org>

[MPC Comment] Apartments on Wallace Rd

1 message

cheadleintn@comcast.net <cheadleintn@comcast.net>

Tue, Jan 27, 2015 at 1:41 PM

Reply-To: cheadleintn@comcast.net

To: commission@knoxmpc.org

Cc: arlette haddad <arlette123@hotmail.com>, BILL MADDUX <bmaddox@bellsouth.net>, bob winkel <bwinkel@eaglebud.com>, Bud Watts <budwatts7@gmail.com>, carrie tamer <Carrie.Tamer@ssa.gov>, CORY SMITH <cory.smith@knoxschools.org>, Dawn Nichols <dawnwnichols@comcast.net>, deborah Noe <deb@thenoes.com>, dr.ashley.hamilton@gmail.com, h webb <hmwebb@comcast.net>, Heather White Winters <heathermww@hotmail.com>, "Holton and Martha Ann Siegling (Will)" <sieglingfamily@aol.com>, jason hamilton <jasonhamilton@decosimo.com>, jennifer moffitt <jenmoffitt@att.net>, Kathryn Woodall <woodallstn@gmail.com>, leslie fawaz <LFawaz10@comcast.net>, meaganbpuckett@gmail.com, megan hubbarb <jmhubb@comcast.net>, pam vance <pamvance73@gmail.com>, Paul Noe <paulnoe@comcast.net>, shelly dye <shelleydye3@gmail.com>, tamara crook <TCrook@utk.edu>

Dear Commission,

I am tax payer in this county and I am dismayed to see that the commission is considering granting approval for apartments off Wallace Rd. It appears that the commission has been very liberal with high density housing projects recently (eg, Northshore retirement home, new homes next to Don Gallo) and is considering continuing that trend. Our family is extremely opposed to any additional complexes in this area as they will do nothing but hurt our struggling property values, increase transient residents (with associated crime), increase school overcrowding and make a bad traffic situation worse. We encourage you to take a stand against additional high volume, low value housing in the Northshore/Rocky Hill area and appreciate you denying the apartment zoning request for many of the reasons outlined in the petition below.

Sincerely,
Andy Cheadle
Kensington neighborhood

We the residents of Richmond Hills, Lyons Crossing, Queensbridge, Knightsbridge, Galewood and surrounding neighborhoods, to include the Rocky Hill Community, are here together as one voice, to oppose the current proposed project plans for apartments on Wallace Road.

Location: Southwest Side of Wallace Road, North of S. Northshore Dr.

1205 and 1217 Wallace Road Knoxville, TN 37922

We stand together as neighbors and citizens of Knoxville, TN in opposition for the following reasons:

1) The building is grossly out of character with the fabric of the adjacent and surrounding area which is comprised primarily of single family homes.

2) Increased traffic that can not be supported by either Wallace, Northshore, or Nubbins Ridge. All three are narrow two lane roads that are already heavily congested.

3) Decreased property value. One's home is generally the biggest single asset purchase of a persons lifetime and a significant source of wealth. This wealth comes from the appreciation in the homes value which leads to an increased net worth. After the housing bubble burst a short six years ago, some people have just recently recovered from a significant loss in their biggest asset while others are still underwater. With the presentation of this current project we now face another blow to the value of our homes.

4) Neighborhood Traffic Flow. Safety for the kids in the neighborhood is a vital concern as it relates to increased traffic that cuts through Lyons Crossing and Richmond Hills via Saluda and Tobias Lane. This cut through is already heavily used by traffic from the existing neighborhoods. With the increased traffic from the proposed project, this cut through will be quickly overwhelmed by the new residents and it puts the children playing outside at greater risk, increasing the likelihood of an accident.

5) Increased noise from the influx of people living in a confined area.

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This message was directed to commission@knoxmpc.org

Dear Commission,

Case 1-D-15-UR

My name is Shelby Perry and I live in Dunbarton Oaks which is a subdivision on Northshore Drive. The entrance of our subdivision is directly across from the land which is being considered for an apartment building. I've seen the growth of the area as subdivisions have been developed on both Northshore and Wallace Roads. As a result of these developments over the years, the increase in traffic has been huge. Trying to get out of the subdivision during school or work hours is a nightmare, and rarely a day goes by without an accident on Northshore Drive.

