

January 5, 2015

To: Knoxville Knox County MPC Commissioners

From: Sharon Boyce and Jack Woodall

Re: MPC #1-SE-15-C and #1-I-15-UR
1130 Mourfield Road

We live at 9520 Westland Drive. Our property borders the creek downstream from the proposed development. We oppose the use on review and the subdivision concept plan submitted by Volunteer Development (Eric Moseley and Scott Smith) to develop 18 acres at 1130 Mourfield Road.

I.

MPC should postpone the hearing on the use on review plan and the subdivision concept plan until Knox County Commission acts on the rezoning request. The property is currently zoned Agricultural, and MPC acts without authority by taking action on a proposed use on review and subdivision concept plans under a Planned Residential zone. While a zoning hearing is scheduled before Knox County Commission on January 26, 2015, neither a use on review nor a concept plan can be heard by MPC until Commission has acted on the request and if approved, a Resolution adopting a Planned Residential zone is effective.

The current Agricultural zone permits development of houses and duplexes, each on a minimum lot area of not less than one (1) acre. (Article 5.22.04.E.1). For the 18 acres at issue in the Agricultural zone, a maximum of 18 dwelling units is allowed. The proposed use on review and subdivision concept plan for 61 dwelling units are not permitted in the Agricultural zone.

Zoning is a two-step statutory process in which MPC forwards a recommendation to Knox County Commission and after a public hearing and deliberation of the facts, the Commission makes the ultimate zoning decision. Knox County Commission could deny the rezoning change so that the property remains Agricultural, rezone the property Planned Residential at a lesser density than requested, or approve the rezoning request. Unless and until Knox County Commission rezones the property, MPC lacks authority to consider or approve a use on review or subdivision concept plans. The use on review and concept plan legally are possible only if the property has been rezoned to Planned Residential.

MPC's placement of this use on review and subdivision concept plan on its January 8th agenda prior to consideration of the zoning by Knox County Commission on January 26th deprives citizens of proper hearing before Knox County Commission, and a proper hearing before MPC if a Planned Residential Zoning is approved. In effect, MPC is saying that the public hearings before the Knox County Commission and its ultimate action do not affect this decision. Further,

if MPC approves the use on review and concept subdivision plan at the January 8th meeting, the 30 day appeal period to the Board of Zoning Appeals and the appeal period to Chancery Court available to citizens opposing the decision begins to run weeks before Knox County Commission hears the rezoning request.

II.

Action on the use on review and concept plan should be postponed because the MPC staff report lacks sufficient information to make a decision about these proposals, and if the developer is unwilling to agree to a postponement they should be denied. The staff report lists thirteen conditions mostly dealing with stream buffer requirements, stormwater drainage requirements, and sight distance issues. The report provides questions, but does not provide the facts necessary to deal with these issues. The conditions represent work that needs to be done in order for MPC to make an appropriate decision on these proposals.

In addition to the issues discussed in the MPC staff report, other specific problems with the use on review and concept plan are discussed in a letter from Sam Mayes, a civil engineer and Mourfield Road resident. We will not discuss these problems in detail a second time but rely on and attach Mr. Mayes analysis. (Exhibit 1).

The Knoxville Knox County Minimum Subdivision Regulations describe the purpose of the Concept Plan:

42 CONCEPT PLAN

42-10 Purpose. The Concept Plan is the first official plan required by these regulations.

The purpose of this plan is to provide the Planning Commission and the Planning Commission staff with sufficient information to determine the practicality, suitability, and conformance with regulations of the proposed concept.

As shown by Mr. Mayes letter, the information provided by the developer does not provide sufficient information to determine the practicality, the suitability, and the conformance with regulations of the proposed concept plan.

Further, the Knoxville Knox County Minimum Subdivision Regulations describe the

responsibility of Knox County Engineering Department as part of the approval process for concept plans:

34 KNOX COUNTY ENGINEERING DIVISION

The Knox County Engineering Division shall perform the following duties in regard to the administration of these regulations for subdivisions within the unincorporated area of Knox County.

34-10 Concept Plan. After review of the Concept Plan, the Knox County Engineering Division shall provide the Planning Commission with a written statement relative to the general acceptability of proposed roads, drainage systems and related improvements.

The Engineering Department has not provided a written statement about the acceptability of the proposed roads or drainage systems which is required by the Minimum Subdivision regulations. This is an engineering report that should have been researched, prepared and timely submitted in writing so that the MPC staff could rely on and include its findings in the report to MPC. While the MPC staff cannot compel the Knox County Engineering Department to submit a written report, the appropriate response would be for the MPC staff to delay the report and any hearing until a report is provided.

