

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

▶ **FILE #:** 5-SC-16-C **AGENDA ITEM #:** 8
 5-F-16-UR **AGENDA DATE:** 6/9/2016

POSTPONEMENT(S): 5/12/2016

▶ **SUBDIVISION:** EDITH'S PLACE

▶ **APPLICANT/DEVELOPER:** TEKCO, LLC

OWNER(S): Tekco, LLC

TAX IDENTIFICATION: 68 P C 015

[View map on KGIS](#)

JURISDICTION: City Council District 3

STREET ADDRESS: 0 Murray Dr

▶ **LOCATION:** Southeast side of Murray Dr. & Northeast side of Wilkerson Rd.

SECTOR PLAN: Northwest City

GROWTH POLICY PLAN: Urban Growth Area (Inside City Limits)

WATERSHED: Third Creek

▶ **APPROXIMATE ACREAGE:** 6.46 acres

▶ **ZONING:** RP-1 (Planned Residential)

▶ **EXISTING LAND USE:** Vacant

▶ **PROPOSED USE:** Detached residential development

SURROUNDING LAND USE AND ZONING: Property immediately adjacent to this site is zone A-1 agricultural and R-1 residential. Zoning within 1600' of this site includes C-3 and C-4 commercial and RP-1 residential zoning. The predominant use in the vicinity of the site is houses on individual lots. General commercial uses are in place along Clinton Highway.

▶ **NUMBER OF LOTS:** 22

SURVEYOR/ENGINEER: Robert Campbell & Associates

ACCESSIBILITY: Access is via Murray Dr., a major collector street with a pavement width of 18' within a right-of-way that varies from 50' to 60', and Wilkerson Rd., minor collector with a pavement width of 18' within a 50' right-of-way.

▶ **SUBDIVISION VARIANCES REQUIRED:**

- 1) Reduce length of vertical curve on Road "A" at station 10+60 from 150' to 120'.
- 2) Reduce length of vertical curve on Road "B" at station 20+50 from 105' to 100'.
- 3) Increase maximum grade of Road "A" from 12% to 13%.
- 4) Decrease minimum radius at intersection of Road "A" and Road "B" from 75' to 25'.

STAFF RECOMMENDATION:

▶ **APPROVE** variances 1-4 because the site's topography restricts compliance with the Subdivision Regulations, and the proposed variances will not create a traffic hazard.

APPROVE the Concept Plan subject to 9 conditions:

1. Meeting all applicable requirements of the City of Knoxville Department of Engineering.
2. Certification on the final plat by the applicant's engineer that there is 300' of sight distance in both directions on Murray Dr. at the intersection with the access to this project as required in section 62-88 of the Subdivision Regulations.
3. Place a note on the final plat that all lots will have access to the internal street system only.
4. Prior to recording the final plat, establish a homeowners association for the purpose of assessing fees for the maintenance of the stormwater drainage facilities and all other commonly held assets.
5. Connection to sanitary sewer and meeting all other applicable requirements of the Knox County Health Dept.
6. Provision of street names which are consistent with the Uniform Street Naming and Addressing System within Knoxville (Ord. 0-280-90).
7. Provide landscape screening along the Murray Drive and Wilkerson Road frontages, consisting of existing mature trees and new evergreen trees, consistent with the intent of the attached landscape buffer plan. The landscape screening is to be approved by MPC staff before design plan approval by City Engineering.
8. MPC staff review and approval of school bus stop location, improvements and accessibility before design plan approval by City Engineering, if school bus stop amenity provided.
9. A final plat based on this concept plan will not be accepted for review by MPC until certification of design plan has been submitted to MPC staff.

► **APPROVE the development plan for up to 22 detached residential units on individual lots, subject to 1 condition.**

1. Meeting all applicable requirements of the Knoxville Zoning Ordinance.

With the conditions noted, this plan meets the requirements for approval in the RP-1 district and the other criteria for approval of a use-on-review.

The applicant is proposing to develop a project containing 22 detached dwellings on individual lots on this 6.46 acre site. The site was zoned RP-1 (Planned Residential) in 1973 but does not have a maximum density. Based on the fact that the site is shown for low density residential use on the Knoxville One Year Plan and sector plan, a plan for up to 6 units per acre could be submitted for review. The proposed development density of this project is 3.4 du/ac.

In 1995 and 2007 MPC approved a development plan for this site that was 40+ attached units. MPC's approval was overturned by the Knoxville City Council both times because area residents objections based on concerns regarding neighborhood compatibility and the condition of Murray Dr. Staff believes that the current plan is more inline with the concerns previously expressed and since the site is located at the intersection of two collector streets and it is located within approximately 1500' of Clinton Highway, the use of this site for low density housing is appropriate.

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

1. The proposed subdivision will have minimal impact on local utility services.
2. Any school age children living in this development are presently zoned to attend Norwood Elementary, Northwest Middle, and Powell High Schools.
3. The proposed residential development is consistent in use and density with the zoning and community facilities in the area. The predominant use in the area is detached single family dwellings.
4. The proposed detached residential subdivision density is 3.4 du/ac.

