

**KNOXVILLE/KNOX COUNTY METROPOLITAN PLANNING COMMISSION  
 SUBDIVISION REPORT - CONCEPT/USE ON REVIEW**

▶ **FILE #:** 8-SA-18-C **AGENDA ITEM #:** 13  
 8-A-18-UR **AGENDA DATE:** 9/13/2018

POSTPONEMENT(S): 8/9/2018

▶ **SUBDIVISION:** POST OAK BEND  
 ▶ **APPLICANT/DEVELOPER:** POST OAK BEND, LLC  
 OWNER(S): Post Oak Bend LLC

TAX IDENTIFICATION: 155 82.02 AND PART OF 77 [View map on KGIS](#)

JURISDICTION: County Commission District 4

STREET ADDRESS: 2616 Tooles Bend Rd

▶ **LOCATION:** Northeast side of Tooles Bend Rd., northeast side of I-140, south of S. Northshore Dr.

SECTOR PLAN: Southwest County

GROWTH POLICY PLAN: Rural Area

WATERSHED: Tennessee River

▶ **APPROXIMATE ACREAGE:** 260.51 acres

▶ **ZONING:** PR (Planned Residential)

▶ **EXISTING LAND USE:** Residences, farmland and vacant land

▶ **PROPOSED USE:** Detached and attached residential lots and multi-dwelling development

SURROUNDING LAND USE AND ZONING: North: Residences and vacant land - A (Agricultural)  
 South: I-140 and residences - OS-1 (Open Space Preservation) and PR (Planned Residential)  
 East: Tennessee River - F (Floodway)  
 West: I-140 and residences - OS-1 (Open Space Preservation) and A (Agricultural)

▶ **NUMBER OF LOTS:** 382

SURVEYOR/ENGINEER: Batson, Himes, Norvell & Poe

ACCESSIBILITY: Access is via Tooles Bend Rd., a minor collector street with an 18'-20' pavement width within a 50' right-of-way.

▶ **SUBDIVISION VARIANCES REQUIRED:** Variances requiring Planning Commission approval:  
 1. Horizontal Curve variance on Road A at STA 1+00, from 250ft to 175ft.  
 2. Horizontal Curve variance on Road A at STA 7+75, from 250ft to 125ft.  
 3. Horizontal Curve variance on Road C at STA 16+00, from 250ft to 100ft.  
 4. Horizontal Curve variance on Road F at STA 40+00, from 250ft to 200ft.  
 5. Horizontal Curve variance on Road F at STA 45+50, from 250ft to 200ft.

6. Horizontal Curve variance on Road J at STA 5+50, from 250ft to 150ft.
7. Horizontal Curve variance on Road L at STA 3+50, from 250ft to 200ft.
8. Horizontal Curve variance on Road L at STA 7+00, from 250ft to 200ft.
9. Horizontal Curve variance on Road M at STA 57+00, from 250ft to 200ft.
10. Broken Back Tangent variance on Road J at STA 5+73 to STA 7+05 from 150ft to 132ft.
11. Reverse Curve Tangent variance on Road B at STA 21+00 to STA 21+43 from 50ft to 24ft.
12. Vertical Curve variance on Road C at STA 18+00 from 750ft to 600ft (K from 25 to 20) (private).
13. Vertical Curve variance on Road C at STA 21+40 from 125ft to 100ft (K from 25 to 20) (private).
14. Vertical Curve variance on Road E at STA 7+75 from 133ft to 80ft (K from 25 to 15).
15. Vertical Curve variance on Road F at STA 13+25 from 695ft to 575ft (K from 25 to 20.7).
16. Vertical Curve variance on Road L at STA 3+25 from 325ft to 195ft (K from 25 to 15) (private).
17. Vertical Curve variance on Road L at STA 8+00 from 250ft to 150ft (K from 25 to 15) (private).

**Waivers approved by Knox County Department of Engineering and Public Works:**

1. Roadway grade waiver on Road B at STA 20+97 to STA 24+07 from 12% to 15% (private).
2. Roadway grade waiver on Road C at STA 10+75 to STA 18+00 from 12% to 15% (private).
3. Roadway grade waiver on Road C at STA 18+00 to STA 21+59 from 12% to 15% (private).
4. Roadway grade waiver on Road F at STA 2+25 to STA 13+25 from 12% to 12.85%.
5. Roadway grade waiver on Road F at STA 13+25 to STA 21+45 from 12% to 15%.
6. Roadway grade waiver on Road L at STA 3+25 to STA 8+00 from 12% to 15% (private).
7. Intersection grade waivers from 1% to 3%.

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**STAFF RECOMMENDATION:**

- ▶ **APPROVE** variances 1-17 because the site's topography restricts compliance with the Subdivision Regulations and variances will not create a traffic hazard.

**APPROVE the Concept Plan subject to 20 conditions:**

1. Implementation of the street and intersection improvements and recommendations outlined in the Traffic Impact Study prepared by CDM Smith, as last revised on July 26, 2018, and approved by the Knox County Department of Engineering and Public Works, Tennessee Department of Transportation (TDOT), and Planning Commission staff. The design details and timing of the installation of the improvements shall be worked out with the Knox County Department of Engineering and Public Works and TDOT during the design plan stage for the subdivision.
2. Installation of the intersection improvements (signalized intersection) for S. Northshore Drive at Tooles Bend Road by the Knox County Department of Engineering and Public Works. Knox County and the developer have entered into a Memorandum of Understanding regarding the shared costs of the improvements for this intersection.
3. Installation of the safety improvements to Tooles Bend Road by the Knox County Department of Engineering and Public Works that will include new guardrails, rumble stripes, centerline improvements, signage, shoulder improvements and a flashing warning beacon at the intersection of Tooles Bend Road and Budget Road. The

developer shall be responsible for the costs of these improvements as worked out with the Knox County Department of Engineering and Public Works.

4. Installation of the required intersection improvements for the northern entrance of the subdivision prior to any final plat being approved for this subdivision. The entrance improvements include a shifting of Tooles Bend Road towards the developers property in order to accommodate a left turn lane into the development and increase available sight distance through the curve and at the entrance. The design will also include improving the driveway access for the house directly across Tooles Bend Road (Tax Parcel 155 066). The design and timing details for these improvements are to be worked out during the design plan process for the subdivision. Tooles Bend Road shall remain open during the construction of the street realignment. All costs associated with these improvements are the responsibility of the developer.
5. Installation of safety improvements to Tedford Lane by the Knox County Department of Engineering and Public Works.
6. The second (southern) entrance for the development shall be constructed and approved for use prior to the 150th lot for the subdivision being approved through the final plat process.
7. Obtaining all applicable permits from the Tennessee Department of Transportation (TDOT) for any work within the TDOT right-of-way.
8. Provision of street names which are consistent with the Uniform Street Naming and Addressing System within Knox County (Ord 91-1-102).
9. The sewer treatment facility proposed to serve this development shall be approved, constructed and accepted by the First Utility District of Knox County prior to any final plat being approved for this subdivision.
10. Any required upgrades of water lines by the First Utility District of Knox County shall be installed prior to any final plat being approved for this subdivision.
11. Installation of all sidewalks and walking trails as identified on the concept plan. Sidewalks shall meet all applicable requirements of the Americans with Disabilities Act (ADA) and the Knox County Department of Engineering and Public Works. A bond shall be provided to the Knox County Department of Engineering and Public Works by the developer in an amount sufficient to guarantee the installation of the sidewalks.
12. Meeting all applicable requirements of the Knox County Department of Engineering and Public Works.
13. Obtaining all applicable permits from the Tennessee Department of Environment and Conservation (TDEC).
14. Obtaining all applicable permits from the Tennessee Valley Authority (TVA) and Army Corps of Engineers.
15. A final plat shall not be accepted for review by the Planning Commission for any portions of the subdivision that fall within the 822' flowage easement of TVA until approval is granted by TVA for the development activity (subdivision infrastructure improvements and building sites on lots) within the flowage easement.
16. During the design plan stage of the subdivision, obtaining approval from the United States Postal Service of the centralized mail delivery system to be used for the subdivision. Documentation of the approved system shall be submitted to Planning Commission staff prior to final plat approval.
17. Placing a note on the final plat that all lots will have access only to the internal street system.
18. On the final plat, including any line of sight easements across lots within the subdivision as may be required by the Knox County Department of Engineering and Public Works.
19. Prior to certification of the first final plat for the subdivision, establishing a property owners association that will be responsible for the maintenance of the common areas, recreational amenities and drainage system.
20. Submitting to Planning Commission staff prior to final plat review by the Planning Commission, the certification of design plan approval form as required by the Knoxville-Knox County Subdivision Regulations.

