



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

[MPC Comment] Post Oak Subdivision

1 message

'P Jill Krohn' via Commission <commission@knoxmpc.org>

Fri, Sep 7, 2018 at 10:43 AM

Reply-To: mumuv6@aol.com

To: commission@knoxmpc.org

September 7, 2018

To the Commissioners,

Thank you for taking your time to work as a commissioner to help Knox County be one of the best places to live in East TN. We have lived here for 33 years and admire the beauty every day. We lived on Partridge Run for 17 years and then built a house off Tooles Bend and have lived here (3017) since 2002.

Over the years we have had a relatively easy and safe drive along Lyons Bend, Northshore, Badgett and Tooles Bend. Our children rode the school bus that ran up Houser Road for years with no problems. But as we have watched the community grow things have changed and these roads are no longer easy to use nor safe for School Buses. Now that we live on Tooles Bend we use Tedford quite a bit to get to Northshore and the Pellissippi. Twice now I have encountered near misses with school buses. Just a week ago I was riding with my brother along Tedford and at the hill where it intersects with Kelsey a school bus came up over the hill. We had to swerve quickly to the right (Kelsey) to keep from having a head on with the school bus. There is no way to see what is coming at you. There are several bends (3 that I have personally witnessed) where the buses cannot make the curves without crossing the yellow lines. These roads were not built to carry such traffic but praise God we haven't had any accidents involving buses that I know of.

However, by adding an unsafe number of extra vehicles to these roads it will make people trying to get to work or school play a guessing game as to how long it will take. There are already lines of cars that become almost like parking lots along Northshore/Tooles Bend and Northshore/Lyons Bend. Not to mention the Rocky Hill intersection. And when people hit a line of traffic and have to be somewhere (God forbid an emergency vehicle) we either wait or get impatient and try to turn around and find another way out. Which, as you can imagine what a car trying to turn around on one of the mentioned roads would look like. It would be an accident waiting to happen. Also, going the Tooles Bend/Tedford Road/Keller Bend Rd to get to Ebenezer at many times during the day when the light turns green people trying to get from Tedford/Keller Bend onto Northshore can't even make the turn because traffic will be backed up from Ebenezer to the Dunkin' Donuts area.

We all wish we could travel roads that are safe, quick, easy and beautiful but we are also realists that know as the population grows so does traffic. But adding the number of cars, lawn crew trucks, dump trucks, construction trucks, and other maintenance vehicles that would be added by the current number of planned dwellings in the Post Oak Subdivision would be extremely dangerous. By developing the area more reasonably it would still add to the existing problems but not as much as the thousand plus vehicles this developing area would add. Another major problem is the fact that there are trees that fall across the wires and block the roads a number of times each season either from a heavy rain storm or snow. We all either try to turn around, which as mentioned above, is extremely dangerous, or we wait it out. Now, when the road crews come to remove the fallen tree and safely move the wires they have to wait for cars in the midst of trying to turn around delaying the process even longer. Can you possibly imagine if an ambulance or fire truck was trying to get through to someone suffering a life-threatening health issue? More than likely in that situation, they would not survive. I know that is extreme, but it is also something that needs to be taken in to account.

When a developer has nothing to lose and presents a beautifully drawn picture of homes, parks, trails, docks it's easy to say, "Wow". But once the developer builds all the multi family structures and gets the money he/she is looking for, there is absolutely nothing keeping said developer from 'throwing in the towel' and giving up on the single-family homes, parks and trails that look so nice on the pretty painting. But you can bet if said developer had the money in a fund that would be used to guarantee the plan is finished in a timely manner as shown in the painting he/she would be more likely to make reasonable and responsible changes. Again, nobody that we have encountered out here is against developing that property, but to keep the roads and area safe it needs to be developed in a way that the present homes are built. As we learned from the fire at the Mencer's Tree dump off Tedford Rd. that had many fire trucks out there for weeks, and the tearing up of Tooles Bend while extra lines were put in, it was a disaster. One can only imagine what it would be like if

Tooles Bend had to be torn up to add sewer, power, water, etc. lines. It certainly wouldn't be a mere inconvenience for a short time, it would be a disaster zone for a long time.

