

The West Hills Community Association (WHCA) Response to MPC in Opposition to Concept Plan for Subdivision “Reserve at West Hills”

In accordance with a unanimous vote by the association members in attendance at its September 8, 2014 special called General Meeting, the WHCA submits the following Response to be considered part of the Record for:

**MPC File # 8-SF-14-C
The Reserve @ West Hills
316 Vanosdale Road**

**Summary of WHCA Letter of Opposition to Application
for Concept Plan and Concerns**

(See detailed content beginning at page 3)

West Hills Community Association
Ashley Williams, President
522 Broome Rd.
Knoxville, TN 37909

September 8, 2014

Knox County Metropolitan Planning Commission
Suite 403, City-County Building
400 Main Street
Knoxville, TN 37902

**Re: File # 8-SF-14-C
The Reserve @ West Hills
316 Vanosdale Rd.**

Dear Commissioners:

The West Hills Community Association (WHCA), representing the approximately 1,350 homeowners in West Hills, following a unanimous vote at a special community meeting held on August 18 for the express purpose to meet with the developer of the above referenced project, Peter Medlyn, hereby submits its letter of opposition to the Application for Concept Plan and Subdivision submitted by Medlyn Real Estate, Inc. We ask that you deny the Concept Plan.

The West Hills Community Association (WHCA) asks the MPC to deny the requested variances Medlyn Real Estate, Inc. has requested for the site located at the southeast corner of Sheffield Drive and Vanosdale Road for several reasons. Among these are an apparent disregard for the integrity of the community. Specifically, at the meeting with the community, Mr. Medlyn was unprepared to answer several specific questions regarding such major matters as traffic and storm water management including downstream effects to other West Hills residences including Sheffield Drive and the St. Andrews area.

The community is also concerned about the density created by having 14 houses with the backs facing two primary West Hills traffic routes, a private road with cul-de-sac, and an unfenced, 8-foot deep retention pond. There are only 10 homes in total backing up to the remaining two sides of the site (four on Portsmouth and six on Buckingham).

WHCA Traffic Concerns

In response to the developer's request for the three variances involving a relaxation of arterial roadway minimum sight distance standard of 400' from intersection so the access roadway to the site may be built to intersect with Vanosdale Road, WHCA strongly objects and requests MPC to deny these variances. According to the May 2011 Major Road Plan for The City of Knoxville and Knox County, Sheffield Drive is classified as a minor collector and Vanosdale Road is classified as a Minor Arterial and an average daily traffic volume of 11,597 vehicles per day.

The traffic problems are compounded with new restrictions at West Hills Elementary School limiting pick-up and drop off only to its Vanosdale portal, traffic to Bearden Middle School just four blocks north of the site, and holiday shoppers going to West Town Mall. This same roadway is also a primary route for frequent emergency runs by fire and EMS vehicles with Fire Station 20 located one block from the site being one of the city's busiest units.

According to our traffic engineer, the three proposed variances constitute the creation of a traffic hazard and by way of this document WHCA is stating a show of notice of this potential hazard. Should the project proceed with existing plans, the City of Knoxville having received this formal notice may be assuming liability for any subsequent accident at that intersection.

To eliminate this potential hazard WHCA recommends access to the site's proposed roadway be a right-in, right-out concrete island barrier and access lanes be properly constructed to eliminate crossing Vanosdale traffic.

WHCA Storm Water Management Concerns

The site is located within the Ten Mile Creek watershed and as such is mandated to have specific storm water management facilities constructed to meet standards established for the protection of persons and property within the watershed.

According to City standards, the site must have a retention pond with capacity to contain on site runoff generated by a 100-year record high 24 hour rain event. With the concentration of fourteen 2,200 s.f. houses, accompanying driveways that may be an additional 600 s.f., a 26' wide roadway running thru the site ending in a 75'-100' wide cul-de-sac—all being impermeable surfaces within the five acre tract—WHCA and the community are concerned about potential storm water problems and related safety issues.

It is also our understanding that there is a strong possibility that underground, concrete pipe storm sewer will be required to handle flow from the site downstream several hundred feet to an existing catch basin close to the intersection of Sheffield and Bennington Drive. Whether it is constructed on the school side of the road or the residential side of the road, this will present a considerable interruption to traffic and access to Sheffield during the construction period. By way of this document WHCA is stating a show of notice of this potential hazard.

