Comment: Subdivision growth along McCloud Road

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

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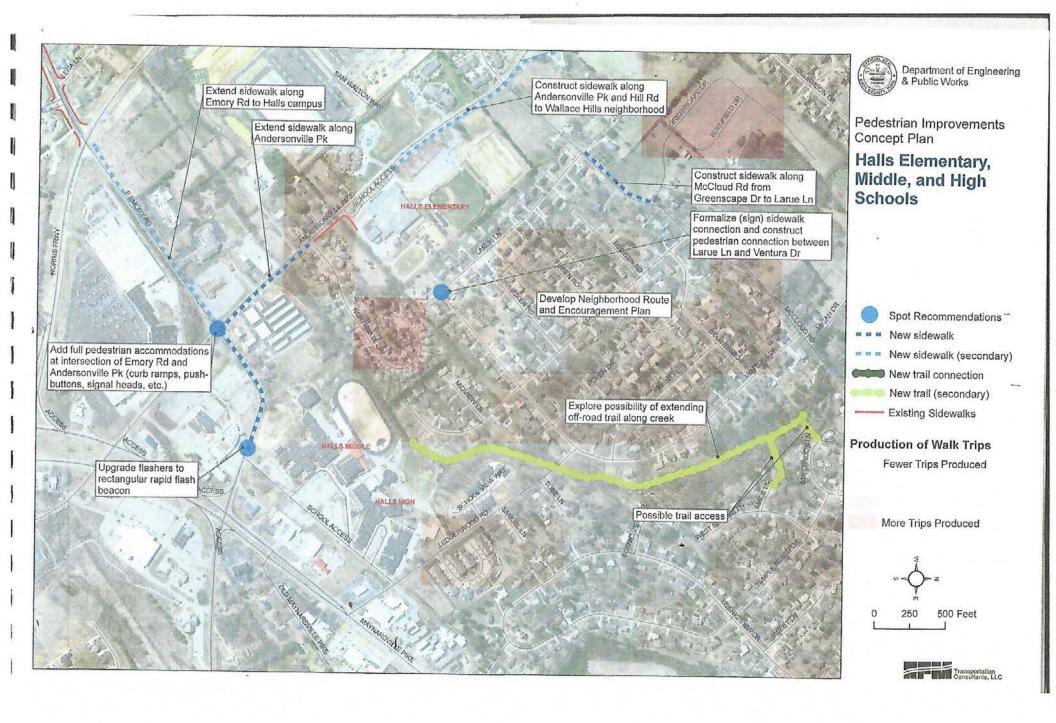
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Main Message: Approve subdivision development with concept plan adjusted to include sidewalks along McCloud Road in front of the Berry Patch Farms Subdivision. Improves multi-modal transportation options and connects schools, school park, community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

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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
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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 cast 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 watershedis 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)
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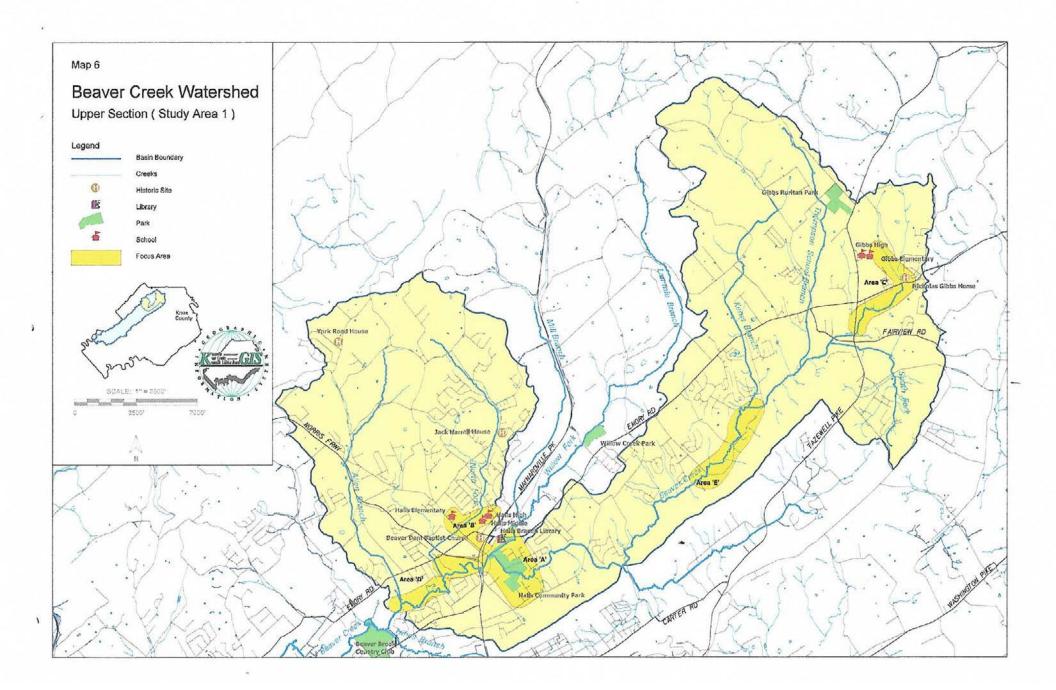
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- · Restore healthy and adequately sized riparian buffers (15)
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#### **STRATEGIES**