► **APPROVE the Development Plan for up to 198 detached and 184 attached residential units on individual lots, 240 multi-dwelling condominium units, development amenity areas, and a sewer treatment facility, subject to 3 condition.**

1. The site development plan for the proposed 240 multi-dwelling condominium units (stacked flats) is subject to Planning Commission staff review and approval prior to issuance of any building permits for this phase of the development. The applicant shall document that the stacked flats comply with the height restrictions of Tennessee Code Annotated, Section 54-17-0114(Q) since the site is located within the Scenic Highway corridor.
2. Installation of the amenity areas as identified on the concept plan and Post Oak Bend Master Plan. Site development plans for the amenity areas are subject to Planning Commission staff review and approval prior to issuance of any grading or building permits for each amenity area.
3. Meeting all applicable requirements of the Knox County Zoning Ordinance.

With the conditions noted, this plan meets the requirements for approval in the PR zone and the other criteria for approval of a Use on Review.

**COMMENTS:**

## PROPOSED DEVELOPMENT SUMMARY:

The applicant is proposing to develop this 415.04 acre property which is located on the northeast side of Tooles Bend Rd. and I-140 with a mix of detached and attached residential lots and multi-dwelling condominium units. The proposed development will include 198 detached residential lots, 184 attached residential lots and 240 multi-dwelling condominium units (stacked flats) for a total of 622 dwelling units. While the property includes 415.04 acres, only the land area (260.51 acres) above the 813 contour (summer pool for the lake) is used for calculating density. The proposed density for this development will be 2.39 du/ac.

There are several amenity areas proposed for the development including a clubhouse, pool, playgrounds, community docks, fishing pier and several pocket parks. Sidewalks and walking trails are also being provided throughout the development. Approximately 80 acres of common area are included in the development which accounts for 31% of the land area above the 813 contour.

## ZONING AND SECTOR PLAN BACKGROUND:

On September 19, 1988, Knox County Commission adopted the "Pellissippi Parkway Extension Corridor Study" as an amendment to the Southwest County Sector Plan. The Plan as amended recommended that the Tooles Bend "area remain in agricultural zoning which allows one (1) dwelling unit per acre until and unless urban services such as sewer, water, and the improving of Tooles Bend Road are provided. At this time it is recommended this area develop as Low Density Residential."

This property was rezoned by Knox County Commission on September 27, 1993 to PR (Planned Residential) with a density range of 1-3 du/ac.

## TRAFFIC IMPACT STUDY:

A Level II Traffic Impact Study (TIS) that was prepared by CDM Smith was submitted with the concept plan application for review by Knox County Department of Engineering and Public Works, TDOT and Planning Commission staff. Following staff review the TIS was revised on July 26, 2018. A copy of the Summary and Recommendations from the study is included in the packet. At the request of the Knox County Department of Engineering and Public Works, the developer's traffic engineer conducted a safety assessment of Tedford Lane. A copy of that report is attached. The Knox County Department of Engineering and Public Works will be utilizing the report as a basis for installing safety improvements along Tedford Lane.

During the past few weeks the issue has been raised that a Level III Traffic Impact Study should have been conducted for the proposed development. It is staff's position that the Study prepared and reviewed for this development is the appropriate level of review. You can refer to staff's analysis of this issue in MPC Executive Director Gerald Green's letter to Bryan Spears, Northshore Corridor Association dated September 5, 2018 (Included in the packet. See item 2 response).

Staff has recommended five conditions regarding road improvements to address the traffic impact from the proposed development.

## UTILITY AVAILABILITY:

The developer has been in discussions with First Utility District of Knox County (FUD) regarding water and sewer service being provided to serve this development. Based on those discussions, a sewer treatment facility is being proposed to serve this development. The developer will be providing the land for the facility. FUD is proposing to size the facility to meet the needs of the proposed development and serve the Tooles Bend peninsula. The developer will be responsible for their share of the facility. The developer is also aware that they may be responsible for upgrading water service to the area. Staff has added conditions that any upgraded water service lines and the sewer treatment facility proposed to serve this development shall be approved, constructed and accepted by the First Utility District of Knox County prior to any final plat being approved for this subdivision.

## EFFECT OF THE PROPOSAL ON THE SUBJECT PROPERTY, SURROUNDING PROPERTY AND THE COMMUNITY AS A WHOLE

1. The proposed residential development is subject to approval and installation of a sewer treatment facility and potential water line upgrades in order to provide adequate utility services for the development.
2. The proposed residential subdivision at a density of 2.39 du/ac, is consistent in use and density with the approved zoning for the property.

3. With the recommended street improvements as identified in the Traffic Impact Study and the recommended conditions for approval, traffic flow in the area will continue to function at acceptable levels.

#### CONFORMITY OF THE PROPOSAL TO CRITERIA ESTABLISHED BY THE KNOX COUNTY ZONING ORDINANCE

1. With the recommended conditions, the proposed subdivision is consistent with all relevant requirements of the PR zoning, as well as other criteria for approval of a use on review.
2. The development is consistent with the following general standards for uses permitted on review: The proposal is consistent with the adopted plans and policies of the General Plan and Sector Plan. The use is in harmony with the general purpose and intent of the Zoning Ordinance. The use will not significantly injure the value of adjacent property since the majority of the property adjoins I-140 and the Tennessee River. The use will not draw additional traffic through residential areas since the development has access to a collector street.

#### CONFORMITY OF THE PROPOSAL TO ADOPTED MPC PLANS

1. The Southwest County Sector Plan proposes rural residential uses for this site. The "Pellissippi Parkway Extension Corridor Study" that was added as an amendment to the Southwest County Sector Plan recommends that the Tooles Bend area develop as low density residential when urban services such as sewer, water, and improvements to Tooles Bend Road are provided. The proposed concept plan includes recommendations that will provide water and sewer service and improve Tooles Bend Road. At a proposed density of 2.39 du/ac (low density is up to 5 du/ac) the subdivision is in conformance with the Sector Plan.
2. This site is located within the Rural Area on the Knoxville-Knox County-Farragut Growth Policy Plan map.

**ESTIMATED TRAFFIC IMPACT:** A traffic impact study was prepared by the applicant. The findings of that study were used in formulating the recommendations of this staff report.

