



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

**[MPC Comment] 100 more people signed “Lowerl the Post Oak (the Bailey Farm) development density to avoid traffic safety issues”**

2 messages

mail@changemail.org <mail@changemail.org>  
Reply-To: mail@changemail.org  
To: commission@knoxmpc.org

Tue, Jul 31, 2018 at 8:15 PM

**change.org** New signatures

**Charles Lomax Jr** – This petition addressed to you on Change.org has new activity. See progress and respond to the campaign's supporters.

Lowerl the Post Oak (the Bailey Farm) development density to avoid traffic safety issues

Petition by Tooles Bend Area Association · 100 supporters

**100 more people signed  
in the last 4 days**

[View petition activity](#)

RECENT SUPPORTERS



**Lauren Hatcher**

Knoxville, TN · Jul 31, 2018

My grandmother as well as good friends of mine and our church is on this road, this road is NOT capable to handle this and with our elderly in our church it's not fair they could possibly but pushed off the road. There are many other locations they could build on, dont destroy the history!



**Seema Sharma**

Knoxville, TN · Jul 31, 2018

I am signing due to concerns of sewer drainage and traffic safety issues



**Jane Conley**

Knoxville, TN · Jul 31, 2018

The roads in this area are narrow and already carrying more far more traffic than they were designed to carry. They cannot support this development.



**Sarah Brice**

Knoxville, TN · Jul 28, 2018

I have young drivers, and traffic is already awful on Northshore. People drive so fast. I fear for the safety of my young drivers. We can't handle anymore traffic, and our schools are overflowing!!



**Amy Donohoe**

Oak Ridge, TN · Aug 01, 2018

[View all 100 supporters](#)

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This notification was sent to [commission@knoxmpc.org](mailto:commission@knoxmpc.org), the address listed as the decision maker contact by the petition starter. If this is incorrect, please [post a response](#) to let the petition starter know.

Change.org · [548 Market St #29993, San Francisco, CA 94104-5401, USA](#)

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This message was directed to [commission@knoxmpc.org](mailto:commission@knoxmpc.org)

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**Betty Jo Mahan** <[bettyjo.mahan@knoxmpc.org](mailto:bettyjo.mahan@knoxmpc.org)>  
To: Commission <[commission@knoxmpc.org](mailto:commission@knoxmpc.org)>

Wed, Aug 1, 2018 at 2:44 PM

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# Lower the Post Oak (the Bailey Farm) development density to avoid traffic safety issues

710 have signed. Let's get to 1,000!

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**[Tooles Bend Area Association](#) started this petition to [MPC Chairperson Gayle Bustin](#) and 13 others**

Post Oak development represents a planned housing density that far exceeds the current capabilities of the roads (Tooles Bend and Tedford) that would be used by the residents. Safety hazards already exist at the intersection of these two roads and the width of both roads is less than 20 feet in many locations. A proposed traffic control mechanism at Northshore and Tooles Bend would only serve to create more traffic flow problems.

A recent traffic study estimates the volume of traffic would increase at least 300%. This doesn't take in consideration the considerable damage to Tooles Bend Rd during the 10-year construction phase. Nor does it estimate the amount of additional traffic from electricians, plumbers, landscape crews, sanitation crews, and pool maintenance personnel once homes become inhabited.

Tedford Rd is only 17 feet wide in many places and already has traffic density issues. The developer said in a June meeting that no plans exist to upgrade, improve, or enhance Tedford.

The current number of homes along Tooles Bend is less than 300. Adding an additional 650 homes in one development is out of keeping with the current density and an irresponsible use of the farm land.

### **Start a petition of your own**

This petition starter stood up and took action. Will you do the same?

[Start a petition](#)

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[This petition starter stood up and took action. Will you do the same?](#)

### **Updates**

1. 6 days ago  
500 supporters
2. 2 weeks ago  
Tooles Bend Area Association started this petition

### **Reasons for signing**



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

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**[MPC Comment] Post Oak Subdivision**

1 message

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Mary Beth Browder <meb12321@gmail.com>

Wed, Aug 1, 2018 at 12:11 PM

Reply-To: meb12321@gmail.com

To: county.mayor@knoxcounty.org, hugh.nystrom@knoxcounty.org, ed.brantley@knoxcounty.org, bob.thomas@knoxcounty.org, commission@knoxmpc.org