We do hope and pray that the commissioners will look at this more carefully from a realistic view vs. a pretty drawing that anyone can dream up. Please keep our streets safe and get a binding agreement that even if the developer was to go through with the present plan that it would not be left as an unsightly, unfinished development that would serve no purpose other than to add danger and misery to the road situation out here and just line the pocket of a developer that has nothing to lose by walking away part way through this disastrous development as it is presently designed.

Thank you for taking the time to read this and to take these things in to consideration as the present plan tries to move along.

Jill Krohn

3017 Tooles Bend Rd

Knoxville, TN 37922

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This message was directed to commission@knoxmpc.org



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

[MPC Comment] Bailey Farm Development

1 message

Tom Coulter <tcoulter@trustmeridian.com>

Sun, Sep 9, 2018 at 7:17 PM

Reply-To: tcoulter@trustmeridian.com

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

Cc: "hugh.nystrom@knoxcounty.org" <hugh.nystrom@knoxcounty.org>, "ed.brantley@knoxcounty.org" <ed.brantley@knoxcounty.org>, "bob.thomas@knoxcounty.org" <bob.thomas@knoxcounty.org>

Dear Commissioners,

I have lived at 8728 Inlet Drive off Toolles Bend Road for 28 years. I have seen quite a bit of development in this area over the years and I welcome new development.

The proposed high-density development of the Bailey Farm is borderline ridiculous. There is no way our roads can support the increase in traffic. I lived in the area twenty years ago when the Bailey Farm was rezoned and we were promised by the Bailey family and MPC that there would be no multi-family housing and that the overall density would be comparable to the adjoining neighborhoods.

You need to get in your car before you vote. Take a drive down Toolles Bend and then Tedford Lane and Badgett Road. You will see that these roads are 17 feet wide in many sections. You will understand the limited visibility. You will observe guard rails that are bent and worn from many incidents. The intersection at Toolles Bend and Northshore is a hazard. The proposed subdivision main entrance is on a steep hill with very dangerous visibility. Notice that one vehicle must stop on Tedford Lane to let another vehicle pass as you approach Toolles Bend.

Drive out to see for yourself and I am sure that you will understand why a comprehensive level 3 traffic study must be commissioned to detail the road issues. Then the necessary road improvements can be made to support the increase in traffic.

Thanks for listening.

Respectfully Submitted,

Tom Coulter

Tom W Coulter

President

Meridian Trust & Investment Company

[109 S. Northshore Drive](#)

STE 400

Knoxville, TN 37919

865.342.4440

[Click here](#) to upload files via a secure link

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This message was directed to commission@knoxmpc.org

Memo

To: MPC Commissioners
From: Tedford Lane concerned citizen
Date: 9/7/18
Re: Tedford Lane Issue - **INEXPENSIVE** Solution

I'd like to make a suggestion which could be very easy and inexpensive to implement which addresses one of the major issues being raised. What has come to light is that the Tedford Road - Tooles Bend Road area residents are concerned and saying - **TEDFORD ROAD IS DANGEROUS.**

So I have a proposal:

At the corner of Tedford Road and Tooles Bend Road place a "no right turn" sign (coming from Tedford) and a "no left turn" sign on Tooles Bend Road (Coming north on Tooles Bend from River Club). This will end the "cut through" traffic and allow traffic on Tedford Lane to be for Tedford Lane homeowners only. It would prevent the use of Tedford Road as a short cut for. It only saves .9 miles (2-3 minutes of travel time) to take this "short cut" to the Northshore and Keller Bend intersection - on a road that is not wide enough and dangerous in parts!

With random enforcement of these no turn signs at the corner of Tedford Road and Tooles Bend Road the word would quickly get out not to use the "Tedford Road shortcut" or suffer a fine. Also signs "No Thru Street" signs could easily be added at either end of Tedford Road

We hope you will place this on your agenda for discussion at your next meeting as an interim solution to the danger that has come to light recently about the Tedford Road "shortcut". If it is appropriate it could be a recommendation from your commission to the appropriate county department to implement such a change.

