

C O R R E S P O N D E N C E

TO: Knoxville-Knox County Metropolitan Planning Commission
FROM: Kevin Murphy
DATE: 2014 November 11
RE: Agenda Item 11-F-14-UR – Arlington Baptist Church Use on Review Report

I have concerns on this concept plan regarding the entrance onto McCampbell Drive. McCampbell Drive is a narrow, "one and a half lane" country lane only 16 feet in width (this seems a bit generous to me) that is mostly owned by Knox County (I cannot tell if a short section on the eastern end was annexed into the City between 2009-2012). The lane is designed only to provide access to farms and residents on the lane, with traffic generally not seeing another car; if another vehicle is encountered, a slow approach and sometimes a pull-off is required to safely pass. This is an old road – its present route is depicted on the 1895 map of Knox County hanging in the McClung collection.



Figure 1 - McCampbell Ln from 1895 Knox County Map

Due to its connecting Washington Pike on the east end and an intersection near Tazewell Pike on its west end, McCampbell Drive has begun to draw substantial through-traffic, which it is not designed to safely handle.

Adding an entrance proposed church and assisted living center will bring additional through traffic onto McCampbell Drive. The original staff report recommends widening McCampbell Drive between the proposed entrance and Washington Pike. I cannot understand why this entrance and widening would be helpful, since the development already has an entrance onto Washington Pike. Traffic would probably head directly through the main entrance, except that traffic coming from Murphy Road and from the east on Washington Pike to the assisted living center might be drawn through McCampbell Dr.

The unintended consequence would be that traffic coming from Fountain City and up north on Broadway might cut-through on McCampbell Drive from Tazewell Pike and Anderson Road.

McC Campbell Dr runs through a sparsely populated agricultural and residential area. Adding an entrance to Arlington Baptist Church could easily double or triple traffic volumes on this road, which doesn't carry much right now. This is a substantial, negative impact to the residents, especially to the McMillan family, which has been on their family farm for nearly (or over?) 200 years. McC Campbell Dr cuts through the heart of the McMillan farm, and increased traffic on

The road was is not designed to handle through-traffic, and there are no improvements to McC Campbell Dr planned, other than re-alignment of the intersection with Washington Pike as part of the city's proposed Washington Pike Improvement Project.

I urge you to remove the entrance onto McC Campbell Drive from this plan. Gated access will still encourage traffic increases, and leaving the entrance open for four hours on Sunday mornings for church services will increase traffic on the road during the quietest part of the week. I should know – the traffic levels on Washington Pike and Murphy Road on my farm are only quiet enough to hear the birds on a Sunday morning; the rest of the week I can't hear them over the noise of the cars and exhausts roaring down the road.

I'm also puzzled by the revised staff report that removed the requirements that a left-hand turn lane from Washington Pike into Lifespring Ln be added as the church passes phase 1. The report replaced this with a comment that planned improvements to Washington Pike could accommodate turn lane improvements. Does this mean that the turn lane will be paid for by the city, and not by the owner that wants to develop the land? And what if the planned improvements to Washington Pike don't happen, or are delayed substantially past the completion of the church? The possibility is admittedly small, but Mr. Brechko initially inserted a condition that would ensure that the developer funded and implemented needed improvements. I think that original condition #2, highlighted below, should be left intact.

2. The new subdivision street (Lifespring Ln.) connection to Washington Pike shall include the installation of a left-through lane and right turn lane leaving the Subdivision. **A left-turn lane on Washington Pike into the new street will be required for any expansion of the church auditorium above the Phase 1 - Interim Auditorium, as identified on the approved development plan, only if the expansion occurs before the City of Knoxville's planned improvements to Washington Pike.** The design of turn-lanes and roadway shall meet the requirements of the City of Knoxville Department of Engineering.

Please consider removing the allowed connection to McC Campbell Dr to avoid the unintended consequence of drawing cut-through traffic through the agricultural and residential settings, and please restore condition #2 to its original wording to add additional assurances that required improvements are put in place.

CC: James McMillan
Tom Brechko
Ronnie Collins, President, Alice Bell / Spring Hill Neighborhood Association
Jerry Tipton
Lisa Starbuck, President, Northeast Knox Preservation Association
Cindy Pionke, Planning & Development, Knox Count Engineering