**ESTIMATED STUDENT YIELD:** 98 (public school children, ages 5-18 years)

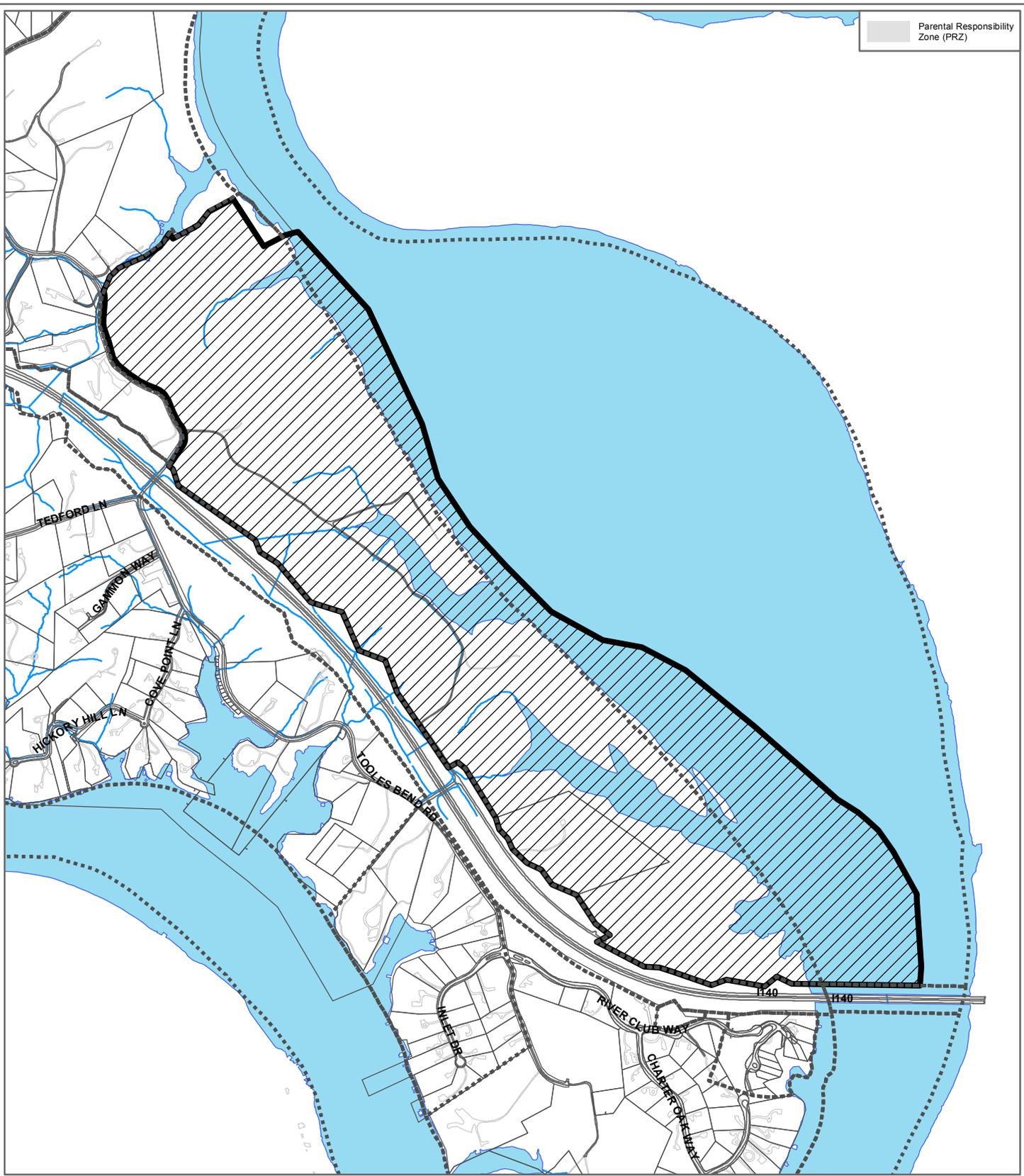
Schools affected by this proposal: Rocky Hill Elementary, West Valley Middle, and Bearden High.

- School-age population (ages 5–18) is estimated by MPC using data from a variety of sources.
- Students are assigned to schools based on current attendance zones as determined by Knox County Schools. Zone boundaries are subject to change.
- Estimates presume full build-out of the proposed development. Build-out is subject to market forces, and timing varies widely from proposal to proposal.
- Student yields from new development do not reflect a net addition of children in schools. Additions occur incrementally over the build-out period. New students may replace current population that ages through the system or moves from the attendance zone.

MPC's approval or denial of this concept plan request is final, unless the action is appealed to Knox County Chancery Court. The date of the Knox County Chancery Court hearing will depend on when the appeal application is filed.

MPC's approval or denial of this use on review request is final, unless the action is appealed to the Knox County Board of Zoning Appeals. The date of the Knox County Board of Zoning Appeals hearing will depend on when the appeal application is filed.

Parental Responsibility Zone (PRZ)



**8-SA-18-C / 8-A-18-UR  
CONCEPT PLAN/USE ON REVIEW**

Petitioner: Post Oak Bend, LLC  
Post Oak Bend



Detached and attached residential lots and multi-dwelling development in PR (Planned Residential)

Map No: 155  
Jurisdiction: County



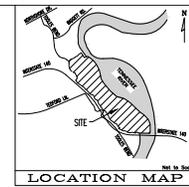
Original Print Date: 7/19/2018

Revised: 7/30/2018

Metropolitan Planning Commission \* City / County Building \* Knoxville, TN 37902



MATCHLINE SHEET 1  
MATCHLINE SHEET 2



FORT LOUDOUN LAKE  
TENNESSEE RIVER

8-SA-18-C / 8-A-18-UR  
Revised: 8/28/2018



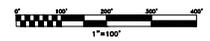
DEVELOPER  
SAFE HARBOR DEVELOPMENT, LLC  
5/4 CHRIS OOTEN  
308 LETHBRAN RD.  
KNOXVILLE, TENNESSEE 37919  
(865) 588-0321

OWNER:  
POST OAK BEND LLC  
C/O R. CULVER SCHMID  
306 BROOKVIEW CENTER WAY SUITE 600  
KNOXVILLE, TN 37919  
(865) 971-5103

**BATSON, HARRIS, NORWELL & POB**  
REGISTERED ENGINEERS & LAND SURVEYORS  
4214 PINEHILL DR  
KNOXVILLE, TENNESSEE 37909  
PHONE (865) 588-8475  
FAX (865) 588-8475  
www.bhn.com

