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[MPC Comment] Traffic pattern on McCloud Rd

1 message

Doug Barnhart <dbarnhar1@gmail.com>

Wed, Aug 8, 2018 at 4:12 PM

Reply-To: dbarnhar1@gmail.com

To: commission@knoxmpc.org

I understand that I have missed the deadline for comments for the Aug 9 MPC meeting, but I wanted to raise a more general concern about development in the McCloud Rd area in Halls.

The package for Aug 9, agenda item 14, Berry Patch Farms subdivision, 7-SF-18-C AND [7-K-18-UR](#), states on page 14-3 that "The use will not draw additional traffic through residential areas since the development has access to a collector street"

While McCloud Rd is indeed a collector, traffic patterns in that area are not necessarily what you may have assumed. I have lived in Peterson Place subdivision, immediately adjacent to the proposed development, for several years. I know the routes that I take in that area, and I have seen many others take one of the same routes, likely for the same reasons.

When I leave Peterson Place, westbound on McCloud Rd, I usually take a shortcut to Maynardville Hwy via Ventura Dr and Ledgerwood Rd, and a significant proportion of the westbound traffic seems to do the same. This takes the traffic through an otherwise quiet residential area on Ventura, increasing the hazard to the residents of that neighborhood. The hazard is further increased by a blind hill on Ventura between McCloud and Ledgerwood; sight distance is extremely limited in both directions. I take this route for several reasons: partly because it's often a more direct route to my destination, but partly because following McCloud all the way to Andersonville Pike is problematic.

I seldom take McCloud all the way to Andersonville Pike, for several reasons. First and foremost is the fact that the intersection of McCloud and Andersonville Pike is unnecessarily difficult and dangerous to negotiate. Most drivers want to turn left onto Andersonville Pk, but the volume of traffic in both directions on Andersonville Pk often makes that difficult. Traffic from Hill Rd and occasionally from the subdivision opposite McCloud add to the difficulty at times, and the blind hill on Andersonville Pk just north of Hill Rd makes it difficult or impossible to see southbound traffic on Andersonville Pk in time to make a safe turn, especially if that traffic exceeds safe speeds. The only traffic control devices are stop signs on McCloud, Hill Rd, and the subdivision exit. Improved traffic control would make these intersections safer and more usable.

On top of that, Andersonville Pk becomes all but impassable during drop-off and pick-up times at Halls Elementary school. So, there are a couple of good reasons (and a few other minor reasons) that I avoid taking McCloud to Andersonville Pk.

Given all this, I think that it stands to reason that development near McCloud east of Ventura will result in an increase in traffic through the Ventura Dr neighborhood.

Doug Barnhart
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This message was directed to commission@knoxmpc.org

Comment: Subdivision growth along McCloud Road

Request: Sidewalk installed along McCloud Road in front Berry Patch Farms Subdivision (New)

Goal: Improve mobility and safety within the Parental Responsibility Zone (PRZ) and surrounding pedestrian connectors, parks, and retail