Long-term continued maintenance of proposed private street, retention pond, and common property

The community is concerned about the feasibility of a proposed HOA for the 14 homes being able to generate sufficient revenue and reserves for continued and long-term maintenance of the common property mentioned above. Mr. Medlyn told the audience at the August 18 community meeting there would be four spec houses built initially followed by the remaining ten spec construction houses to be built at unspecified later times.

The audience inquired how the HOA would be funded during the interim and remained skeptical after Mr. Medlyn's response.

Conclusion

Having done extensive research on traffic and storm water management in consultation with professional civil and traffic engineers and advice of legal counsel that resulting in the identification of the above concerns; the developer's disregard for the integrity, safety, and wellness of the neighborhood as demonstrated at the August 18 community meeting by lack of specificity and vague answers; WHCA has come to the conclusion that it respectfully requests the MPC deny the developer's petition to grant variances and any related authorization to progress based on current plans and documents on record.

This document prepared by the West Hills Community Association constitutes a show of notice to the City of Knoxville of potential hazards as specified within this document.

WHCA appreciates your consideration of the specific issues presented on the following pages and the community's concerns about this Application.

**West Hills Community Association Detailed
Letter of Opposition to Application for Concept Plan**

West Hills Community Association
Ashley Williams, President
522 Broome Rd.
Knoxville, TN 37909
September 8, 2014

Knox County Metropolitan Planning Commission
Suite 403, City-County Building
400 Main Street
Knoxville, TN 37902

**Re: File # 8-SF-14-C
The Reserve @ West Hills
316 Vanosdale Rd.**

Dear Commissioners:

The West Hills Community Association (WHCA), representing the approximately 1,350 homeowners in West Hills, hereby submits its letter of opposition to the Application for Concept Plan and Subdivision submitted by Medlyn Real Estate, Inc. We ask that you deny the Concept Plan.

The property in question is a five acre tract of land in the middle of the West Hills neighborhood. It presently contains one house. The Application is to create a 14 house subdivision to be called the Reserve @ West Hills.

Description of Area

The property address is 316 Vanosdale Rd, which is diagonally across the street from West Hills Elementary School. The roughly square shaped property is also bordered by Sheffield, Buckingham, and Portsmouth. Directly across the street on Vanosdale are two houses, plus Westdale Dr. which serves 17 homes. Also on Vanosdale, and just past the intersection with Sheffield is West Hills Elementary School. Ten houses on Buckingham and Portsmouth back up to the property. Vanosdale Rd. is a heavily used, two lane, arterial which splits West Hills roughly in half. It also serves as the major connecting road between Kingston Pike/Interstate 40 and Middlebrook Pike. The Bearden Middle School on Francis Road is immediately across Middlebrook Pike from the intersection of Vanosdale and Middlebrook, and is just 4 blocks from the property.

History of Application Request

This matter first appeared on the Agenda for the August 14, 2014, meeting of MPC. At the request of WHCA, it was postponed in order for the developer to meet with the neighborhood at a meeting of the WHCA Executive Committee on August 18, 2014. At this meeting, which was open to all West Hills residents and which was attended by approximately 150 people, Mr. Peter Medlyn, the named applicant/ developer, made a brief presentation and responded to many questions. The engineer, Mr. Richard LeMay, of LeMay and Associates, did not attend the meeting. Therefore, many important questions were not answered at the meeting. Mr. Medlyn was unable to answer specific and technical questions, particularly related to the proposed retention pond for the proposed development.

After reviewing the limited information available in the Application, hearing directly from Mr. Medlyn, and after consultation with licensed and professional civil engineers and legal counsel, the WHCA has many concerns and questions about compliance with the City of Knoxville's Subdivision Regulations and other legal requirements which the MPC must follow. While WHCA is not opposed to some future and further development of this property, we must oppose this Application, as submitted, for the reasons listed below:

Reasons for Denial of Application

WHCA is particularly concerned about the following issues:

(1) water drainage/flooding/retention pond issues due to the slope of the property and the pre-existing water and drainage issues for this area;

(2) traffic issues existing for Vanosdale will be made considerably more hazardous and “detrimental to the public safety” by the lack of adequate corner sight distance and dangerous access to/from the development from Vanosdale. This requires denying approval of the three proposed variances reducing the MINIMUM required distance from three intersections from the location of the proposed private road;

(3) risks to the City of Knoxville, West Hills neighborhood, and potential buyers of homes due to potential problems related to the joint permanent easement, particularly as it would have to be financially supported by only a maximum of 14 property owners, if in fact that many homes are ever sold.