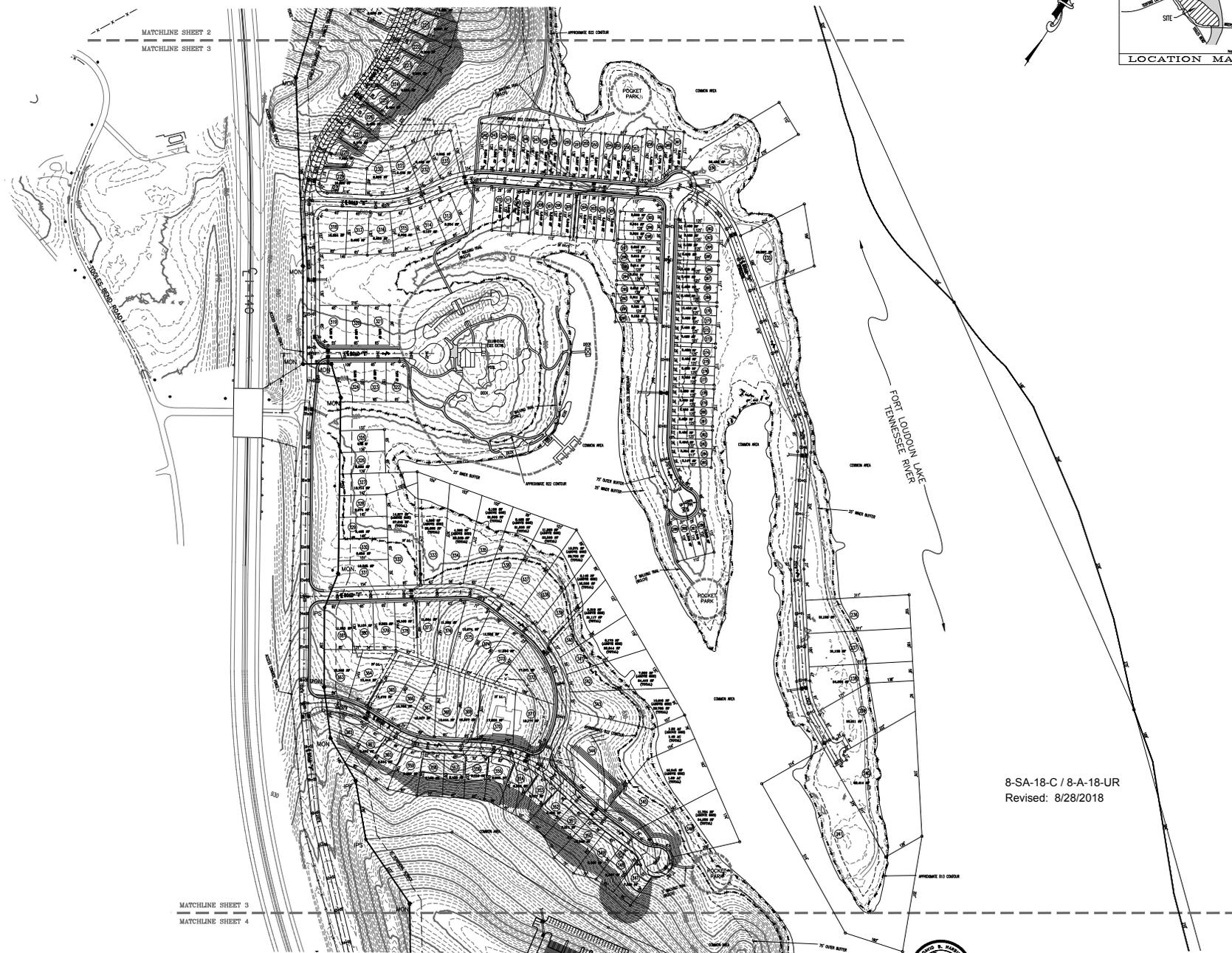
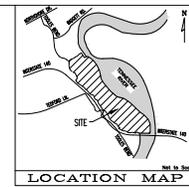
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VERTICAL: 2" INTERVAL  
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06/22/18



CONCEPT & DEVELOPMENT PLAN  
FOR  
**POST OAK BEND**  
TAX MAP 155, PARCEL 82.02 & PART OF PARCEL 77  
DISTRICT NO. 6, KNOX COUNTY, TENNESSEE

25000-SP2  
SHEET 2 OF 10 SHEETS  
03/2000/25000-C-000A/RS



8-SA-18-C / 8-A-18-UR  
Revised: 8/28/2018



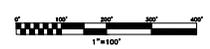
**DEVELOPER**  
SAFE HARBOR DEVELOPMENT, LLC  
C/O CHRIS COTTEN  
368 LITTLEMAN RD.  
KNOXVILLE, TENNESSEE 37919  
(865) 566-0331

**OWNER:**  
POST OAK BEND LLC  
C/O R. CULVER SCHMID  
368 BROOKVIEW CENTER WAY SUITE 600  
KNOXVILLE, TN 37919  
(865) 971-5103

**BATSON, HARRIS, NORWELL & POB**  
REGISTERED ENGINEERS & LAND SURVEYORS  
4214 PINEHILL DRIVE  
KNOXVILLE, TENNESSEE 37909  
PHONE (865) 598-8475  
FAX (865) 598-8475  
enr@bhnp.com

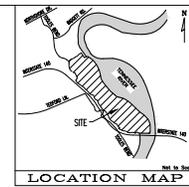
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**CONCEPT & DEVELOPMENT PLAN**  
FOR  
**POST OAK BEND**  
TAX MAP 155, PARCEL 82.02 & PART OF PARCEL 77  
DISTRICT NO. 6, KNOX COUNTY, TENNESSEE

**25000-SP3**  
SHEET 3 OF 10 SHEETS  
03/26/2005/25000-C-000/000



MATCHLINE SHEET 3  
MATCHLINE SHEET 4



8-SA-18-C / 8-A-18-UR  
Revised: 8/28/2018



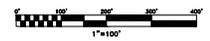
DEVELOPER  
SAFE HARBOR DEVELOPMENT, LLC  
C/O CHRIS COTTEN  
306 LECTERMAN RD.  
KNOXVILLE, TENNESSEE 37919  
(865) 568-0332

OWNER:  
POST OAK BEND LLC  
C/O R. CULVER SCHMID  
306 BROOKVIEW CENTER WAY SUITE 600  
KNOXVILLE, TN 37919  
(865) 971-5103

**BATSON, HARRIS, NORVELL & POB**  
REGISTERED ENGINEERS & LAND SURVEYORS  
4219 PINEHILL DRIVE  
KNOXVILLE, TENNESSEE 37909  
PHONE (865) 598-8475  
FAX (865) 598-8475  
enr@bhn.com

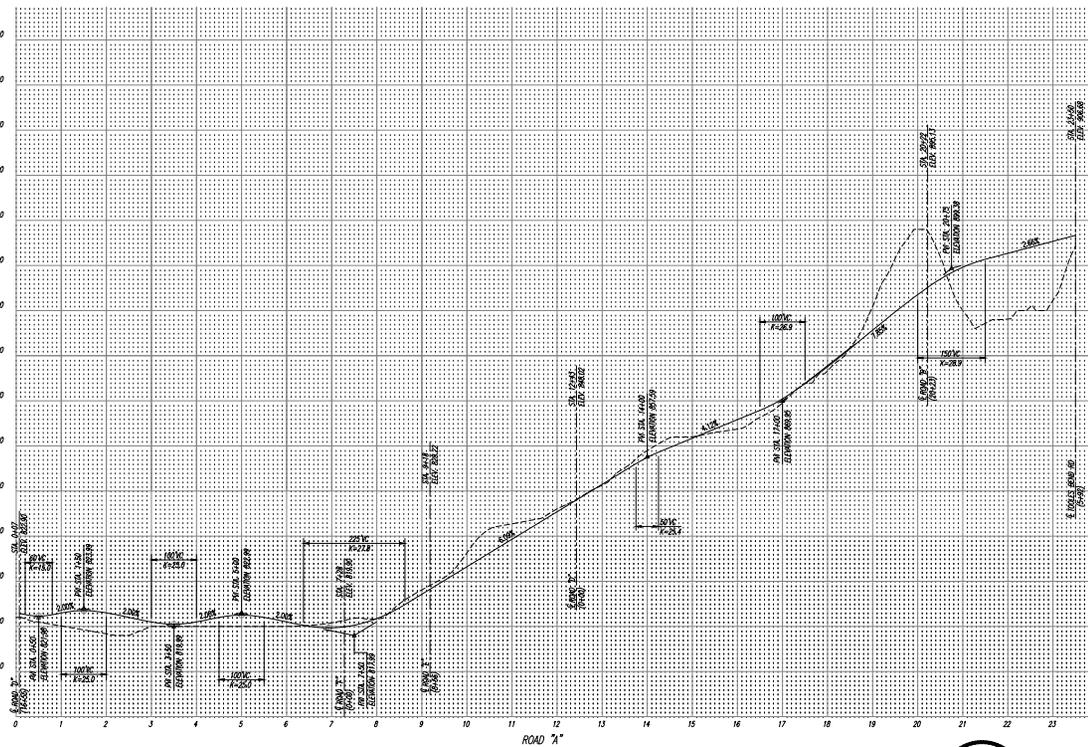
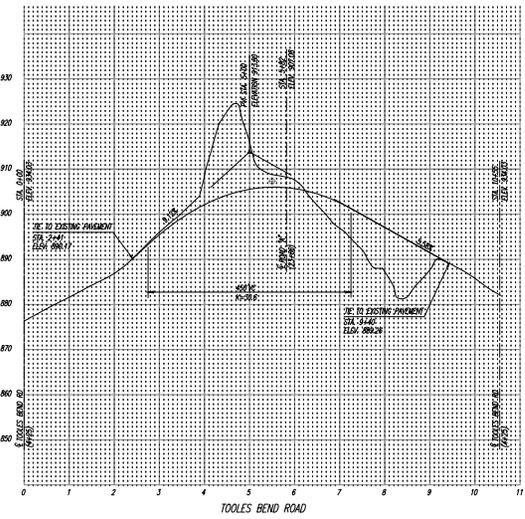
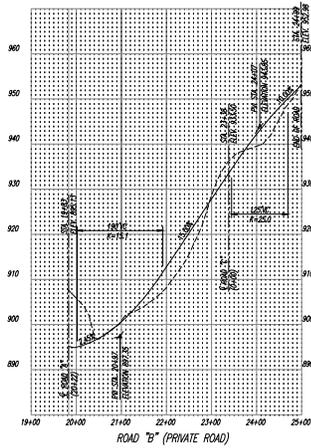
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CONCEPT & DEVELOPMENT PLAN  
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DISTRICT NO. 6, KNOX COUNTY, TENNESSEE

