

Dear Planning Commissioners,

The proposed Concept Plan for Innsbruck Farms (3-SB-21-C) raises a number of issues and concerns, which KCPA believes the Planning Commission needs to thoroughly examine.

1. Does this Concept Plan provide adequate open spaces for recreation for residents? Does it connect to nearby parks and recreational locations?
2. Given that this is the first significant residential development on the south side of the Holston River in Knox County, should there be a sizable public water access park set aside? The single parcel proposed (CA4) appears very steep, almost unbuildable for a park (certainly with the terrain it would not be ADA accessible). That parcel could be a homesite overlooking the bluff and river, and a good park would be created by some of the lots on the flat section. We urge Planning Commission to utilize its authority to require this set-aside in 3.12 of the subdivision regulations for a public park.
3. The peripheral buffer for maintaining existing trees is a good start. Are there other measures that should be taken? Should the depth be 15 feet instead of 10 feet? Should the external boundary in Exhibit A be extended to the entire subdivision, because neighboring agricultural property will also be impacted by the introduction of houses nearby? (Conflicts do occur between residential uses and agricultural uses, such as trespass onto open fields and pastures by residents, noise and light pollution from residences, livestock sounds and smells which are protected by the Right to Farm statutes but still cause nuisance to adjacent residents).
4. Where will school bus stops be inside this subdivision? Will the bus just stop at the front? If so, with this being so large – why are there not sidewalks installed? If sidewalks are not installed, then concrete curbs should be prohibited so that cars parked on the side of the street can be parked partially in the front yard and not completely blocking the street.
5. Does the transportation analysis adequately address traffic flow to the major destinations residents will access?
 - a. Carter schools, convenience center, and Four Way In (which is designated as a Town Center in the Sector Plan and we should plan for future residential and commercial activity and desired connectivity to that area). Transportation maps such as Google Maps direct traffic to the Andrew Johnson Highway @ North Ruggles Ferry Pike, which has an unfavorable geometric layout and warrants a signal, yet Knox County has determined will not have a signal and has not committed to any realignment of the intersection.
 - b. Grocery – currently Food City @ Asheville Highway and Brakebill Rd – travel would be via Cash Rd, which does not have a centerline yet was identified as “reasonably wide enough and appropriate for residential passenger-vehicle travel”
6. What other road improvements will likely be required once this proposed subdivision is built out? Will additional work be required on the minor side street such as Cash Rd, N. Woodale Rd, Boundary Ln, Lecil Rd, and N.Patty Rd?
7. Is the scale of the proposed development compatible with the character and nature of the surrounding community?

These are serious and significant issues that KCPA feels have not been addressed by the proposed Concept Plan. We urge Planning Commission to thoroughly review this plan and either postpone it if you

feel the issues can be worked out in a revision, or deny it if you feel the plan is wholly inadequate and incompatible with the community and area.

Sincerely,

--Kevin

Kevin Murphy, Chair
Knox County Planning Alliance