Thanks for your time and attention to this matter.

KRAMER RAYSON LLP

ATTORNEYS AT LAW

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R.R. KRAMER (1888-1966)
E.H. RAYSON (1923-2017)

September 7, 2018

Via E-mail

Mr. Gerald Green, Executive Director
Knoxville-Knox County Metropolitan Planning Commission
City-County Building
400 Main Street, Suite 403
Knoxville, TN 37902

RE: Concept 8-SA-18-C
Development 8-A-18-UR
Post Oak Bend LLC, Applicant

Dear Mr. Green:

Thank you for your letter of September 5, 2018 responding to Bryan Spears' letter received by MPC on August 27, 2018 that he submitted on behalf of the Northshore Corridor Association.

The purpose of this letter is not to further debate the dramatic increase in traffic on Tooles Bend Road, Tedford Road, Badgett Road, and ultimately onto Northshore Drive, that everyone acknowledges will result from the proposed development if it comes to fruition. Regardless of how one characterizes it within the sterile pages of a traffic impact study, an increase of traffic on Tooles Bend from 1,670 vehicles per day to over 7,500, and on Northshore Drive from 13,879 vehicles per day to over 19,000, will impact the lives of the many citizens and residents who now live and who will, in the future, live in the area adjacent to Northshore Drive.

My purpose in writing is to get an additional clarification of the MPC's understanding of CDM Smith's Revised TIS. Obviously, from a review of your letter the "trip generation rates" employed in assessing the level of traffic study required are critical. At one point in your letter you note that "The CDM Smith Study used the ITE Trip Generation Manual 9th Edition, to determine trip rates." Your letter then recreates the chart from the CDM Smith Report that

summarizes the overall trip generation calculation, with the new column MPC itself added with calculations based on the inapplicable ITE 10th Edition trip generation rates which are apparently, in some cases, lower than the trip generation rates in the 9th Edition.

The CDM Smith TIS specifically states at page 3-1 that it was basing its trip generation rates for the 240 apartments upon the MPC's trip generation rates. The Appendix to the revised study actually contains the page from the MPC trip generation data, a copy of which we attach to this letter, that lists the average trips per day for apartments as 9.03. Multiplying 9.03 trips per day times 240 apartments results in 2,167 trips per day rather than the 2,096 trips per day reported by CDM Smith. That difference doesn't appear to be all that significant ($2,167 - 2,096 = 71$) until one plugs the correct number into the overall calculations of trips per day. Doing so takes the total average trips per day from 5,956 as reported in the CDM Smith Report to 6,027 trips per day. This number exceeds the 6,000 trips per day that the Knox County Subdivision Regulations set as the trigger for a Level III Traffic Study.

Upon discovering what appeared to be a math error, we looked at the other residential types, all of which used the trip generation rates from the ITE 9th Edition. Dividing the proposed number of units of each residential type into the total trips per day attributed to those residential types, does not equal the average trips per day on the associated page of the Appendix from the ITE 9th Edition.

On the one hand, if the average trips per day for each apartment dwelling is 9.03, one would think that the average trips per day for the entire apartment complex would be derived by simply multiplying 9.03 times the number of apartments. On the other hand, the appropriate traffic engineer's methodology for the impact on the total trips per day may not be a matter of math. We would be appreciative of an explanation of why, based on the data relied upon, that increased trips per day does not exceed 6,000 as it appears it should.

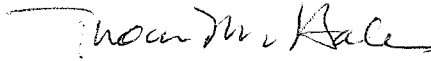
The Northshore Corridor Association continues to believe that this is not just another development which will have a marginal impact on the area. It further believes that because of the unique problems its size, density and location will create, that this is an opportunity to require the expanded traffic study that the Association has requested. Such a study properly done would be a real resource tool for the MPC, Knox County, the City of Knoxville and its citizens, not only in considering the Post Oak development, but in planning for the future of West Knox County in general.