**Dear Mayor Burchett, Mr. Nystrom, Mr Brantley, Mr Thomas and members of the MPC,**

**I am writing to all of you regarding the proposed Post Oak subdivision on Toolles Bend Road.**

**I cannot believe anything of this nature is even being contemplated. This would affect anyone who now lives on or off of Toolles Bend Road, Keller Bend road, Tedford Road and Northshore Road. There would be five times the traffic that we now have on it. Have you ever driven on any of these roads? They are narrow, windy, and dangerous.**

**Increasing the traffic would cost many lives, particularly if we started having construction vehicles, lawn service vehicles, school buses and so many more residents driving on these small roads. It would also increase the traffic coming on to Northshore which is already dangerous due to so many subdivisions along it.**

**In addition, the density of housing is far outside community standards with neighboring properties averaging one acre, or more per home. Access for first responders and fire and rescue is already slow and this would make it even more perilous. How will MPC and Knox County assure residents that adequate infrastructure improvements will be made BEFORE any development is considered? What if the developer defaults? Is this a new problem for the taxpayers to inherit? Waste water is a concern, water pressure is already a problem, and enough water for fire prevention is already at capacity or over capacity.**

**Please look at this seriously and keep the safety of your constituents in mind.**

**Thank you for your time.**

**Mary Elizabeth Browder  
(Kelsey Forest resident)**



**[Tooles Bend Area Association](#) started this petition to [MPC Chairperson Gayle Bustin](#) and 13 others**

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### **Start a petition of your own**

This petition starter stood up and took action. Will you do the same?

[Start a petition](#)

[Start a petition of your own](#)

[This petition starter stood up and took action. Will you do the same?](#)

### **Updates**

1. 8 hours ago  
10 supporters
2. 2 days ago  
Tooles Bend Area Association started this petition

### **Reasons for signing**



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

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**[MPC Comment] Concerns about massive development proposed for Toole's Bend**

1 message

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**T Kollie** <tgkollie@gmail.com>

Tue, Jul 31, 2018 at 8:31 AM

Reply-To: tgkollie@gmail.com

To: commission@knoxmpc.org

Dear Commissioners,

Northshore Drive, being both a main east/west artery and only a two lane road, has extremely dense traffic currently. If a huge development is allowed to proceed on Toole's Bend it will throttle the traffic and emergency escape routes. The drain on water and sewer will be bad too. Scale is too large. We hope you get enough feedback on this so you can form an opinion to represent the majority.

Thank you,

Tom Kollie

Cell - 865.385.3213

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This message was directed to [commission@knoxmpc.org](mailto:commission@knoxmpc.org)



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

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## [MPC Comment] Development along Toole's Bend

1 message

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**Jeff Shawl** <jeffshawl@peakrestaurants.com>

Mon, Jul 30, 2018 at 9:19 AM

Reply-To: jeffshawl@peakrestaurants.com

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

Cc: "Missy Shawl (stocbond@hotmail.com)" <stocbond@hotmail.com>

MPC Commissioners,

I am writing today to let you know of my family's concerns over the proposed development along Toole's Bend Rd.

I understand that the property in question is very valuable and that it will be developed at some point. However, the proposed development, as I understand it, is completely irresponsible and will, inevitably, lead to the loss of lives. Both Toole's Bend and the associated "cut-through" road (Tedford Road) were not designed for the amount of traffic to be generated by this development. They are narrow (Toole's Bend) and extremely narrow (Tedford Rd) roads. I encourage you to drive them at any time of day. I am extremely confident that you will find them to be unsafe and inadequate for the traffic on them today – let alone when 500-700 more households are using them. There are places on Tedford where cars have to come to nearly a complete stop to ensure they don't collide with each other. This is not an exaggeration in any way – and we are going to a couple thousand more trips along the roads per day? The likelihood of an unacceptable increase in accidents and as well as fatalities is extremely high.

Both Tedford (to Keller Bend) and Toole's Bend will spill onto Northshore Drive. Getting onto Northshore and off of Northshore will impact traffic all along Northshore Rd, making that road more dangerous as well. This development decision is, therefore, not only about the dangerous traffic for the residents along Toole's Bend, Tedford Rd, and Keller's Bend but it is also about all the traffic along Northshore – another road that is dangerous and apt to significant accidents. As Planning Commissioners, I hope look at the traffic statistics to verify my observations from living along Northshore Drive for the past seven years.

