



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

[MPC Comment] Post Oak Development

1 message

David Kerr <dkerr@stowerscat.com>

Wed, Sep 12, 2018 at 8:23 PM

Reply-To: dkerr@stowerscat.com

To: commission@knoxmpc.org

I am sure you are fully aware of the traffic concerns, we the residents in the area of Tooles Bend, Tedford, and Northshore Drive. Those concerns have not only been adequately expressed but can certainly become apparent if you could take the time the time to travel these roads particularly when school buses and truck traffic are traversing these roads.

Two real concerns that might not have been brought to your attention are:

1. Snow and ice creates very dangerous and serious problems with our current population that frequently leave vehicles partially blocking Tooles Bend and Tedford with their treacherous grades and curves.
2. Tooles Bend and Tedford draw a large number of cyclists which creates sudden problems with the auto and truck traffic with our current traffic.

Please evaluate all true facts that impact the safety and status of our roads before endorsing such a huge number of residents being added without significant infrastructure upgrades.

Regards David Kerr 8708 Inlet Drive.

Sent from my iPad

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This message was directed to commission@knoxmpc.org



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

[MPC Comment] Tooles Bend Project

1 message

Lori Eltz <lori@heubachcorp.com>

Wed, Sep 12, 2018 at 7:18 PM

Reply-To: lori@heubachcorp.com

To: commission@knoxmpc.org

Please consider the safety of our young drivers that are learning to drive on Tooles Bend Rd, Tedford and Northshore. They are not experienced drivers and will have to deal with lots of traffic on the narrow, curvey roads. Already my 17 year old daughter has smashed mirrors, fallen off the road due to a large lawn maintenance truck passing her on the narrow roads. It will just get worse with more traffic.

Thank you,

Lori Eltz

Heubach Corporation

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This message was directed to commission@knoxmpc.org



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

[MPC Comment] post oak development

1 message

Tim Bobo <JTB@ridenourlaw.com>

Wed, Sep 12, 2018 at 5:09 PM

Reply-To: jtb@ridenourlaw.com

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

Dear Commissioners:

I have grave concerns about the proposed development due to traffic and the dangerous roads. If the roads were able to be modified to make them straighter and wider, I would not be writing this email. However, Tedford Rd and Tooles Bend Rd are extremely narrow, curvy, and hilly. In their current condition, the existing traffic makes them an extreme danger. A decision that would add traffic without major road widening and straightening would be "reckless" (a conscious disregard of a known risk).

I know commissioners are busy. However, with the proposed development and the substantial opposition, my plea is for all commissioners to take the time to travel Tooles Bend and Tedford during the morning or evening rush hours. Words cannot express the dangers each commissioner will appreciate if this is done.

Thank you for your time.

Tim Bobo
8922 Hickory Hill Lane

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This message was directed to commission@knoxmpc.org



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

[MPC Comment] Post Oak Development

1 message

Diane Montgomery <dianetmontgomery@gmail.com>

Wed, Sep 12, 2018 at 5:19 PM

Reply-To: dianetmontgomery@gmail.com

To: commission@knoxmpc.org

Dear Commissioners,

Thank you for your volunteer service to our community. Your work is critical to continued healthy growth and protection of the excellent quality of life we enjoy in Knoxville and Knox County.

I am a long-term Knoxvilleian, very proud of Knoxville's growth and progress. I am also a grandmother living off Northshore Drive, and serving as president of the Amberleigh neighborhood association and more recently a spokesperson for The Northshore Corridor Association.

In just four years at this location I have noticed, with my neighbors a rapid build-up of traffic along Northshore Drive as more and more neighborhoods, homes and apartment communities are built, sold or leased out. More are proposed or already under construction.

It is an increasing challenge to safely leave our neighborhood and commute to the grocery, bank or elsewhere. In Amberleigh we worry for our students meeting the school buses daily at Tooles Bend Road and Amberleigh Drive.

Now you are faced with assessing the feasibility and compatibility of one of the largest developments in Knox County - proposed for the Tooles Bend peninsula. You are certainly aware of the very serious limitations of the old, poorly banked roads which serve that community and also carry traffic from adjoining neighborhoods (i.e. Riverbend, Wright's Ferry) whose residents seek to avoid Northshore Drive congestion as they work their way to shopping, medical offices, banks and the Pellissippi Parkway.