The area is currently zoned for single family housing and needs to remain that way. Yes, there is an assisted living on the other side of Wallace Road, but the residents and car traffic from Manorhouse obviously do not have an impact on the roads.

Specifically, here are the reasons I am opposed to the complex:

- 1) The building is grossly out of character with the fabric of the adjacent and surrounding area which is comprised primarily of single family homes.
- 2) Increased traffic that cannot be supported by either Wallace, Northshore, or Nubbins Ridge. All three are narrow two lane roads that are already heavily congested.
- 3) Decreased property value. One's home is generally the biggest single asset purchase of a person's lifetime and a significant source of wealth. This wealth comes from the appreciation in the home's value which leads to an increased net worth. After the housing bubble burst a short six years ago, some people have just recently recovered from a significant loss in their biggest asset while others are still underwater. With the presentation of this current project we now face another blow to the value of our homes.
- 4) Neighborhood Traffic Flow. Safety for the kids in the neighborhood is a vital concern as it relates to increased traffic that cuts through Lyons Crossing and Richmond Hills via Saluda and Tobias Lane. This cut through is already heavily used by traffic from the existing neighborhoods. With the increased traffic from the proposed project, this cut through will be quickly overwhelmed by the new residents and it puts the children playing outside at greater risk, increasing the likelihood of an accident.
- 5) Increased noise from the influx of people living in a confined area.
- 6) Rocky Hill Elementary is not designed to hold the increased number of kids into the school system.

I have signed a petition requesting that you deny a change in the zoning of the property and hope that in addition to my signature on the petition that this letter will help you to think long and hard about the impact a change in zoning will have.

Sincerely,

Shelby Perry (1608 Dunwoody Blvd.)



Betty Jo Mahan <bettyjo.mahan@knoxmpc.org>

[MPC Comment] Anti-development (Paul Murphy apartment complex)

1 message

Amy Hudson <ahudson@knology.net>

Tue, Jan 27, 2015 at 8:36 PM

Reply-To: ahudson@knology.net

To: "commission@knoxmpc.org" <commission@knoxmpc.org>

Hello Knox County Metropolitan Planning Council,

I am writing to let you know that I am opposed to the proposed Paul Murphy development on the 15 acre piece of land behind the neighborhood. My sister and her husband recently purchased a home in Chestnut Hill, and plan on staying there for a very long time and raising their children. I would be extremely disappointed if this apartment complex was actually built, as traffic on Wallace would be negatively affected and they might have to move because of this. My sister loves her new house and the neighborhood. This is a great place to live so please do not ruin it for my sister and her family. Please do not approve this development.

Best,

Amy Hudson

--

This message was directed to commission@knoxmpc.org



Betty Jo Mahan <bettyjo.mahan@knoxmpc.org>

[MPC Comment] Opposition to proposed apartments (1-D-15-UR)

1 message

'Nancy Waller' via Commission <commission@knoxmpc.org>

Mon, Jan 26, 2015 at 1:23 PM

Reply-To: nwaller76@yahoo.com

To: "commission@knoxmpc.org" <commission@knoxmpc.org>

Cc: "tom.brechko@knoxmpc.org" <tom.brechko@knoxmpc.org>

Dear Commissioners: Paul Murphy's proposed apartment development (76 units on 15+ acres) will negatively affect the low density residential area on the southwest side of Wallace Road north of Northshore Drive. At risk are the neighborhoods of Lyons Crossing, Richmond Hills, Dunbarton Oaks and Chestnut Hills subdivisions. We already have drainage and traffic issues. Currently Wallace Road is used by many as a cut-through from Northshore to Nubbins Ridge Road. The addition of 76 apartment units will only make traffic worse, even with the installation of traffic lights.

We urge you to DENY Mr. Murphy's request for apartment development. We hope that he will consider building HOMES instead. Please bring up this alternative at the next hearing on Feb 12.