Again, I am not against development in general or a development along Toole's Bend. It is the scope and the reckless disregard for its size and impact to safety that is frustrating. River Club is a 40 home housing development at the end of Toole's Bend. When developed, it was reduced from 80 homes to 40 homes because, in part, of traffic concerns. How can MPC and the City now be considering a development that is 10- 15 times the size of River Club. It doesn't make sense. I moved from Whittington Creek nearby and I think that development has around 300 homes. I cannot image a development nearly two times the size of that along these roads.

Without reservations, I can write that without significant changes to the development plan and immediate changes to the roads (in the case of ANY SIZE development), the proposed development will lead to the loss of lives.

Thank you for your time in reading my family's concerns.

Jeff





**Jeff Shawl**

**Owner**

M: 865-300-3476



**Peak Restaurants, McAlister's Deli**

Peakrestaurants.com | Mcalistersdeli.com    

**Arbico East, Arby's of the TriCities**

Arbys.com | Arbys.com/get-deals    

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This message was directed to [commission@knoxmpc.org](mailto:commission@knoxmpc.org)

July 24, 2018

Dear Commissioners:

On behalf of my family who owns the planned Post Oak Bend neighborhood property, I wanted to update you on a few matters prior to MPC considering our project on August 9. We have owned this property for 75 years, and for 25 years it has been properly zoned PR (1-3 units/acre). Since we've long recognized this beautiful waterfront property could become one of Knox County's great neighborhoods, we engaged a highly respected land planner (Greg Gamble), developer (Safe Harbor) and builder (Goodall Homes) to help us realize that vision.

Prior to filing the Concept/Use on Review application: **Item #15 8-SA-18-C**

1. On June 21, 2018, we held a community meeting at Northshore Elementary School to inform neighbors of our plans for the property and answer questions. We mailed 272 invitations and there were approximately 50 attendees.
2. At the meeting the entire development and land planning team presented our plans in detail, then had an hour of Q&A. We also invited attendees to contact us that wished to further discuss or have input on our plans. To date nobody has contacted us.
3. We engaged Knox County's traffic consultant CDM Smith to analyze the project and address the concerns of neighbors regarding the project's impact on traffic on Toodles Bend Road and Tedford Lane. CDM Smith has determined that the project will increase traffic on both roads, but the increase is well within the roads' capacity. Still, we have committed to making improvements.

We are committed to working with Knox County Engineering & Public Works to construct improvements at the intersection of Northshore Drive and Toodles Bend Road, as well as Toodles Bend Road itself, as per the recommendations of CDM Smith.

Some neighbors have claimed apartments are planned. All the housing units are free standing units and/or owner occupied condominium units, and no apartments are planned.

Regarding possible impact upon schools, much of the density is age targeted products for the 55 & older segment, with floorplans and marketing platforms that appeal to this demographic vs. young families. Only 0.76 dwelling units per acre are single-family, non-age targeted.

In closing, Post Oak Bend will also be an inherently inclusive community because it enables more affordable lake access. Such access is increasingly only available to only the highest priced bracket of the market in Knox County. This factor, along with the 80 acres of common area containing 4 miles of sidewalks and trails, and 11.75 acres of parks and amenities, will make Post Oak Bend a truly unique and special neighborhood in our community.

On behalf of my family, we sincerely appreciate your thoughtful consideration of our project.

Respectfully,  
Keith L. Bailey



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

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## [MPC Comment] The history of Post Oak Bend