The roads are quite narrow in many places, largely without shoulders, bordered by steep drop-offs and streams and by large rock outcroppings, very like those of mountain communities. In rain storms and high wind, trees tumble from overhangs and unstable creek banks to block the only exit off the peninsula. To say sight lines and turning radiuses are inadequate and unsafe is a generous understatement. I recently observed a firetruck disabled, sitting on its frame with wheels in ditches on either side of the road as it tried to turn from Tooles Bend onto Badgett Rd. These issues will be very costly, in some cases perhaps impossible, to adequately improve in an economically responsible manner.

Adding hundreds (thousands?!) of additional automobiles and service vehicles to an already dangerous situation while requiring only minimal changes to the roads is hard to characterize as responsible planning for safety even if the changes were cost feasible. (As I write to you today the radio is reporting traffic accidents at Kensington and also at Wright's Ferry Road.)

The parcel of land proposed for development has serious limitations which have prevented its development through the years as numerous developers considered and rejected its appropriateness for more than a lower number of homes on larger lots.

We hope you will look harder at these realities and ask essential questions. Parcel limitations include a freeway bisecting the site, but with no access, steep, rocky slopes, very low areas which require filling, a shallow waterfront requiring extensive dredging and adjoining a TVA controlled navigable barge channel - where the developer proposes a marina. Segments of the community believe the waterfront portion has historic and archaeological significance that may lead to challenges as the question of public interest on publicly controlled property clashes with private property rights.

It is very difficult to imagine the numerous state and federal agencies charged with protecting the public's interest approving a waterfront development at that location. (Yet we are told, it is possible, perhaps likely other regulatory bodies may defer to a decision by Knox County, relying on the integrity of the county's processes.)

We are puzzled by the developer's apparent confidence on this point of permitting where other developers, also experienced and well financed, insist the project's size/scope is not feasible. Isn't now as you and we consider the concept's actual feasibility, the right time to assess these concerns?

Are there some concerns so important to public interest that even unlimited financial resources cannot - or should not - overcome them?

We also wonder what consideration is given for other property owners who may wish to develop their properties after all community capacity (and beyond?) has been absorbed.

What happens to the community if, in spite of assurances and bonds, the developer first builds the less community-compatible aspects and is then unable (as with Northshore Town Center) or unwilling, to build the more compatible aspects? Would subsequent developers, based on the precedent then established, be entitled to approvals to follow-on with only housing out-of-character with surrounding homes and farm/rural estate type properties?

Knox County appears poised to give its approval without the thorough due diligence the community is requesting and over the objections of thousands of citizens galvanized by their deep concern for safety and daily quality of life. Why? Why is there a rush to approve a complex project without a fuller assessment of ALL of its impacts?

I urge you, in your capacity as the average citizen's voice, to take a much harder look. Even with proposed amendments the plans appear very much out of character with the surrounding community and likely to significantly damage the quality of community life. Worse, this development promises to leave Knox County citizen/taxpayers facing very costly consequences later.

My sincerest thanks for your service,
Diane T. Montgomery
President Amberleigh Homeowners Association
Spokesperson Northshore Corridor Association

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This message was directed to commission@knoxmpc.org



[MPC Comment] Fwd: Post Oak

1 message

L <lsmyers29@gmail.com>

Wed, Sep 12, 2018 at 4:38 PM

Reply-To: lsmyers29@gmail.com

To: commission@knoxmpc.org, Gerald Green <GERALD.GREEN@knoxmpc.org>, Tom.breschko@knoxmpc.org

Commissioners-

As a Tooles Bend resident, I have attended your public meetings in an effort to gather as much information as I can about the proposed Post Oak development. Please understand my position as not only a resident but a mother of three busy teenagers with a large, local family that visits often. Not that one life is more important than the other but I consider the safety of my kids and friends first and foremost on Tooles Bend Rd. I have no choice but to send them out to school every day on that road. We have no other outlet. Though I feel it is a challenging road today, with the density being proposed, I am convinced it will be a treacherous, hazardous road. That being said, I am attending the meetings in hopes of hearing something that at the very least will ease my mind about the proposed traffic. I simply can not fathom that the greatest hope that I have is that my children will be out of the house and in college in 10 years, before the roads get too bad. That's incredibly unsettling to me. As I mentioned, in an effort to understand how staff could suggest that the proposed traffic is acceptable, I have researched tirelessly trying to defend what seems so obvious to the people that drive these roads on a daily basis. Please allow me to respond to some of the valid questions, concerns and comments some of you had at the last public meeting. Staff, I understand that you will check my facts and refute as you see appropriate. I am not trying to provide false statements but I feel the commissioners need more information than the information I have witnessed staff provide.