Sincerely,
Mr. and Mrs. John Waller
8225 Elm Hill Circle
Chestnut Hills Subdivision

--

This message was directed to commission@knoxmpc.org



Betty Jo Mahan <bettyjo.mahan@knoxmpc.org>

Fwd: OPPOSED TO APARTMENT COMPLEX ON WALLACE ROAD!

2 messages

Michael Brusseau <mike.brusseau@knoxmpc.org> Wed, Jan 14, 2015 at 1:54 PM
 To: Betty Jo Mahan <bettyjo.mahan@knoxmpc.org>, Tom Brechko <tom.brechko@knoxmpc.org>, Dan Kelly <dan.kelly@knoxmpc.org>, Dave Hill <dave.hill@knoxmpc.org>, Jeff Welch <jeff.welch@knoxtrans.org>

Re: 1-D-15-UR

----- Forwarded message -----

From: **Amy Anderson** <amyande@hotmail.com>
 Date: Wed, Jan 14, 2015 at 11:43 AM
 Subject: OPPOSED TO APARTMENT COMPLEX ON WALLACE ROAD!
 To: "michael.brusseau@knoxmpc.org" <michael.brusseau@knoxmpc.org>

Dear County Commission Ownby,

My name is Amy Lavelle and I live in Dunbarton Oaks which is a subdivision on Northshore Drive. The entrance of our subdivision is directly across from the land which is being considered for an apartment building. My family has lived in the subdivision for 9 years and grew up in the Rocky Hill area. I've seen the growth of the area as subdivisions have been developed on both Northshore and Wallace Roads. As a result of these developments over the years, the increase in traffic has been huge. Trying to get out of the subdivision during school or work hours is a nightmare, and rarely a day goes by without an accident on Northshore Drive.

The area is currently zoned for single family housing and needs to remain that way. Yes, there is an assisted living on the other side of Wallace Road, but the residents and car traffic from Manorhouse obviously do not have an impact on the roads.

Specifically, here are the reasons I am opposed to the complex:

- 1) The building is grossly out of character with the fabric of the adjacent and surrounding area which is comprised primarily of single family homes.
- 2) Increased traffic that can not be supported by either Wallace, Northshore, or Nubbins Ridge. All three are narrow two lane roads that are already heavily congested.
- 3) Decreased property value. One's home is generally the biggest single asset purchase of a persons lifetime and a significant source of wealth. This wealth comes from the appreciation in the homes value which leads to an increased network. After the housing bubble burst a short six years ago, some people have just recently recovered from a significant loss in their biggest asset while others are still underwater. With the presentation of this current project we now face another blow to the value of our homes.
- 4) Neighborhood Traffic Flow. Safety for the kids in the neighborhood is a vital concern as it relates to increased traffic that cuts through Lyons Crossing and Richmond Hills via Saluda and Tobias Lane. This cut through is already heavily used by traffic from the existing neighborhoods. With the increased traffic from the proposed project, this cut through will be quickly overwhelmed by the new residents and it puts the children playing outside at greater

risk, increasing the likelihood of an accident.
5) Increased noise from the influx of people living in a confined area.

I have signed a petition requesting that you deny a change in the zoning of the property and hope that in addition to my signature on the petition, that this letter will help you to think long and hard about the impact a change in zoning will have.

Sincerely,

Amy Lavelle

1511 Dunwoody Boulevard (Dunbarton Oaks)

--

Michael A. Brusseau, AICP, Senior Planner
Knoxville-Knox County Metropolitan Planning Commission
City-County Building, Suite 403
400 Main St.
Knoxville, TN 37902
Phone: (865) 215-2500
Fax: (865) 215-2068
www.knoxmpc.org

Dan Kelly <dan.kelly@knoxmpc.org>

Wed, Jan 14, 2015 at 4:18 PM

To: Michael Brusseau <mike.brusseau@knoxmpc.org>

Cc: Betty Jo Mahan <bettyjo.mahan@knoxmpc.org>, Tom Brechko <tom.brechko@knoxmpc.org>, Dave Hill <dave.hill@knoxmpc.org>, Jeff Welch <jeff.welch@knoxtrans.org>