- **Main Features:**
 - Within the Parental Responsibility Zone of three schools. (Halls Elementary School, Halls Middle School, and Halls High School)
 - McCloud Road is a minor collector street (recommend sidewalks)
 - New subdivisions should take into account future pedestrian use (Halls Elementary School 796 enrollment 2018)
 - Historic Blooming Grove School, one-story school house, on McCloud Rd.
 - Anderson Pike between Hill Road and McCloud Road – this small stretch listed *most dangerous roads* (2016)
 - Recent sidewalk development – Greenscape Dr. to Oaken Dr. (1,765 feet to Fruit & Berry Patch entrance)
 - Greenway connector planned from Halls Elementary to Hall Branch Library (Community Services; less than one mile to Fruit & Berry Patch)
 - Clayton Park sidewalk and greenway connector to Halls Elementary greenway (Recreation)
- **Walk-To-School Prioritization Analysis for the schools of Knox County, Tennessee January (2014)**
 - Halls High, Halls Middle, and Halls Elementary rank #7, 9, and 10 out of the 35 (Knox County) for *highest walking schools*
- **Pedestrian Improvements Concept Plan – Halls Elementary, Middle, and High Schools (Department of Engineering & Public Works)**
 - Sidewalk along McCloud Rd. from LaRue Ln. to Greenscape Dr.
 - Develop Neighborhood Route and Encouragement Plan – between LaRue Ln. and Ventura Dr.
 - Extend off-road trail along creek – Stillbrook Ln to Halls Middle (possible trail access)
- **Safe Routes to Schools Program (2009-2034 Knoxville Regional Mobility Plan)**
 - Improve the connectivity and availability of students to walk and bike to school
 - Includes traffic calming, sidewalks, & greenway connectors
- **The Beaver Creek Watershed Assessment 2003**
 - Greenway along connecting several subdivisions
 - Stillbrook Ln flooding problems

Main Message: Approve subdivision development with concept plan adjusted to include sidewalks along McCloud Road in front of the Berry Patch Farms Subdivision. Improves multi-modal transportation options and connects schools, school park, community park, greenways and retail centers within this one mile area.

Focusing on the schools located within unincorporated Knox County (outside of Knoxville or Town of Farragut Limits), the highest walking schools are ranked as follows:

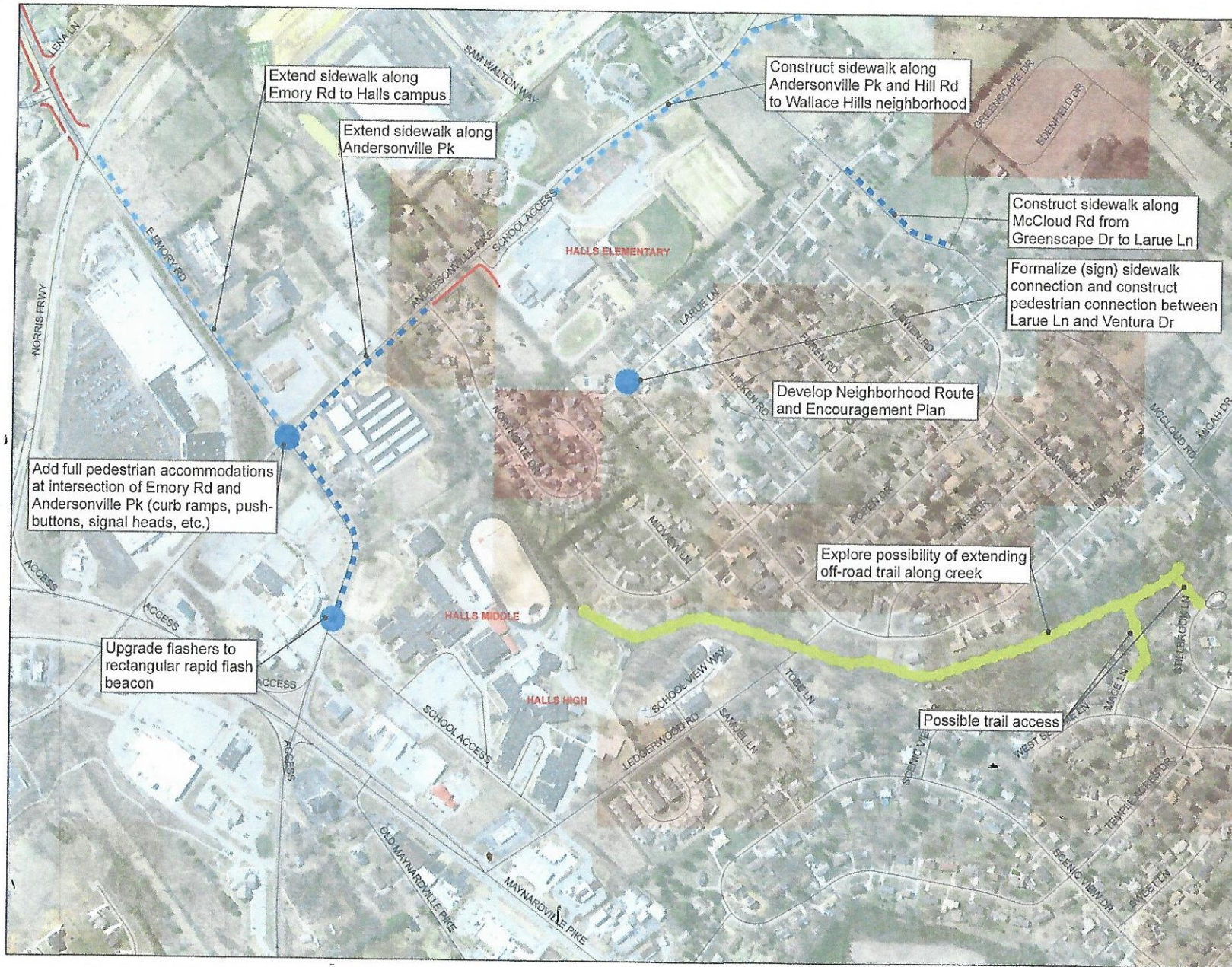
County Rank	Overall Rank	School Name	Enrollment	Total Predicted Walk Trips
1	1	CEDAR BLUFF ELEMENTARY	1,293	213
2	3	BLUE GRASS ELEMENTARY	707	174
3	13	POWELL ELEMENTARY	913	143
4	15	POWELL HIGH SCHOOL	1,373	135
5	17	BRICKEY-MCCLOUD ELEMENTARY	975	132
6	18	KARNS ELEMENTARY SCHOOL	1,251	131
7	19	HALLS HIGH SCHOOL	1,276	130
8	21	AMHERST ELEMENTARY	799	125
9	24	HALLS MIDDLE SCHOOL	1,146	120
10	26	HALLS ELEMENTARY	785 ¹	116
11	27	ADRIAN BURNETT ELEM	633	112
12	28	A.L. LOTTS ELEMENTARY	849	111
13	34	CEDAR BLUFF MIDDLE SCHOOL	609	100
14	39	WEST VALLEY MIDDLE SCHOOL	1,153	94
15	40	GIBBS ELEMENTARY	797	91
16	46	POWELL MIDDLE SCHOOL	957	85
17	51	BALL CAMP ELEMENTARY	583	75
18	52	KARNS MIDDLE SCHOOL	1,385	75
19	57	HARDIN VALLEY ELEMENTARY	985	60
20	58	CARTER ELEMENTARY	579	59
21	60	RITTA ELEMENTARY	653	57
22	61	GIBBS HIGH SCHOOL	1,089	57
23	63	EAST KNOX COUNTY ELEMENTARY	523	49
24	64	BONNY KATE ELEMENTARY	363	43
25	65	MOUNT OLIVE ELEMENTARY	257	42
26	66	CARTER HIGH SCHOOL	928	41
27	68	HARDIN VALLEY ACADEMY	1,902	40
28	69	KARNS HIGH SCHOOL	1,200	36
29	70	SOUTH DOYLE HIGH SCHOOL	1,159	36
30	71	NEW HOPEWELL ELEMENTARY	248	36
31	72	CARTER MIDDLE SCHOOL	820	32
32	74	COPPER RIDGE ELEMENTARY	556	30
33	77	GAP CREEK ELEMENTARY	107	23
34	78	SUNNYVIEW PRIMARY	306	20
35	79	CORRYTON ELEMENTARY	199	19



Department of Engineering
& Public Works

Pedestrian Improvements Concept Plan

Halls Elementary, Middle, and High Schools

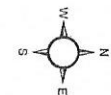


- Spot Recommendations
- New sidewalk
- New sidewalk (secondary)
- New trail connection
- New trail (secondary)
- Existing Sidewalks

