

May 8, 2017

MPC Board Members:

My comments, in part, apply to the proposed development MPC File No.: 5-B-17-RZ which is item # 40 on the agenda for the May 11, 2017 MPC Meeting. This property is located on the East side, N. Campbell Station Rd., south of El Rancho Trail, Commission District 6. My comments also apply to the Hardin Valley Road and Campbell Station Road area.

My first concern is the section of Campbell Station Road between Hardin Valley Road and Ridgeland Road. Portions of this section of road may prove to be economically unfeasible to widen in the future. Therefore, current development should be based on whether or not this section of road can be widened. A suggested way to analyze this follows:

1. Perform a study to determine if the section of Campbell Station Road between Ridgeland Road and Harden Valley Road can be widened at a cost Knox County can afford.
2. **If this section can be widened affordably**, then proceed with current development plans.
3. **If this section cannot be widened affordably**, then this section of road becomes the limiting factor for the maximum capacity of traffic. Given this, another study needs to be performed to determine the maximum housing, school, and industrial development that can occur along Campbell Station Road and in Harden Valley without the additional traffic generated by them exceeding the maximum traffic capacity of this two-lane section of Campbell Station Road.
4. I suggest that the current planning and approval of all development be placed on a brief hold while a study can be performed to determine what development can occur without exceeding the maximum traffic capacity of this two-lane section of Campbell Station Road.

The above analysis would provide Knox County with a proactive method of planning for this two-lane section of Campbell Station Road.

My second concern is that the housing density in recent developments is significantly higher than that of the surrounding properties. I suggest that a better blend of the housing density between the old and new developments be the goal. To help achieve this, the maximum housing density for the Sector Plan's Low Density Residential Zoning and for the Hillside and Ridge Top Protection Plan should be lowered from 5 du/ac to 3 du/ac. This should yield a lot size of about a quarter to a third of an acre. The lots sizes of Brighton Farms Subdivision, I think, are an example of this size.

Other concerns are:

1. Please check to insure that the sector plan includes the Harden Valley Middle School currently under construction.
2. The speed limit on Campbell Station Road is 30 mph. Most traffic exceeds the limit. Since much of this road involves difficult driving, I request that an effort be made to slow down the traffic.
3. Please ensure that the spring, which may be on or near the proposed development, is adequately considered in the development plans.

I would appreciate your consideration of the above comments.

Sincerely,

Bob Valiga



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

[MPC Comment] Comments regarding 5-B-17-RZ and 5-B-17-SP

1 message

Austin Albright <austin.albright@gmail.com>

Wed, May 10, 2017 at 10:33 AM

Reply-To: austin.albright@gmail.com

To: commission@knoxmpc.org

To the MPC Board,

This location is not appropriate for a subdivision. It should remain RA and A. It is located in a position that is critical to the proper drainage of storm water. The alterations required to make such a steep lot build-able will result in nothing but issues. There is also the matter of the high flow spring on the property that is the head waters of the unnamed creek that flows south along N. Campbell Station Rd till it joins Hickory Creek. The water from this spring is used by the downstream properties. While it may not be currently used the main home on the lot has a pump house in the spring, so at least at one time it was the water source used on the property.

Please, see the attached PDF for more details regarding the drainage and also the poor location that this lot is both in regards to the need (lack there of) housing in the area and the already strained traffic artery that is N. Campbell Station Rd. between Yarnell Rd. and Harden Valley Rd.

Respectfully,
Austin Albright

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This message was directed to commission@knoxmpc.org



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In regards to 5-B-17-RZ and 5-B-17-SP.

I am concerned about several aspects of the proposed development that will result from this rezoning. Foremost, there is a spring located on the property that has such high volume of output that is the source of the unnamed creek that keeps the ponds downstream filled and flows all the way to Hickory creek. It is also the drainage for the entire area of north Campbell station from Montsview Drive to Hickory Creek. The entire lot is a wide drainage that is roughly 20 feet below the level of Campbell Station Rd, Figure 1.

To make any flat spots for even just a foundation will require extensive cut and fill. Even with a large culvert buried across the entire property and destroying the spring it is only a matter of time before it results in a major flood problem. Especially, since the only person with knowledge of what is buried will be the developer and once they leave there will be no one with any responsibility or knowledge of the critical situation should any culverts or other drainage systems become clogged. It is a terrible lot for development. Too steep, too critical to the safe drainage of the entire area south crest of the ridge to the north of the lot and everything south from there to Hickory Creek, Figure 2. What are they going to do fit homes on to such steep slopes? Strip mining the hill and filling the drainage? Bury the spring supplying water to everyone downstream. It is the source of the unnamed creek that parallels N. Campbell Station Rd beginning on this lot until it joins Hickory Creek to the south.

