

## Concerns Regarding 7-A-24-SU, Proposed Pleasant Ridge Village S/D

I have several concerns regarding the above proposed S/D. The Plan shows that an additional 42 single family homes will be given access via Crestpark Road, which is already serving as the sole access road for 155 homes in Pleasant Ridge Estates.

I have attached a portion of the KGIS Map showing the 155 homes in PRE, Crestpark Road, and the proposed S/D at the end of this document.

### Background

I am a resident of Pleasant Ridge Estates (hereafter "PRE") which was developed in the 1990's. PRE is located within the bounds of the City of Knoxville. PRE has 155 single family homes. The roads within PRE are dead-end cul-de-sac streets that provide no access to another street.

The **only access** in and out of PRE for all **155 homes** is via Crestpark Road, which intersects the north side of Pleasant Ridge Road. There is no traffic light at the entrance of the subdivision. Often the cars waiting to turn left from either direction must either wait for several minutes or risk turning in front of cars typically exceeding the 40-mph speed limit on Pleasant Ridge Road.

Crestpark Road has a high traffic volume due to the large number of homes, residents, and vehicles in addition to there being only one way in and out of the subdivision.

Some of the homes in PRE have up to four or five vehicles. It is typical to have two cars parked in the driveway and one or more parked in the road. Some residents park large work vans in the road, which decreases the line of sight for oncoming cars. There is one such work van that is parked directly in front of a fire hydrant every evening until the next morning and continuously on the weekends.

This practice of parking in the road causes many "near misses" as traffic is coming in and out of PRE from Pleasant Ridge Road. Complaints have been made to the City regarding the danger caused by parked vehicles on such a busy road that is also hilly and curvy with limited sight distances.

In addition to the above-described issues, the speed of vehicles driving up and down Crestpark is a problem; particularly, the lower end of Crestpark – close to the intersection with Pleasant Ridge Road and the proposed S/D – is subject to speeding vehicles. I personally have witnessed cars in this stretch of Crestpark speeding and swerving to avoid hitting parked cars, oncoming traffic, pedestrians, and residents walking their dogs. Roadside mailboxes are frequently hit and often destroyed. A city sign regarding the leash law was recently hit and flattened to the ground.

There are no sidewalks and walking on the road is very dangerous. It is also hazardous for children to play in their front yards, as most of the homes only have a 25-foot frontage from the street.

Earlier this year a house fire occurred at the home that shares a boundary with the proposed development. The four fire trucks, several police cars, and an ambulance completely blocked and shut the road down until the fire was put out and the fire trucks left. This took several hours, during which time there was no way in or out of PRE.

For the reasons given above, Crestpark Road is already very dangerous due to the volume of traffic from the 155 homes in PRE and the fact it is the only access road in and out. The proposed subdivision would just add to an already existing problem.

### Specific Concerns with Proposed Plans 7-A-24-SU

The proposed Pleasant Ridge Village S/D development shows 42 lots for single-family homes. The property fronts on the east side of Crestpark Road and the north side of Pleasant Ridge Road; however, the only access is via Crestpark.

The Site Plan shows access to the Pleasant Ridge Village S/D by cutting a new road from the proposed subdivision into the east side of Crestpark Road. This creates an interconnected street system (Sec. 3.04.C. KKCPC Sub. Regs.) According to the Regulations the purpose, in part, of an interconnected street system is to "...ensure that streets will function in an independent manner..., provide adequate access for emergency and service vehicles..., promote walking and biking." These goals are not met by the current Plan.

The *Commission's Subdivision Report – Concept/Special Use Report Comments* says the proposed development has an estimated traffic impact of 454 average daily trips.

According to the *Transportation Impact Analysis Guidelines* adopted by the KKCPC, Jan. 9, 2020, a new residential development does not require a traffic study unless it has 70 or more units. This proposed S/D with 42 units does not meet that threshold and no traffic count or study has yet been required of the developer.

Again, Crestpark Road is the **only access** for 155 existing homes. The proposed development would add traffic generated by 42 more homes, bringing the actual number of units using Crestpark as the sole access road to a total of 197. The lack of secondary access for PRE is already a problem. The additional burden of 42 more units with single access would exacerbate an already dangerous and outdated situation. It would also not comport with the stated planning goals of KKCPC.

It is important to note that the proposed access road onto Crestpark lies approximately between 500-600 feet northeast from the intersection of Crestpark with Pleasant Ridge Road. There are six homes in PRE that would be between the access road and Pleasant Ridge Road. That means that the traffic associated with the remaining 149

homes would be driving past the entrance to the proposed S/D and interacting with the traffic from the proposed development on the way in and out of PRE.

Since the combined total of units using Crestpark Road – as the only access road – totals 197, not just 42 units, a traffic study is warranted.

