



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

[MPC Comment] The history of Post Oak Bend

1 message

Bart Carey <bartcarey@comcast.net>

Wed, Sep 12, 2018 at 3:19 PM

Reply-To: bartcarey@comcast.net

To: commission@knoxmpc.org

MPC commissioners and staff,

We hope this historical account of Post Oak Bend can provide some background and perspective on the family timeline as stewards of this property.

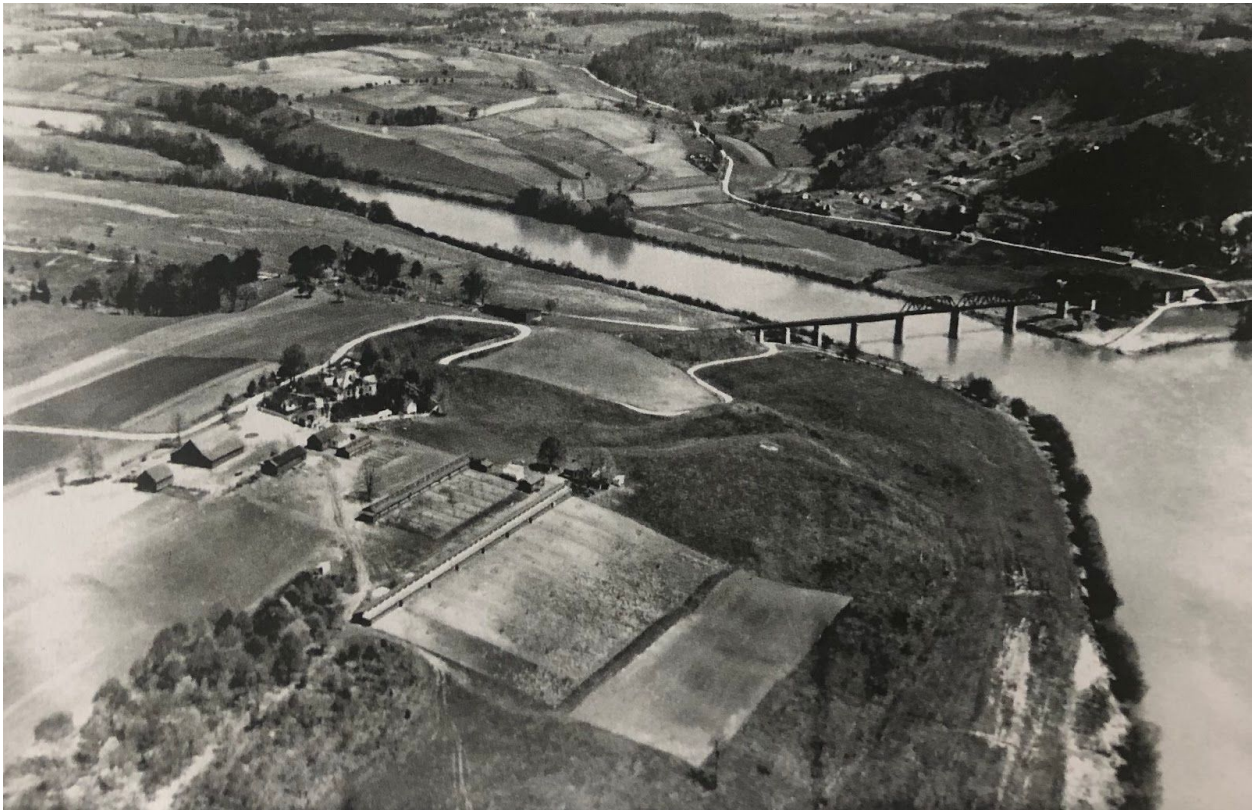
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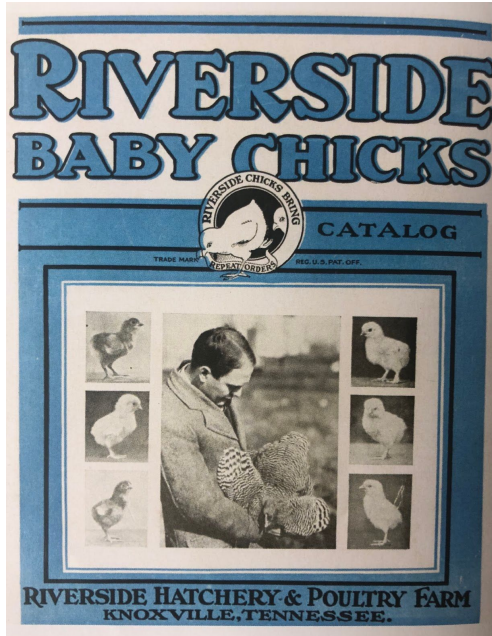
RIVERSIDE FARM

John Abby Kreis was born in 1873 in a dirt-floored log cabin just west of what is now Forks of the River Industrial Park. Through hard work, he advanced quickly in life from those humble beginnings to become a prominent dairy farmer and hatcherman. In the early 1900s he established Riverside Farm at the head of the Tennessee River at the confluence of the Holston and French Broad Rivers.