For example, a blue line stream crosses the property, yet no one has taken the time to determine it is a blue line stream. The banks of the stream are over 15-20 feet wide. We have lived downstream 37 years and the stream has never been dry. Knox County made an extensive study of this stream several years ago. The concept plan shows a 25 foot buffer from the stream centerline, even though, as noted in the staff report, regulations require a 50 foot buffer from the stream bank. This additional 35 feet of buffer on each side of the stream, which is not shown on the concept plan, affects the location of detention ponds, the usability of proposed lots, and the essential acceptability of the entire concept plan.

The concept plan also presents substantial unaddressed stormwater issues. Our land should not become the detention basin for this development.

Citizens are required to make their comments and objections at this time and any appeal to the Board of Zoning Appeals (BZA) is from this meeting. MPC staff should not make a recommendation and MPC Commission should not hold a hearing until Knox County Engineering reports in writing on these issues prior to the hearing.

Knox County Engineering has not addressed the acceptability of the proposed roads including sight distance issues from the subdivision entrance and the lots that access Mourfield Road directly, drainage systems, and related improvements. If an Engineering report is submitted

before or at the meeting, it not timely for the public to review and to respond. The MPC staff recommendation has been made without answers to these issues.

By failing to provide answers to questions raised by the conditions recommended by the staff prior to the hearing, the MPC staff and Knox Count Engineering Department limit the public's right to the facts about the impact of the development on the community. Instead, the facts and details are handled between the developer, MPC staff and Engineering Department afterwards, outside the public purview, and outside of an appeal record to the BZA.

III.

This development is not compatible with the surrounding low density pattern of development as is required for a use on review under the Knox County Zoning Ordinance (Section 6.50.06, 4.10.16). We rely upon our attached memo of December 9, 2014 setting forth the existing development pattern surrounding the 18 acres. Exhibit 2. Even though MPC has recommended rezoning at 3.5 units per acre, we do not believe that 61 houses can be constructed on the property while meeting sight distance requirements, drainage requirements, roadway requirements, and providing adequate consideration to steep slopes and other serious issues.

This is a makeshift concept plan designed solely to get 61 lots. Because of the many issues with this concept plan, the plan and the associated use on review should not be approved.¹ It is not acceptable for a developer to provide a concept plan which cannot be shown to provide adequate sight distance for the subdivisions' intersections with collector roads, which have proposed detention ponds which are obviously insufficient and mislocated, which show stream buffers of 25 feet from the center line of the stream which crosses the north end of the property, when a stream buffer of 50 feet from the stream bank is required. All of these mistakes will require substantial revisions to the concept/use on review plan and it is unfair to the public not to be able to comment on a plan that more realistically represents what may be built on the property.

¹ The Administrative Rules and Procedures of the MPC provide that "[a]ny application for a subdivision submitted timely with the appropriate Closing Date as provided in Article III hereof, shall be scheduled for public hearing at the next scheduled monthly public meeting, provided: (1) requests for variances are submitted with the application. . ." The closing date for subdivision application for this meeting was December 1, 2014, and the substantial variances that appear on the application before MPC were not submitted until December 23, 2014. Under the MPC procedural rules "incomplete applications . . . will not be approved." See Administrative Rules Article VI, Section 1, p. 8.

IV.

The MPC staff report does not address other requirements.

The Minimum Subdivision Regulations (62-60, pg 35) provide that the local street maximum grade is 12%. The developer has requested a variance for Road "B" of a grade of 15%, and the staff has recommended approving the variance. The recommendation contains no discussion other than the statement that the site's topography restricts compliance with the subdivision regulations and the proposed variance will not create a traffic hazard. The regulations provide that when conditions justify, the Planning Commission, on the recommendation of the Knox County Engineering Division, may increase the maximum allowable grade on a local street up to 15%. There has been no recommendation from Knox County Engineering to the Planning Commission, and a variance is not justified.

The Minimum Subdivision Regulations provide an alternative standards for Hillside and Ridgetop Protection Areas. Those regulations allow local streets with a maximum grade of 15% where the

69-12.2 The planning commission finds that the proposed development preserves and protects undisturbed land consistent with the intent of the land disturbance recommendations of the *Hillside and Ridgetop Protection Plan*.

The part of the property where the proposed variance is located is within the Hillside and Ridgetop Protection Area. Despite the fact 8 of the 18 acres on this property are in the Hillside and Ridgetop Protection Area and the south end of the property has substantial slopes, the grading plan submitted by the developer show that nearly the entire hillside area will be clear-cut and graded. The Hillside and Ridgetop Protection Plan allows only 20%-50% of the land to be disturbed in PR developments in Hillside and Ridgetop Protection Areas. See HRPP Table 3, p.33. The developer here makes no effort to protect the steep ridge and his plan to use a local street with a 15% grade should be rejected.

