

12-D-23-RZ

Planning Commissioners,

On behalf of the citizens that I represent in District 6, I would like to respectfully ask for your careful consideration when reviewing case file 12-D-23-RZ, Fred Trainer, 11308 Sam Lee Road.

As a long time advocate of intentional growth with coordinated infrastructure, I have witnessed both the positive and negative impact of exponential development in the Hardin Valley area. It is critical, as a county, we coordinate continued growth with the financial resources necessary for supportive infrastructure improvements. As a legislator, I find this incredibly difficult given the number of building permits granted and the budgetary resources available to support these developments, especially in areas where existing plans and studies clearly identify needs.

In 2018, I advocated for a Hardin Valley Traffic Mobility Study which was conducted in 2019. This effort was the most participated and well attended county public process to date. As a documented stakeholder in this study, I ask that you consider the findings and use this study as a resource when considering land use decisions in the Northwest Sector.

The growth in the Hardin Valley study area is not anticipated to stop in the near future. Confronting existing deficiencies and the challenges that lie ahead is imperative for preservation of this beautifully rural portion of Knox County. The completion of the Hardin Valley Mobility Plan ultimately equips stakeholders with a list of prioritized strategies that reflect the community's vision for enhancing the existing character of the area, providing a sustainable plan for future growth, and meeting the infrastructure needs of today and tomorrow. As you will see, millions of dollars needed for road improvements to support development completed in 2019 have yet to come to fruition. Following are a few excerpts for your review.

The complete study may be found here:

<https://knoxplanning.org/resources/hardin-valley/resources/final%20report/Hardin%20Valley%20Mobility%20Plan.pdf>

Performance metrics listed below related to transportation and development were used to discern the relative impacts of carrying out more conservative or aggressive development patterns based on these allocations. The results of this analysis helped to inform the project list development process.

INCREASE ROADWAY SAFETY

PRESERVATION OF RURAL AREAS, OPEN SPACE, & HILLTOPS

INCREASED OPPORTUNITIES TO WALK AND BIKE

GREATER CONNECTIVITY TO INTERSTATE & PELLISSIPPI PKWY

DEVELOPMENT OPTIONS THAT REQUIRE LESS DRIVING

HOMES ON LARGE LOTS

ACCESS TO JOBS, SHOPPING, AND SCHOOLS

DIVERSE HOUSING OPTIONS

GROW IN UNDEVELOPED AREAS 10. REDUCE GREENHOUSE GAS EMISSIONS

CONNECTIVITY PROJECTS PROJECT DESCRIPTION COST

C-1 New roadway connection between Hatmaker Road and Snyder Road \$5 M

C-2 New roadway connection from Hatmaker Lane to Everett Road \$6.5 M

C-3 Improve Marietta Church Road to include additional shoulder width for all users \$6 M

C-4 Provide additional N-S connection from Couch Mill Road to proposed E-W connector and Hardin Valley Road \$3 M

C-5 Provide new E-W connection from Steele Road to Mission Hill Lane to provide parallel route for Hardin Valley \$13 M

C-8 Connect Dutchtown Road and Lovell Road, east of Pellissippi Parkway; remove access to Pellissippi Parkway from residential property \$4.5 M

C-9 Explore options for N-S connection via Cherahala Boulevard extension \$2.5 M

NON-MOTORIZED PROJECTS PROJECT DESCRIPTION COST

NM-1 Improve the shoulders on Yarnell Road for all users \$11 M

NM-3 Complete sidewalk gap on Outlet Drive \$90 K

NM-4 Provide new bike facilities (either bike lane or wider shoulders) along Bob Gray Road \$3.5 M

NM-5 Widen Thompson Road with shoulders and potential bike facility \$4.5 M

NM-6 Option A - Near-term safety improvements for existing Greenway crosswalk to potentially include refuge islands, Rectangular Rapid Flashing Beacon (RRFB) \$60 K Option B - Long-term solution being a grade-separated crossing at Hardin Valley Road \$1.2 M short-term (1-2 years) | medium-term (3-5 years) | long-term (6-10+ years) 25