Riverside Dairy Farm in 1925

He milked 225 registered Holsteins and operated the Riverside Dairy milk bottling operation delivering milk door-to-door in Knoxville and the surrounding area. His Riverside Hatchery reached a capacity of 300,000 eggs per month and grew to be one of the largest in the nation.



Catalog cover for Riverside Hatchery and Poultry Farm



Riverside Dairy milk truck in front of courthouse with a young Pete Kreis at the wheel.

POST OAK BEND

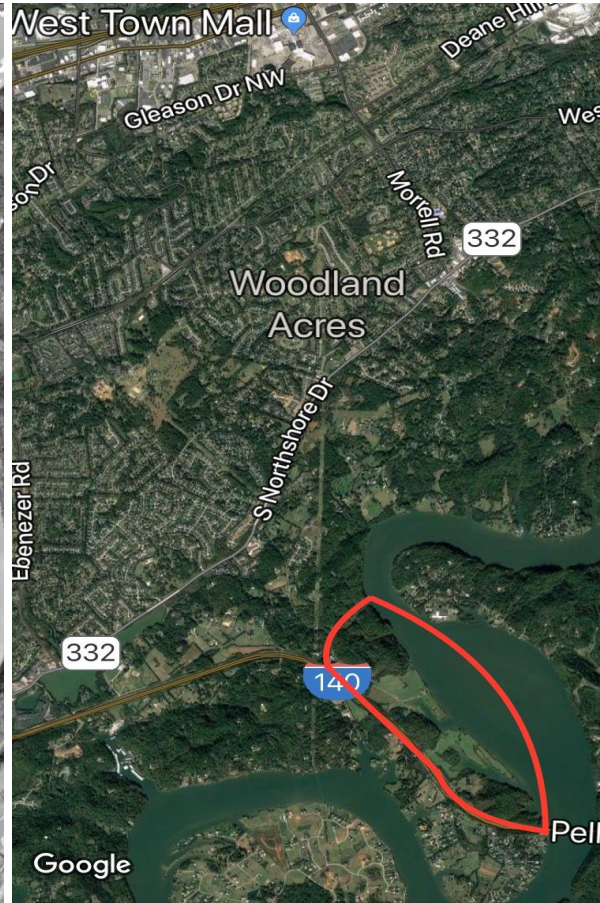
In the late 1930s The state of Tennessee advised John Kreis that his Riverside Farm was being taken by eminent domain and and would be used as the new campus for the Eastern State Psychiatric Hospital and that he would be compensated in a swap for a farm far down stream on the Tennessee River that was originally known as the Toole farm. In 1788 the Continental Congress awarded John Toole a 600 acre land grant on the Tennessee River in lieu of monetary payment for his military service. The Toole farm changed hands over the years and was eventually owned by the hospital with inmates raising crops and livestock to be shipped up river to the larger inmate facilities. John Kreis had no choice but to pack up and move and rebuild his Riverside Farm at the new site surrounding Post Oak Island.

The bumpy ride on the narrow Lowes Ferry Pike (now known as Northshore Drive) was not a practical place to operate the dairy operation and John Kreis focused on building one of the largest turkey hatcheries in the country. In 1945 at the age of 72 Mr. Kreis was inspecting a large barn loft on his "Old Post Oak Farm" when he fell through a feed

trap-door and fell to the concrete floor below where he met a very untimely death. His daughter Hazel Kreis Oliver took charge of the farm and for the next 43 years continued the prosperous operation of what came to be known as "the turkey farm."



1959 aerial view of Post Oak Bend



**Present day aerial of Post Oak Bend
(outlined in red is property boundary)**

The state of Tennessee came knocking again in 1988 with an eminent domain decree that took a large swath of the farm in a right-of-way acquisition for the Pellissippi Parkway. It also bisected a large section of prime riverfront property from the rest of the farm. For the second time in her life Hazel Kreis Oliver had been uprooted by the state and the realization that her life's work was being split up by a four-lane interstate highway was too much to bear. Her health went into decline and she died in June of 1988.