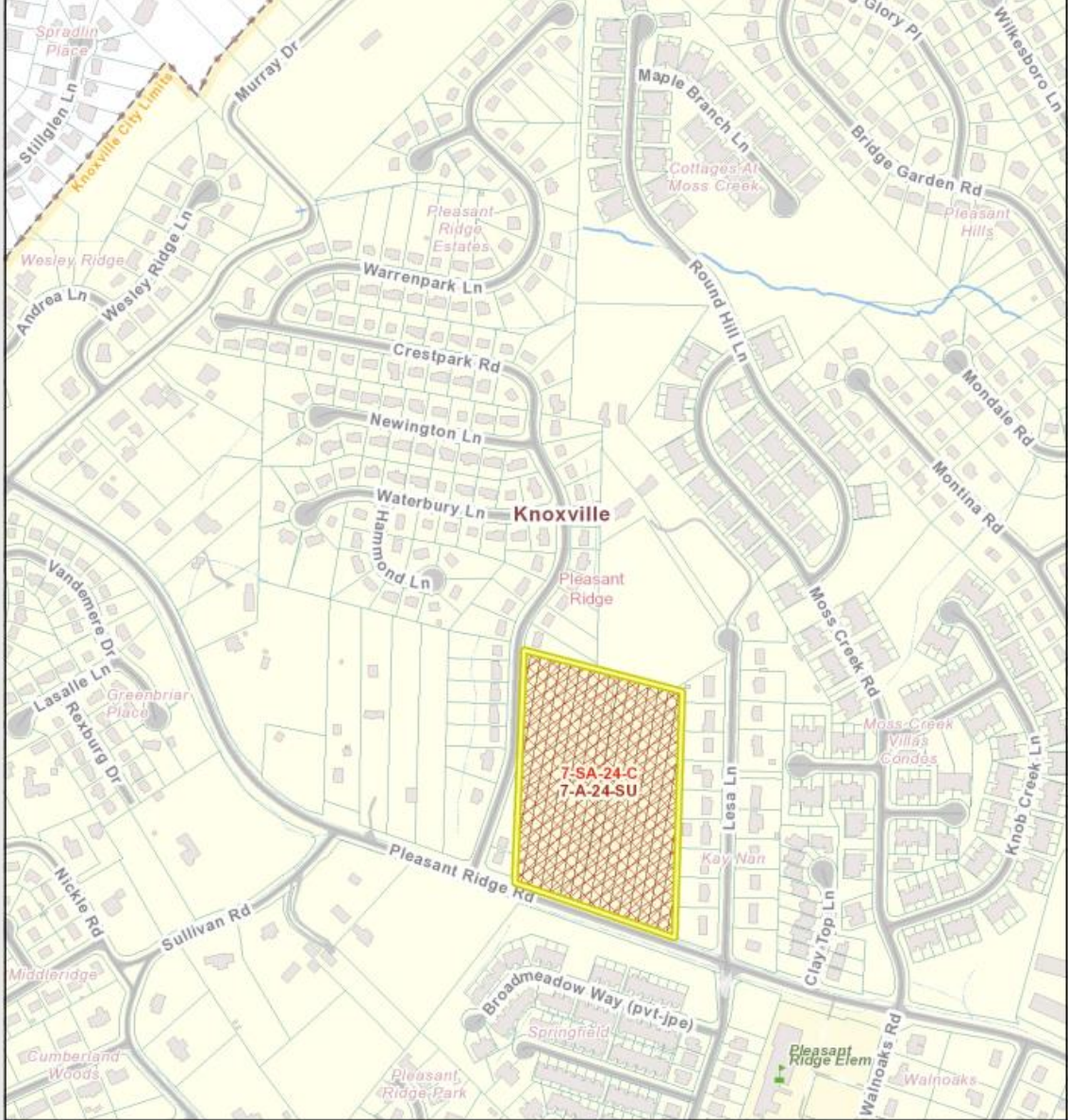
### Requests

1. That a traffic study be required due to the combined 197 units that would be using Crestpark Road as their only means of ingress and egress. And, that the results and any recommendations of that study be considered and incorporated into the Plan.
  
2. Consider:
  - Reducing the number of lots in the S/D to reduce the traffic burden on Crestpark.
  
  - Revising the proposed Plan such that access is directly on to Pleasant Ridge Road instead of Crestpark. The proposed S/D has frontage on Pleasant Ridge Road.
  
  - Adding new traffic controls for Crestpark, including, but not limited to, eliminating all on-street parking, and adding speed bumps and sidewalks to slow traffic flow, improve sight distance, and provide safety for motorists and pedestrians.

Submitted by:

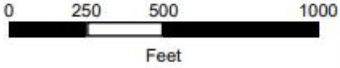
Mary Jo Mann  
865-659-6302  
[maryjomann@comcast.net](mailto:maryjomann@comcast.net)

August 2, 2024



**Pleasant Ridge Estates, Crestpark Rd.**

7-A-24-SU



KGIS makes no representation or warranty as to the accuracy of this map and its information, nor to its fitness for use. Any user of this map product accepts the same AS IS, WITH ALL FAULTS, and assumes all responsibility for the use thereof, and further covenants and agrees to hold KGIS harmless from any and all damage, loss, or liability arising from any use of this map product.

© KGIS 2024

Printed: 8/2/2024 10:48:27 AM