CONFORMITY OF THE PROPOSAL TO CRITERIA ESTABLISHED BY THE KNOXVILLE ZONING ORDINANCE

1. With the recommended conditions, the proposed residential development meets the standards of the RP-1 (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 One Year 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. The use will not significantly injure the value of adjacent property. The use will not draw additional non-residential traffic through residential areas since the project is located on collector streets.

CONFORMITY OF THE PROPOSAL TO ADOPTED PLANS

1. The One Year Plan and Sector Plan identify this property for low density residential use with a maximum density of 6 du/ac. The proposed development density of 3.4 dwellings per acre is within the development density permitted by the One Year Plan and Sector Plan.

ESTIMATED TRAFFIC IMPACT: 257 (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.

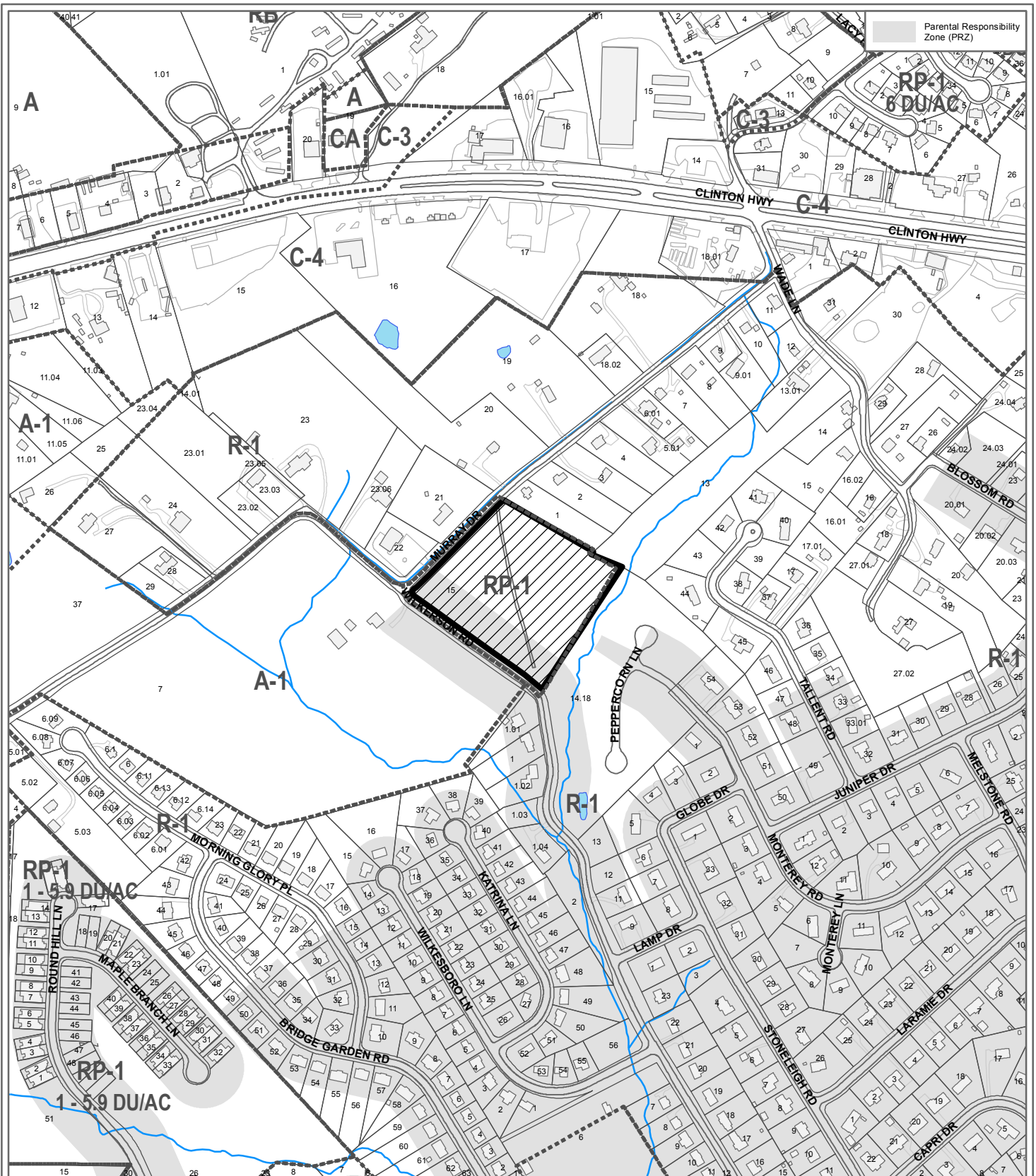
ESTIMATED STUDENT YIELD: 9 (public and private school children, ages 5-18 years)

Schools affected by this proposal: Norwood Elementary, Northwest Middle, and Powell 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 concept plan request is final, unless the action is appealed to Knox County Chancery Court. The date of the Knox County Chancery Court hearing will depend on when the appeal application is filed.