SAFETY PROJECTS PROJECT DESCRIPTION COST

S-1 Signage for limited sight distance (Carmichael/Valley Vista, Everett/Buttermilk, Solway/Sam Lee) \$100 K

S-2 Option A - New Roadway Alignment; New northbound Graybeal Road alignment to connect to intersection of Buttermilk Road and southbound Graybeal Road with additional signage for sight distance \$2 M Option B - Intersection Approach Realignment; realign both intersections of Buttermilk Road and Graybeal Road with additional signage for sight distance \$320 K

S-3 Widen Hickory Creek to include shoulder on either side for all users \$7 M

S-4 Intersection improvements at Couch Mill Road/Williams Road/Gallaher Ferry Road with signage for sight distance \$80 K

S-5 Widen existing travel lanes and shoulders on Williams Bend Road to provide better access to Melton Hill Park for all users \$6 M

S-6 Intersection improvements at Couch Mill Road and Williams Bend Road (consider 3-way stop) with signage for sight distance \$40 K

S-7 Option A - Intersection improvements at Sam Lee Road and Steele Road - Consider Roundabout \$1.5 M
Option B - Intersection improvements at Sam Lee Road and Steele Road - Consider All Way Stop \$60 K
S-8 Widen existing travel lanes on Sam Lee Road with additional shoulder width for all users \$7 M

S-9 Option A - Improve existing N. Campbell Station Road to address capacity and safety issues - Shoulders Only \$13 M
Option B - Improve N. Campbell Station Road to address capacity and safety issues - New 0.8-mile Connection with Partial Realignment \$15.5 M
Option C - Improve Campbell Station Road to address capacity and safety issues - New 1.5-mile Connection with Partial Realignment \$18 M
S-10 Option A - Intersection improvements at Campbell Station and Yarnell - Consider Roundabout \$2 M
Option B - Intersection improvements at Campbell Station and Yarnell - Consider Traffic Signal \$1.5 M

S-11 Improve Snyder School Road to include shoulders for all users \$2.5 M short-term (1-2 years) | medium-term (3-5 years) | long-term (6-10+ years) 26

S-12 Option A - Intersection improvements at Snyder School Road and Snyder Road - Consider All Way Stop \$50 K
Option B - Intersection improvements at Snyder School Road and Snyder Road - Consider Mini Roundabout \$2 M

S-13 Shoulders/Sidewalks on northern Solway Road \$5.5 M

S-14 Implement access control measures for George Light Road at Pellissippi Parkway (e.g., RIRO) \$3.5 M

TRAFFIC CONGESTION/OPERATIONS PROJECTS PROJECT DESCRIPTION COST

T-2 Widen Hardin Valley Road to a median-divided facility with two through lanes in each direction, landscaped median and turn lanes at key intersections. Incorporate multi-use path and opportunities for driveway consolidation along the length of the project. \$18 M

T-3 Construct landscaped median along the length of Hardin Valley Road with exclusive turn lanes at key intersections (near the school and Steele Rd/Campbell Station Rd, near PSCC/Pellissippi Parkway). Incorporate multi-use path and opportunities for driveway consolidation along the length of the project. \$10 M

T-4 Adaptive Signal System for intersections along Hardin Valley Road from Pellissippi Parkway ramps to westernmost PSCC access \$200 K

T-5 Add additional southbound exit ramp from and southbound entry ramp to Pellissippi Parkway from Solway Road \$5 M

T-6 Coordinate signal timing on Lovell Road \$70 K

The handling of growth in the Northwest Sector has provided much for us all to learn. Please join me in my effort to be more intentional in showing regard to every Knox County community's needs, visions, and plans.

With that said, I do not support a density of 5du/acre for this parcel as it does not align with adjacent single family residential, large lots, it does not align with nearby by subdivision densities, and it will further exacerbate road & safety conditions. I would also encourage you to consider the number of building permits granted in this area, but have yet to be constructed.

Thank you for time, service, and consideration.

Respectfully in service,

Kim Frazier
Knox County Commission
At-Large, Seat 11