1. Water drainage/flooding/retention pond issues:

(A) It is understood by WHCA that ultimately City of Knoxville Engineering will have to approve specific construction plans to address these issues. However, the MPC should recognize now the severity of the problems that will need to be addressed in the construction plans and whether this property is suitable to be developed as proposed. **Subdivision Regulations, Section 82, “Variances”** states: “the Planning Commission may require standards above the minimum contained herein upon finding that the public health, safety, and welfare justify such standards.”

(B) Storm runoff water in the area very close to the proposed development currently flows down the street on Sheffield towards Bennington where it eventually flows thru the West Hills Park and eventually to the **Ten Mile Creek Watershed**. Already, it is common for Sheffield to flood, sometimes requiring the City to block it from traffic. Several properties on Sheffield, Vanosdale, and Bennington already have severe flooding in their yards. The retention pond may prolong water flowing into this area and may cause additional problems. Any additional water flowing into this area, whether from a retention pond or otherwise, will cause additional problems to nearby property under the existing system.

The City of Knoxville, Stormwater Engineering Division Land Development Manual, dated February 2013, states at **Chapter 22.5-24 (e)**: “When existing or documented flooding problems are present, the engineering director has authority to condition the approval of a permit upon the compliance with additional requirements, including but not limited to detention, conveyance facilities, or other stormwater management solutions required to reduce the adverse impact of the proposed developments on other properties or on the subject development.”

(C) The City of Knoxville has on record documentation of flooding of property downstream from the proposed development. This should require the developer to pipe the drainage water to a stormwater sewer instead of flowing on Sheffield.

(D) WHCA understands from Mr. Medlyn that the proposed retention pond will be located in the corner of the property closest to the intersection of Sheffield and Vanosdale, will have a depth of 8 feet and planned slopes constructed at a 2:1 ratio. WHCA maintains that if this retention pond is not fenced, it will present a safety hazard for children who might fall into this retention pond. The steep slopes will present a problem for maintaining the retention pond, and should be altered to make maintenance easier.

- (E) WHCA requests the City of Knoxville to require design to meet best management practices available with lowest required maintenance price.

2. **Traffic issues** *(Also see attachment: Notes on Traffic Concept and Concerns)*

- (A) **Subdivision Regulation 62** regulates Streets and Roads. **62-20 Relation to Adjoining Road Systems** states: “A subdivision of a parcel of land shall be undertaken in such a manner as to enhance the sound development of the neighborhood in which the subdivision lies.” **62-87** requires **minimum** intersection spacing of **400 feet between intersections**. Three variances are proposed to reduce this spacing from the proposed street and Buckingham to 347 feet, and Sheffield to 305 feet, and Westdale to 134 feet.
- (B) With a proposed 14 properties in this subdivision and the estimated traffic impact of 170 average daily vehicle trips, Vanosdale will have additional safety hazards as vehicles attempt to exit the subdivision, particularly as most residents will be turning left to get to Kingston Pike and Interstate 40. At the least, a right turn only exit from the proposed street should be required.
- (C) **Subdivision Regulation 82-12** states: “Evidence of Hardship Required. The Planning Commission shall not grant variations to these regulations unless they make findings based upon the evidence presented to them in each specific case that:
82-12.4 The granting of the variation will not be detrimental to the public safety, health, or welfare, or injurious to other property or improvements in the neighborhood in which the property is located.”

WHCA maintains that granting the variance as proposed would be detrimental to the public safety, health or welfare, and thus should not be granted. MPC must establish on the record how this proposed street will not create a traffic hazard and give specific reasons to support such a finding, not just give its conclusion. Proposed variances should not be approved for intersection spacing unless all traffic issues have been considered and a determination that there is no negative impact on public safety for the neighborhood.

- (D) **Subdivision Regulation 62-88 “Corner Sight Distance.”** The established minimum standard corner intersection sight distance for a designed speed of 30 mph for Vanosdale would be 300 feet. The location of the proposed street from the 4 way stop at the intersection with Sheffield is 305 feet. This would mean that exiting traffic must be able to see to just short of the intersection as cars proceed on Vanosdale towards the street. One problem is that frequently during heavy travel, at rush hours and when West Hills School begins and lets out, there is frequently a long line of cars on Vanosdale stopped waiting their turn to proceed thru the stop sign at Sheffield. This line frequently backs up onto Buckingham, and would thus block the intersection with the proposed street and would make it impossible for cars exiting the proposed street and turning left from having the required corner sight distance. **In fact they would have zero sight distance when there are cars stopped in front of the street.** Only a right turn only exit would eliminate this problem. Both the intersection spacing issue and the corner sight distance issue must be considered together when determining the dangers presented by the Application and whether the totality of the situation would create a traffic hazard, “detrimental to public safety.” A comprehensive traffic study of these traffic safety issues should be required before approving this Application.
- (E) It should be noted that traffic on Vanosdale is quite heavy during many hours of every day with morning and afternoon rush hours and particularly at opening and closing times for West Hills Elementary School and Bearden Middle School. There is always a steady stream of traffic on Vanosdale in both directions even on Sundays from church traffic going to or coming from Middlebrook. There is substantial traffic to the West Hills Park on Sheffield,