Tooles Bend vs Lyons Bend Rd

Comparing the two roads is difficult because while Lyons Bend services various neighborhoods throughout the peninsula there are actually several inlet and outlet roads to those neighborhoods on the peninsula. The traffic load is dispersed between, Lyons Bend Rd, Duncan Rd. Whitower, Wrights Ferry and Badgett. Tooles Bend is the only two lane servicing the peninsula. Some traffic is diverted through Tedford to Kellar Bend but Tedford is extremely limited, maybe just my opinion, but try driving Tedford and you will understand.

Traffic counts

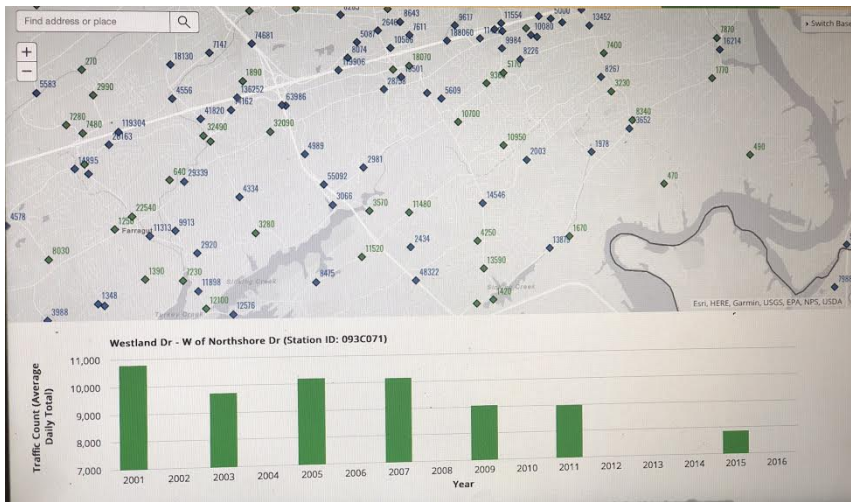
In an effort to see what the proposed traffic count would be on Tooles Bend, I looked at the TPO traffic counts. The proposed traffic on Tooles Bend from phase 1 and 2 of Post Oak as stated in CDM's report is 7,310 VPD. This would be similar to the traffic counts of Westland Dr W of Northshore. I've attached a picture of that map.

Tooles Bend Road Segment Assessment

CDM Smith's 24-hour count on Tooles Bend Road, south of Badgett Road, recorded 1,500 VPD on January 24, 2018. At 20-percent growth, the daily traffic should increase to approximately 1,800 VPD by year 2028. Riverside Development will generate approximately 5,510 trips per day on Tooles Bend Road at buildout, so the total daily traffic on Tooles Bend Road should reach 7,310 VPD. A summary of projected daily traffic on Tooles Bend Road is as follows:

- Existing: 1,500 VPD
- Background traffic growth: 300 VPD
- Riverside Development traffic: 5,510 VPD
- Total: 7,310 VPD

In Knox County's Strategic Safety Plan, a Minimum Standard Line (MSL) concept was introduced to help evaluate road segments for operation and safety. The MSL is not a LOS or capacity concept, but rather a road segment scoring component associated with the idea that heavily traveled roads should ideally be wider. The line is primarily linear and is a relationship between road width and daily traffic. In the studies for the Safety Plan, two points were added to the overall score of segments when the segment's ADT was above the listed value for its width and the initial crash score was equal to or greater than 1.5. For a 20-foot wide road like Tooles Bend Road, the MSL ADT value is 4,000 VPD.



Crash data-

The crash data from the Sherriff's department between 2014-2018 reported 11 accidents. Many of the accidents involved 2 vehicles, due to lane departures, swerving to miss oncoming traffic on the wrong side of the road. CDM Smith's written report stated they only gathered crash data from 1.25 miles of Tooles Bend but the distance to the proposed second entrance of Post Oak is approx. 2 miles in. Rumble strips will have little to no effect on concrete trucks, landscaping trucks, etc. Long wheel based trucks have difficulty making the turns even if they feel the vibration from a rumble strip. I personally have been run off the road this year, one of which was a FedEx truck while I was on my way to the public MPC meeting regarding Post Oak. These many incidents are not indicated on a crash report. To the point, staff is recommending replacing the guards rails. They are needed because they are hit so often. I've attached the crash reports I mentioned above.