MPC's approval or denial of this use on review request is final, unless the action is appealed to the Knoxville City Council. The date of the Knoxville City Council hearing will depend on when the appeal application is filed.



**5-SC-16-C / 5-F-16-UR
CONCEPT PLAN/USE ON REVIEW**



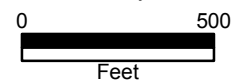
Detached residential development in RP-1 (Planned Residential)

Original Print Date: 4/19/2016
Metropolitan Planning Commission * City / County Building * Knoxville, TN 37902

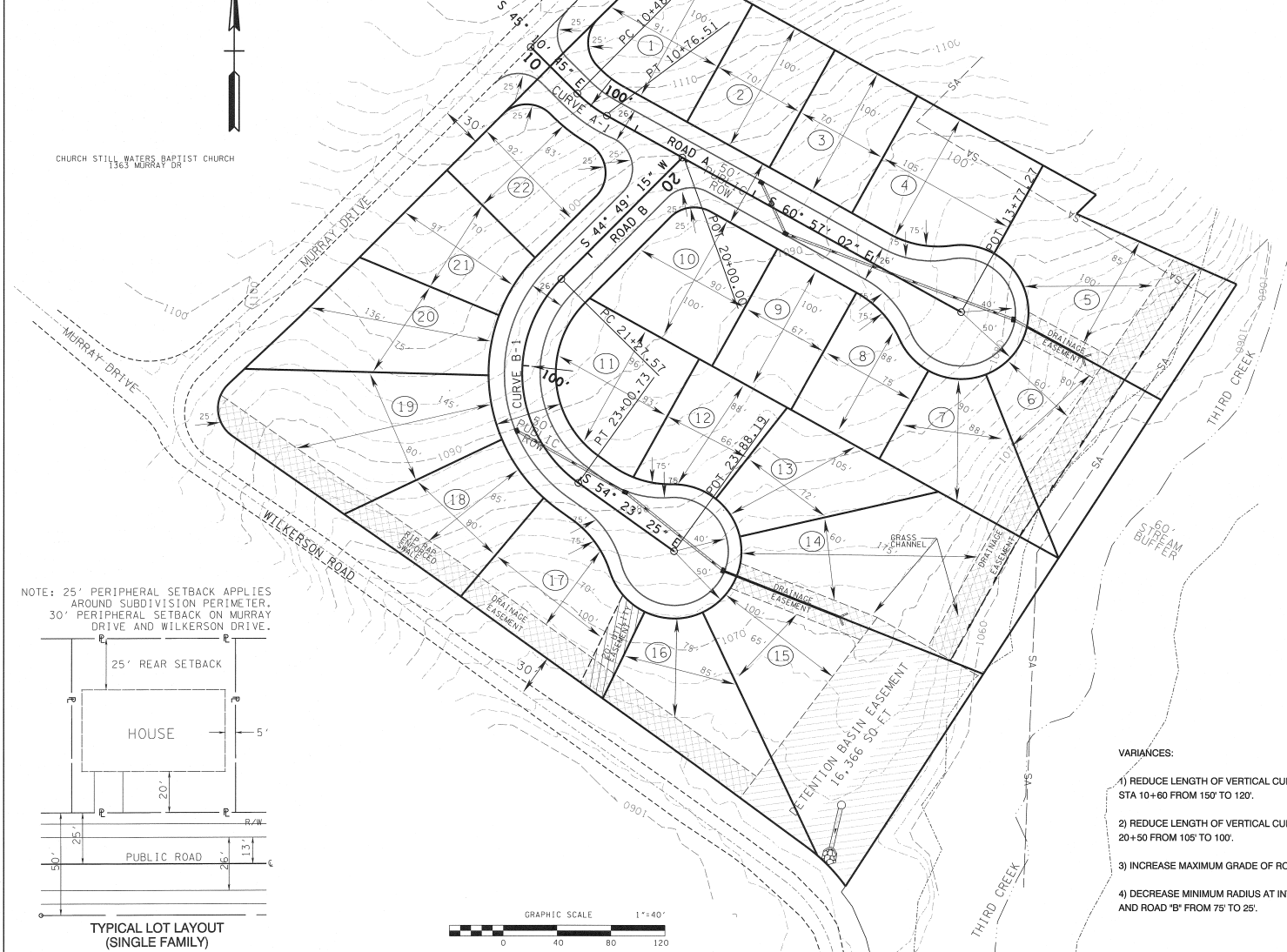
Revised:
Metropolitan Planning Commission * City / County Building * Knoxville, TN 37902