Production of Walk Trips

Fewer Trips Produced

More Trips Produced



0 250 500 Feet

Chapter 3

The Upper Section of Beaver Creek



DESCRIPTION AND CURRENT CONDITIONS

The upper section of the Beaver Creek watershed (Map 6) consists of the Beaver Creek drainage basins above the confluence of Allen Branch and Beaver Creek (above SM 36.1). This area roughly corresponds to all of the watershed east of Maynardville Highway, along with a North Fork and Allen Branch drainage basins west of Maynardville Highway. The Gibbs community and much of the Halls community are located in this section of the watershed. Tributary drainage basins in addition to North Fork and Allen Branch include Kerns Branch, Willow Fork, and Cox Creek. The Willow Fork and Cox Creek drainage basins are discussed separately in the next two sections.

Currently most land above Maynardville Highway is classified as agricultural or rural residential. However, the area along Emory Road is developing rapidly. The area around Halls Crossroads is primarily single family residential, with a pocket of commercial use along Maynardville Highway.

Future land use plans call for maintaining the current land use pattern, with some conversion of agricultural land to low density residential. The Halls area and the area along Emory Road to the watershed's eastern boundary are in the planned

growth area (PGA) of the Knox County Growth Plan. The remaining, northern section of this part of the watershed is in the rural area (RA).

Several significant development projects are underway in this area. TDOT's planned widening of Emory Road from Allen Branch to Norris Freeway will involve bridges over Allen Branch and North Fork and will impact the Shalimar Pointe wetland. A large parcel along North Fork on Old Andersonville Pike has recently been rezoned for commercial development, and sensitive site planning will be required for this site.

Knox County is currently constructing the Halls Greenway. This greenway will connect several subdivisions, the new Halls library, and the Halls Community Park. The greenway crosses Beaver Creek and Willow Fork and runs along a wetland area.

Water quality in this portion of the watershed is poor. Sampling on Beaver Creek at both Gibbs and Halls resulted in poor grades. North Fork appears to be badly degraded, although no water quality sampling has been done on this stream.

FOCUS AREAS

All large undeveloped tracts upstream of Maynardville highway are important because this is the area with the most impact on future flooding. The highest priority for mitigation of future flooding is the Kerns Branch drainage basin.

Other specific focus areas include:

- An area centered on the new Halls Greenway, starting at the parcel on the north side of Crippen Road just east of Halls Community Park, along Beaver Creek through the Park, across Maynardville Highway, through the vacant parcels west of Maynardville Highway, and along the creek to the Shalimar Pointe wetland. The developer of the Crippen Road property has agreed to an extension of the Greenway onto that property. Because the developer also has an option on the property just across Crippen Road, it may be possible to extend the greenway across the road to the top of Beaver Ridge. The undeveloped parcels west of Maynardville Highway contain wetland areas. Also, there is high interest in future extension of the greenway through these parcels to the Shalimar Pointe wetland. Two areas that experience flooding from Beaver Creek — commercial property in Halls Plaza and houses on Marshall Drive in Hallbrook — are adjacent to this area. (Area A on Map 6)
- A possible extension to the Halls Greenway would begin at Maynardville Highway, follow Norris Freeway to North Fork, and then follow North Fork to the recently rezoned commercial property along North Fork on Old Andersonville Pike. This greenway could be extended to Halls Elementary, Middle, and High Schools (Area B on Map 6)
- There is potential for an open space designation and greenway development in Gibbs, starting behind the schools, connecting to the Nicholas Gibbs House property, crossing Emory Road, and following Beaver Creek to Tazewell Pike. (Area C on Map 6)
- The parcel along Beaver Creek just above the confluence of

