

9-SE-15-C  
9-H-15-UR

**John E. Fairstein**

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September 8, 2015

Knox County Metropolitan Planning Commission  
Knoxville City County Bldg  
400 W Main St #403  
Knoxville, TN 37902

c.c. Safe Harbor Development, LLC  
3361 Bell Road  
Nashville, TN 37214

Re: SUBDIVISION: SAFE HARBOR DEVELOPMENT  
APPLICANT/DEVELOPER: SAFE HARBOR DEVELOPMENT  
FILE #: 9-SE-15-C, 9-H-15-UR

Dear MPC,

First let me thank the MPC for its service to our community, and congratulate Mr. Campbell and Safe Harbor Development for proposing a potentially attractive subdivision in our neighborhood. Please accept these comments about this project that borders on Sam Lee Road in ZIP 37932. I have attached an aerial photo with some denotations. I can be available to discuss these comments in the future as needed.

**Traffic volume concerns<sup>1</sup>**– 2-lane Sam Lee Rd extends for 2.3 miles between Solway and Steele Roads and is very narrow at 18 ft wide. There are only stop signs (no traffic lights) at the intersections of Solway and Steele Roads. The choke point denoted by 'Bluff and Chokepoint' on the drawing would be very difficult to widen. The traffic estimate is 750 trips per day when the development is completed. Assuming that peak traffic accounts for 80% of the trips and occurs between 7:30 – 9:30 AM and 4:00 - 6:00 PM, that represents about 150 cars, school busses, and trucks per hour for each of the 2 peak periods. I find it hard to believe that Sam Lee Road can handle that traffic, especially at the choke point and the intersections of Solway and Steele Roads. Inclement weather will exacerbate the traffic volume issues.

**Entrances/exit concerns onto Sam Lee<sup>2</sup>** – Two access points on Sam Lee Road are proposed. Any location for entrance/exit to the development on a narrow road like Sam Lee Road is of concern, particularly during peak traffic hours. While the northern entrance/exit seems appropriate, the entrance/exit down the road to the south (denoted 'Southern Entrance/Exit' on the drawing) is more problematic. On

the north side of this access point is a very sharp blind turn on a grade (denoted 'Blind Turn' on the drawing), and on the south side is a blind turn leading to/from a steep grade. Inclement weather will exacerbate the dangers; ice and snow make the road almost impassable.

**Environmental concerns**<sup>3</sup> - The area denoted by 'Bluff and Chokepoint' contains 2 environmentally significant features: a steep bluff to the east and Beaver Creek to the west. Obviously Beaver Creek needs to be protected from contamination during and after construction. The bluff remains intact on the plan, but it would be good to somehow protect it from future modification. I suggest an easement or some other mechanism to insure that no lots extend within 40 yards of its brink on the development side. Perhaps this could be purposed as a common area for residents.