12/15/2014 10:44:00 AM

TOOLES BEND RD
 Not in a City, TN Knox
 Master Record Number: 106707153
 Agency Tracking Number: 1412151193
 Contributing Factor: Vehicle #1 was traveling south on Tooles Bend Road. The vehicle was side swiped by vehicle #2. Vehicle #2 then left the scene after the crash.
 Vehicles Involved: 2
 Number Injured: 0
 Number Dead: 0
 Distance From Reference: 0
 Intersection Road Name: BADGETT RD
 Mile Marker: 0
 Intersection Indicator: Y
 Intersect Type: T-Intersection
 Interchange Related Indicator: N
 Relation To Junction: Intersection
 Work Zone Type: None
 Officer First Name: Scott
 Officer Last Name: DeKromd

12/26/2015 8:16:00 PM

TOOLES BEND RD
 Not in a City, TN Knox
 Master Record Number: 101967230
 Agency Tracking Number: 1012202196
 Contributing Factor: Vehicle 1 stated traveling east on Northshore Dr. when vehicle 2 came into his lane from the opposite direction, causing the collision. Vehicle 2 stated driving west on Northshore Dr. when vehicle 1 came into his lane causing the collision.
 Vehicles Involved: 2
 Number Injured: 0
 Number Dead: 0
 Distance From Reference: 0
 Intersection Road Name: S NORTHSHORE DR
 Mile Marker: 0
 Intersection Indicator: Y
 Intersect Type: T-Intersection
 Interchange Related Indicator: N
 Relation To Junction: Non-Junction
 Work Zone Type: None
 Officer First Name: Scott
 Officer Last Name: Gibert

6/26/2016 3:12:00 PM

TOOLES BEND RD
 Not in a City, TN Knox
 Master Record Number: 101273427
 Agency Tracking Number: 160626104
 Contributing Factor: Negotiating A Curve V2 crossed the double yellow line into the northbound lane and crashed V1
 Vehicles Involved: 2
 Number Injured: 0
 Number Dead: 0
 Distance From Reference: 1662
 Mile Feet Indicator: Feet
 Direction from Reference: East
 Intersection Road Name: COVE POINT LN
 Mile Marker: 0
 Intersection Indicator: N
 Intersect Type: Not at Intersection
 Interchange Related Indicator: N
 Relation To Junction: Non-Junction
 Work Zone Type: None
 Officer First Name: Curtis
 Officer Last Name: Harvest

6/26/2015 2:29:00 PM

TOOLES BEND RD
 Not in a City, TN Knox
 Master Record Number: 106876876
 Agency Tracking Number: 116205975
 Contributing Factor: Both vehicles were traveling west on South Northshore Drive. Driver 2 stopped to make a left turn to access Tooles Bend Road. Vehicle 1 was not able to stop in time and crashed into the rear of vehicle 2
 Vehicles Involved: 2
 Number Injured: 0
 Number Dead: 0
 Distance From Reference: 0
 Intersection Road Name: S NORTHSHORE DR
 Mile Marker: 0
 Intersection Indicator: Y
 Intersect Type: T-Intersection
 Interchange Related Indicator: N
 Relation To Junction: Intersection-Related
 Work Zone Type: None
 Officer First Name: Michael
 Officer Last Name: Herrell

1/27/2016 12:54:00 PM

TOOLES BEND RD
 Not in a City, TN Knox
 Master Record Number: 101980917
 Agency Tracking Number: 1601271466
 Contributing Factor: Vehicle #1 was turning left from 3617 Tooles Bend Road. Vehicle #2 was traveling south on Tooles Bend Road. The driver of vehicle #1 had a tire blocking her view when she pulled onto the roadway. Vehicle #1 was struck by vehicle #2.
 Vehicles Involved: 2
 Number Injured: 0
 Number Dead: 0
 Distance From Reference: 700
 Mile Feet Indicator: Feet
 Direction from Reference: North
 Intersection Road Name: RIVER CLUB WAY
 Mile Marker: 0
 Intersection Indicator: N
 Intersect Type: Not at Intersection
 Interchange Related Indicator: N
 Relation To Junction: Driveway, Alley Access, etc
 Work Zone Type: None
 Officer First Name: Scott
 Officer Last Name: DeArmond