Ms. Lavelle

Thank you for interest in the request for approval of a development plan for some apartments in the vicinity of your neighborhood. MPC has a proposed apartment development that will be considered on it's 2/12/15 agenda. The proposed apartments are located on Wallace Rd. between Richmond Hill and Chestnut Hill Subdivisions. The property that is across from the entrance to Dunbarton Oaks was rezoned to OA (Office Park) in 2007 with a number of conditions regarding permitted uses, landscaping, access etc. A rezoning application has not been submitted for that property. If you will go to Knoxmpc.org and look at the January 8, 2015 agenda (item #30, Paul Murphy applicant) you will see the property in question and the design of the proposed development. If you have questions regarding the proposal, Tom Brechko of our staff would be your best contact 215-2500 or tom.brechko@knoxmpc.org)

I hope that you find this information helpful.

Dan Kelly
MPC Development Services Manager

[Quoted text hidden]

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Dan Kelly
MPC, Development Services Manager
(865) 215-2500



Betty Jo Mahan <bettyjo.mahan@knoxmpc.org>

[MPC Comment] Wallace RD at Northshore Drive Apartment complex

2 messages

David Clayton <David.Clayton@claytonbank.com>

Wed, Jan 14, 2015 at 1:05 PM

Reply-To: david.clayton@claytonbank.com

To: "commission@knoxmpc.org" <commission@knoxmpc.org>

Dear County Commission Ownby,

My name is David Clayton and I live in Dunbarton Oaks which is a subdivision on Northshore Drive. The entrance of our subdivision is directly across from the land which is being considered for an apartment building. My family has lived in the subdivision for 5 years and grew up in the Rocky Hill area. I've seen the growth of the area as subdivisions have been developed on both Northshore and Wallace Roads. As a result of these developments over the years, the increase in traffic has been huge. Trying to get out of the subdivision during school or work hours is a nightmare, and rarely a day goes by without an accident on Northshore Drive.

Specifically, here are the reasons I am opposed to the complex:

- 1) The building is grossly out of character with the fabric of the adjacent and surrounding area which is comprised primarily of single family homes.
- 2) Increased traffic that can not be supported by either Wallace, Northshore, or Nubbins Ridge. All three are narrow two lane roads that are already heavily congested.
- 3) Decreased property value. One's home is generally the biggest single asset purchase of a persons lifetime and a significant source of wealth. This wealth comes from the appreciation in the homes value which leads to an increased network. After the housing bubble burst a short six years ago, some people have just recently recovered from a significant loss in their biggest asset while others are still underwater. With the presentation of this current project we now face another blow to the value of our homes.
- 4) Neighborhood Traffic Flow. Safety for the kids in the neighborhood is a vital concern as it relates to increased traffic that cuts through Lyons Crossing and Richmond Hills via Saluda and Tobias Lane. This cut through is already heavily used by traffic from the existing neighborhoods. With the increased traffic from the proposed project, this cut through will be quickly overwhelmed by the new residents and it puts the children playing outside at greater risk, increasing the likelihood of an accident.
- 5) Increased noise from the influx of people living in a confined area.

I have signed a petition requesting that you deny a change in the zoning of the property and hope that in addition to my signature on the petition, that this letter will help you to think long and hard about the impact a change in zoning will have.

Sincerely,

David Clayton

1735 Dunwoody Boulevard (Dunbarton Oaks)

--

This message was directed to commission@knoxmpc.org

Michael Brusseau <mike.brusseau@knoxmpc.org>

Wed, Jan 14, 2015 at 1:55 PM

To: Tom Brechko <tom.brechko@knoxmpc.org>, Betty Jo Mahan <bettyjo.mahan@knoxmpc.org>, Dave Hill <dave.hill@knoxmpc.org>, Dan Kelly <dan.kelly@knoxmpc.org>, Jeff Welch <jeff.welch@knoxtrans.org>

Re: 1-D-15-UR

[Quoted text hidden]

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Michael A. Brusseau, AICP, Senior Planner
Knoxville-Knox County Metropolitan Planning Commission
City-County Building, Suite 403
400 Main St.
Knoxville, TN 37902
Phone: (865) 215-2500
Fax: (865) 215-2068
www.knoxmpc.org