1 message

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**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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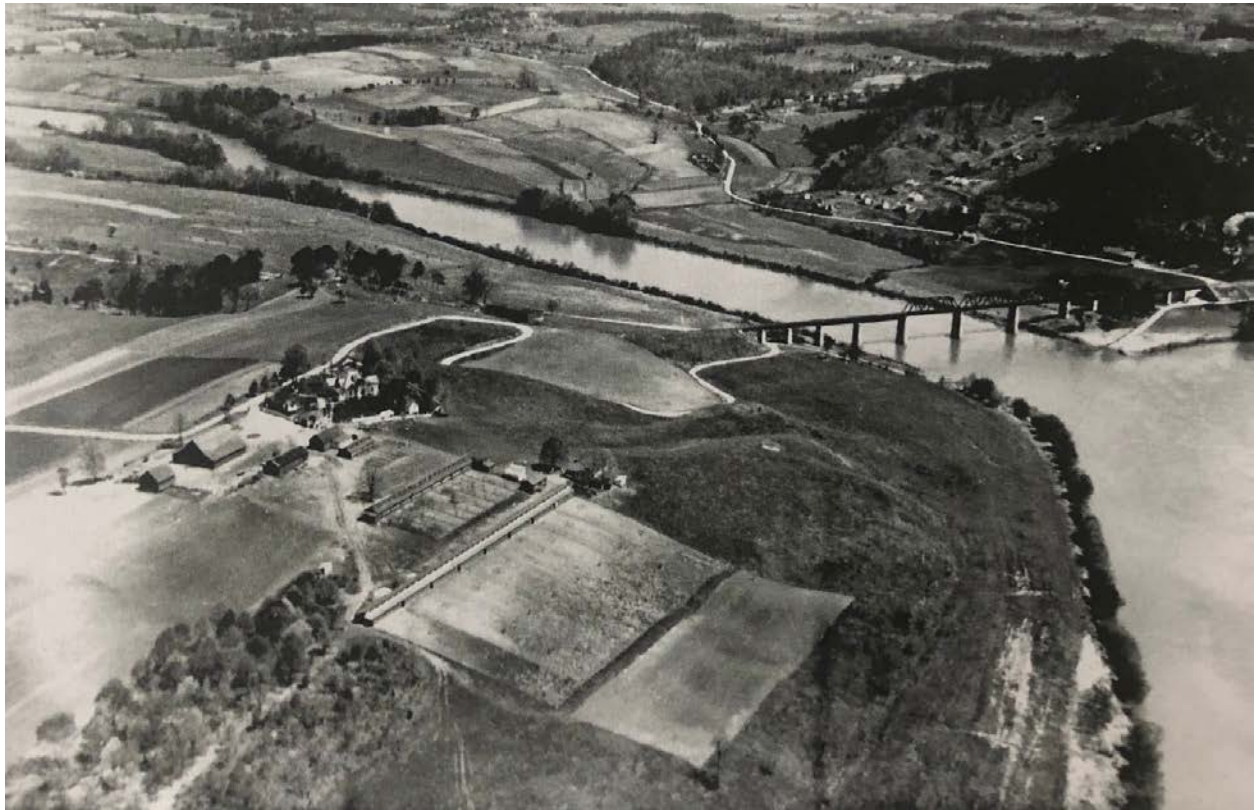
This message was directed to [commission@knoxmpc.org](mailto:commission@knoxmpc.org)

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 **MPC.pdf**  
1458K

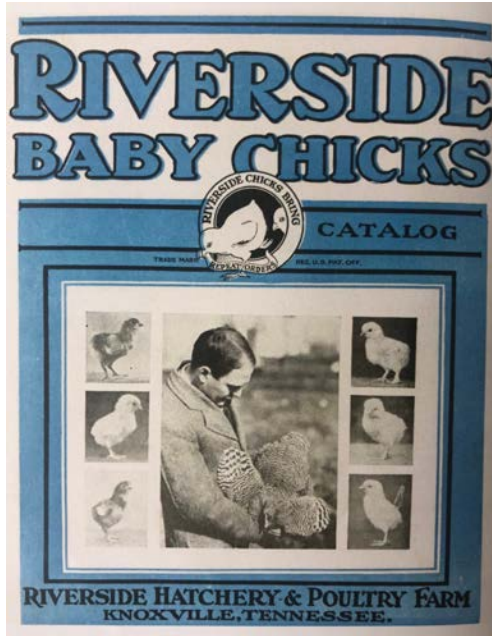
# RIVERSIDE FARM

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>

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

1 message

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**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](mailto:commission@knoxmpc.org)

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### 2 attachments

 **Tooles Bend Level III TIS Meeting Request 29th.pdf**  
73K

 **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 9<sup>th</sup> edition of the ITE's Trip Generation Handbook. ITE has acknowledged these errors and revised their factors in the new 10<sup>th</sup> 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



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

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## [MPC Comment] Turkey Farm Development

1 message

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**HASSAN NADROUS** <nadrous@hotmail.com>

Thu, Aug 2, 2018 at 7:22 PM

Reply-To: nadrous@hotmail.com

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

Dear all,

I live in Kelsey Forest subdivision and drive on Tedford Rd every day. My concern is that the location of the proposed project indicates much traffic would likely flow onto the narrow, hilly and winding road. This with no doubt will increase the likelihood of deadly accident. Please take into consideration this very critical matter. I believe improving Tedford Rd to be able to handle any extra traffic is the least the developer should do.