25000-SP4  
SHEET 4 OF 10 SHEETS  
03/28/2009/25000-C-000/09/18



8-SA-18-C / 8-A-18-UR  
Revised: 8/28/2018



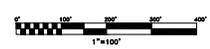
DEVELOPER  
SAFE HARBOR DEVELOPMENT, LLC  
C/O CHRIS COTTEN  
360 LETCHERMAN RD.  
KNOXVILLE, TENNESSEE 37919  
(865) 566-0331

OWNER:  
POST OAK BEND LLC  
C/O R. CULVER SCHMID  
366 BROOKVIEW CENTER WAY SUITE 600  
KNOXVILLE, TN 37919  
(865) 971-5103

**BATSON, HINDS, NORVELL & POB**  
REGISTERED ENGINEERS & LAND SURVEYORS  
4216 PINEHURST DR  
KNOXVILLE, TENNESSEE 37909  
PHONE (865) 598-5473  
FAX (865) 598-5475  
www.bhn.com

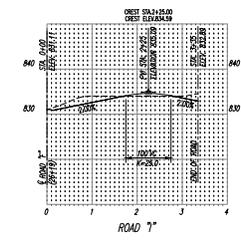
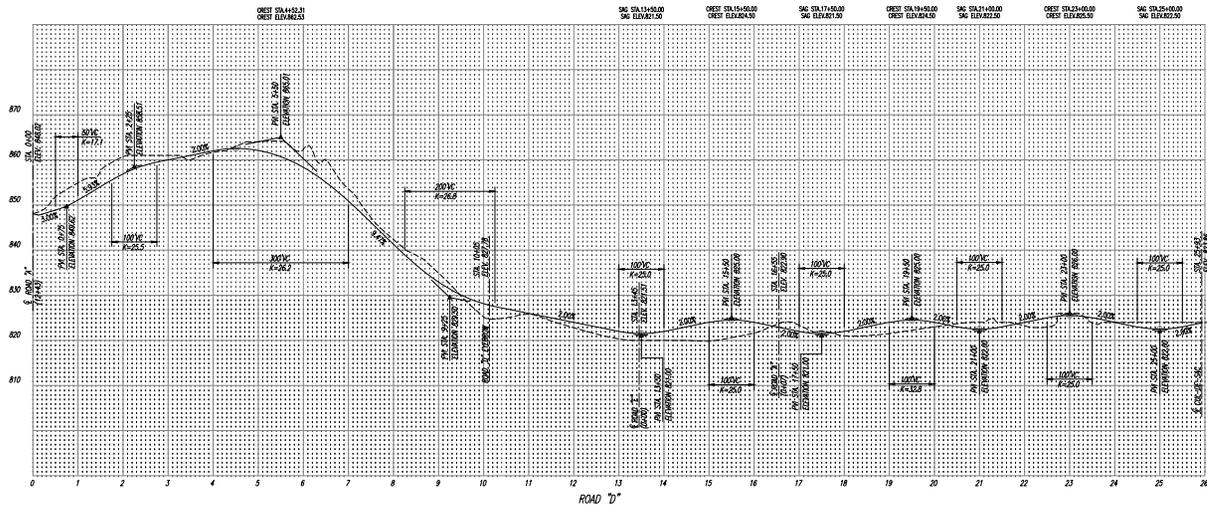
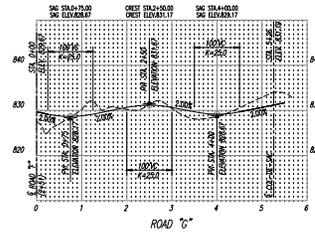
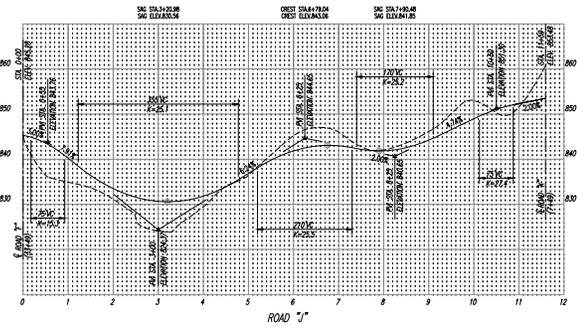
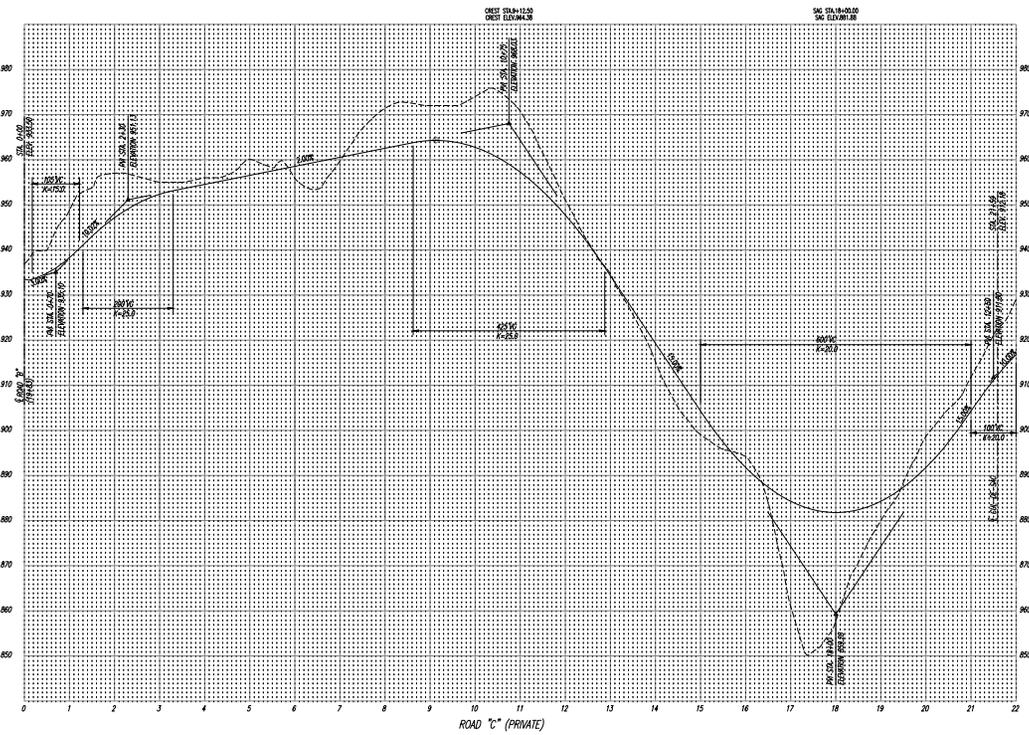
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DATE  
06/22/18