We recognize that the owners of the property do not want to have such a study done. Indeed, we speculate that the original TIS submitted to MPC that was based on a plan of 712 units was modified to its current version which is based on 622 units, so that a Level III study would not be required. That is not a valid reason for not requesting it in considering a planned residential development possessing the characteristics presented by Post Oak and the surrounding areas. To understand the true consequences of the MPC's decision on this matter, as well as to have more information to make better planning decisions in light of those consequences, are the reasons such studies are required by our adopted laws and regulations.

Mr. Gerald Green, Executive Director
September 7, 2018
Page 3

Thank you for your consideration of these important issues.

Yours truly,

A handwritten signature in black ink that reads "Thomas M. Hale". The signature is written in a cursive style with a long horizontal stroke at the beginning.

Thomas M. Hale

TMH/pm

cc (via e-mail):

MPC Commissioners

Cindy Pionke, P.E., Knox County EPW

Tom Brechko, MPC

Tarren Barrett, MPC

Local Apartment Trip Generation Study

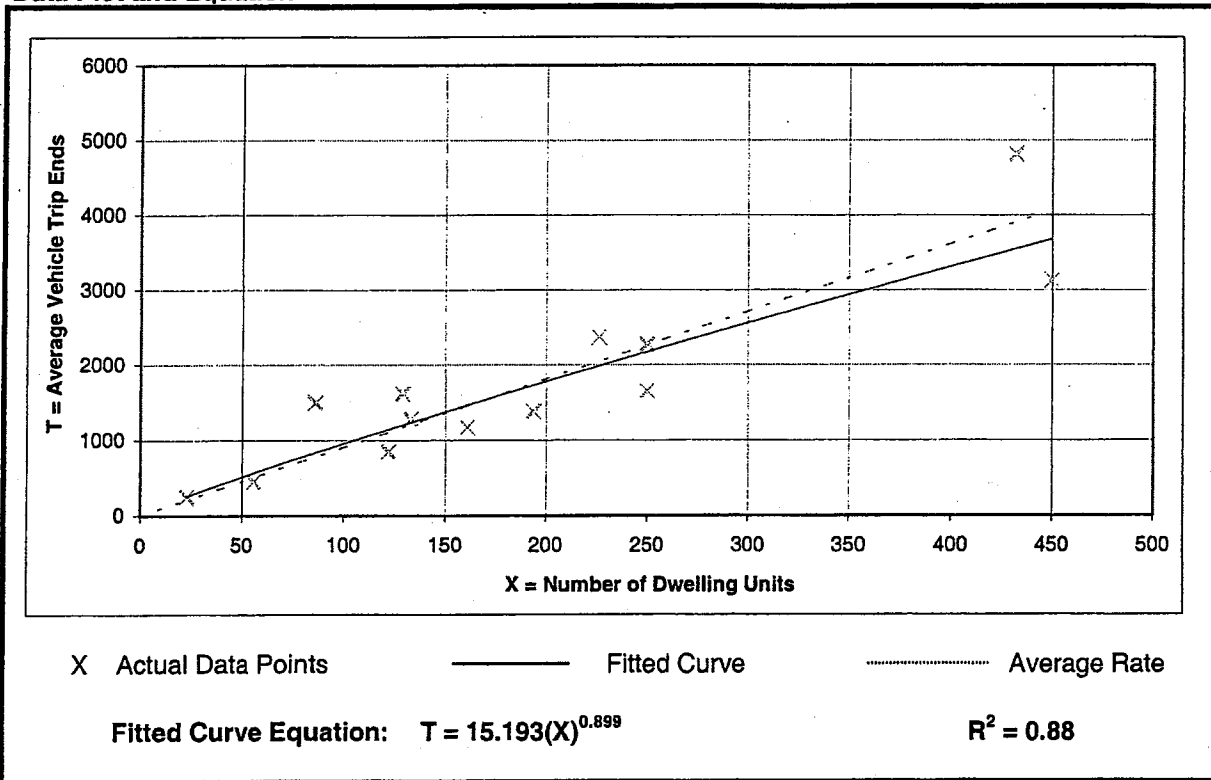
Average Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Number of Studies: 13
Average Number of Dwelling Units: 193
Directional Distribution: 50% entering, 50% exiting