This all exceedingly clear by the fact that over 50% of the land has a slope of over 25%, Figure 3!

Secondly, we don't need this. MPC has approved over 270 lots within 1 mile of this location in the last 18 months! Within 2 miles brings the total to a 220 unit apartment complex and 814 lots. In a three mile radius and the last 28 months there have been 1267 lots approved and 554 units in apartment and assisted living complexes approved, Figure 4! I was hand tabulating all the approved and currently under construction developments by hand. Just this morning as I searched the MPC KGIS map I saw another development approved between 2016 and the present that I had missed. So my counts are low if anything. There is no reason to change both the sector and growth plan to add another subdivision or apartment complex with a massive quantity of housing already in the works and of course in such an inappropriate location.

Please don't curse everyone downstream and who has to drive that narrow little road everyday with subdivision in such an in appropriate location. There is a growth plan for a reason and this is a prime example.

Thank you for your consideration.

Respectfully,
Austin Albright



Figure 1. View heading north on N. Campbell Station Rd. looking up the property. Notice how of the terrain flows and that there is no stream at the low point of the unwooded land. This is because the stream starts at the spring in the woods just south (right-hand side of picture) of the field.

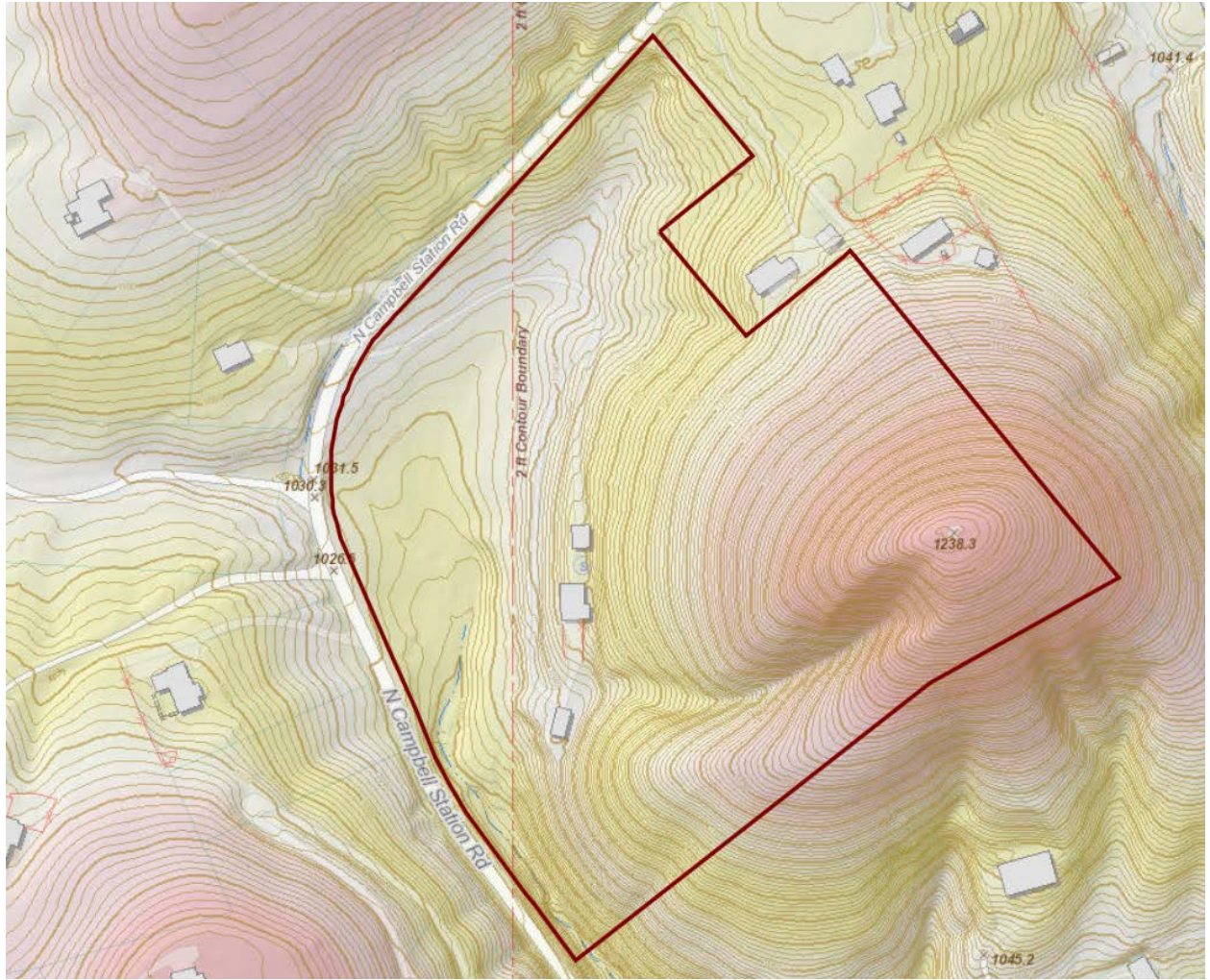


Figure 2. Topography of lot from KGIS.