especially for baseball and football practice. Traffic is particularly heavy during the Christmas season with frequent long back- ups in both directions. If the Tennova Hospital is built on Middlebrook in the future, Vanosdale will have even greater daily traffic. It should be noted that Buckingham and Vanosdale receive frequent emergency traffic from the Knoxville Fire Dept. Station 20 located adjacent to the property at Portsmouth and Buckingham, as they make their way to Middlebrook Pike as well as to the West Hills neighborhood. There are no shoulders on Vanosdale for vehicles to pull off the road to make way for the fire engines.

Vanosdale is already a very inadequate two lane road, particularly in the area of the proposed development. Adding another street intersection to the three already in this short block should not be allowed, considering there would be 14 additional houses, generating an estimated 170 daily trips, in close proximity to the schools with their existing traffic congestion. One is not entitled to develop property when requesting a variance without proof that there is no traffic hazard or a threat to public safety as a result of granting the variance. Therefore, the Application should be denied.

3. **Risks to the City of Knoxville, West Hills Neighborhood and Potential Buyers of Homes.**

- (A) Joint permanent easements present many problems in most development proposals. They are common for planned residential zones, usually with a large number of property owners and with large common areas that must be maintained. Required funding can be spread over many people. However, for a subdivision with only a maximum of 14 single family houses, there are many potential problems and risks. There are many questions and concerns about the joint permanent easement and how it could eventually result in a failed development with disturbing consequences and ramifications for the rest of the West Hills neighborhood and the City of Knoxville.
- (B) Why is this developer proposing a private road? Why doesn't the developer just meet City of Knoxville Engineering standards for public streets? In the future, the roads and all the utilities along this road, will be the responsibility of a maximum of 14 homeowners to repair and maintain.
- (C) According to Mr. Medlyn, there will be deed restrictions that will make it mandatory to join the homeowners association. But if not, what instrument will inform potential buyers of the need for owners to maintain the streets, utilities, and stormwater facility? If there is a covenant requiring membership in the homeowners association, who is going to enforce it? Only the other owners can enforce it and they could vote to release themselves from the restriction. How will it be clear to buyers exactly how much will have to be charged for the homeowners association to cover projected maintenance costs for the next thirty years? Will the yearly cost disclosed to buyers be a realistic price necessary to raise the amount of funds needed over a period of years? Will homeowners understand that the association will be responsible for maintaining the road, including resurfacing it in the future, for maintaining/repairing utilities such as street lights, repairing any water main problems, maintaining the entrance, maintaining/repairing the retention pond and any related issues to it? What happens if the developer only builds and sells a small number of houses and does not take responsibility for funding his share of the homeowners' association for those unsold lots? (This could be problematic if the developer declared bankruptcy for the entity purchasing the property.) Mr. Medlyn indicated that probably only 4 houses out of the proposed 14 would be built to start with. Would the City enforce the requirements of the homeowner's association? How would that work to make the developer pay his share? Will the developer be required to put up a bond or put money in escrow to establish an adequate funding of the homeowners' association? Even if he offers assurances, how are they enforced and by whom? Who keeps continuous watch over the reserve account for maintenance? It is not sufficient for MPC to simply say in **Condition #6** in its Staff Recommendation to

approve the concept plan: “Prior to final plat approval, establish a homeowners association for the purpose of assessing and collecting fees for the maintenance of the joint permanent easement and any other commonly held assets such as the common area and stormwater system.” Can MPC say who in the City of Knoxville, and under what legal mechanism, can enforce and guarantee continuous and adequate future funding of the homeowner association to maintain the joint permanent easement and the associated related utilities and retention pond maintenance?