Best regards,



John E. Fairstein

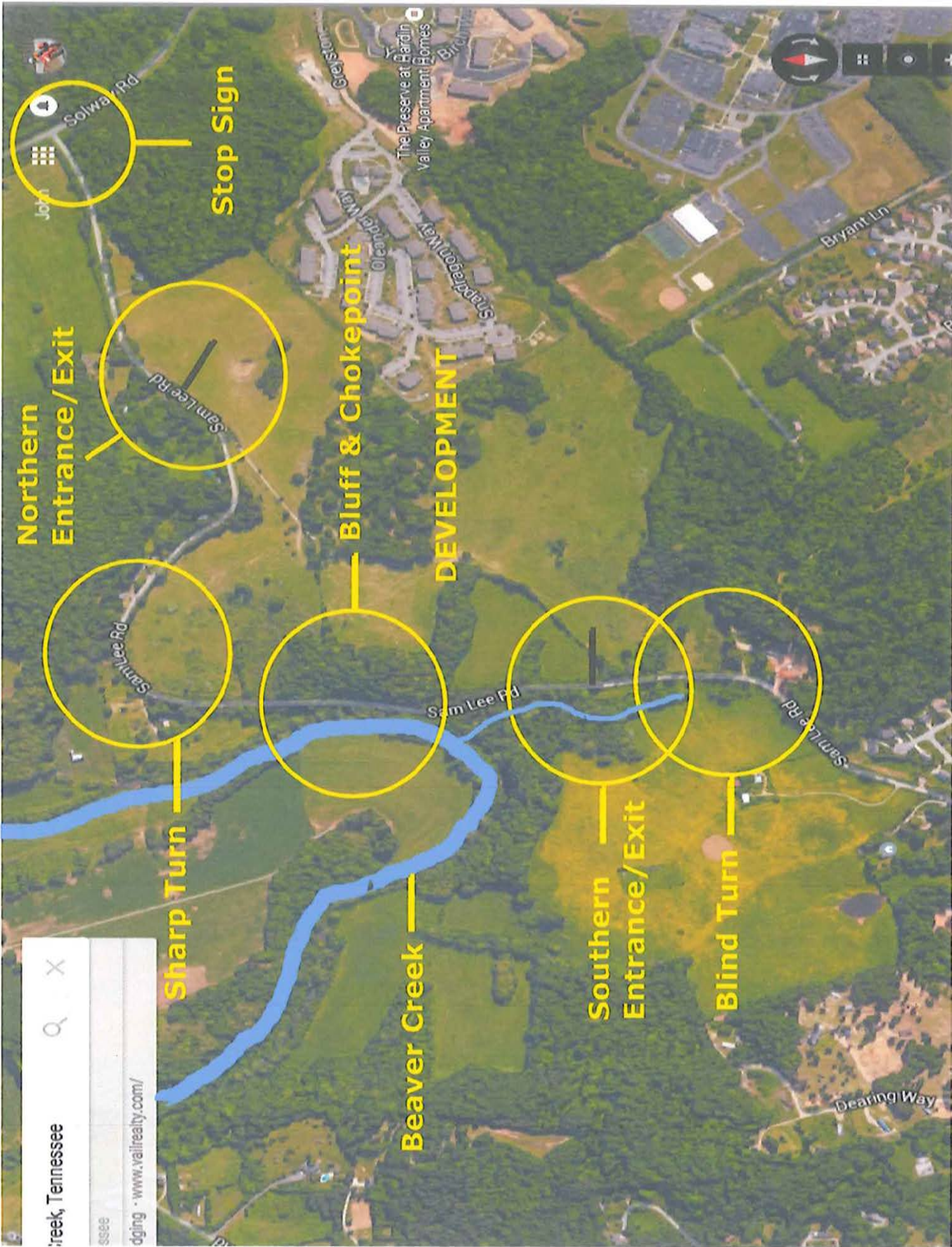
Notes:

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<sup>1</sup> From the MPC SUBDIVISION REPORT: "It has been the practice of the MPC to require that a development with more than 150 lots have multiple access points. The proposed plan shows that access to this development will via two entrances. Both access points will be to Sam Lee Rd. From the MPC SUBDIVISION REPORT: "At present, Sam Lee Rd. is classified as a collector street with a pavement width of 18 feet...Because this project will generate more than 750 trips per day, a traffic study was required. The traffic study did not identify that any road improvements would be necessitated by this subdivision." *This traffic study should be revisited to better estimate congestion during peak hours and inclement weather.*

<sup>2</sup> From the MPC SUBDIVISION REPORT: " Before the final plat is approved for this project, the applicant's engineer will be required to certify that the required sight distance is present at the Sam Lee Rd. entrances." *The SUBDIVISION VARIANCES section itemizes reductions from normal requirements but does not discuss traffic safety consequences.*

<sup>3</sup> From the MPC SUBDIVISION REPORT Variances section: "4. Meeting all applicable requirements and obtaining all required permits from the Tennessee Department of Environment and Conservation." *No references to TDEC requirements are provided, nor whether TDEC has even reviewed this project. Beaver Creek has a history of environmental problems that could be aggravated by this project.*



Northern  
Entrance/Exit

Sharp Turn

Stop Sign

Bluff & Chokepoint

Beaver Creek

DEVELOPMENT

Southern  
Entrance/Exit

Blind Turn

Beaver Creek, Tennessee

www.vailrealty.com/