Petitioner: Tekco, LLC
Edith's Place

Map No: 68
Jurisdiction: City



CURVE DATA	
CURVE A-1	CURVE B-1
PI 10+62.83	PI 22+45.09
PC 10+48.98	PC 22+27.57
PT 10+76.51	PT 23+00.73
Δ 15°46'17"	Δ 99°12'41"
D 57'17.45'	D 57'17.45'
R 100.000	R 100.000
L 27.526	L 173.156
T 13.851	T 117.523



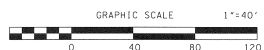
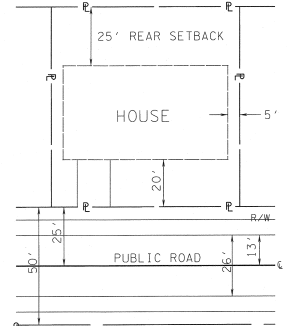
- NOTES:
- EXCAVATE PERMANENT STORMWATER DETENTION POND IN ADVANCE OF CONSTRUCTION, AND USE AS SEDIMENT BASIN DURING CONSTRUCTION. REMOVE ACCUMULATED SEDIMENT AND INSTALL PERMANENT OUTLET STRUCTURE WHEN THE UPSTREAM DRAINAGE AREA IS STABILIZED.
 - SIGHT DISTANCE OF 300 FT IS AVAILABLE IN EACH DIRECTION ALONG MURRAY DRIVE.
 - EXISTING CONTOURS FROM KGIS.
 - LOCATIONS OF UNDERGROUND UTILITIES SHOWN ARE APPROXIMATE. THERE MAY BE OTHER UTILITIES NOT SHOWN. PRIOR TO ANY EXCAVATION, THE OWNER AND/OR CONTRACTOR IS RESPONSIBLE FOR CONTACTING THE LOCAL UTILITY AUTHORITIES FOR EXACT LOCATIONS AND DEPTHS.
 - CONTRACTOR IS RESPONSIBLE FOR ALL TRENCH SAFETY PRACTICES.
 - EROSION CONTROL MEASURES SHOWN ARE A MINIMUM. THE CONTRACTOR IS RESPONSIBLE FOR CONTROL OF EROSION FROM THE PROJECT SITE. ADDITIONAL ITEMS MAY BE REQUIRED.
 - a. APPLY TEMPORARY SEEDING WHENEVER GRADING OPERATIONS ARE TEMPORARILY HALTED FOR OVER 14 DAYS AND FINAL GRADING OF EXPOSED SURFACES IS TO BE COMPLETED WITHIN ONE YEAR. APPLY TEMPORARY SEEDING TO SOIL STOCKPILES.
b. APPLY PERMANENT SEEDING WHENEVER GRADING OPERATIONS ARE COMPLETED AND ALL CONSTRUCTION OPERATIONS WILL NOT IMPACT THE DISTURBED AREA. APPLY PERMANENT SEEDING TO ALL NON-CONSTRUCTION AREAS WHICH SHOW SIGNS OF EXCESSIVE EROSION.
 - ACCESS TO ALL UNITS FROM INTERNAL ROAD SYSTEM ONLY.
 - A 15' SANITARY SEWER EASEMENT EXISTS ALONG SANITARY SEWER LINE, 7.5' EACH SIDE AS INSTALLED.
 - THE OWNER IS RESPONSIBLE FOR THE INSTALLATION AND MAINTENANCE OF CONSTRUCTION SITE POLLUTION PREVENTION CONTROLS THROUGHOUT THE LIFE OF THE PROJECT.

DEVELOPER:
TEKCO, LLC
A.J. CANIZALES
7412 OLD MAYNARDVILLE PIKE
KNOXVILLE, TN 37938
PHONE: (865) 388-1996

ENGINEER:
ROBERT G. CAMPBELL
AND ASSOCIATES
7523 TAGGART LANE
KNOXVILLE, TN 37938
PHONE: (865) 947-5996
FAX: (865) 947-7556



NOTE: 25' PERIPHERAL SETBACK APPLIES AROUND SUBDIVISION PERIMETER. 30' PERIPHERAL SETBACK ON MURRAY DRIVE AND WILKERSON DRIVE.



- VARIANCES:
- REDUCE LENGTH OF VERTICAL CURVE ON ROAD "A" @ STA 10+60 FROM 150' TO 120'.
 - REDUCE LENGTH OF VERTICAL CURVE ON ROAD B @ STA 20+50 FROM 105' TO 100'.
 - INCREASE MAXIMUM GRADE OF ROAD "A" FROM 12% TO 13%.
 - DECREASE MINIMUM RADIUS AT INTERSECTION OF ROAD "A" AND ROAD "B" FROM 75' TO 25'.

CLT MAP: 68P GROUP C
PARCEL: 15
DEED REFERENCE: 20130619-0083951
TOTAL AREA: 6.46 ACRES
NUMBER OF LOTS: 22
PROPERTY ZONED: RP-1

REVISED: 5/9/2016

MPC FILE NUMBER: 5-SC-15-C
5-F-15-UR

NO.	DATE	DESCRIPTION	BY	CHKD.