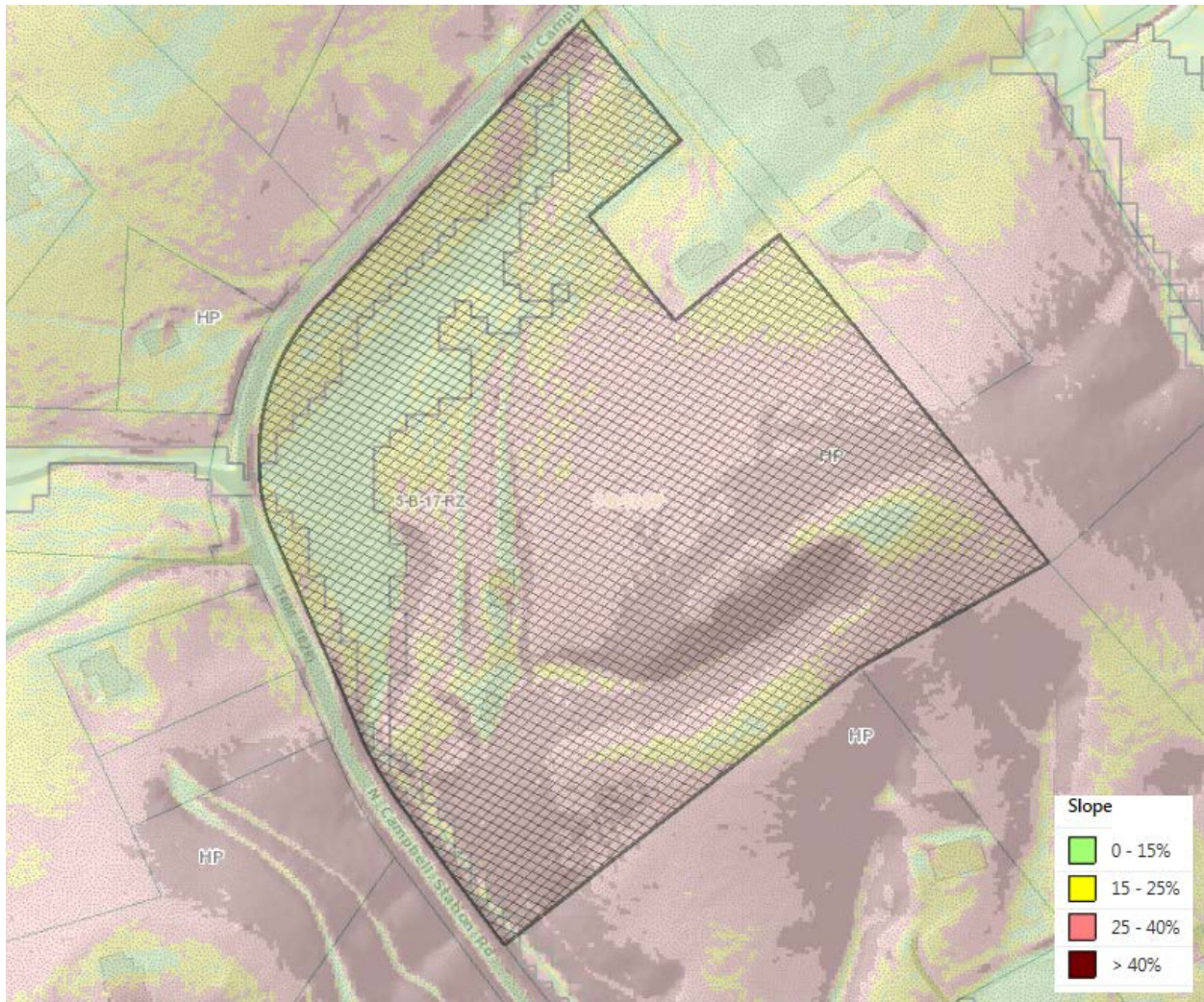


Figure 3. Hillside slope map from KGIS

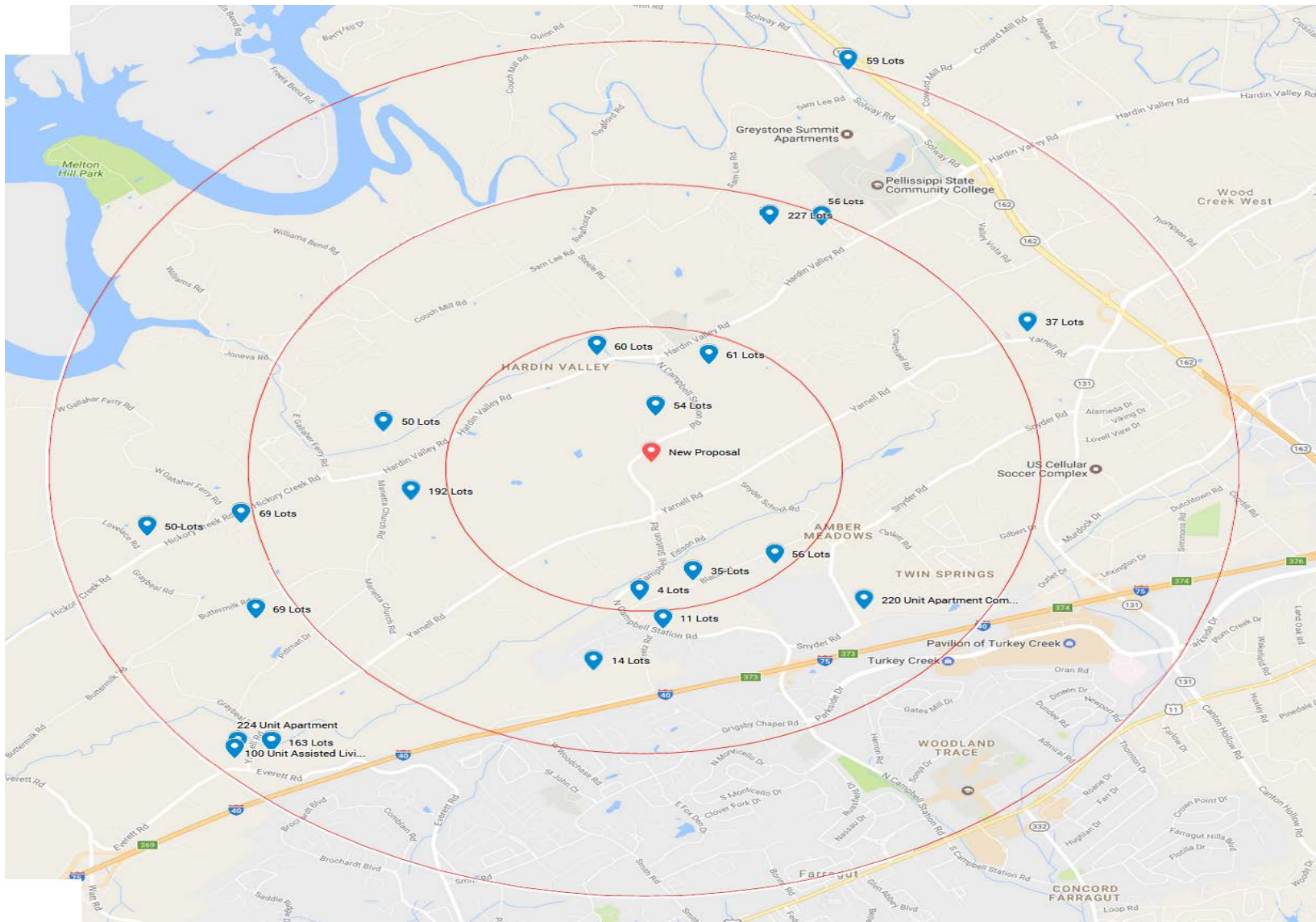


Figure 4. Map showing the number of lots or units approved within 1 mile, 2 miles, and 3 miles of the lot. All approvals are within the last 24 months except for 69 lots at Creekside Manor in Feb 2015. There are probably some I missed like the subdivision on Sam Lee Rd.