ROAD PROFILES  
FOR  
POST OAK BEND  
TAX MAP 155, PARCEL 82.02 & PART OF PARCEL 77  
DISTRICT NO. 6, KNOX COUNTY, TENNESSEE

25000-RP1  
SHEET 5 OF 10 SHEETS  
03/26/2005/25000-C-000A/000



8-SA-18-C / 8-A-18-UR  
Revised: 8/28/2018



DEVELOPER  
SAFE HARBOR DEVELOPMENT, LLC  
C/O CHRIS GUYTON  
308 LUTHERMAN RD.  
KNOXVILLE, TENNESSEE 37919  
(865) 588-0321

OWNER:  
POST OAK BEND LLC  
C/O R. CULVER SCHMID  
305 BROOKVIEW CENTER WAY SUITE 800  
KNOXVILLE, TN 37919  
(865) 971-6103

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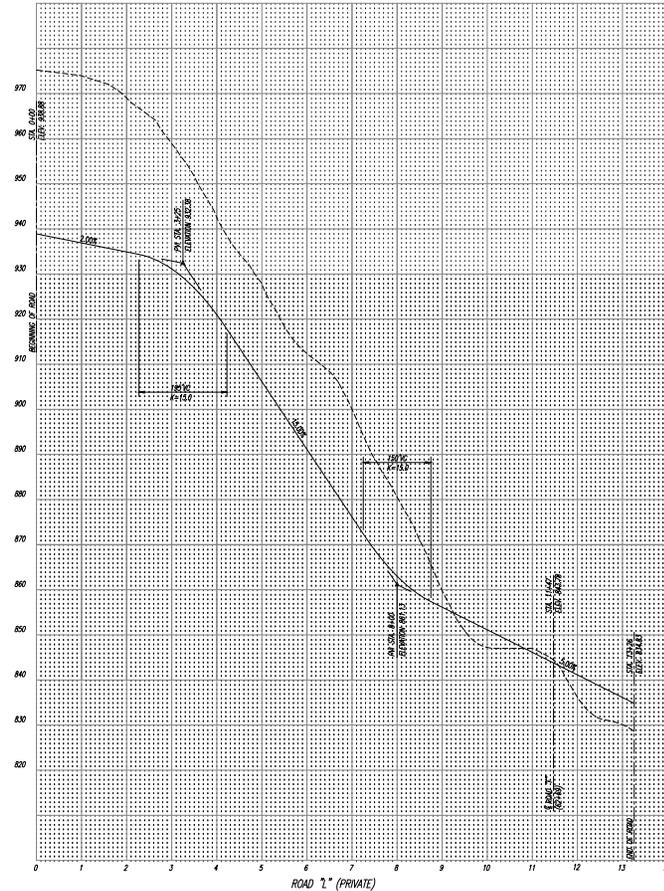
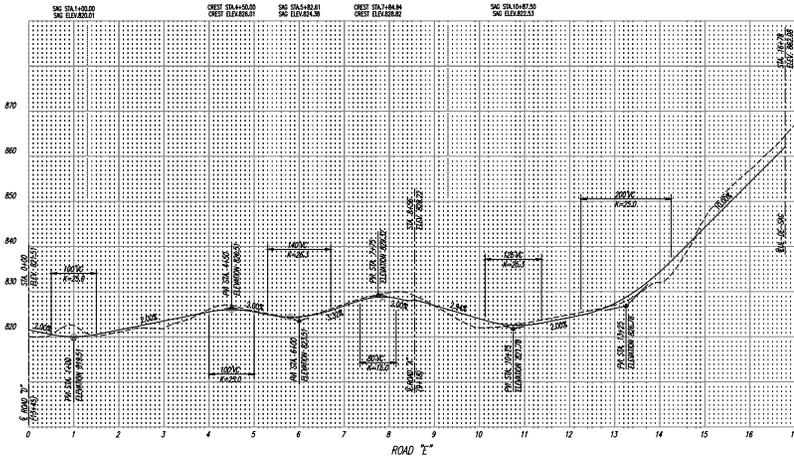
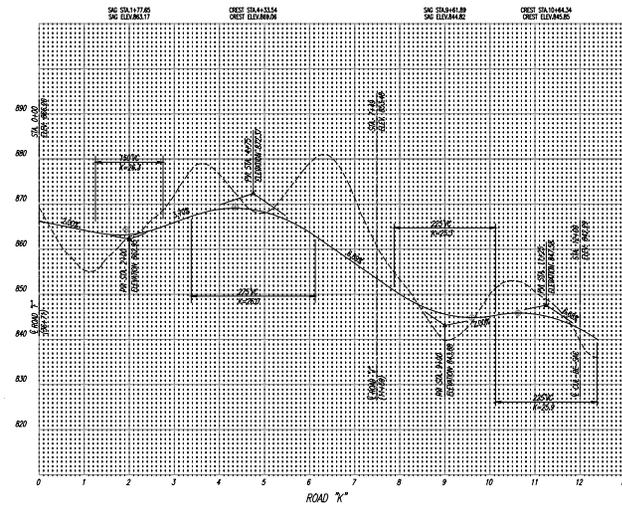
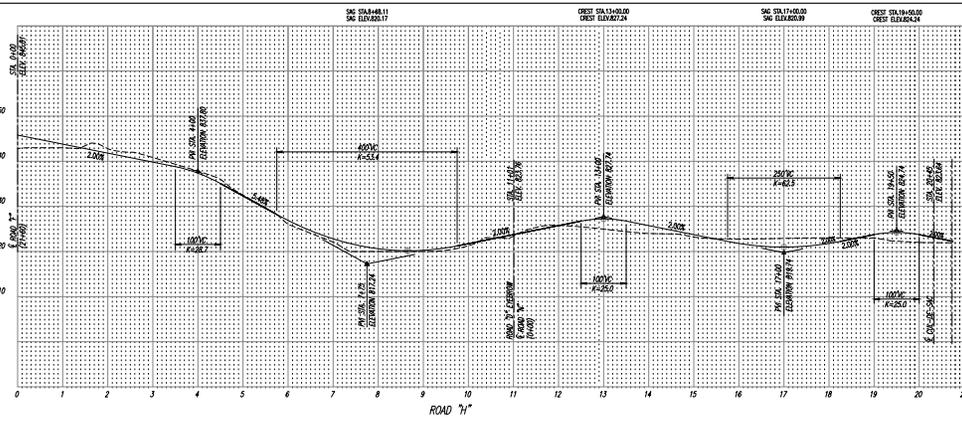
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1	06/18/18	FOR MC COMMENTS				
2	07/18/18	FOR CREEK ROCKET				
3	07/27/18	FOR MC COMMENTS				