In 1989 Mrs. Oliver's heirs were approached by a prominent Knoxville magazine publisher that wanted to purchase the prime 56 acre bisected riverfront section that had been cut off from the rest of the farm. He wanted to build a family estate on the acreage.

The heirs liked the idea of keeping this beautiful part of the farm as a single-family tract and agreed to the sale. The buyers business suffered a serious downturn and the property was subsequently sold to a developer and is today a gated lakefront subdivision.

The original 600 acre Toole farm has been reduced to 415 acres and Post Oak Bend is now a concept plan for use on review. The proposed communities primary entrance is 1.1 miles from Northshore Drive and is located east of West town Mall and feels more like an infill parcel when viewing an aerial map of the North Shore corridor from Rocky Hill to Loudoun County. With over 200,000 new residents expected to move into Knox County in the next 25 years it is important to identify large community sized tracts that have infrastructure, schools and retail services already in place. This slope sensitive land plan sets aside 90 acres or 31% of the buildable acreage to be used in open space, parkland, marinas and walking trails while enhancing road improvements, fire protection and utility upgrades for the greater Tooles Bend community.

John Kreis and his heirs have productively farmed Knox county riverfront property for the last 115 years but the days of making a living as a farmer in Knox county are dwindling. Hazel Kreis's three granddaughters have no interest in continuing the farm operation and feel fortunate to associate with a group of qualified land developers, land planners and residential builders capable of creating an exceptional riverside community.



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

[MPC Comment] Request for a Level III TIS for Post Oak development

1 message

Boyce Muller <engineer7x@gmail.com>

Wed, Sep 12, 2018 at 2:28 PM

Reply-To: engineer7x@gmail.com

To: commission@knoxmpc.org

These letters have been sent to Gerald Green, Director of MPC, because we want to be sure everyone is aware of what the residents perceive as a serious safety issue which needs to be addressed before any approvals of even the project concept.

We are asking every MPC traffic engineer to read them and respond, as the increase in traffic is much higher than the regulations allow, and well over the threshold for requiring a Level III TIS.

Since TDOT is going to require a Level III study for Post Oak, why not perform it now?
The developers admit they don't know what the impact will be.

CDM Smith, in their Level II TIS, say they don't know what the impact will be.

MPC has just agreed to perform a seven month study of Hardin Valley traffic increasing 108% in 10 years, in an effort to alleviate some of the congestion and safety problems. So why does Post Oak, with its proposed 400% increase in traffic, not require such a comprehensive study now, before it creates congestion and safety issues, which will then be much more difficult to fix?

Lee Muller
Consulting Engineer
automation of traffic control for
APM Terminals North America
Port of Long Beach
Port Authority of New York and NJ DOT
JaxPort
Dubai Ports World
SC DOT and Transit Police

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This message was directed to commission@knoxmpc.org

2 attachments



Tooles Bend Level III TIS Meeting Request 29th.pdf

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Wes_Stowers_letter_for_L3_TIS.pdf

82K

August 26, 2018

Dear Commissioners,

I have serious concern about the impact that the proposed high-density development of the Bailey Farm would have on the Tooles Bend Road network. The projected five-fold increase in traffic cannot be supported by the existing road and would create serious safety issues and unacceptable congestion. I have lived off of Tooles Bend Road at 8733 Inlet Drive for over twenty years, and I am very familiar with the existing hazards on Tooles Bend and Tedford Roads and the dysfunctional intersection of Tooles Bend Road and Northshore Drive.

Let me first emphasize that I support the development of the Baily Farm property. It is zoned PR with 3 du/acre, and the owners have every right to develop it in any way they choose, provided they comply with the many county, state and federal statutes that govern such a waterfront development. The key deficiency in the project's "Use on Review" application is how it addresses the transportation infrastructure on Tooles Bend Road, Tedford Road, Badgett Road and the Tooles Bend/Northshore Drive intersection.