ROBERT G. CAMPBELL & ASSOC., L.P.
CONSULTING ENGINEERS
KNOXVILLE, TENNESSEE

EDITH'S PLACE
CONCEPT PLAN / USE ON REVIEW

GENERAL LAYOUT
PLAN VIEW

DESIGNED BY	CHECKED BY	SCALE	SHEET TWO
CMT	ROC	1" = 40'	NO. 2
DRAWN BY <td>DATE <td>FILE NO. <td>OF FIVE SHEETS</td> </td></td>	DATE <td>FILE NO. <td>OF FIVE SHEETS</td> </td>	FILE NO. <td>OF FIVE SHEETS</td>	OF FIVE SHEETS
JER	05/09/16	16016	

This report is from Lynn Redmon of Norwood Homeowners Association and reflects his opinion of what transpired at the meeting.

Report of the meeting between the developer of the proposed Ediths Place subdivision on Murry Road and neighbors of the subdivision.

The meeting was held at Thursday, May 26, 2016 at 6:30 P.M. at Still Waters Baptist Church - 1357 Murray Road - the church is at the intersection of Murray and Wilkerson – across the street from proposed subdivision.

The Norwood Homeowners Association hosted the meeting. In attendance were A.J. Canizales of TEKCO LLC, Robert Campbell of Robert G. Campbell & Associates and two of his staff members, and approximately 12 residents of Murray Road and Wilkerson Road who live near the subdivision.

The meeting was cordial on all sides and the group discussed ways the subdivision might be improved.

1. There were serious concerns from nearby residents that the existing road system could not handle the increased daily trips the subdivision will generate. There was agreement that the developer could not fix the road system other than to lobby for better roads.
2. Sidewalks were discussed as a way the subdivision might be improved. The developer was not for installing sidewalks internally or externally.
3. There were discussions of installing some type of a concrete pad at the entrance of the subdivision to serve as an off-street area where students could safely stand while waiting for the school bus. The developer took this under consideration to see if this could be worked out.
4. There was a proposal to use a barrier of vegetation on two sides of the subdivision. The developer agreed to study the proposal.

Proposal number 4, the idea of a landscape screening, seemed to have the most potential and a detailed explanation is attached to this report.

Lynn Redmon

Basic premise of adding to the developer's original proposal:

1. Anything suggested must keep in mind the cost to the developer. No proposal should be so expensive as to be impractical.
2. Anything suggested should add solid improvements for the surrounding neighbors.
3. Anything suggested should add solid benefits for the new residents living in the subdivision.
4. Anything suggested should add solid benefits for the developer.

The idea of a landscaped buffer has the possibility of meeting all the above requirements.

First: The Problem

1. As with all modern subdivisions, this development will have one entrance with all lots facing the internal streets. This is as it should be – both for traffic safety and for the internal look of the subdivision.
2. The problem with this layout is that the rear of many houses backs up to Murray Road and Wilkerson Road. At first this is fine. But then the new owners begin to accumulate possessions – extra cars, boats, storage sheds, plastic children's play equipment, etc. They store these items in their back yards. This becomes the view from the street that sets the tone of the subdivision.
3. The subdivision is at a road intersection. As cars coming from Pleasant Ridge make the turn on Murray going toward Clinton Highway, their headlights sweep across the rear windows of houses – especially lots 19 and 20. The solution to this is for individual homeowners to put up backyard fences. Imagine that the first fence is 8 feet high and painted green, the fence next door is 6 feet high and stained brown, the next two homeowners do not have a fence and the next homeowner has a chain-link fence with white vinyl strips inserted into it. The fence solution soon becomes worse than the unfenced look.
4. This subdivision's future exterior look cheapens the value of the homes in the subdivision at time goes by. Also, since this subdivision occupies the prime parcel of property in the entire Murray Road corridor, it sets a lower standard for all the future development that will occur along this road.

The solution:

The solution is to place a barrier between the back yards and the roadways. A masonry wall or a board fence is too expensive for the small number of houses in this subdivision.

A much better solution is to install a landscape barrier of cypress trees that will grow together along Wilkerson and part of Murray. (Perhaps: Thuja Green Giant Arborvitae or Spartan Juniper - Juniper chinensis 'Spartan'(Cupressaceae Juniperus Spartan))

These trees can be planted in a small size and will grow together to block the view the headlights and the noise.

The benefits:

For the neighborhood, this barrier will grow together and the backyards of the subdivision will disappear. Neighbors and prospective homebuyers will drive by a tall green cypress hedge that will preserve the rural look and feel of the Murray Road area. This will set a higher standard for future developments.

For the new residents, this will block their homes from headlight pollution, noise pollution and from having everyone driving by staring into their backyards. As years go by the homes will hold their value because Edith's Place will continue to be a special place for its residents.

For the developer, this will help make Edith's Place a special subdivision that will attract buyers because it is designed from the first to hold its value and to be a special area where people want to live. It will be a subdivision where the developer can point with pride when the developer goes on to do other developments. Did we mention it now becomes a "Green" development?