SCALE  
1" = 100' H  
10" V  
DATE  
06/22/18

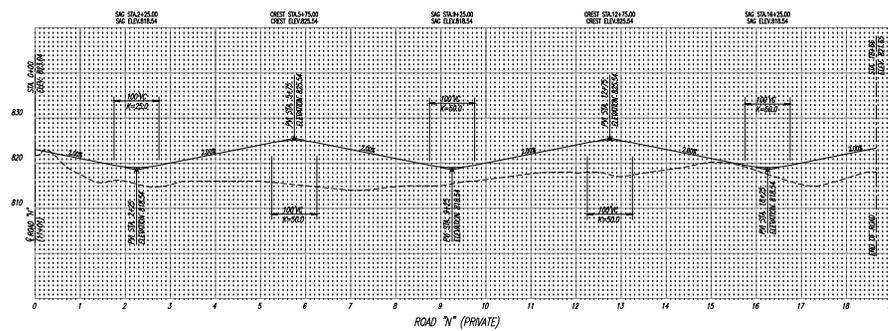


ROAD PROFILES  
FOR  
POST OAK BEND  
TAX MAP 155, PARCEL 63.02 & PART OF PARCEL 77  
DISTRICT NO. 6, KNOX COUNTY, TENNESSEE

25000-RP2  
SHEET 6 OF 10 SHEETS  
03/20000-30000-C-MAN.DWG



8-SA-18-C / 8-A-18-UR  
Revised: 8/28/2018



DEVELOPER: SAFE HARBOR DEVELOPMENT, LLC  
C/O GREEN COTTAGE  
368 LETTERMAN RD.  
KNOXVILLE, TENNESSEE 37919  
(865) 568-0321

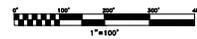
OWNER: POST OAK BEND LLC  
C/O B. CULVER SCHMID  
386 BROOKVIEW CENTER WAY SUITE 600  
KNOXVILLE, TN 37919  
(865) 971-5105



BATSON, HINES, NORVELL & POE  
INCORPORATED  
1324 PAPERBELL DRIVE  
KNOXVILLE, TENNESSEE 37909  
PHONE: (865) 586-4472  
FAX: (865) 586-4477  
enb@bhnp.com

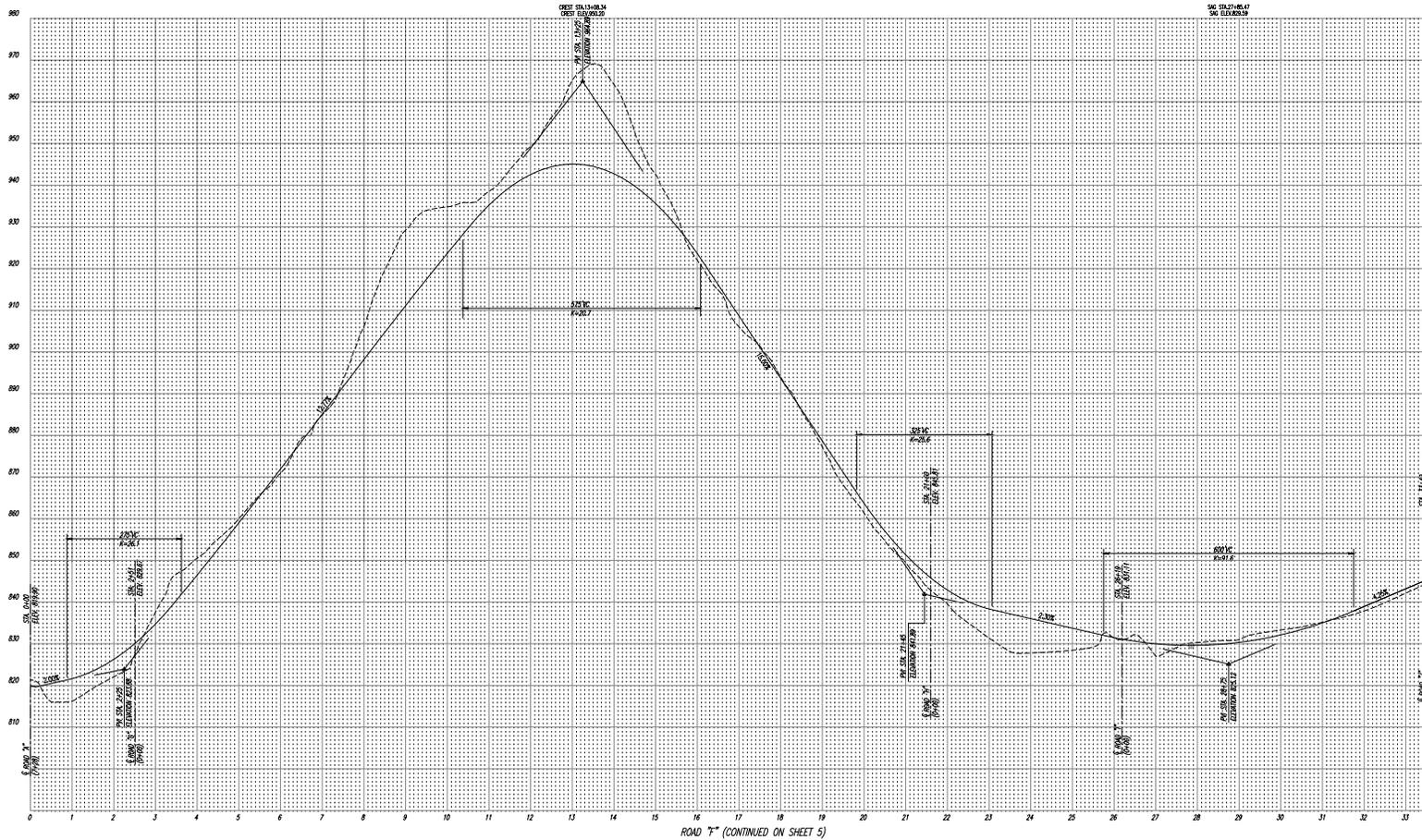
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DRAWN	SEW	1	8/27/18	PER MK COMMENTS				
CHECKED	DBH	1	8/27/18	PER JUNE REVISION				
		1	8/28/18	BY MK COMMENTS				

SCALE: 1" = 100' H  
1" = 10' V  
DATE: 06/22/18



ROAD PROFILES FOR POST OAK BEND  
TAX MAP 155, PARCEL 82.02 & PART OF PARCEL 77  
DISTRICT NO. 6, KNOX COUNTY, TENNESSEE

25000-RP3  
SHEET 7 OF 10 SHEET(S)  
8/18/2018/25000-C-WAN/MS



ROAD 7'' (CONTINUED ON SHEET 5)

8-SA-18-C / 8-A-18-UR  
 Revised: 8/28/2018



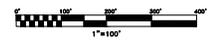
DEVELOPER: SAFE HARBOR DEVELOPMENT, LLC  
 C/O CHRIS COTTON  
 368 LITTLEMAN RD.  
 KNOXVILLE, TENNESSEE 37919  
 (865) 568-0321

OWNER: POST OAK BEND LLC  
 C/O R. CULVER SCHMID  
 268 BROOKVIEW CENTER WAY SUITE 600  
 KNOXVILLE, TN 37919  
 (865) 971-5103

**BATSON, HINDS, NORVELL & POB**  
 REGISTERED ENGINEERS & LAND SURVEYORS  
 4214 PINEHURST DRIVE  
 KNOXVILLE, TENNESSEE 37909  
 PHONE (865) 598-4473  
 FAX (865) 598-4475  
 www.bhn.com