- (D) The WHCA is concerned about what happens if this becomes a failed development at some point in the future. What negative impact would that have on the rest of the neighborhood? Will these houses, supposedly to be priced at from \$280,000 to \$360,000, be very difficult to sell, especially when the significant annual cost of the homeowners’ association fee is figured in? If the developer has to drop his price substantially below his stated asking price, will he continue to build houses on the property? What kind of disclosure will be made to potential buyers about the homeowner association responsibilities and fees? How will buyers be able to evaluate and analyze whether the HOA cost will have to be increased substantially in the future? If there is a major problem in the future with the retention pond and other issues, the cost to replace it could be substantial. The same would be true for repaving the road in the future. What happens if adequate funds are not available to repair a broken water main along the joint permanent easement or to repair a failed retention pond? Where will this developer be in five or ten years or even twenty years to deal with any problems that may arise? What happens then?
- (E) There have been numerous instances with other developments with joint permanent easements where the City of Knoxville has been asked to step in and take control of the private road and to deal with other issues such as flooding when the neighborhood was financially unable or unwilling to do what was required. Cherokee Bluff is one example where the homeowner association for the large development agreed to be annexed into the city in order to have the city pay for maintaining their failing road and water pumping system. Is this a risk that the City of Knoxville and its taxpayers should potentially have to assume in the future with this development, particularly because there are only a maximum of 14 houses to pay for the future maintenance?

For all the reasons cited above, the WHCA respectfully requests that the Application, as submitted, be denied. We request that MPC be required to provide proof that the proposed variances will not create a traffic hazard. The minimum regulations in existence today were established with careful consideration and approval by the City of Knoxville. Therefore, variances should only be granted in compliance with **Subdivision Regulation 82-12 and 82-12.4** which requires, “The Planning Commission shall not grant variations to these regulations unless they make findings based upon the evidence presented to them in each specific case that: **82.12.4** The granting of the variation will not be detrimental to the public safety, health or welfare....”

The Applicant and MPC has the burden of producing evidence that the required variance meets this requirement. The MPC must make specific findings based on the evidence.

WHCA appreciates your consideration of the issues presented and questions raised about this Application.

Sincerely,

Ashley Williams
President, West Hills Community Association

Cc: Mayor Madeline Rogero
Councilman Duane Grieve
City of Knoxville Dept. of Engineering and Traffic Engineering

Attachment: **Notes on Traffic Concept and Concerns**

According to the May 2011 Major Road Plan for The City of Knoxville and Knox County, Sheffield Drive is classified as a minor collector and Vanosdale Road is classified as a Minor Arterial and a average daily traffic volume of 11,597 vehicles per day. Traffic at this intersection is controlled by a four-way Stop sign installation. Located at this intersection is West Hills Elementary School, which now requires that students be dropped-off and picked-up on Vanosdale Road. Vanosdale Road's horizontal alignment on the northbound approach to the intersection with Sheffield Drive has a curve to the right with a radius of approximately 1,500 feet.

According to the May 2011 Major Road Plan for The City of Knoxville and Knox County, a Minor Arterial is a street that augments the principal arterial system, carries trips of moderate length and moves through traffic between activity centers. According to the Knoxville-Knox County Minimum Subdivision Regulations (June 2012) Section 62-34 Minor Arterial. A street or road that augments the principal arterial system, carries trips of moderate length and moves through traffic between activity centers. Access control is desirable.

According to the American Association of State Highway and Transportation Officials' A policy on Geometric Design of Highways and Streets, "Each intersection contains several potential vehicle conflicts. The possibility of these conflicts actually occurring can be greatly reduces through the provisions of proper sight distances and appropriate traffic controls." Moreover, "the operator of a vehicle approaching an intersection at-grade should have an unobstructed view of the entire intersection and sufficient lengths of the intersecting highway to permit control of the vehicle to avoid collisions." Furthermore, "After a vehicle has stopped at an intersection, the driver must have sufficient sight distance to make a safe departure through the intersection area. ...the intersection design should provide adequate sight distance for any of the various vehicular maneuvers such s crossing the intersecting roadway or turning into the intersecting roadway."

The design value of the intersection sight distance for this proposed intersection is 390 feet for left-turning vehicles and 335 feet for right turning vehicles. Items that can obstruct the line-of-sight typically include structures, vegetation, sharp curves, hills, and other items that can include queued traffic. Vehicles that are turning left through a queued traffic stream pose a hazard to both the vehicle turning left as well as those approaching on the major roadway.

Given that the intersection of Vanosdale Road and Sheffield Drive is controlled by a four-way stop, and Vanosdale Road is classified as a minor arterial, traffic on Vanosdale will queue on both the northbound and southbound approaches. As this queuing relates to this the location of the proposed street, the queued vehicles will be an obstacle that severely block and limit the line-of-sight for vehicles that are turning left from the proposed street. This limited sight distance will create a hazard to motorist that are using Vanosdale Road as well as those entering the roadway from the proposed street.