Allen Branch and Beaver Creek (SM 36.1). Much of this fairly large parcel is within the floodway, and most of the rest is within the 100-year floodplain. It has very limited road access. The apparently residential structure on the parcel is within the floodway. (Area D on Map 6)

- The area adjacent to Beaver Creek between Stormer Road and East Beeler Road. This area is important for riparian area protection and to protect the small pocket wetland at Stormer Road. It is also a candidate area for a future park. (Area E on Map 6)
- Areas with known flooding problems:
 - North Fork at Lena Lane upstream of E. Emory Road
 - North Fork at Stillbrook Lane near Temple Acres Drive
 - Beaver Creek at Rollins Road

OBJECTIVES (total points received)

- Restore healthy and adequately sized riparian buffers (15)
- Minimize impact of nonpoint source water pollution from land use changes (15)
- Preserve and restore wetland areas at Maynardville Highway and Norris Freeway (14)
- Minimize impact of Emory Road widening (14)
- Control stormwater volume (13)
- Develop park/greenway in the Gibbs community (13).
- Extend the Halls Greenway (13)
- Preserve Shalimar Pointe wetland area (12)
- Remove the flood hazards at Halls Plaza/Marshall Drive, Lena Lane, Stillbrook Lane, and Rollins Road (11)
- Minimize impacts from agricultural use (10)
- Preserve and restore pocket wetland area on Stormer Road (6)

STRATEGIES

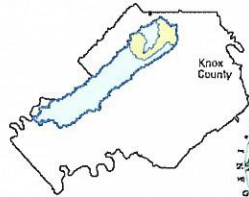
- Encourage/support low impact development that limits impervious surfaces and manages open space. Partner with developers to determine best use of undeveloped parcels.
- Meet with MPC to stress the particular importance of good concept plans for any development in the watershed upstream of Maynardville Highway.
- Develop volume control design requirements for the Kerns Branch, Thompson School Branch, South Fork, and upper Beaver Creek drainage basins.
- Use voluntary property acquisition at Halls Plaza/Marshall Drive and to remove flood hazards. Maintain the property for flood storage and drainage easements.
- Study/monitor North Fork to identify the factors impacting it and possible mitigation measures.
- Expand the Adopt-a-Watershed programs in the Gibbs and Halls schools.
- Encourage/support use of agricultural BMPs, especially to keep livestock out of streams. Investigate use of cost share programs for this purpose.
- Encourage the use of native plants at the Shalimar Pointe wetland.
- Pursue commercial parcels adjacent to Beaver Creek along Tazewell Pike as "low-hanging fruit" for possible donations of conservation or greenway easements.
- Consider purchasing conservation easements on large undeveloped parcels, especially those bordering streams.
- Work with USACE to verify non-agricultural wetlands and with NRCS to verify agricultural wetlands.
- Monitor development in wetland areas.
- Use donated or purchased conservation easements to protect areas with wetland characteristics, particularly those at the Maynardville Highway/Norris Freeway intersection.
- Be proactive in working with TDOT on wetland preservation and stream impacts as Emory Road is widened.
- Ensure that all TDOT mitigation due to the Emory Road project is done in the Beaver Creek watershed
- Begin planning for Gibbs Greenway. Tour the potential greenway area with community members. Meet with appropriate personnel from Knox County Schools. Hold a planning session with the community.
- Begin work on Halls Greenway extension. Meet with MPC, appropriate commercial developers, and representatives from Halls schools. Investigate possible opportunity from TDOT plans to widen Emory Road. Hold planning session with community on possible extensions.
- Enhance the wetland at the Halls Greenway. Use the greenway as an educational opportunity on the importance of wetlands.
- Include the area along Beaver Creek between Stormer and East Beeler Roads in park planning.

Map 6

Beaver Creek Watershed Upper Section (Study Area 1)

Legend

- Basin Boundary
- Creeks
- Historic Site
- Library
- Park
- School
- Focus Area



SCALE: 1" = 3500'