The Minimum Subdivision Regulations discuss the purpose of these alternative regulations:

69-11 Purpose. The purpose of this section is to establish alternative street design standards, setbacks and lot sizes for subdivisions and development within the Hillside and Ridgetop Protection Area (HRPA) as established by the *Hillside and Ridgetop Protection Plan*, as adopted by the City of Knoxville in 2011 and Knox County in 2012. The foundation of these regulations is the desire to minimize the disturbance of natural land within the protection area in order to preserve its capacity to accommodate storm events, to protect valuable vegetation that contributes to the enhancement of air and water quality, and to minimize damage to the land and structures within and outside the HRPA caused by downhill and downstream flooding and severe erosion. The intent of these regulations is to

promote low impact development on sensitive lands within the protection area through regulations that represent an alternative to regulations described elsewhere in the Subdivision Regulations.

This section shall supersede any other provision of the Subdivision Regulations as set forth herein and is expressly applicable to subdivisions and development of land within the HRP.

These provisions of the Minimum Subdivision Regulations preclude a variance for the roads on this concept plan.

The Knox County Zoning Ordinance enacted a PR zone "to provide optional methods of land development which encourage more imaginative solutions to environmental design problems." Knox County Zoning Ordinance 5.13.01. This proposed plan for the use on review for this property provides no solution to any environmental design problem. It shows a total disregard for the PR zone. There is complete disregard for the substantial slopes on the south end of the property. The slopes are to be clear cut, graded, and thereafter present severe erosion issues. There is no room to preserve the grove of large trees at the center of the property, unacceptable stormwater detention, insufficient spacing of houses from the creek, insufficient spacing of houses on steep slopes, and small lots that directly access Mourfield Road across a drainage channel and with inadequate sight distance. This plan shows complete disregard for the development of this property on Mourfield Road within a PR Zone.

V.

The staff report makes two factual statements in support of its conclusion about compatibility of the proposed development with the surrounding property. First it compares this proposed development with Treymour condominiums accessing Westland Drive on ten acres north of the creek. Treymour Condominiums consists of ten sets of attached dwellings units. Treymour is zoned PR 1-4, and was built at 3.5 dwelling units per acre.

The sites are not comparable. Treymour was constructed on a flat field, and the stream borders the south side of that property. The stream crosses this property, and much of this property is in the Hillside and Ridgetop Protection area. As shown in our previous letter, the remaining developed property to the east, west, north and south is developed at 2 units per acre or less.

The staff report also states the site is located in the parental responsibility zone for school transportation for Lotts Elementary School, and notes the developer plans to include sidewalks within the subdivision. The MPC staff report does not require the developer to construct a sidewalk on subdivision property along Mourfield Road in the direction of Lotts Elementary School. What is not discussed in the staff report is the hazards of elementary aged school children walking on Mourfield Road from the proposed subdivision entrance to the sidewalks on Westland Drive. Mourfield Road is narrow and hilly with steep slopes on the west side and a drainage channel parallel to the east side of the road. It is 18-20 feet wide and has no shoulders. There is no place for pedestrians, and certainly not school children.

VI.

In addition to the problems this development presents to the property on Mourfield Road, the development presents a traffic issue not yet addressed. Because the traffic projected by the development is slightly less than 750 trips per day, no traffic study has been required. Nevertheless Mourfield Road presents a distinct problem where it enters Westland Drive to the north of the property. MPC should require a traffic study for this development to address that issue. •

Mourfield Road runs from Westland Drive south to Bluegrass Road, and it is the only street that connects Bluegrass Road with Westland Drive. Residents of subdivisions on Bluegrass Road use Mourfield Road to access the Westland Drive interchange with Pellissippi Parkway for morning and afternoon commutes. There is substantial traffic on Westland Drive during the morning commute to access Lotts Elementary School. However, there is no current traffic count for Mourfield Road in the KGIS mapping system, and no information about peak hour usage on Mourfield Road. There was a previous traffic count for Mourfield on the KGIS system last year, but it has been removed.

Measured centerline to centerline, the intersection of Mourfield Road and Westland Drive, is approximately 250 feet east of intersection of Emory Church Road and Westland Drive. If you are turning left from Mourfield Road on Westland Drive toward the Pellissippi Parkway, a hill to the right creates a sight distance problem. At peak usage times a substantial number of cars back up on Mourfield Road waiting to make that left hand turn. The peak traffic from the development will greatly exacerbate that problem.

Westland Drive is a busy street with approximately 11,000 cars per day at Lotts Elementary School according to a 2013 traffic count on the KGIS map. Further, in early 2014 Knox County BZA approved apartments on Emory Church Road that if constructed will double the traffic count on Emory Church Road and require a traffic light at the Emory Church Road and Westland Drive interchange. In the rezoning, Knox County Engineering did not address or include Mourfield Road in any proposal for possible intersection traffic improvements.