How to do a green barrier at Edith's Place subdivision:

1. The developer installs the cypress barrier. He plants small trees that will grow into place as they age. (There are many examples in Knoxville of similar barriers planted with small trees that within 10 years have grown together and are 15 to 20 feet tall.)
2. He keeps the trees alive until he turns over the subdivision to the internal Homeowner's association.
3. The homeowner's association already must be formed to take control of detention and drainage in the subdivision. Add the green tree barrier to that common area. This keeps individual homeowners from cutting down the trees because they personally do not like them.
4. It also shifts responsibility from the developer to the homeowners for maintenance of the green barrier – and replacement of trees in the barrier in years to come.
5. Note that on the attached PDF the green barrier does not go right up to the entrance of the subdivision. It pulls back on the first 2 lots at the entrance to give the developer the freedom to make his entrance to his development look good.

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PI 10+62.83	PI 22+45.09
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PETTY HOLLS C JR & BARBARA W
1355 MURRAY DR

CHURCH STILL BAPTIST CHURCH
1363 MURRAY DR



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Revised: 4/27/2016
5-SC-16-C
5-F-16-UR

Suggested tree buffer location

This map is only to suggest possible location of the buffer. It is not to suggest number of trees or exact location as to drainage features.

Map prepared by
Norwood Homeowners

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- 1) REDUCE LENGTH OF VERTICAL CURVE ON ROAD "A" @ STA 10+60 FROM 150' TO 140'.
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REVISIONS				

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CONSULTING ENGINEERS
KNOXVILLE, TENNESSEE

EDITH'S PLACE
CONCEPT PLAN / USE ON REVIEW

GENERAL LAYOUT
PLAN VIEW

DESIGNED BY GNT	CHECKED BY RCC	SCALE 1" = 40'	SHEET TWO NO. 2
DRAWN BY JER	DATE 04/26/16	FILE NO. 16016	OF FIVE SHEETS



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

[MPC Comment] Subdivision Wilkerson/Murray Drive

1 message

'Gina Bounds' via Commission <commission@knoxmpc.org>

Mon, May 9, 2016 at 8:26 PM

Reply-To: boundsg1066@yahoo.com

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

Cc: "Lredmon865@gmail.com" <Lredmon865@gmail.com>

Dear Members:

I am a homeowner on Murray Drive and would like to express great concern regarding the proposed subdivision on Wilkerson/Murray Drive named Edith's Place. Murray Drive is not a road worthy of such traffic. Murray Drive should be brought up to the minimum standard of a road with Marked lines and a shoulder. Murray Drive needs much improvement for its own residence of Knoxville who are paying their due amount in taxes.

The proposed Edith's Place I hope is at a very minimum a compliment to the community with at least sidewalks in the subdivision with Knoxville beautification guidelines. Wesley Ridge Subdivision on the other end of Murray Drive at least has sidewalks in this subdivision.

Thank you for your time.
Homeowner - Ken and Gina Bounds

-

This message was directed to commission@knoxmpc.org



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

[MPC Comment] Edith's Place subdivision on Murray Drive

1 message

Dave B. <sdbofkt@gmail.com>
Reply-To: SDBofKT@gmail.com
To: commission@knoxmpc.org

Tue, May 10, 2016 at 10:08 AM

Dear commissioners,
My name is Samuel Ball 1317 & 1400 Murray Drive and I am writing concerning the proposed Edith's Place Subdivision adjacent to my properties. I am requesting that you deny this proposal as is. I am not opposed to responsible development bur this subdivision is not compatible with this rural setting and will clearly lower property values. Also, the existing topography would require multiple variances. A lower density development would be compatible with the area and more acceptable to those of us who will have to live around it. Thank you for your consideration. SDB

-

This message was directed to commission@knoxmpc.org



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

Driving tips if you visit Edith's Place subdivision - 5-SC-16-C and 5-F-16-UR

1 message

Lynn Redmon <lredmon865@gmail.com>

Wed, May 11, 2016 at 1:08 PM

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

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

Here is what to know if you wish to drive to visit the proposed Edith's Place Subdivision...

Come down Merchants Road and turn onto Wilkerson Road.

The speed limit is 30 MPH.

But be careful to go slower as you go through the "S" curve on Wilkerson.

As you come through the "S" curve, Wilkerson runs beside the proposed subdivision.

Again be careful - Wilkerson has no shoulder on the right (your) side - in fact the pavement is undercut by soil erosion on the right side - the last half foot of roadway is cantilevered in the air with no rock or dirt to support it underneath.

It is an 11 foot drop straight down if you run off the road. Some drivers you meet will give way to you by driving through the front yard of the house on your left - although this is frowned upon by the homeowner.

As you pull away from this part of Wilkerson again watch for traffic - Wilkerson measures 14 feet wide - from pavement edge to pavement edge - at its narrowest beside the new subdivision.