According to studies performed by the Federal Highway Administration, 72 percent of crashes at a driveway involve a left-turning vehicle.

A solution to mitigate the restricted sight distance issue of queued vehicles at this proposed intersection would to require the street connect to Vanosdale Road with a right-in / right-out design.

Research conducted in 1998 has shown that The right-in right-out channelization reduces the frequency and severity of conflicts by reducing the basic conflict points from nine to two at a driveway or an approach road. This measure is intended to eliminate the crossing conflicts that accompany left turn ingress and egress maneuvers completely. It is important to note that a right-in/right-out design must be substantial enough to prohibit violation of the channelized lanes.

According to the **City of Knoxville's Land Development Manual (August 2014)**, as part of the scope of the manual, "Consideration for the public safety must be emphasized throughout the design process."

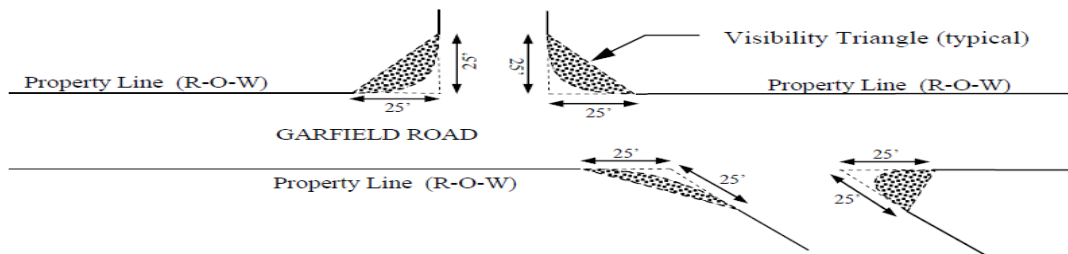
The overall intent of the Land Development Manual is to ensure that minimum requirements are met with respect to development and redevelopment activities. These minimum requirements shall be enforced in a fair and impartial manner, based upon sound engineering judgment and concerns for the public safety and welfare. A list of design objectives will include:

- Safe and functional design of roads, streets, driveways, and parking lots.
- Safe and functional design of sidewalks, walkways, trails and other pedestrian routes.
- Safe and functional design of curb and grate inlets, culverts, pipes and open channels.
- Minimize flooding, interruptions of utility service, traffic inconvenience and potential water damage to residences and businesses within the City of Knoxville.
- Minimize the amount of public expenditures needed for maintenance of streets and roads, flood control projects, flood relief efforts, and stormwater facility maintenance.
- Preservation of trees, woods, natural meadows and other green spaces as much as possible (in conjunction with allowable land uses and zoning codes).
- Protect and enhance streams, wetlands, waterways and rivers for wildlife and plants by reducing stormwater pollution, erosion, and negative stormwater impacts.
- Promote development of recreational facilities and design aesthetics along streams, waterways, wooded areas and other greenways to benefit local neighborhoods.

City of Knoxville’s Land Development Manual (August 2014), Section 12.5 Sight Distance
Sight distance is an essential safety element in the design of streets, roads, driveways and entrances. The entire process of driving relies on a combination of adequate vision and lighting, driver reactions, easily recognizable situations, and standard traffic signs and signals.