Given the unique location of this property with a blind hill, curves, a ditch along the east side of the road, the odd intersection of Mourfield Road with Westland Drive and Emory Church Road, and the proposed changes to that intersection, MPC should require a current traffic count and a traffic impact study before the subdivision plan is approved.

December 29, 2014

Mr. Dan Kelly
Development Services Manager,
Development Plan Review
Knox County Metropolitan Planning Commission

RE: 12-14-RZ Mourfield Road, Beals Creek

Mr. Kelly or To Whom It May Concern,

My name is Sam Mayes. My residence is located at 1405 Mourfield Rd, Knoxville, TN. I am writing in regard to the conceptual plan that was submitted for the subdivision that is currently proposed along Mourfield Rd. My concerns include the density of the proposed layout, safety concerns with access from the homeowners onto Mourfield Rd, adherence to local, state, and federal stormwater regulations, erosion concerns due to the steep topography for the existing and proposed layouts, and the aging infrastructure along Mourfield Rd.

As a longtime resident of Knoxville that is vested in my community, a professional engineer (Civil) registered in the State of Tennessee and as a member of the Knox County Industrial Development Board, I would like to see the aforementioned issues addressed by the MPC before the subdivision is approved by the MPC. The current layout proposes 10-foot easement between houses, which may be okay for flat topography but is not practical for property that is so steep. Knox County needs to ensure that forethought is input into the process and the land is not ravaged and the downstream homeowner's or adjacent community left holding the bag.

Following is a list of my concerns that should be addressed prior to approval of the property by the MPC. Assurances should be addressed by a conceptual plan being resubmitted that addresses each of the items listed below.

Proposed Lot Density

Currently a lot density of 3.5 residences per acre is proposed. Due to the steep slopes and the road layout I believe that 2.0 residences per acre is more practical. I base this off of the fact that the detention basins will be required to be larger than normal due to the larger volume of stormwater runoff due to steeper slopes, runoff increasing due to more roof area, driveways, and roads.

A second reason for the lower density is that the roadway, as laid out, is shown running across the slopes instead of perpendicular to the topographic contours. This is going to cause severe elevation changes on both side of the road to access the residences. This causes concerns with erosion and also is not ideal as residences will be located either 20 to 30 feet above or below the road elevation. This could be alleviated with lower lot densities.

EXHIBIT 1

Roadway Safety Concerns

Mourfield Rd is a very treacherous road, especially in the winter and especially at the southern end of the subdivision.

- There are safety issues with multiple driveways having direct access onto Mourfield Rd. For 30 mph speed, a minimum sight distance of 300-feet has to be available before access is approved. Private driveways should not be allowed to access Mourfield from the new development. Especially backing of a car onto the roadway from a private residence.
- It is doubtful that a sight distance of 300-feet is available for the main entrance. This should be proven in the field prior to MPC approval.
- The Knox County regulations (62-60, pg 35) state that the local street maximum grade is 12%. Road "B" on the drawings shows an existing grade of 15%. Road A shows a grade of 12.5%. They should not be approved for greater than 12% unless there is a valid reason for doing so. If the allowable grade has to be raised to 15% to make the subdivision developable, development should not be allowed. Raising from 12% to 15% should be the exception and not the norm. I know that the regulations say that for exceptions it can be raised to 15%. If 15% was the intent, they would not have listed 12% as the maximum grade in the regulations.

Erosion Control

- Guidelines were passed in 2012 for the "Hillside & Ridgetop Protection Area Development Standards. These are guidelines for developments in which the slopes are greater than 16%. The guidelines should be honored by the developer as slopes on the northern and southern sides of Road B are very steep. Measures should be enforced to minimize sloughing off of embankments and stormwater erosion velocities upstream and downstream of Road B. There are enough examples of slope failure in the report to understand that Knox County doesn't want to keep approving of developments without doing their due diligence first.
- Lots 35 – 39 are bisected by fairly long and steep slopes that would require very controlled erosion control structures to be put into place prior to construction as they are adjacent to the drainage channel for Mourfield Road. With high stormwater velocities being realized in the drainage channel on Mourfield Rd, any sediment that enters the drainage channel will be transported into the creek immediately. As a side note, these are not very good building sites for the houses that would eventually inhabit the lots.

Stormwater Concerns

There is a major concern with the layout of the subdivision as shown and the ability to accommodate the density of lots that was requested due to the fact that the drawings do not show stormwater control devices that are located in compliance with current county, state and federal regulations. I understand that the detailed stormwater design and calculations will be performed later during the design phase, **but the lot density has to be based off of a conceptual plan that is somewhat close to realistic.** The layout and location of the stormwater devices as shown is not good on the conceptual drawings. Additionally, current Knox County residents that are located downstream of the proposed subdivision have been flooded due to previous developments being constructed along Westland Drive in which stormwater requirements were not enforced.