7/5/2018 5:06:00 AM

TOOLES BEND RD
 Not in a City, TN Knox
 Master Record Number: 102068015
 Agency Tracking Number: 1807050309
 Contributing Factor: Juvending Deer in road
 Vehicles Involved: 1
 Number Injured: 0
 Number Dead: 0
 Distance From Reference: 61
 Mile Feet Indicator: Feet
 Direction from Reference: North
 Intersection Road Name: TEDFORD LN
 Mile Marker: 0
 Intersection Indicator: N
 Intersect Type: Not at Intersection
 Interchange Related Indicator: N
 Relation To Junction: Non-Junction
 Work Zone Type: None
 Officer First Name: Wayne
 Officer Last Name: Dostler

Rezoning-Density-208 acres

Comparison of the Provisions of the Residential A and Planned Residential Zoning Classifications

PROVISION	RA ZONE	PLANNED RESIDENTIAL
Uses Permitted	Single family, churches, libraries, mobile homes, country clubs, fire stations	Single family attached, semi-attached, detached, duplex, multi-unit-family, recreation facilities, commercial, education and community facilities
Uses Permitted on Review	Garage apartments, two family dwellings	None
Open Space Requirements	None	15% of the gross area (40 acres)
Effective Density	3.25 Dwelling Units Per Acre (676 Units)	1-3 Dwelling Units Per Acre (208-624 Units)
Setbacks	Periphery: None stated	Periphery: 35'
	Front Yard: 35'	Front Yard: 20'(detached), 15'(other)
	Side Yard: 8'	Side Yard: Not greater than 15'
	Rear Yard: 25'	Rear Yard: Not greater than 35'
Minimum Lot Width	75'	N/A
Maximum Building Coverage	30% (not note open space requirement)	
Administrative Approval Procedure	Concept Plan, final plat	Development plan, Use on Review Approval, final plat

FOR FURTHER EXPLANATION, SEE FOLLOWING PAGE.

**RIVERSIDE VENTURES
TOOLE BEND ROAD PROPERTY**

PROPERTY DESCRIPTION

obligation to the past and future generations to do this development with the appropriate care and planning for a high quality residential development.

CURRENT ZONING: Agriculture (A)

CURRENT USE: Residential and Agriculture

PROPOSED ZONING: Planned Residential (PR)

PROPERTY SIZE:
 Acre above the R22 center: 208.18 Acres
 Acre between the R22 and the R13 center (current summer part of Ft. Loudon Lake): 51.89 Acres
 Acre between the R13 center and the original water mark of the Tennessee River: 133.75

Total Acreage: 412.82 Acres
Total Acreage above the summer pool: 208.13 Acres

CURRENT DENSITY: The current Agricultural zoning would allow for a maximum of 1 DU per acre, minimum lot size of acre.

PROPOSED DENSITY: Low Density Residential (1-3 DU per acre) would require a 208-624 units total. The unit numbers are based upon the acreage above the R22 center, providing for 208-250 units of open space.

- Mr. King:** What is being rezoned PR is everything above the Floodway. This is approximately 208 acres and the density would be determined on that number. RA would allow higher density than PR. During 1991, 1992 and year-to-date 1993, there have been 6 accidents on that road according to the Knox County Emergency personnel. Mr. King stated he will keep a dialogue going with the neighborhood but he is unwilling to state the density as they request.
- Mr. Whitaker:** Approximately 155 acres would be restricted by the Floodway designation. Only the land out of the Floodway would be usable.
- Mr. Graf:** Mr. Graf stated that most PR does not build out at the maximum density. However, the set density gives the developer the ability to look at the property and see what is best. If a developer can play with the density, he can play with open space on things such as a club house.
- Mr. Pruitt:** There is no plan for sewer in the immediate future unless this developer facilitates it.

The Pedestrian Pathway Extension Corridor Study adopted by County Commission on September 18, 1989, which amended the Southwest Knox County Rural Plan adopted by County Commission on May 18, 1989, recommends that this area remain in agricultural zoning which allows one (1) dwelling unit per acre and certain other services such as access, water, etc. are provided. With the provision of such services, the study recommends the area develop as Low Density Residential. The proposed development would include the extension of sewer and water service to the site, therefore the proposed low density residential zoning conforms with the sector plan.