Betty Jo Mahan <bettyjo.mahan@knoxmpc.org>

Fwd: Please deny the Rezoning and Building of the Apartments on Wallace Rd

1 message

Michael Brusseau <mike.brusseau@knoxmpc.org> Tue, Jan 13, 2015 at 8:47 AM
To: Betty Jo Mahan <bettyjo.mahan@knoxmpc.org>, Tom Brechko <tom.brechko@knoxmpc.org>, Dan Kelly <dan.kelly@knoxmpc.org>, Dave Hill <dave.hill@knoxmpc.org>

Re: 1-D-15-UR

----- Forwarded message -----

From: **Christiane Jacobssen** <cmjacobssen@gmail.com>
Date: Tue, Jan 13, 2015 at 8:41 AM
Subject: Please deny the Rezoning and Building of the Apartments on Wallace Rd
To: michael.brusseau@knoxmpc.org

Dear MPC Representative Brusseau,

My name is Chris Jacobssen and I live in Dunbarton Oaks which is a subdivision on Northshore Drive. The entrance of our subdivision is directly across from the land which is being considered for an apartment building. My family has lived in our home for 21 years. I've seen the growth of the area as subdivisions have been developed on both Northshore and Wallace Roads. As a result of these developments over the years, the increase in traffic has been huge, causing such huge backups that I literally stay home during the hours of school and work commutes.

The area is zoned for single family housing. Yes, there is an assisted living on the other side of Wallace Road, but the residents and car traffic from Manorhouse obviously do not have an impact on the roads.

I have signed a petition requesting that you deny a change in the zoning of the property and hope that in addition to my signature on the petition, that this letter will help you to think long and hard about the impact a change in zoning will have, not only on the traffic on the value of everyone's home nearby.

Sincerely,

Chris Jacobssen
1507 Dunwoody Boulevard (Dunbarton Oaks)

--

Michael A. Brusseau, AICP, Senior Planner
Knoxville-Knox County Metropolitan Planning Commission
City-County Building, Suite 403
400 Main St.
Knoxville, TN 37902
Phone: (865) 215-2500
Fax: (865) 215-2068
www.knoxmpc.org



Betty Jo Mahan <bettyjo.mahan@knoxmpc.org>

Fwd: Apartment on Nothshord at Wallace Rd.

1 message

Michael Brusseau <mike.brusseau@knoxmpc.org>

Mon, Jan 12, 2015 at 1:59 PM

To: Betty Jo Mahan <bettyjo.mahan@knoxmpc.org>, Tom Brechko <tom.brechko@knoxmpc.org>

----- Forwarded message -----

From: **Johnson, Greg (APAC-Harrison)** <cgjohnson@harrisoncc.com>

Date: Mon, Jan 12, 2015 at 12:58 PM

Subject: Apartment on Nothshord at Wallace Rd.

To: "jeff.ownby@knoxcounty.org" <jeff.ownby@knoxcounty.org>

Cc: "michael.brusseau@knoxmpc.org" <michael.brusseau@knoxmpc.org>

Please Help!

We live in the Dunbarton Oaks subdivision across from proposed apartments to be built. I was personally against an zoning ordinance five years ago when it was proposed for a doctor office on that property. Our HOA decided not to fight that at the time because it was a small complex that would only be open during daytime hours and not impact the area in a major way.

Since that time, nothing was built and now the property want to be rezoned for apartments which is a totally different issue that does not fit in with the current dwellings and residential type housing.

It is currently almost impossible to turn left out of our subdivision due to already overcrowding area and thru traffic. There is also a bus stop at the top of subdivision that added traffic effects.

Please stop this change in code.

Your support on this issue is greatly appreciated.