- The concept drawing and the preliminary construction drawing are not realistic in that they depict a detention pond being located at the northern corner of the site within two streams that are converging. One has been classified as a wet weather stream. The Detention Pond cannot be located at that particular location as the stormwater regulations DO NOT allow the Detention Pond to be located within an existing stream, much less two streams. Waters flowing from the site have to be collected before they are discharged to waters off-site. Off-site streams cannot be directed through new stormwater detention structures, therefore the current locations of the detention basins are not realistic or optimal.
- Stormwater regulation require ALL stormwater from the development to be collected separately from off-site water before being discharged off-site. This is not the case in these plans as water is NOT shown as being collected at the southern part of the site before being discharged off-site. For some reason, detention ponds are located upstream of the lowest point on the site. The subdivision entrance is located close to where a detention pond would probably be required, therefore the subdivision entrance location is not realistic which also affects the sight distance that can be achieved.
- Water from the proposed subdivision would also have to be kept separate before it can be discharged off-site with the existing channel stormwater along Mourfield Rd. The existing channel overflows now when major storms occur. Lots 35, 36, and 58 through 61 are not realistic as residential sites.
- Lot #'s 1, 2, 6, 7, and 8 show the 50-foot buffer. They are not practical for building on if the buffer is honored. The plan is not realistic in this area.
- The size of the detention basins as shown are not realistic for the current stormwater regulations which require it to be sized for a 2-yr to a 100-year storm event. Property along Mourfield road is a very steep and has very fast times of concentration, therefore receive high volumes of water very fast. The size of detention basins that are shown are conceptual, but still not realistic.

Bottom line, we want to make sure that all stormwater regulations are adhered to and enforced for any future development. MPC should not include a plan that is a picture and not realistic in working effectively.

Existing Utilities along Mourfield Rd

The existing waterline along Mourfield Rd has had several breaks over the past 3 to 4 years because of aging infrastructure. Agreement should be made with First Utility District for a new line or upgrade prior to more services being added to an inadequate existing water main.

In closing, I would like to thank you for your time and ask that you forward my concerns with your letter to the MPC before the next meeting. The purpose of the MPC should be to make sure that conceptual plans are realistic and not just pictures that are not reasonable. I am sure that calculations and good design efforts have to occur before many of the items that I mentioned can be determined, but the plan that was submitted is so far off from meeting regulations that it cannot be

approved until it is redone in accordance with current NPDES stormwater regulations and other issues which I noted. Please contact me concerning any of my comments or for any questions.

Sincerely,

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Sam Mayes, P.E.

(865) 388-7211

December 9, 2014

To: Knoxville Knox County MPC Commissioners

From: Sharon Boyce and Jack Woodall

Re: MPC #12-I-14 RZ

Applicant Eric Moseley

1130 Mourfield Road

We have lived at 9520 Westland Drive since 1997. Our property borders the creek downstream from the proposed development and our driveway runs along the west side of Treymour Condominiums. Our property is Parcel 37.06 on the zoning map.

We oppose the rezoning request of Eric Moseley and Scott Smith to develop 18.1 acres at 1130 Mourfield Road at a density of 3.5 units per acre. This density is not compatible with the surrounding development, the creek that runs through the property, and hilly, curvy Mourfield Road. Two units per acre would be compatible with the neighborhood.

The MPC staff report approving the density quotes some zoning standards but lacks facts to support its conclusion.

Density. The proposed density of 3.5 dwelling units per acre is too dense for the Mourfield Road location given the low density of the surrounding area, the creek in the north side of the property, and the conditions of Mourfield Road. Two (2) units per acre is a compatible and appropriate density. The creek winds its way through about two acres on the north end of the property, and we believe there is a sewer line and easement on the north side of the creek which continues from the sewer on the north side of the creek next to our property and the Treymour Condominiums. There should be a wide development buffer around the creek and no development should be permitted on the north side of the creek. There are a large number of mature trees that should be preserved between the existing house and Mourfield Road. The south end of the property is steeply wooded hills and the trees should also be preserved on those slopes. None of these objectives can be achieved at a density of 3.5 units per acre, and the density should be set at 2 units per acre.

The PR zone requires that each development be compatible with the surrounding or adjacent zones. Clover Hill Lane is adjacent to and east of the property. It is a single street with 6 houses, each sited on several acres. It accesses Westland Drive. With the exception of the older house and property bisected by the creek that front on Westland Drive, the other properties are deed restricted to several acres per house. A density of 3.5 units per acre is not compatible to this adjacent development.