Sincerely

**Hassan F. Nadrous, MD FCCP**

**Pulmonary and Sleep Consultants** [www.pscssi.net](http://www.pscssi.net)

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This message was directed to [commission@knoxmpc.org](mailto:commission@knoxmpc.org)

## [MPC Comment] 100 more people signed “Lowerl the Post Oak (the Bailey Farm) development density to avoid traffic safety issues”

1 message

mail@changemail.org <mail@changemail.org>  
Reply-To: mail@changemail.org  
To: commission@knoxmpc.org

Sun, Aug 5, 2018 at 10:07 PM

**change.org** New signatures

**Janice Tocher** – This petition addressed to you on Change.org has new activity. See progress and respond to the campaign's supporters.

Lowerl the Post Oak (the Bailey Farm) development density to avoid traffic safety issues

Petition by Toolles Bend Area Association · 100 supporters



**100 more people signed  
in the last 2 days**

[View petition activity](#)

### RECENT SUPPORTERS



**Stephanie Turner**

Louisville, TN · Aug 05, 2018

I want to help Joyce Cornett and the Toolles Bend area.



**Jody Washington**

Knoxville, TN · Aug 05, 2018

I'm signing because it's the right thing to do their is enough traffic as is !!!!!



**Betty Estes**

Knoxville, TN · Aug 05, 2018

Betty J. Estes

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**Shirley Anderson**

Knoxville,, TN · Aug 04, 2018

Shirley E. Anderson. It is ludicrous to put this much traffic in this small area to feed back into Nortshore that is already too crowded with traffic.

---



**Kathy Lewis**

Knoxville, TN · Aug 04, 2018

For my best friend.

[View all 100 supporters](#)

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Change.org · 548 Market St #29993, San Francisco, CA 94104-5401, USA

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This message was directed to [commission@knoxmpc.org](mailto:commission@knoxmpc.org)



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

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**[MPC Comment] re: Turkey Farm Development - Toole's Bend Road**

1 message

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**Puckett, Andy** <pucketta@utk.edu>

Fri, Aug 3, 2018 at 1:29 PM

Reply-To: pucketta@utk.edu

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

MPC Commissioners,

I am writing to express my concern regarding the proposed Post Oak Development off of Tooles Bend Road. My primary concerns regard safety and road congestion. My understanding is that the proposed development of 650 new homes will not be accompanied by any changes (except perhaps a new stoplight) to the road infrastructure around Toole's Bend and Northshore Drive. As someone who has lived in that area for the last nine years, I have experienced a significant increase in traffic, traffic delays, and an increased concern for the safety of my family around that section of Northshore. Given that the planned development will increase the number of cars on Toole's Bend by 5 times, I think this is an untenable course of action for the MPC to take.

I have other concerns about schools, infrastructure, etc.....but I think the traffic problems and the health and safety of our city are enough. Unless there are immediate plans to structurally change Northshore Drive, I cannot see how the MPC can in good conscience approve this development.

Thank you,

Andy Puckett

Andy Puckett, PhD

Professor and Finance PhD Program Director

Paul and Beverly Castagna Professorship in Investments

Haslam College of Business

University of Tennessee

Phone: (865)974-3611

Email: [pucketta@utk.edu](mailto:pucketta@utk.edu)

<http://finance.bus.utk.edu/Faculty/APuckett.asp>

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This message was directed to [commission@knoxmpc.org](mailto:commission@knoxmpc.org)



**commission - knoxmpc.org admins: Message Pending**  
[{{llrkg\_LAhrfyYCoCeXcwBFG\_CweT5Tnb0}}]

1 message

**Commission** <commission+msgappr@knoxmpc.org>

Fri, Aug 3, 2018 at 10:50 PM

A message has been sent to the [commission](#) group and is awaiting approval. We've included this message for your review.

The message requires moderation because the user does not have permission to post.

You can [approve](#) or [reject](#) this message or you can approve this message by replying to this email.



Start your own group, [visit](#) the help center, or [report](#) abuse.

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

From: mail@changemail.org

To: commission@knoxmpc.org

Cc:

Bcc:

Date: Fri, 03 Aug 2018 20:50:45 -0600

Subject: 100 more people signed "Lowerl the Post Oak (the Bailey Farm) development density to avoid traffic safety issues"

**change.org** New signatures

**Richard Graf** – This petition addressed to you on Change.org has new activity. See progress and respond to the campaign's supporters.

Lowerl the Post Oak (the Bailey Farm) development density to avoid traffic safety issues

Petition by Tooles Bend Area Association · 100 supporters



**100 more people signed**  
in the last **4 days**

[View petition activity](#)

RECENT SUPPORTERS



**Allison Jenkins**

Knoxville, TN · Aug 04, 2018

Northshore and tooles bend is a mess in that area as it is. Afternoon traffic through there is awful. This plan would make it much worse.