I have studied the Level II Traffic Impact Study (TIS), "Tooles Bend Riverside Development", completed by CDM Smith. It is too narrowly scoped for a high-density project of this magnitude, for which Tooles Bend Road provides the only access. Here is the first of two major flaws:

The CDM Smith TIS (page 3-4) states: ***"In Knox County's Strategic Safety Plan, a Minimum Standard Line (MSL) concept was introduced to help evaluate road segments for operation and safety.....For a 17-20 foot wide road like Toole's Bend Road, the MSL ADT value ranges from 1,000 to 4,000 VPD. From a planning level capacity standpoint, it is the opinion of CDM Smith that Tooles Bend Road can accommodate more than 4,000 VPD, with perhaps 9,000 VPD being a good approximation of the operating threshold."*** (The bold italics are mine)

The CDM Smith TIS is a 35-page report with a 135-page appendix containing a wealth of graphs, charts and data. Yet nowhere in the report or the appendix is there any supporting data for the 9,000 VPD number – it was pulled out of thin air. In the next sentence, the report states: ***"The exact value is hard to quantify because little research has been conducted on the capacity of facilities like Tooles Bend Road."*** Really? These words cast great doubt upon the credibility of the CDM Smith TIS. While Tooles Bend Road can certainly carry additional traffic, it is imperative that we conduct a credible engineering study that objectively calculates the true (and safe) VPD capacity for Tooles Bend Road.

The MSL ADT of 1,000 to 4,000 VPD from the Knox County Strategic Safety plan is for 17-20 foot two-lane roads with speed limits of 30 MPH. Tooles Bend Road is barely 17 feet wide in many places with no shoulders, numerous sharp curves with minimal line of sight, deep ditches and guardrails. There are several sections where one must slow to 20 MPH to negotiate the blind curves, and there are two places where one must come to a complete stop to allow a bus or large truck to proceed. Yet the proposed development would raise the traffic to between 7,626 and 8,655 vehicles per day, a greater than five-fold increase over current volume. This number is over half of the 13,789 VPD carried by 4-lane Northshore Drive in 2016! (Ref. the CDM Smith TIS Appendix, page 7, containing TDOT's 2016 Traffic History for Northshore Drive at Tooles Bend). Clearly, no

credible analysis has been done to determine the VPD that can be safely carried on Tooles Bend Road.

The CDM Smith Level II TIS was restricted to Tooles Bend Road and ***does not address the increased vehicle movements that a Level III TIS would address on Northshore Drive, Tedford Road and Badgett Road.***

The CDM Smith survey is only for traffic up Tooles Bend Road to Northshore Drive, or turning onto or off of Tedford Road. We all use Tedford Road when traveling west to intersect Northshore Drive (Tedford to Keller Bend, which has a stoplight intersection at Northshore) to avoid making a dangerous left turn onto Northshore from Tooles Bend Road. This practice will increase exponentially after the development is complete, which further justifies a Level III TIS to address the vastly increased vehicle trips onto Tedford Road the project would create.

Traveling west on Northshore and turning left onto Tooles Bend Road already causes occasional traffic backups on Northshore during peak periods. The proposed development would add several thousand more vehicle movements per day on Northshore at this intersection, again further justifying a full Level III survey that encompasses the section of Northshore between Rocky Hill and I-140.

For the purpose of the CDM Smith TIS, the developer appears to have dialed back the originally planned density to keep the projected traffic increase to just under the 6,000 vehicle per day threshold that would trigger a Level III TIS. Not only would this project create a five-fold increase in vehicle movements on an already sub-par road, the CDM Smith TIS does not consider any future growth. Additionally, the project would significantly increase traffic on all intersecting roads (Northshore Drive, Tedford Road and Badgett Road). Due to the magnitude of the proposed development and its staggering impact on the capacity and safety of the existing road infrastructure, it is essential that a professional Level III survey be completed before the development receives further MPC review.

To reiterate, I support development of the Baily property. We live in a wonderful, growing community and should welcome future quality development, but such major developments as the proposed project must be compatible with existing infrastructure, or be contingent upon the necessary infrastructure improvements required for safety and capacity.

I served as an MPC Commissioner from 2008-2014, and I fully appreciate the personal time and effort that each of you generously give to our community as a Commissioner. I also understand and respect how seriously each of you approach your responsibilities. Thank you for your consideration of this matter and for your service on MPC.

Best personal regards,

Wes Stowers
8733 Inlet Drive
Knoxville, TN 37922

August 23, 2018

Mr. Gerald Green, Director
Knox County Metropolitan Planning Commission
400 Main Street
Knoxville, TN 37902

Dear Mr. Green:

One of the main reasons the Northshore Corridor Association asked for a postponement of the vote on whether or not to approve the feasibility of the Post Oak Development on Tooles Bend Road, was to do a further traffic study, regarding the impact of a great multiple in traffic volume on safety.

Our preliminary studies have exposed several things which we feel warrant a Level III Traffic Impact Study, to include all the affected roads, from Rocky Hill to I-140.