Lynn

Lynn Redmon
[865-688-3136](tel:865-688-3136)



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

[MPC Comment] Edith's Place Subdivision

1 message

Kathy Ball <kbthepb@gmail.com>
Reply-To: kbthepb@gmail.com
To: commission@knoxmpc.org

Tue, May 10, 2016 at 6:44 PM

RE: Edith's Place Subdivision Proposal

Since I reside at 1400 Murray Drive, across the street from this proposed subdivision, I want to voice my concerns about it.

The roads here will not support any more traffic, and walking or biking are too dangerous due to the roads being too narrow and there being no sidewalks or shoulders on the roads at all. Due to increased traffic on Clinton Highway, it is very difficult and treacherous to turn onto it, especially a left turn towards Powell, Walmart, and Krogers.

The alternate routes are deadly. Murray is very narrow and winding. There are no shoulders, and if we have to pass a car on the narrowest section, that also has a blind hill, we will most likely destroy our vehicles falling off the edge of the road. School buses use these roads, too, so i just pray that there isn't one coming when i go that way.

The only other way to leave the neighborhood is down Wilkerson Road. This road has a very narrow "S" curve with a cliff on one side. The only consolation is that we can go into the neighbor's yard if passing someone there so no one goes over the cliff. Then there is the perilous blind hill on Wilkerson, too. This is most hazardous for those who live there.

Adding this subdivision to our neighborhood would cause many accidents, no doubt. There would be no way around it. There is no "good way to go" to get into or out of this neighborhood, during rush hour especially.

Please turn down this request for a subdivision here, and save some lives. These precarious roads here are bad enough without the drastic increase in traffic this would cause.

Thank you,
Kathy Ball
1400 Murray Drive
Knoxville, TN 37912
[\(865\)789-5522](tel:(865)789-5522)

—

This message was directed to commission@knoxmpc.org



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

[MPC Comment] Edith's Place Development

1 message

'Pat Penn' via Commission <commission@knoxmpc.org>

Tue, May 10, 2016 at 5:41 PM

Reply-To: sanduski03@yahoo.com

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

Road

2412 Monterey

37912

Knoxville, TN

May 10, 2016

Dear MPC Board Members,

A few decades ago Knoxville was called "a scruffy little city." That was not an image the residents wanted. To compensate, individuals and organizations began planting trees - particularly dogwoods and redbuds - and flowering plants. The dogwood trails (and Festival) are a testimony that trees and landscaping matter. The tremendous growth of parks and greenways in the Knoxville area are a further indication that people seek the beauty of natural resources.

Norwood is striving mightily not to become a "scruffy little neighborhood." It is made up of a variety of modest, older homes, and probably no two are alike. The neighborhood is valued by its residents because of the large lots, mature trees, and cared-for yards. Parts of Norwood could even be considered pastoral. It is also conveniently located, but still is (mostly) enough removed from the noise and congestion of traffic to keep it generally peaceful. The challenges are Clinton Highway on one side, with its collection of car lots, empty lots and buildings, and an interesting variety of stores and small businesses. On the west side is Pleasant Ridge Road, with an ever increasing amount of condos and apartments, and more traffic. Other challenges to preserving our neighborhood are coming from within.

I moved to my home on Monterey Road home in 1995. It was exactly what I had been looking for - a nice, brick house at the end of a quiet dead-end street, next to woods "which couldn't be developed because of the topography." All it takes is a developer with a permit and a plan to undo that. In 2006, nine acres of the woods were leveled, to create 18 lots for "Monterey Oaks." Ten years and three owners later that land is still cleared, undeveloped, and a runoff nightmare. In the meantime, the detention pond has been reworked, and the silt fences were ineffective. Totally removing all the trees on a slope definitely causes runoff. Also removing all the trees certainly did not make it "Compatible with the character of the neighborhood..." as stated in "Use on Review" guidelines, nor has this added to the value of any adjoining properties. At least it has not added to the traffic - yet.

Now, adjacent to the property I just described, is a proposal for 23 detached residential units.(Edith's Place) There have been two previous attempts to develop this land in the past, one for 42 (3Plex) units, and the other for 46 condominiums; both were opposed by the Norwood Homeowners, and both were ultimately rejected at the state level. The incompatibility of these with the rest of the neighborhood, as well as serious traffic problems were the main factors for opposition. Having 23 detached units is certainly an improvement over past proposals. However, there are concerns. Murray and Wilkerson Roads still have dangerous areas that make it a challenge when two cars meet at the same time. (I'm sure you will get information about these roads from other local homeowners.)

I ask that you seriously consider the environmental impact of this development. To once again clear

acres of trees will add to the runoff in the area, and directly at the back of the property is a section of Third Creek. It is critical that a significant tree buffer (of mature tree be between the houses and the creek area. Furthermore, the Northwest City Sector Plan has a large section concerning the importance of "Green Infrastructure". It emphasises the importance of trees for the environment and homes. "Residential property values increase as much as 15 percent in wooded settings." In addition to the buffer in the back, retaining some trees in the development would further its compatibility with the neighborhood.