Trip Generation Per Dwelling Unit

Average Rate	Ranges of Rates	Standard Deviation
9.03	6.59 - 17.41	2.47

Data Plot and Equation





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

[MPC Comment] Tooles Bend Rd - new subdivision

1 message

Lori <lori@heubachcorp.com>
Reply-To: lori@heubachcorp.com
To: Commission@knoxmpc.org

Fri, Sep 7, 2018 at 4:51 PM

Please consider the impact of adding more cars to Tooles Bend Rd and Tedford Rd. Both roads are very narrow were you have to stop and pull over as close as you can to the edge of the road to let a car pass. Could be very dangerous with a lot of traffic on the roads.

Concerned Citizen,
Lori Eltz

Sent from my iPhone

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This message was directed to commission@knoxmpc.org



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

[MPC Comment] subdivision Toodles Bend

1 message

Mary Beth Browder <meb12321@gmail.com>

Sun, Sep 9, 2018 at 1:01 PM

Reply-To: meb12321@gmail.com

To: Commission@knoxmpc.org

Dear Members of the Knoxville MPC,

I am writing regarding Darby Campbells's proposal for the post Oak subdivision on Toodles Bend Road.

The amount of traffic that would be on Toodles Bend Road would be so dangerous for both every day neighbors as well as any emergency vehicles. It would also make it almost impossible to get onto Northshore which is already too crowded with traffic. In additon there is not enough sewer or water for a fire emergency. The water pressure is already weak and would be so much worse. We need the city or the developer to do a level 3 traffic survey. In addition school buses, older people trying to navigate those roads and young people just learning to drive would be in great danger. I do not think we need to wait for fatal accidents before a decision is made. The developer is there to make millions of dollars with no consideration towards the average Knoxville citizen

We also have quite a few doctors that live out in this aea and when they are on call, they need to get to the hospital quickly. This would not be possible with such a large amount of new people driving on these narrow roads.

Please put the average citizen's safety first before greed and money.

Thank you for your consideration.

Joe and Mary Elizabeth Browder

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This message was directed to commission@knoxmpc.org



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

[MPC Comment] Fwd: Post Oak Bend

1 message

Tim Kuhn <tim.kuhn@knoxmpc.org>
Reply-To: tim.kuhn@knoxmpc.org
To: Commission <commission@knoxmpc.org>

Sun, Sep 9, 2018 at 9:43 AM

----- Forwarded message -----

From: westman423@aol.com <westman423@aol.com>
Date: Sat, Sep 8, 2018, 11:47 AM
Subject: Post Oak Bend
To: <contact@knoxmpc.org>

Hello,

I was reading an article on Northshore Corridor Association webpage and found that a previous commissioner has concerns about this horrible development plan. Wes Stowers is quoted as saying "The projected five-fold increase in traffic cannot be supported by the existing road and would create serious safety issues and unacceptable congestion." I agree with him 100%. I think allowing this development is putting the lives of many residents in danger. I ask the the commission make a **responsible** decision and not a decision for which you will be held responsible if you vote in favor of greed.

Michael Hughes,
[8809 Cove Point Lane](mailto:8809CovePointLane@knoxmpc.org)
Knoxville, TN 37922

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This message was directed to commission@knoxmpc.org



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

[MPC Comment] TrafficCommentsToolesBendPostOakDevelopment

1 message

Brenda Hubbell <honeybry@bellsouth.net>

Fri, Sep 7, 2018 at 8:08 PM

Reply-To: honeybry@bellsouth.net

To: Commission@knoxmpc.org, bob.thomas@knoxcounty.org, ed.brantley@knoxcounty.org, hugh.nystrom@knoxcounty.org

Cc: sealantro@yahoo.com

2012 Tooles Bend Road
Knoxville, Tn 37922

September 5, 2018

Knoxville-Knox County MPC
Suite 403, City County Building
400 Main Street
Knoxville, TN 37902

Dear Sir or Madam:

My family (Smiths/Scotts/Greens/Camps) have been in the Tooles Bend area since their first land purchase by Wiley Scott and his sons in 1806, according to our Warranty Deed records. My aunt, Hazel Smith Bell, from family stories, had the first automobile on the road, so we may be directly connected to contributing to the traffic problem.