Anthem Subdivision is a recently completed subdivision immediately to the east of Clover Hill Lane. It has Westland Drive access with 53 lots on about 23 acres, or 2.2 dwelling units per acre. To the north across Westland Drive is Woodland Springs subdivision with 76 dwelling units on about 50 acres or 1.5 dwelling units per acre.

EXHIBIT 2

On the opposite side of Mourfield Road and on Mourfield Road to the south of the development, development consists of single family houses on several acres on the ridges, mostly in the woods on the east side and in the woods and open areas on the west side. A density of 3.5 units per acre is not compatible to this existing development pattern.

Across Mourfield Road on ten acres north of the creek, Treymour Condominiums consists of ten sets of attached dwellings units. Treymour was constructed on a flat field. It is zoned PR 1-4, and was built at 3.5 dwelling units per acre. However unlike this proposed development, Treymour has direct access to Westland Drive and its driveway is aligned directly across from Emory Church Road at its intersection with Westland Drive. Treymour Condominiums borders the creek downstream from the proposed development, but its developer did not build or grade near the creek. The condominiums adjacent to the creek are 50 feet away and built at a substantially higher grade than the creek. The site for Treymour Condominiums and the site for the proposed development differ substantially.

Augusta Hills Subdivision is an older area of single family homes with access to Bluegrass Road but part of the subdivision is located near the east side of Mourfield Road. It is zoned RA with large lots.

Although this is a zoning application, we cannot pretend that the applicants have not recently filed a use on review plan for the property. It shows a total disregard for the PR zone, using all the density at 3.5 units per acre. There is no room to preserve the grove of large trees at the center or trees on the south slopes, insufficient stormwater detention, insufficient spacing of houses from the creek, small lots that directly access Mourfield Road with questionable sight distance, and one lot on the north side of the creek at Mourfield Road which would have a driveway right on the side of the steep hill.

And we cannot pretend that the same developers didn't clear cut the trees for their new subdivision, named Westland Gardens, on the east side of Gettysview and the south side of Westland Drive. They have shown the same disregard on Mourfield Road.

Mourfield Road. Mourfield Road runs from Westland Drive south to Bluegrass Drive. It is the only street that connects Bluegrass Road with Westland Drive. There is no traffic count for Mourfield Road in the KGIS mapping system. The MPC staff report cited no traffic count for its assumption that the road could handle the requested density and failed to mention the blind hill, curves, ditch, or other limiting characteristics. Mourfield Road is narrow, curvy and hilly road with steep slopes on the west side and a drainage ditch parallel to the east side of the road near the proposed development. If exiting the present driveway of the proposed development, looking right or to the north, there is a blind hill. Looking left or to the south, there is a curve. It is difficult to exit the driveway at 1131 Mourfield Road across from the development and its driveway is located even further away from the hill.

The configuration of Westland Drive at its intersection with Mourfield Road on the south side and Emory Church Road on the north side is a major issue that has not been addressed. Measured centerline to centerline, the intersection of Mourfield Road and Westland Drive, is approximately 250 feet east of intersection of Emory Church Road and Westland Drive. If you are turning left from Mourfield Road on Westland Drive toward the Pellissippi Parkway, a hill to the right creates a sight distance problem. At peak usage times a substantial number of cars back up on Mourfield Road waiting to make that left hand turn.

Westland Drive is a busy street with approximately 11,000 cars per day at Lotts Elementary School according to a 2013 traffic count on the KGIS map. Further, in early 2014 Knox County BZA approved apartments on Emory Church Road that if constructed will double the traffic count on Emory Church Road and require a traffic light at the Emory Church Road and Westland Drive interchange. In the rezoning, Knox County Engineering did not address or include Mourfield Road in any proposal for possible intersection traffic improvements.

Given the unique location of this property with a blind hill, curves, a ditch along the east side of the road, the odd intersection of Mourfield Road with Westland Drive and Emory Church Road, and the proposed changes to that intersection, MPC should require a current traffic count and a traffic impact study before the zoning density is determined.

The Creek. The creek begins just north of Westland Drive at the pond in the Woodland Springs Subdivision, crosses under Westland Drive, runs through the proposed development, and under Mourfield Road. As it goes further west it borders our property. It is a creek with water all year and at all times. However, in heavy rains with several inches in a few hours, the creek overflows its banks and floods the bottom part of our property. We do not want to receive any more water in the creek from the proposed development than in its pre-developed state. Neither do we want our property to become the detention pond for this development. The proposed density of 3.5 units per acre leaves no room for properly sized detention ponds to collect water from all the units. If the developer is not required to construct adequate detention on site, the liability for downstream damage falls on the future individual property owners.