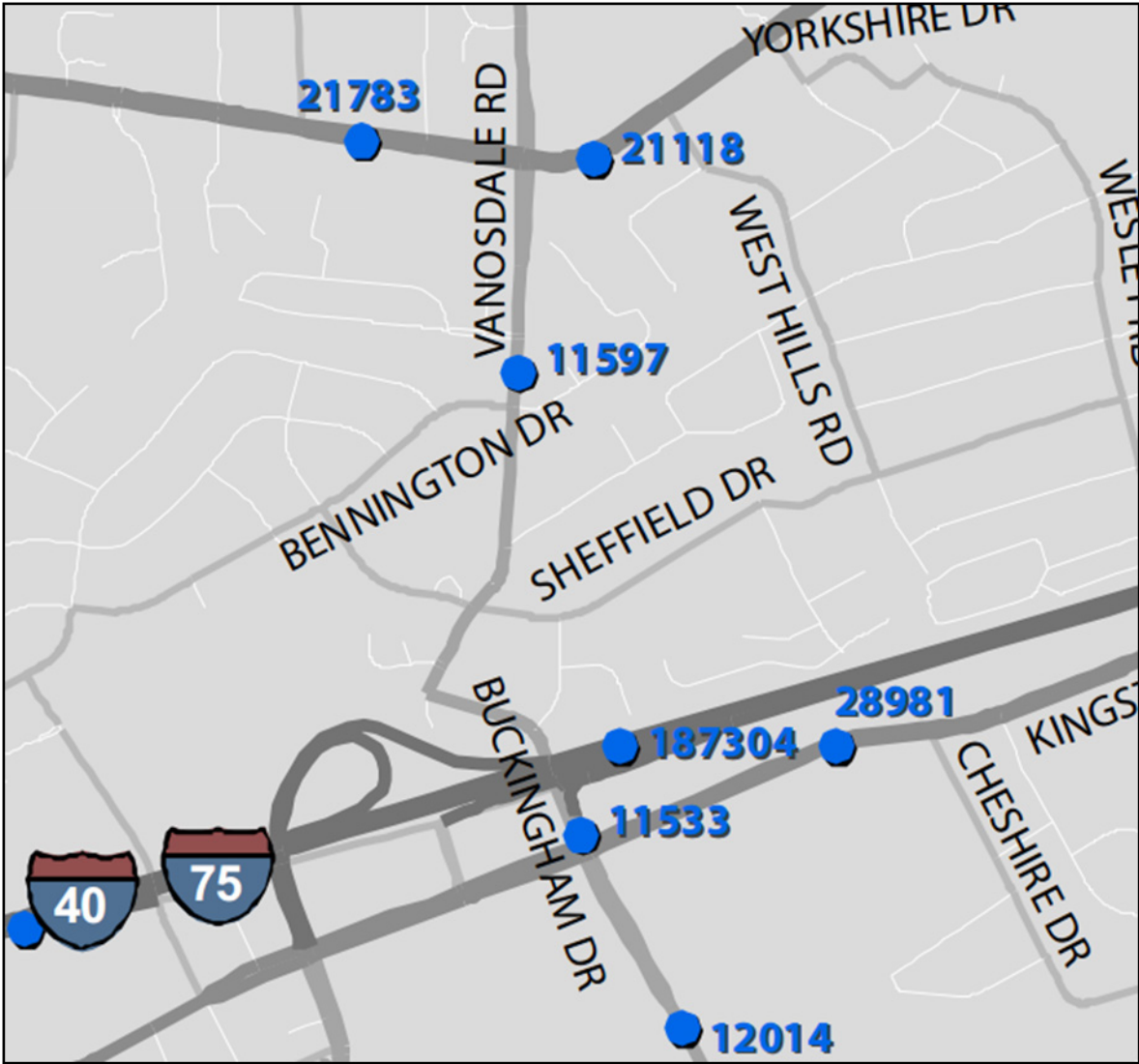
Each driveway, entrance, and intersecting street must be checked by the design engineer to

The following diagram illustrates the “Visibility Triangle”, a further requirement for sight distance that is in the City of Knoxville Zoning Ordinance, Article V, Section 6(C). On any corner lot where front and side yards are required, there shall be no wall, fence, sign, structure, plant growth or any object, whether movable or stationary, which obstructs the vision at elevations between 2 ½ feet and 10 feet above the crown of the adjacent roadway within the “Visibility Triangle”.



Note: this Visibility Triangle will provide sight distance to the intersection of Vanosdale Road and Sheffield Drive. Note that it makes mention of “Movable” objects. During my discussion with the City’s Engineer, he said they did not consider moving objects. I think this is important, because the queued traffic is movable and would introducing a sight restriction to drivers that are trying to turn left onto Vanosdale.

Given the heavy traffic volume on Vanosdale Road (a With the proposed local road at The Reserve at West Hills being in such close proximity to the four-way stop at Vanosdale Road and Sheffield Drive , the heavy traffic volume during the school year caused by West Hills Elementary School—located diagonally across the street from this property—and the mandate that all pick-up and drop-off school traffic is restricted to Vanosdale, the current design if approved will be a hazard for those who use it. This issue will be compounded as traffic volumes increase along Vanosdale.



Traffic Volume

(Source: http://www.knoxtrans.org/roadway/tc_maps/knox.pdf)



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

[MPC Comment] The Reserve @ West Hills File # 8-SF 14 C

1 message

Judith Witherspoon <JWitherspoon@edfinancial.com>

Mon, Sep 8, 2014 at 11:51 PM

Reply-To: jwitherspoon@edfinancial.com

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

Cc: Robert <fitnessplus13@hotmail.com>

Dear MPC Commissioners:

My family has lived in the West Hills neighborhood for more than 20 years. We enjoy living in Knoxville and West Hills. That being said, we are very concerned about the ill-conceived development proposed by Peter Medlyn known as the "Reserve at West Hills". The site cannot safely support the traffic a development of this nature would create. It will be hazardous to the West Hills Elementary families in addition to area residents. The storm water issues are also of great concern to us along with the integrity and property values of our neighborhood.