What I remember about my childhood in the 1950's was waiting for the 'rolling store' on Thursday, sitting beside a gravel road watching for that blue school bus-store. Maybe one car would pass. What I still remember about those years, and the years since, have been the automobile accidents at the intersection: a black woman dying when her friend's convertible landed upside down over the bridge into the creek; my mother, a nurse's aide, leaning into wrecked cars holding compresses on injured drivers; a pickup truck burning in the middle of the night with the driver still inside the wreck, and the distress our neighbor Harry displayed, holding his useless water hose. The wreck we 'lost' in the woods, the robber who jumped out in the night and disappeared, the thief who ran to hide in the mud under our bridge; the people who came to our house to call friends and family for help, and so on.

So I was surprised and dismayed to hear at the August MPC meeting the dismissive statement from TDOT that the accidents (only 10?) had occurred north of Badgett. The statement does not reflect the number of accidents on the road caused by failure to yield when turning left onto Tooles Bend from Northshore, and the danger presented by Tooles Bend residents speed and failure to stop when turning right from Tooles Bend onto Northshore, nor the number of accidents not reported to the police.

Nor does it dwell on the stress caused by the apparent disregard of our 'neighbors' for our safety and peace of mind when they reach the relatively straight stretch of the road approaching the intersection. I have seen cars hit 60 mph in front of my house. My sister, at the mail box, was 'flipped off' by a bank president!

Now we are asked to accept at least an additional 724 cars passing by once or twice a day. There is a theory called 'land memory' dealing with the our connection to the land where we live. Well, the land is saying to me, "After 212 years, forget your family memories and the LAND: save your peace of mind and your animals and maybe, just maybe, your car and your life." I hope the rest of the people in the Northshore Corridor Association manage to avoid this dilemma.

I am still grateful for living here. The land has been good to us. Wiley Scott couldn't read nor write: the first Warranty deed is signed by an X (his mark). My son is a tenure-track rhetoric professor at the University of Alabama Huntsville.

For the record, we are opposed to the number of units proposed, and think the developers and their future customers should bear the burden of road improvements, which, I understand, they can be forced to do.

Sincerely,

Brenda Hubbell

8842 Cove Point Lane
Knoxville, TN 37922
September 10, 2018

MPC Commissioners
Knoxville - Knox County
Metropolitan Planning
Commission
City-County Bldg.
400 Main Street, Suite 403
Knoxville, TN 37902

RE: Concept: 8-SA-18-C
Development: 8-SA-18-UR
Post Oak Bend, Applicant

RE: Tedford Road "Functional Width"
With 9 Pictures

Dear MPC Commissioners:

My name is John Gulley and I reside at 8842 Cove Point Lane, about a quarter mile from the proposed Post Oak/Bailey Farm development. I have seen and heard a great deal of discussion about Tedford Lane, some of it from the neighbors and other from the CDM Smith traffic engineering firm or its employees.

Tedford Lane is an alternate preferred route that provides about 100 homes from the Cove Point, River Club, Victoria Inlet subdivisions a shortcut to South Northshore exiting on a traffic light between Ebenezer Road the Pellissippi Parkway. It would also provide a route for residents leaving both entrances to the proposed Post Oak Development to reach S Northshore. There is also local traffic coming from the Wright's Ferry Road area, across Badgett Road to Toolles Bend and then to Tedford

The thesis from the traffic engineers seems to be that:

1. There is very little traffic on Tedford
2. The road is of little importance
3. It is a safe road because it is 17 Ft or more wide In it's worst area (the portion lying between Neely Lane and Toolles Bend Road) and police records show very few accidents there
4. The applicable Subdivision rules only require that the Applicant provide a Level II traffic study for Toolles Bend, the first road reached upon exiting Post Oak.