Greg Johnson

Treasurer, Dunbarton Oaks HOA

--

Michael A. Brusseau, AICP, Senior Planner
Knoxville-Knox County Metropolitan Planning Commission



Betty Jo Mahan <bettyjo.mahan@knoxmpc.org>

[MPC Comment] Opposition to Paul Murphy Wallace Rd. Development 1-D-15-UR

1 message

Mike Bell <mikeb96@gmail.com>

Thu, Feb 5, 2015 at 9:24 AM

Reply-To: mikeb96@gmail.com

To: commission@knoxmpc.org, bob.thomas@knoxcounty.org, ed.brantley@knoxcounty.org, jeff.ownby@knoxcounty.org, tom.brechko@knoxmpc.org

Mr. Tom Brechko and the Metropolitan Planning Commission,

Good morning. My name is Mike Bell and I reside at 1317 Montford Lane Knoxville, TN. 37922. I am writing in opposition to Mr. Paul Murphy's development at 1205 and 1217 Wallace Rd. MPC File 1-D-15-UR. I would like you to please take into consideration the following points:

1. I ask that you please review the MPC Hillside and Ridgetop Protection Plan as it relates to this development. The current elevation, according to the [KGIS.ORG](http://www.kgis.org) topography maps, sits at 1000' where as the elevation of Wallace Rd. sits at approximately 900'. There appears to be a slope of about 20% or more on this property which according to your Hillside and Ridgetop Protection Plan would reduce the number of dwelling units to 2 per acre. A portion of this property appears to be a plateau and an extension of the actual Nubbin Ridge. This is also one of the highest points of elevation in this area. Please consider some of the set aside plans and concepts in the Hillside and Ridgetop Protection Plan and how it may relate to this development.
2. This development proposal is grossly out of character for this area. The area is surrounded by single family homes/subdivisions. There are not any other apartment complexes previously developed in the immediate area. Much of this area appears to have been developed at approx. 3 dwelling units per acre and the finished elevations of many of these homes is well below what would reasonably be expected with 2 and 3 story apartment buildings.
3. There was recently a zoning approval of a development by Mesana Investments (1-C-15-RZ) and it was approved at the recommendation of the MPC for 3.125 dwelling units per acre just around the corner at 8601 South Northshore drive. It is important to note that the MPC did take into account the Hillside and Ridgetop Protection Plan in making this decision to lower the dwelling units per acre down to 3.125. Additionally, another more recently completed development on Vinings Way off of Wallace Rd. was approved at less than 3.7 dwelling units per acre. These were condominiums and are very much in character with the surrounding single family homes/subdivisions.
4. This area is surrounded by low density residential/single family homes and I would ask that each of you drive over and turn onto Wallace Rd. from Northshore Dr. and at that point visualize what you will see at the highest point above all other homes in this area, 5 apartment buildings. Mr. Murphy's development plans show finished floor elevations to be around 985' which would put some of these buildings over 1000' in elevation at their highest points. These will be very visible from the Northshore Dr and Wallace Rd. intersection as well as potentially be the highest visual object in this area from several different view points. This doesn't seem to fit with the past and present development of this area.
5. There is a FEMA flood map located on your site [KGIS.ORG](http://www.kgis.org) that indicates a flood zone that extends along sinking creek running north and south through Richmond Hills and Lyons Crossing. This proposed development would produce additional rainwater runoff contributing to an area that is already a concern. I realize that on Mr. Murphy's plans there is a detention pond, but the addition of all of these impermeable surfaces is likely to add to this current flood zone area regardless of the infrastructure requirements placed upon this development.
6. Lastly and quite frankly, most importantly, the additional daily trips and traffic produced by this new development will be very unsafe for Wallace Rd., Nubbin Ridge as well as the Northshore Dr. and Wallace intersection. Mr. Murphy's traffic implementation study does call for a traffic light to be installed at the Northshore Dr. and Wallace Rd. intersection, but how likely is it that the State would approve such a measure given the nature of Northshore Drive and the possible implications up and down the entire highway. I would ask that you please look into the number of traffic accidents on record for the Northshore

Dr. and Wallace Rd. intersection and think about the impact this new development will have on that statistic. Safety of all of the Knoxville citizens traveling up and down Northshore should be the priority here.

I greatly appreciate your time and ask that a suggestion from the MPC to reduce the number of dwelling units per acre down to 2 or even 2.5 per acre would be more practical given the current low density area that surrounds this proposed development. This would hopefully cut down on the negative impacts to this ridgetop/hillside, FEMA Floodzone and again, most importantly, help insure the safety of the citizens traveling Northshore Dr. and Wallace Rd. all impacted by this development.