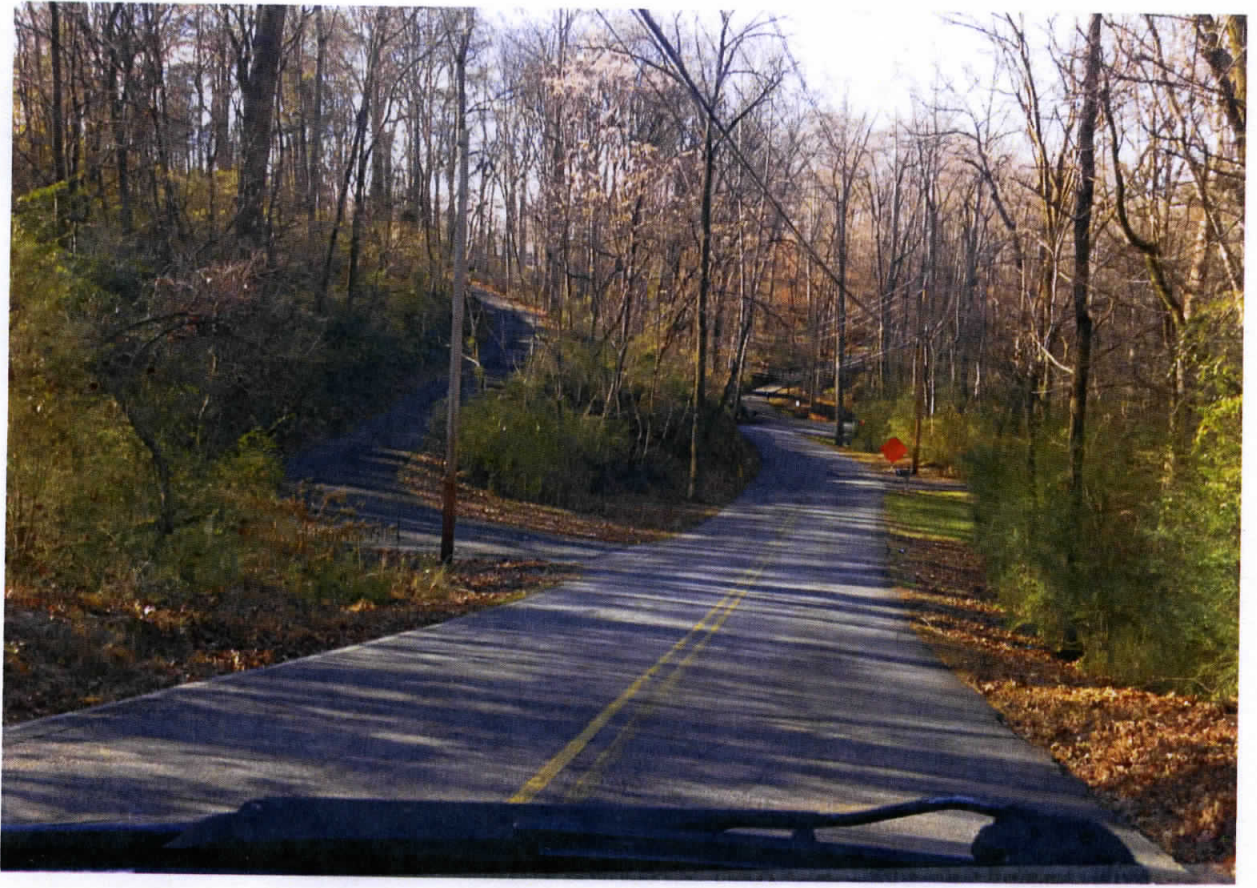
The excessive density will increase the roadway flooding on Mourfield Road and subject Knox County to liability for an unsafe roadway.

Since the developers clear cut the trees next to Gettysview, and the size and location of proposed lots and roads leave no room for trees, more downstream flooding will occur.

See attached pictures of the mature trees in the center of the property, looking north and south from the current driveway of the property on Mourfield Road, and driving south to north on Mourfield Road toward Westland Drive.









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

[MPC Comment] 1-SE-15-C and 1-I-15-UR, 1130 Mourfield Road

1 message

dori naler <dnaler@comcast.net>

Mon, Jan 5, 2015 at 8:12 PM

Reply-To: dnaler@comcast.net

To: commission@knoxmpc.org

Dear Commissioners,

I am writing to oppose the development proposed for Mourfield Road.

Please take time to review the comments from Sam Mayes, a professional civil engineer and highly respected lifetime citizen of Knox County. Mr. Mayes asserts that the plan as submitted is not workable for several reasons.

We have lived on Mourfield Road for 19 years. My foremost concern is SAFETY on this highly traveled, curvy road. I saw a drawing of this proposed development which shows several driveways directly on Mourfield Road. I am aghast. There are so many accidents on Mourfield when it rains or snows, and even on days of perfect weather. Please, please go and drive the road for yourself in the rain. This road is a heavily traveled "cut-through" in the morning and afternoon rush hours. It would be ridiculously unwise to add several driveways on Mourfield Road.