There are two main reasons why Tedford Lane is a popular choice for local residents:

1. S. Northshore, which is supposed to be a major artery, has become like a congested parking lot from Rocky Hill all the way to Pellissippi Parkway and beyond during the rush hours each day.
2. Compared to traveling Tooles Bend to S. Northshore to Pellissippi Parkway (or Ebenezer), Tedford Lane offers
 - a) a shorter distance,
 - b) a much less congested route and
 - c) exits onto Northshore at a traffic light allowing vehicles to turn either left to Pellissippi or right to Ebenezer.

If the proposed 620 unit Post Oak were constructed as proposed, it would be necessary for the developer or the County to make major improvements to Tedford Lane to facilitate its safe use. It currently has several safety issues on the segment between Neely Lane and Tooles bend. Along that stretch there are many vertical hard objects (trees, guard rails, stone mail boxes) and steep 100 ft. drop offs as close as 5 inches from the edge of the asphalt (see pictures). If you are driving at 25 mph, it is reasonable to try to keep a 3-4 foot clearance between the side of your car and such dangers. The sides of modern cars extend a couple of more inches more beyond the side of their tires, thus increasing the width of unusable pavement. The rounded corners of modern cars make it difficult to judge precisely what the clearance will be between your car and a vertical hazard. Washboard roads can quickly pitch your vehicle sideways toward a hazard.

For all of these reasons, drivers passing vertical hazards on this segment of Tedford Lane must drive 3 or 4 ft. closer to the center of the road than they might drive on a similar road not having these vertical hazards.

You do not require an engineering degree to discern this problem. I invite you to simply apply common sense and your own life experiences to the situation.

Tedford may be 17 ft. wide, BUT FUNCTIONALLY, IT IS 14 ft. WIDE in many places. If you happen to pass a car coming from the opposite direction, you may have to slow to a crawl, depending on what hazards are faced by the car/truck meeting you.

Thus drivers often sacrifice their mirrors as they avoid scraping the right sides of their cars. Just as in New York city, where taxi drivers often scrape the sides of their cars together keep driving, local drivers often bang their mirrors together

and pause only briefly. Drivers involved in these minor wrecks face several urgent questions:

1. On a functionally 14 ft. wide road with no centerline, how do you determine fault when both drivers are hugging the center of the road.
2. How long might it take for an accident investigator to reach the scene of the accident
3. Who wants to stop their car, wait and risk having some car or 4 ton vehicle & trailer top a blind hill or curve and crash into you and your stopped vehicles.

In spite of its faults, there is another reason we are thankful for Tedford Lane – SAFETY. It provides a second emergency access road for the homes at the end of Toolles Bend for the times when trees fall across Toolles Bend and Tedford. **Prior to this summer’s mowing and log removal efforts, the shoulders and steep slopes along Toolles (especially the narrow, crooked, roughly 1.2 mile stretch of Toolles between Badgett Road and Tedford) have always been littered with sawed up pieces of fallen trees pushed aside by LCUB and Knox County.** The dented guardrails still witness to damage from years of fallen trees. Two or three times per year, a tree falls causing us to loose electricity and passage through Toolles for 3 to 10 hours. But we almost always have one road or the other open for emergency services and passage. There has never been a major forced exodus but, should one occur from an event such as a hazardous spill on the Pellissippi Parkway or a massive wildfire like the one that took so many lives in Gatlinburg, we can probably escape. If the proposed 620 additional homes from Post Oak were added I doubt that we could all escape.

For the safety of the long-term residents of the area, their children and their property, it is essential that the developer fix Tedford’s many problems before adding as many as 1,200 more cars plus construction vehicles to Tedford and South Northshore.

If you happen to be one of those MPC Commissioners who has not yet driven out Tedford and Toolles Bend or traveled on S. Northshore from Rocky Hill to Pellissippi Parkway and on beyond during morning or evening rush hour, I would invite you to give it a try and let me know what you think.

Attachment: Nine Pictures

Sincerely Yours,

John Gulley

