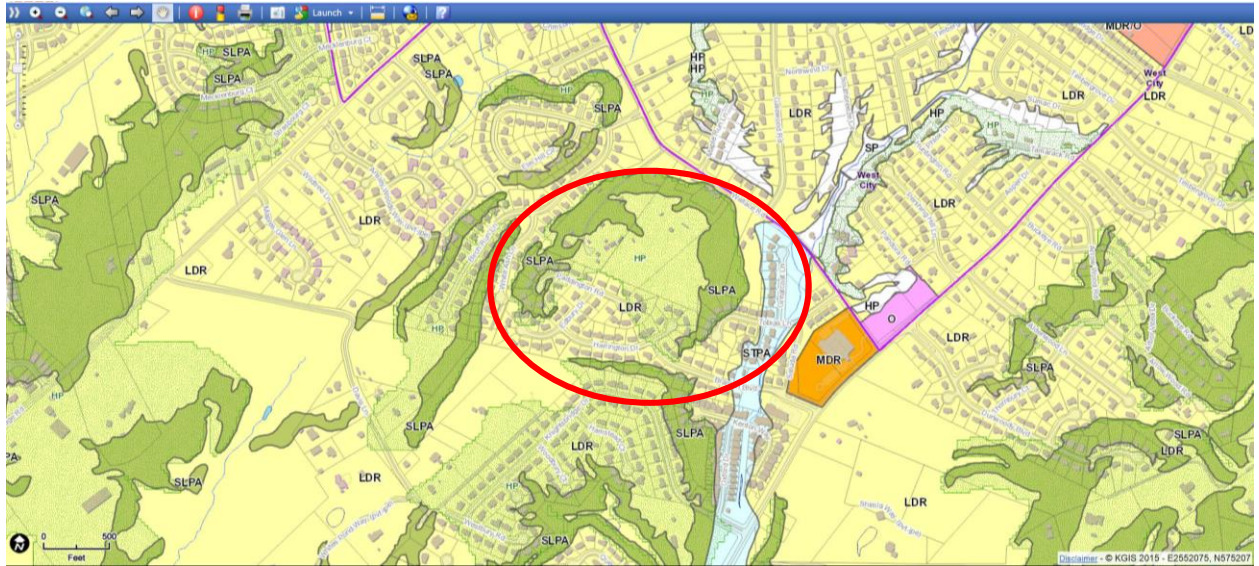
I have attached a pdf document with some screenshots of maps from the KGIS.ORG website to help facilitate some of my points. Again, thank you for your time and I wish you all the best in making the right decision.

Gratefully,
Mike Bell

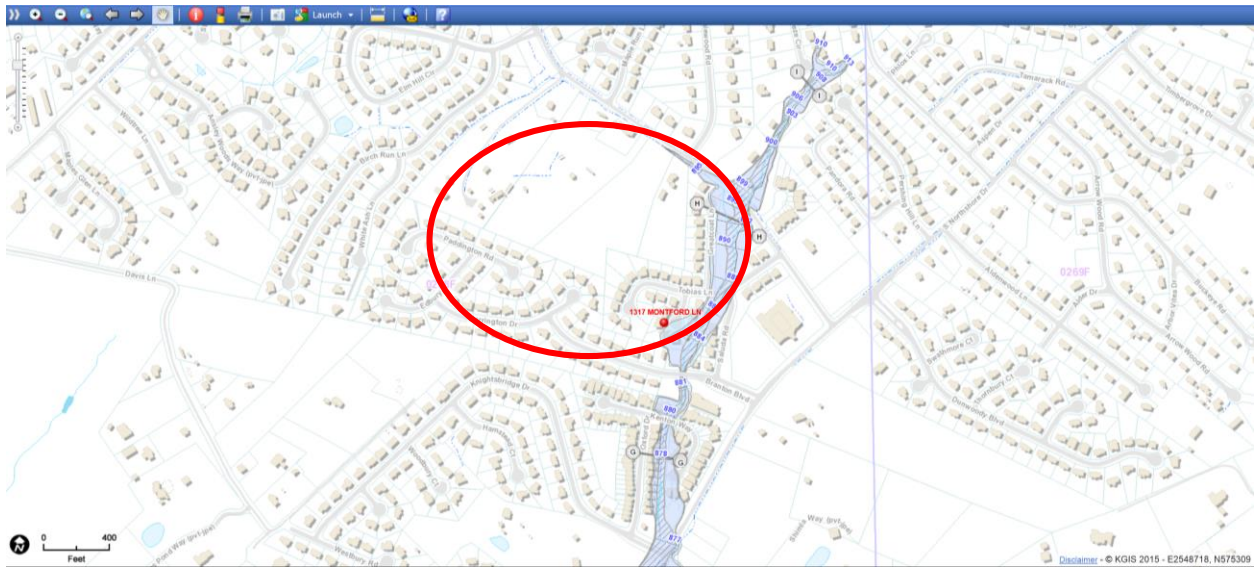
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This message was directed to commission@knoxmpc.org