---



**Steven Wayne Wilkinson**

New Orleans, LA · Aug 03, 2018

Northshore is too busy already!!

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**Misty Gouge**

Knoxville, TN · Aug 02, 2018

Our rural, residential neighborhood cannot accommodate this large influx of homes. The narrow, crooked roads that connect our neighborhoods to Northshore and beyond are unsafe as they are and will be made worse if several hundred large, new homes are build adding thousands of additional trips to these roads daily. Please sign this petition to help encourage the developer of this land as well as the MPC to reconsider the density of the develoment from 3 units per acre to 1-2.

---



**Jason Norton**

Knoxville, TN · Aug 01, 2018

I am concerned about the traffic on Tools Bend and Northshore

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**Genet Weber**

Knoxville, TN · Aug 01, 2018

I am signing this petition because the safety of my neighbors and family is being placed at risk by tripling the population that will use these narrow, rural roads. Tedford and Toolles Bend roads are inadequate for the existing traffic that already exists. The most direct route to shopping and the interstate access, Tedford is not even wide enough to have a painted center line. It is not wide enough for school buses, yet we are having to back up around blind curves because large earth-moving equipment is taking up 3/4 of the road. There is no water supply in case of fire. This rural neighborhood does not have the infrastructure to support high density development.

[View all 100 supporters](#)

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**Change.org** · 548 Market St #29993, San Francisco, CA 94104-5401, USA



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

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## [MPC Comment] Say NO to "Turkey Farm Development" - Tooles Bend Road

1 message

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**Glenn Trentham** <glenn.trentham46@gmail.com>  
Reply-To: glenn.trentham46@gmail.com  
To: "commission@knoxmpc.org" <commission@knoxmpc.org>

Mon, Aug 6, 2018 at 11:02 AM

8/6//2018

Dear Sir or Madame:

I'm a resident of Whittington Creek on S. Northshore. I'm very concerned about the proposed development referred to as "Turkey Farm Development - Tooles Bend Road."

My major concerns are about the density of housing and traffic that will result and the creation of a multitude of safety issues:

- 
1. The safety of the children in the area is paramount;
  2. Impact on the emergency egress routes for the residents;
  3. Access for first responders;
  4. Traffic flow and the resulting danger of ingress and egress on residents and others;

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Please do not put the children and the others in this area in danger simply because it is convenient for a few developers.

Additionally, other concerns consist of; extensive utility upgrades, impact on existing roadways and schools, impact on waste water and other related infrastructure demands – to mention only a few.

Please do not allow this proposed development to proceed because of the negative impact it will have on those that currently live in the area as well as those who would relocate to the area. It is a lose – lose – lose proposal. It will hurt more people than it will help.

Thank you.

Glenn Trentham, [9105 Bolton Lane, Knoxville, Tennessee](#)

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Sent from [Mail](#) for Windows 10

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This message was directed to [commission@knoxmpc.org](mailto:commission@knoxmpc.org)

## [MPC Comment] 100 more people signed “Lowerl the Post Oak (the Bailey Farm) development density to avoid traffic safety issues”

1 message

mail@changemail.org <mail@changemail.org>  
Reply-To: mail@changemail.org  
To: commission@knoxmpc.org

Mon, Aug 6, 2018 at 2:52 PM

**change.org** New signatures

**Charles Thomas** – This petition addressed to you on Change.org has new activity. See progress and respond to the campaign's supporters.

Lowerl the Post Oak (the Bailey Farm) development density to avoid traffic safety issues

Petition by Toolles Bend Area Association · 100 supporters



**100 more people signed  
in the last day**

[View petition activity](#)

### RECENT SUPPORTERS



**Deborah Rice**

Oliver Springs, TN · Aug 06, 2018

Take care of traffic issues before building. Even one life is not worth any benefit



**Joyce Richman**

Belvidere, NC · Aug 06, 2018

Our current through roads, Toolles Bend & Northshore Dr can't support the extra traffic without expansion.



**Sharon Parks**

, · Aug 06, 2018

safety issues

---



**Diane Neely**

Concord, TN · Aug 06, 2018

I am concerned about the increase in the traffic.

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**Sherri Ridenour**

Knoxville, TN · Aug 06, 2018

[\*\*View all 100 supporters\*\*](#)

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