Has the water/plumbing system been thoroughly checked? We live on Mourfield Road, and we lose water quite frequently. It seems that every month or two, a major pipe ruptures in the exact area of Mourfield where this proposed development is located. A utility crew is down there with at least one of the two lanes closed and they are digging up the road. Just yesterday we were without water for several hours and a crew was down there digging. Check the records with the utility company – this happens several times a year! It is crazy! Will this new neighborhood exacerbate this situation?

My other concern is the high density of this proposed neighborhood. Must we cram that many homes onto this beautiful piece of property? That portion of Mourfield feels like a country lane as you drive through it. Folks love driving on this peaceful road on their way home. We don't have many country lanes left in west Knox county. Let's take steps to preserve this as much as we can.

Please do not allow this development to proceed any further until the issues of water services, drainage, road safety and density are appropriately addressed.

I thank you for your service to our county.

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Dori Naler
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This message was directed to commission@knoxmpc.org



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

[MPC Comment] 1-SE-15-C and 1-I-15-UR, 1130 Mourfield Road for January 8, 2015 meeting

1 message

'Susannah Sayre' via Commission <commission@knoxmpc.org>

Tue, Jan 6, 2015 at 9:36 AM

Reply-To: jetjettison@yahoo.com

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

Cc: Susannah Sayre <jetjettison@yahoo.com>

Dear MPC Commissioners:

My name is Susannah Sayre and I reside at 1422 Mourfield Road. I am writing in opposition of the use on review and the subdivision concept plan proposed for 1130 Mourfield Road.

My concerns lie in the fact that there is not sufficient sight distance of 300 feet as mandated. Like many old West Knox County roads, Mourfield Road is very narrow with no shoulder and vehicles do not drive the prescribed 30 mph to make it terribly safe to travel. Adding a substantial development to this unforgiving road will increase peril to area drivers. There is also the consideration of the development lying in the parental responsibility zone for transportation to A. L. Lotts Elementary School. Even though the developer plans to put sidewalks in the development, there is no feasible way for the children to walk along Mourfield to access the sidewalk at Westland Drive without them walking in the road. Therefore, they will have to drive their child to school which adds to more traffic attempting to turn onto Westland during peak commuting hours.

There is also the issue of needing adequate stream buffer of 50 feet which the developer has not provided. Thirdly, there is the issue of drainage into the creek that borders the site. This stream, in the past, has overflowed onto Mourfield Road causing a road hazard. Removing trees and adding additional development will only exacerbate this problem.

Another consideration is the pressure that an over-abundance of development will have on our water/sewer system. This past December, First Utility District had to turn off our water for a few hours just to fix this dilapidated system. This appears to take place three or four times a year. These lines need an upgrade to handle additional water and sewer usage that this development proposes.

Prior to approving this development, the MPC needs to do a traffic study regarding the impact this development will have on the Mourfield-Westland-Emory Church Road conglomeration that all conjoins in this area. It's hazardous to take a left off of Mourfield onto Westland due to eastbound traffic from Westland as well as the traffic from Emory Church Road that enters this area as well. Consideration must also be made regarding additional traffic from the development heading toward Bluegrass Road which is also

another narrow and perilous road. Bluegrass Road accesses Ebenezer Road that leads to Northshore Drive which consists of many businesses as well as Pellissippi Parkway.

The MPC's Subdivision Report outlines the faults of the developer's plans and how they need to be addressed. It appears that the developer's plan has been hastily put together without consideration of its impact on the area. It seems unwise to sell units to residents and subject them to a fallible development. The MPC needs to consider rejecting this development plan and encourage the developer to go back to the drawing board to create a development that is more in harmony with the area. Less units per acre as well as concrete plans regarding sight distance, stormwater control, stream buffers as well as addressing traffic issues would be welcome rewrites to his development plan.

Yours Sincerely,

Susannah Sayre
1422 Mourfield Road
Knoxville, TN 37922

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

[MPC Comment] 1-SE-15-C and 1-I-15-UR at 1130 Mourfield Road

1 message

Julia Christenson <juliachristenson200@gmail.com>

Tue, Jan 6, 2015 at 9:34 AM

Reply-To: juliachristenson200@gmail.com

To: commission@knoxmpc.org

Good Morning,

I am very concerned that a development proposal is to be placed before the MPC on this Thursday, prior to the Knox County Commission review of zoning.

This appears to be an abuse of privilege where a member of the MPC, (Scott Smith), is attempting to circumvent County regulations regarding change in zoning. The MPC may be pushed to inappropriately approve it, because a MEMBER of the MPC and his development partner, is proposing it.

Thank you.

Julia Christenson

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