 **Attachment for File #1-D-15-UR.pdf**
468K



MPC-Sector Plan taken from KGIS.ORG



FEMA Flood Map taken from KGIS.ORG



Topographic Map taken from KGIS.ORG



Betty Jo Mahan <bettyjo.mahan@knoxmpc.org>

[MPC Comment] wallace Rd apartment construction

1 message

Tony Stubbs <tony.stubbs@trinityben.com>

Thu, Feb 5, 2015 at 1:36 PM

Reply-To: Tony.stubbs@trinityben.com

To: "commission@knoxmpc.org" <commission@knoxmpc.org>

Cc: Tony Stubbs <tony.stubbs@trinityben.com>

Sirs

I need to voice my concerns about the proposed apartment complex being considered on Wallace Rd near North shore Dr. I have been resident of that community for 19 years and have seen the growth in our area and the increase in the traffic flow on North Shore. I believe we are at capacity and do NOT need more traffic congestion. This complex will also put an additional strain on our school system. There are also additional concerns that have been voiced after the site was looked at by engineers representing our community. They are :

Erosion concerns represented by the number of units that are propped for this site.

The site also resides mostly in a flood plain and drainage will cause possible damage to surrounding homes and will affect property values.

This area already has more traffic accidents than any other part of Knox County.

I hope you will consider these and other concerns over this proposed construction and deny this rezoning to this project.

Thank you very much for looking into this matter.

Tony Stubbs

Tony.Stubbs@trinityben.com

4823 Old Kingston Pike

Suite 205

Knoxville, TN 37919

865.531.9898

865.531.2290 (fax)

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Betty Jo Mahan <bettyjo.mahan@knoxmpc.org>

[MPC Comment] Planned Apartment Complex for Wallace Road

1 message

Richard Rife <richard_rife@bellsouth.net>
Reply-To: richard_rife@bellsouth.net
To: commission@knoxmpc.org

Thu, Feb 5, 2015 at 1:40 PM

Good Afternoon,

As a homeowner in Dunbarton Oaks off Northshore, I wish to state my opposition to this planned development. The public meetings and discussion to date regarding this matter have not adequately addressed the concerns of people who live and travel in the area.

I believe the density tentatively selected for this project is too high, and will result in unacceptably higher traffic with increased risks. I don't believe the topographic layout of this area supports 5 residences per acre, given its location on or near Nubbin Ridge, the resulting slope, the likely soil erosion, and the impact on added drainage to the nearby creeks, at least one of which is in a FEMA flood plain.

The size and nature of the proposed buildings are not in accordance with the existing housing, and frankly will be an eyesore. I ask that the MPC members drive Wallace Road and actually look at the proposed building layout, particularly the stipulated elevations for the planned structures.

Over the years I've lost track of the number of crosses that grieving citizens have placed along Northshore Drive following the death of loved ones from car wrecks on this road. This aspect alone has simply not been addresses appropriately. The proposed changes are woefully inadequate. The developments erected in the past 25 years have overwhelmed the road, and the State has not taken actions to correct the deficiencies. Let's not add to this problem by approving 75 more residential units in an area that can not adequately support them.

regards,
Richard Rife

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This message was directed to commission@knoxmpc.org