



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

[MPC Comment] 10-C-16-UR - Hardees - Millertown Pk - ABSHNA comments and request for one month postponment

1 message

Kevin Murphy <murphysprings@gmail.com>

Tue, Oct 11, 2016 at 11:26 AM

Reply-To: murphysprings@gmail.com

To: MPC Commissioners <commission@knoxmpc.org>, Brian Pierce <bpierce@deeriver.com>, Chris Fielder <cfielder@dbsegr.com>, Missy Bailey <mabaily@bigbendersllc.com>

Cc: Ronnie Collins <abshna@aol.com>, Bob Wolfenbarger <rlw03@bellsouth.net>, Gene Mathis <genemathis@bellsouth.net>, Mike Davis <mike.davis.prez@statefarm.com>, Nick Della Volpe <ndellavolpe@knoxvilletn.gov>

Dear MPC Commissioners, Mr. Pierce, Ms. Bailey, and Mr. Fielder,

I'm writing on behalf of Alice Bell / Spring Hill Neighborhood Association with some feedback on the proposed development plan for Hardees at the corner of Millertown Pike and Loves Creek Rd. We've reviewed the design in the agenda package and have the following comments and questions:

- Is there a overarching concept plan for Millertown Place that's being followed? The only reference I can find is [6-SC-11-C](#), which is more than 5 years old.
- If [6-SC-11-C as adopted \(case summary\)](#) is the controlling concept plan, the concept plan does not provide for access of this lot from Millertown Pike.
 - [6-SC-11-C](#) does not depict this access on the [site plan](#)
 - The Comments state that "Access to the site will be from Loves Creek Rd, Kinzel Way, and a proposed new easement that will intersect with Millertown Pike". The proposed new easement has been built and is known as "Miller Place Way", and is west of the subject parcel.
- We don't believe that direct access to / from Millertown Pike is appropriate for this parcel.
 - Westbound traffic descends a hill from the railroad track and comes through the Loves Creek Rd intersection at nearly 40mph.
 - Adding a right-turn so shortly after the intersection, with a single lane of traffic flowing at high speed, will adversely impact the traffic flow, creating traffic waves as cars slow down to turn into the Hardees from Millertown Pike. If Millertown Pike had two westbound lanes this would not be a problem, but it only has one.
- The existing property owner obtained a waiver for a reduced required ROW dedication when the [plat was approved](#) (9-SF-11-F, March 2012). "To reduce the required right of way width of Millertown Pike from the centerline to the property line from 50' to variable widths but not less than a minimum of 35.5'."
 - If the owner wants a right-in, right-out entrance, then perhaps they should increase the right-of-way dedication to allow for two westbound lanes of Millertown Pike to be built at that intersection
- A previous commitment to keep Millertown Pike access to right-in, right-out has not been kept:
 - Concept plan [6-G-11-UR](#) depicts right-in, right-out access for Miller Place Way in the drawing, and comments state that "Access from Milltown Pk. To the development will be limited to right-turn in and right-turn-out only"
 - [MPC Minutes](#) show this issue was clearly discussed.
 - This shows the intersection built to allow left and right turns, and does not comply with the approved concept plan: <https://www.google.com/maps/@36.0329321,-83.8699508,3a,75y,321.38h,78.87t/data=!3m6!1e1!3m4!1sD9vftE1VGI0xULkWmnrX2Q!2e0!7i13312!8i6656>
 - Sent an inquiry to City Engineering, who let us know that they were able to get a permit for the left turn design after Millertown Pike was widened - handled at staff level at MPC and Engineering. Apparently minor revisions by staff are allowed? ABSHNA wasn't consulted or informed.
- If right-in, right-out access is approved on Millertown Pike, the development design plan should show a much more severe turn into / out of the lot than currently depicted. Cars could easily choose to make the turn, like they do at the Dollar General next to Murphy Rd. That Dollar General has a right-in, right-out arrows on Washington Pike, but the design doesn't enforce it and traffic turns left into and out of it.
- The proposed greenway easement overlays the required 10 foot landscape buffer along Loves Creek Road. If this is what's actually built, then building the greenway will destroy the landscape buffer. The end result will be: Loves Creek Road, then a wide concrete sidewalk for the greenway, then an asphalt parking lot. A sea of concrete. This is exactly what we learned not to do in "Better Streets, Better Places" with Ian Lockwood in July, and in other complete streets design seminars.

- Ask the developer to propose a better design that would at least put landscaping between the street and proposed green way, Preferably on both sides of the greenway, but at a minimum the greenway should be separated from the road by some sort of buffer. It'd be nice to have a buffer on the parking lot side as well.
- The proposed greenway plan presented by the city would be impacted by the Hardees development; the idea was to have the greenway cross this property (as seen in the [proposed design](#) and [narrative](#))

Based off all that, ABSHNA like to request a postponement at Thursday's meeting for one month. There are potential changes to the design that could be made. Alice Bell / Spring Hill Neighborhood Association would also like to invite them to attend their meeting on Monday, October 17th, at 7PM at Alice Bell Baptist Church.

We'd also like City Engineering to take a close look at the Millertown Pike access, and consult with TDOT due to upcoming TDOT work on this stretch of road to alleviate ramp congestion.

ABSHNA isn't opposed to the Hardees; we just want to exercise due care when developing at that intersection, which is a key point for our greenway and our traffic congestion in the area. This is a key intersection, and we'd like to see it done with quality. We appreciate the large riparian buffer, low impact signage, and extensive landscaping on the proposed design.

--Kevin

CC:

Ronnie Collins, President, ABSHNA

Bob Wolfenbarger, ABSHNA

Gene Bathis, ABSHNA

Mike Davis, President, East Town Business Alliance

Nick Della Volpe, Knxoville City Council, 4th District

--

This message was directed to commission@knoxmpc.org