We strongly urge you to deny the Application and Concept Plan for this development. You have an obligation to maintain the safety and integrity of neighborhoods for the residents of Knoxville. Please remember that obligation on Thursday.

Sincerely,

Robert and Judith Witherspoon
7032 Kinzalow Drive
[865-567-8579](tel:865-567-8579)

Sent from my iPad

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This message was directed to commission@knoxmpc.org



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

[MPC Comment] The Reserve at West Hills

1 message

'Ashley Williams' via Commission <commission@knoxmpc.org>

Thu, Sep 4, 2014 at 9:03 AM

Reply-To: ac.will@yahoo.com

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

Good morning to all, After your recommendation at last months MPC meeting, My Peter Medlyn attended a special meeting to discuss his proposed project. It was attended by approximately 150 West Hills Residents. Mr. Medlyn answered the questions that he could, however, majority of questions were unanswered because he was unsure of several aspects of the project- mainly watershed with in the Ten Mile Watershed in which this project sits. We educated him on the differences between a retention pond and a Detention Pond.

After an hour and a half I ended the meeting. West Hills Executive Committee has since been in talks with and have had meetings with City of Knoxville traffic engineers, City of Knoxville Storm water engineers and Legal Council. We have studied the City of Knoxville , Stormwater Engineering Division Land Development manual and are focusing on several chapters especially chapters 22.5-24 (e). Regarding storm water runoff. As well have we studied the traffic Engineering department's guide lines. We have been educated by these engineers and have been shown where the problems in this project lie.

We have written a formal response that we will submit to you after a second Special General meeting this coming Monday at the Church of the Nazarene on Vanosdale at 7pm . The focus of this General meeting is to take a vote as the entirety of West Hills (our by-laws state that we cannot make a formal stance for/against a project without going before a general meeting first). I urge you to attend if possible, I understand if you can not- but you are all invited. Given the outcome of this coming Monday's meeting- I will e-mail you our formal response Monday evening so that you will have it for your pre agenda meeting. I will also bring hard copies to the MPC meeting if desired.

I thank each and every one of you for all that you do for the City of Knoxville. Please feel free to contact me with any questions. I wish to not take much time on Thursday as I know you have several items of which to vote on.

Thank You.

Ashley C. Williams
865-313-0282
ac.will@yahoo.com

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This message was directed to commission@knoxmpc.org



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

[MPC Comment] West Hills Formal Letter Regarding The Resrves at West Hills

1 message

'Ashley Williams' via Commission <commission@knoxmpc.org>

Tue, Sep 9, 2014 at 8:45 AM

Reply-To: ac.will@yahoo.com

To: "commission@knoxmpc.org" <commission@knoxmpc.org>, "mayor@cityofknoxville.org" <mayor@cityofknoxville.org>, "tstrickland@cityofknoxville.org" <tstrickland@cityofknoxville.org>, "sking@cityofknoxville.org" <sking@cityofknoxville.org>, "jhagerman@cityofknoxville.org" <jhagerman@cityofknoxville.org>, "jim.snowden@knoxcounty.org" <jim.snowden@knoxcounty.org>, "dwight.vandevate@knoxcounty.org" <dwight.vandevate@knoxcounty.org>, "county.mayor@knoxcounty.org" <county.mayor@knoxcounty.org>, Leland Hume <leehume@utk.edu>

Good morning to you all, as per the West Hills guidelines, we called a special General meeting last night to read before the neighborhood in it's entirety the following. After a unanimous vote against this proposed project we submit our formal letter asking you to deny the project.

Please read in it's entirety because it states the City of Knoxville Subdivision Regulations as well as Traffic Regulations and the City of Knoxville Storm water Engineering Division Land Development Manual dated August 2014.

I submit this to you in advance of this Thursday's meeting so that you all will have time to be aware of our stance against this project.

I Thank You in advance. I am forwarding this to the County Mayor, City mayor, Department of Engineering as well as Department of road maintenance etc...

Ashley C. Williams
865-313-0282
ac.will@yahoo.com

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This message was directed to commission@knoxmpc.org

 **WHCA Response to MPC 090914(1).pdf**
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