1. Ruck Hill Elementary, Fanager Middle, Fanager High

In conclusion, Commissioner Phillips brought up a very important point at the public meeting Tuesday. As commissioners, you do not control the building of our roads. What you do control is the density. You review and decide what is best for the surrounding neighborhoods and community. PR 1-3 simply "allows" for a proposal with a maximum of 3 units per acre but it is not their "right" to automatically get 3 units per acre. It is your responsibility to create a density that will not create a unsafe, hazardous situation for the surrounding community. If you approve this proposed plan you are allowing a 500% increase on a Minor Collector Road. If a 500% increase in traffic is not "significant" than why listen to any traffic complaints in the future? You will be setting a precedent for all other future proposed developments. As a community we understand that this is a very important vote tomorrow and may be difficult for some. We urge you to consider the guidelines as listed in the Municipal Code as well as the Quick Facts reference sheet provided by MPC. Please consider the covenants

that were made at the time the property was rezoned in 1993. The community was promised the protection of an exhaustive review of any proposed plan. This density will absolutely increase traffic exponentially into our neighborhoods. Please deny this rendition of the developer's proposed plan of Post Oak. This is not denying the owner or the developer the right to develop this property but your responsibility to consider the safety of our community in it's entirety. We welcome a development and density that is compatible to our surrounding area.

mc Knox County, TN

Search

Select Language

Knox County, Tennessee... / APPENDIX A - ZONING / ARTICLE 4 - SUPPLEM... / 4.10. - Supplementary...

Development Standards for Uses Permitted on Review

In order to accomplish the general purpose of this ordinance, it is necessary to give special consideration to certain uses because they are unique in nature, require large land areas, are potentially incompatible with existing development, or because the effects of such uses cannot definitely be foreseen. The uses listed under the various zones herein as "uses permitted on review" are so classified because they more intensely dominate the area in which they are located than do other uses permitted in the zone; however, the nature of such use makes it desirable that they be permitted to locate therein. Therefore, these uses must be specially placed into the development pattern which exists at the time of their arrival.

The following uses shall be subject to compliance with the regulations in this article and as set forth in [article 6](#), "Administration, enforcement and interpretation," section [5.50](#), "Procedure for authorizing uses permitted on review":

The planning commission, in the exercise of its administrative judgment, shall be guided by adopted plans and policies, including the general plan and the following general standards:

- 4.10.14. The use is consistent with adopted plans and policies, including the general plan and the sector plans.
- 4.10.15. The use is in harmony with the general purpose and intent of these zoning regulations.
- 4.10.16. The use is compatible with the character of the neighborhood where it is proposed, and with the size and locations of buildings in the vicinity.
- 4.10.17. The use will not significantly injure the value of adjacent property by noise, lights, fumes, odors, vibration, traffic congestion or other impacts which may detract from the immediate environment.
- 4.10.18. The use is not of a nature or so located as to draw substantial additional traffic through residential streets.

Use On Review

The Metropolitan Planning Commission also reviews and makes recommendations regarding planned commercial, planned residential, and shopping center district development plans through the Use on Review procedure.

When an application for Use on Review approval is submitted to the Planning Commission, the public is notified and a public hearing is held. The Planning Commission may impose conditions regarding the location, character or features of the proposed use or buildings consistent with the intent of the zoning ordinance. Proposals may be denied. When proposals are granted, the building permit is subject to the conditions and requirements stipulated by the Planning Commission. Decisions of the Planning Commission may be appealed to the local legislative body, either the City Council, or Knox County Board of Zoning Appeals.

The Use on Review procedure provides a method to consider uses that benefit the community, but may involve a potential development hazard unless appropriate provisions are made for their impact. The Use on Review procedure is also intended to integrate the proposed use with other uses in the district.

Use On Review allows applicants to request specific uses of property as outlined within each zoning district. A use can only be established and maintained with the approval of the Metropolitan Planning Commission.

Use On Review requests should:

- Be compatible with the character of the neighborhood including the size and location of buildings in the vicinity
- Be consistent with the General Plan, the One Year Plan, Sector Plans, and other adopted plans
- Not significantly injure the value of adjacent properties
- Not substantially increase the level of traffic into the neighborhood when the project is complete

thank you for your time-

Leslie Myers

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This message was directed to commission@knoxmpc.org