Thank you for your time in reading this email, and for your consideration and help in this matter.

Sincerely,

Pat Pennebaker

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This message was directed to commission@knoxmpc.org



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

[MPC Comment] EDITH'S PLACE SUBDIVISION

1 message

paylc33@gmail.com <paylc33@gmail.com>

Tue, May 10, 2016 at 12:49 PM

Reply-To: paylc33@gmail.com

To: commission@knoxmpc.org

We have lived at 6021 Wilkerson road since 1977. Our main concerns about another subdivision are as follows.

Wilkerson road is not capable of the additional traffic impact. In front of our house the road is only 16 feet wide

the east side has a 10 foot 45 degree drop- off with no shoulder. last week a car ran 11 feet into my lawn, trying to miss

a school bus. People use this road as a shortcut from Merchant rd to Clinton highway. There has been many car accidents in this area, including a school bus wreck in the S curves.

There already is an abandoned subdivision in front of our house. it has a drainage pond within 100 feet of our house.

It has water standing in it year round and is a breeding ground for mosquitos. This subdivision will add another pond on the other side of our house.

Thank you for addressing our concerns.

Larry and Connie Payne

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This message was directed to commission@knoxmpc.org



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

Edith's place Subdivision 5-SC-16-C AND 5-F-16-UR

1 message

Lynn Redmon <walt865@me.com>

Tue, May 10, 2016 at 11:14 AM

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

Cc: Mike Reynolds <mike.reynolds@knoxmpc.org>, Betty Jo Mahan <bettyjo.mahan@knoxmpc.org>

To all MPC Commissioners-

On Monday, May 9, 2016 the Norwood Homeowners Association held a meeting of Murray Road/Wilkerson Road residents to discuss this subdivision - over 20 residents from Murray Road and Wilkerson Road attended.

The overwhelming consensus of the neighbors was not to try to block this development - there was also overwhelming consensus that this subdivision plan needs improvement - that with improvements this can be an outstanding development.

I have attached a MPC Commissioner Checklist that reflects the neighbor's concerns.

Sincerely,

Lynn

Lynn Redmon
5246 Oakhill Drive
Knoxville, TN 37912
[865-688-3136](tel:865-688-3136)

**MPC Check list.pdf**

75K

MPC Commissioner Check List for Deciding Approval or Revision of Edith's Place Subdivision

Agenda Items - 5-SC-16-C and 5-F-16-UR

Prepared by Lynn Redmon - May 10, 2016 - the grades are the opinion of Lynn Redmon

GRADE

ITEM

F

1. IMAGINATIVE USE OF RP-1 PLANNED RESIDENTIAL ZONING - In this subdivision, RP-1 is used to squeeze every square inch of the property for cramming the most possible lots into the development. There are no sidewalks, no walking trails, no community spaces, no landscaping buffer - no feature that RP-1 makes possible.

D

2. Planning for street view of the subdivision - At the intersection of Murray and Wilkerson, this site is one of the most visible in the Murray Road corridor. The submitted layout shows nothing but the backyards of houses visible from the street. What do people put in backyards? They store cars, boats, storage sheds, outdoor play equipment and much more. This subdivision needs a landscaping buffer - the property is now wooded - leave a 15 foot buffer of the native trees next to the streets.

F

3. Choosing a location with adequate roads - There are 3 ways to access this subdivision. A.) Wilkerson Road to Merchants - This narrow road measures 14 feet wide next to the subdivision. Cars routinely drive through neighbors front yards when they meet a school bus or garbage truck. There is no shoulder next to the subdivision - the roadway is washing away next to the subdivision. The city has dropped plans to re-align the intersection of Wilkerson and Merchants.

B.) Murray Road to Clinton Highway - This intersection - to many people - is life threatening when a left turn is attempted onto Clinton Highway.

C.) Murray to Pleasant Ridge Road - Cars must navigate a 90-degree turn in this two centuries old farm road. Large trucks typically cannot make this turn and must be pulled out of the ditch by wrecker services.

The 280 trips per day generated by this subdivision add to an impossible situation. At the very least before approval, time needs to be given the city to purchase right-of-way from the developer so Wilkerson can be widened next to the subdivision.

D

4. Setting a standard for future development - Along Murray Road there is well over 100 acres of prime undeveloped land. What is permitted in this subdivision sets the tone for future development. Owners of the undeveloped land want to see the best development possible. This subdivision, as now planned, will end up being a place where people live as they scramble to find a better place to live. Why not make this a destination and not just a pass-through residence?

5. What can an MPC Commissioner do in this situation? You have wide latitude in your vote. In the Use-On-Review you can consider any of the above items as well as anything else that you think will make for better development in Norwood. And yes, you can turn the present plan down and give the developer time to submit a more acceptable plan.