1. Architectural and development plans, at this time, are not detailed enough in demographics to estimate the commuting, shopping, school, commercial traffic, attraction of outside traffic to the walking trails, parks, and proposed marina - so all any traffic engineers can use are the number of the single family and multi-family dwelling units.
2. The CDM Smith Level II TIS submitted in July estimates an additional Trip Generation of 5,956 new trips per day. 6,000 trips per day is the ITE and MPC threshold for requiring a Level III study. The margin of error makes this close enough to push the total new trips beyond 6,000 per day.
3. Studies of the ITE Trip Generation factors by Texas A&M, Florida DOT, VaDOT, CalDOT and others have found the ITE estimates for Single Family and Multi-family Dwelling Units to have an 11% margin of error. Factoring in this known 11% error raises the estimated trips per day to 6,611 – well beyond the threshold requiring a Level III TIS. Even half that – a +5.5% error – raises the new traffic to 6,284. CDM Smith used the accepted ITE factors in their 9th edition of the ITE's Trip Generation Handbook. ITE has acknowledged these errors and revised their factors in the new 10th edition, which was just released.
4. MPC has used higher Trip Generation factors for similar multi-family complexes with a density of 3 Dwelling Units per Acre. For example, the Primos Land Company project on Pedigo Road used a factor of 9.3 trips per unit at 5 DU/acre, and 9.65 trips per unit at 3 DU/acre.

Applying that same 9.65 Trips/DU to the revised plan of 240 multi-family units raises the Trips to 2,316, and the total to 6,176.

The original 336 proposed apartments at 9.65 would increase the total to 6,985 Trips/Day.

5. CDM Smith includes the 48 Single Family Units in the small parcel across Tooles Bend Road from the main development, but does not include the much larger parcel, which could be as high as 100 houses at a density of 1 per acre. No other expected growth was considered.
6. Level of Service for Northshore Drive at the intersection of Tooles Bend Road is degraded to F, even at the lower Trip Estimations of CDM Smith. Likewise, the LOS for Tooles Bend, Badgett

and Tedford are reduced to Level F. Northshore can be remedied through a major addition of turn lanes and traffic signal: Tooles Bend, Badgett, and Tedford cannot.

7. Lines of Sight

The CDM Smith TIS, on page 4-1, states,

“Looking right from Badgett Road the intersection sight distance is 220 feet, thus falling 80 feet short of the 300-foot mark established by MPC for a 30 MPH road. The stopping sight distance for a 30 MPH road is 200 feet and is met. An intersection warning sign (W2-2L) should be installed on southbound Tooles Bend Road with a 25 MPH Advisory Speed plaque (W13-1P).” Tooles Bend Road is not 30 MPH, but already signed 25, 20, and 15 MPH for half of its length.

There are many more Lines of Sight shorter than 200 feet and 300 feet along Tooles Bend Road. Traveling from Northshore Drive, there are at least 16 stretches less than 300 feet, 7 less than 200 feet.

Traveling from River Club, there are 18 LOS less than 300 feet, 9 less than 200 feet.

8. Because of the curves, hills, narrow lanes, and lack of shoulders, MPC has rated Tooles Bend Road at 1,000 to 4,000 vehicles per day. Yet this Post Oak Development would raise the traffic to between 7,626 and 8,655 trips per day.
9. The CDM Smith estimates are only for residential traffic up Tooles Bend Road to Northshore Drive, or turning off onto Tedford and Keller Bend to Northshore, or turning off to Badgett and Wrights Ferry Road to Northshore Drive.

Our 24-hour surveys of Tooles Bend Road, Badgett Road, and Tedford Lane found about 20% more vehicles per day than the CDM Smith counts, and these were commercial vehicles: US Mail, Fedex, UPS, lawn services, dump trucks, heavy construction, farm equipment, horse trailers, fertilizer trucks, moving vans and school buses.

For all the factors stated above, the Northshore Corridor Association feels a deeper and more detailed study of the traffic and roads out to Rocky and I-140 is required. The developer should also be performing a deeper analysis of utilities, in order that the estimated loads on water, sewer and power can be compared with traffic estimates over the normal 25 years (the standard horizon of First Utility District and TVA).

We will continue to do our own research, but we believe the developer should have CDM Smith expand and revise their Level II TIS to a Level III Traffic Impact Study as quickly as possible.

Because the postponement period is running, and any new traffic studies require 45 to 60 days, we ask that the MPC answer this request as soon as possible.

Additionally, we would like to invite you, and for you to also invite the MPC commissioners, and the developer to meet with our Steering Committee on Wednesday, August 29, at 6:30 PM in the River Club clubhouse, at the end of Tooles Bend Road, for the discussion of these and other questions.

Thank you.

Bryan Spears