- Encourage/support low impact development that limits impervious surfaces and manages open space. Partner with developers to determine best use of undeveloped parcels.
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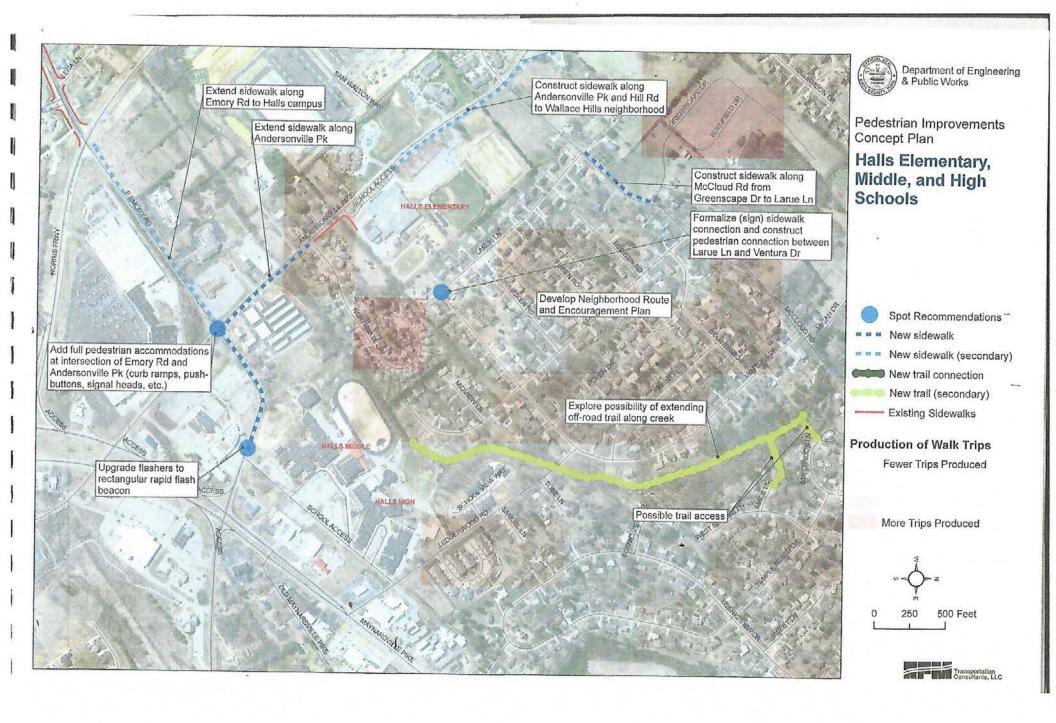
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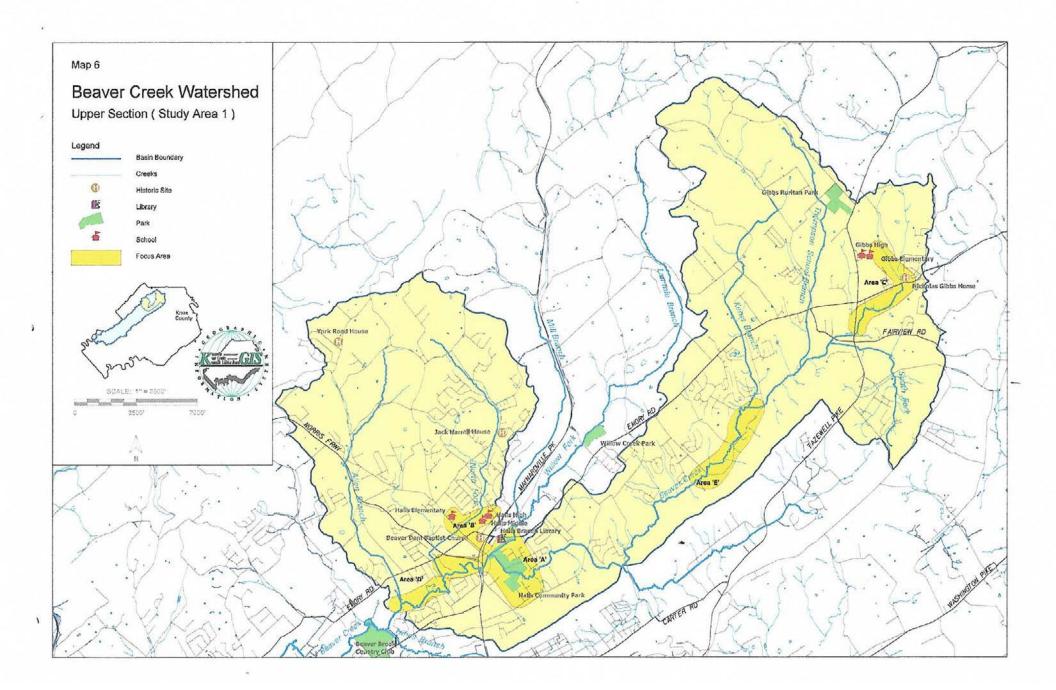
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# [MPC Comment] Traffic pattern on McCloud Rd

1 message

**Doug Barnhart** <dbarnhar1@gmail.com> Reply-To: dbarnhar1@gmail.com To: commission@knoxmpc.org Wed, Aug 8, 2018 at 4:12 PM

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.

4411 Cornview Ln	
This message was directed to commission@knoxmpc.org	-