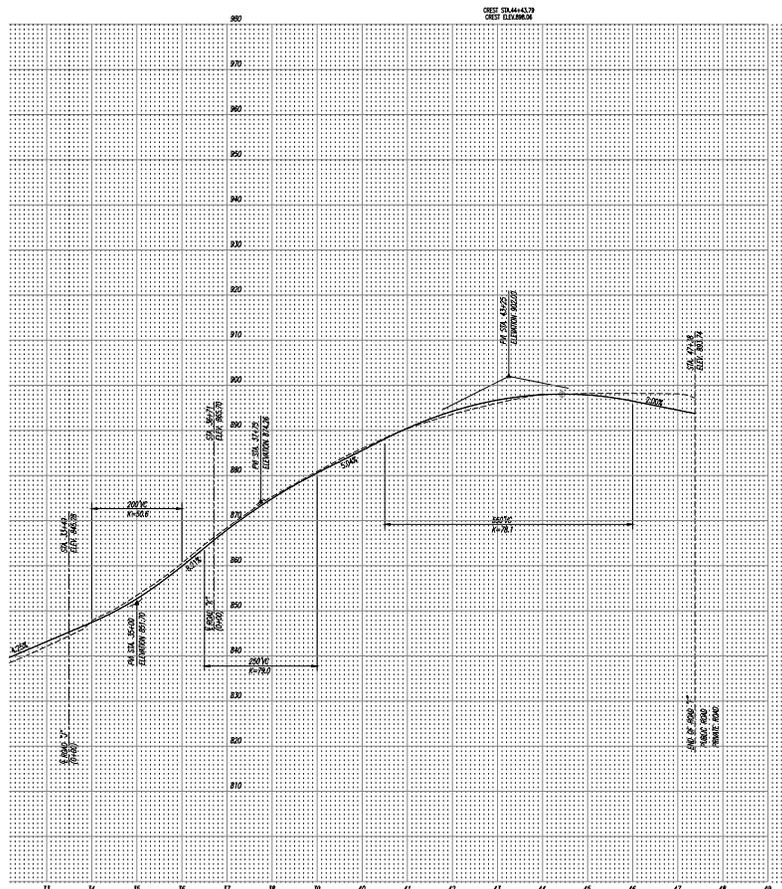
DESIGNED	CHKD	NO.	DATE	REVISION	APPR.	NO.	DATE	REVISION	APPR.

SCALE  
 1" = 100' H  
 10' V  
 DATE  
 06/22/18

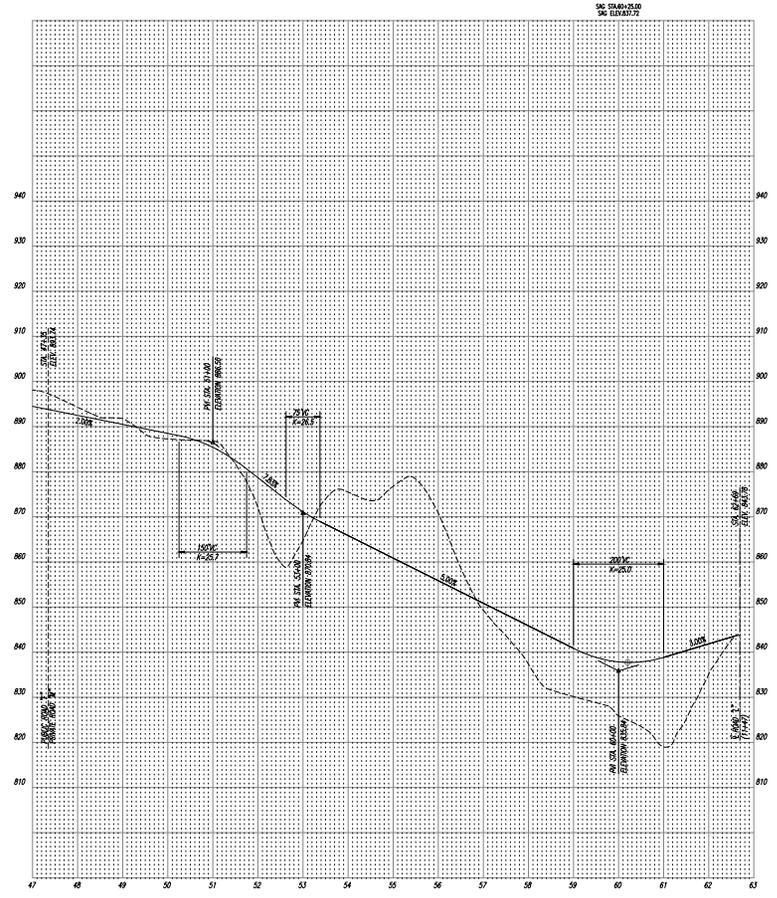


ROAD PROFILES  
 FOR  
**POST OAK BEND**  
 TAX MAP 155, PARCEL 82.02 & PART OF PARCEL 77  
 DISTRICT NO. 6, KNOX COUNTY, TENNESSEE

25000-RP4  
 SHEET 8 OF 10 SHEETS  
 03/26/2015/25000-C-484/MSJ



ROAD "T" (CONTINUED FROM SHEET 4)



ROAD "M" (PRIVATE)



8-SA-18-C / 8-A-18-UR  
 Revised: 8/28/2018

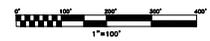
DEVELOPER  
 SAFE HARBOR DEVELOPMENT, LLC  
 C/O CHRIS OOTEN  
 508 LETTERMAN RD.  
 KNOXVILLE, TENNESSEE 37919  
 (865) 588-0321

OWNER:  
 POST OAK BEND LLC  
 C/O R. CULVER SCHMID  
 506 BROOKVIEW CENTER WAY SUITE 600  
 KNOXVILLE, TN 37919  
 (865) 971-5103

**BATSON, HINDS, NORVELL & POB**  
 REGISTERED ENGINEERS & LAND SURVEYORS  
 4214 PINEHILL DRIVE  
 KNOXVILLE, TENNESSEE 37909  
 PHONE: (865) 598-8473  
 FAX: (865) 598-8475  
 www.bhn.com

DESIGNED	CHKD	DATE	REVISION	APPR.	NO.	DATE	REVISION	APPR.

SCALE  
 1" = 100' H  
 10' V  
 DATE  
 06/22/18



ROAD PROFILES  
 FOR  
**POST OAK BEND**  
 TAX MAP 155, PARCEL 82.02 & PART OF PARCEL 77  
 DISTRICT NO. 6, KNOX COUNTY, TENNESSEE

25000-RP5  
 SHEET 9 OF 10 SHEET(S)  
 03/26/2005/25000-C-000A/06





1100 Marlon St., Suite 300  
Knoxville, Tennessee 37921  
tel: 865.963.4300  
fax: 865.963-4301

8-SA-18-C / 8-A-18-UR

July 25, 2018

Ms. Cindy Pionke, PE  
Director of Planning and Development  
Knox County engineering and Public Works  
205 W. Baxter Avenue  
Knoxville, TN 37917

**RE: Tedford Lane Safety Improvements**

Dear Ms. Pionke:

On behalf of Riverside Ventures, Chris Ooten requested that CDM Smith undertake a safety assessment of Tedford Lane from Tooles Bend Road to Keller Bend Road. We understand that you requested this assessment at the developer meeting so that you could be informed of improvement options available to you. This effort is being funded by Riverside Ventures as a part of their proposed Post Oak Bend Subdivision Development on Tooles Bend Road near Pellissippi Parkway.

As you know, Tedford Lane is a Minor Collector and therefore was part of the 2016 Strategic Safety Plan we developed for Knox County. Findings from that study include the following:

1. Tedford Lane was divided into 2 segments:
  - Section 1 from Keller Bend Road to Neely Lane- 16 feet wide and AADT of 1,266
  - Section 2 from Neely Lane to Tooles Bend Road- 14 feet wide (based on TRIMS data but CDM Smith measured it to be 16 to 17 feet wide) and AADT of 585
2. Section 1 of Tedford Lane had no reported crashes in the 4-year reporting period of 2012-2015. Section 2 had 6 crashes with 5 being lane-departures and 1 was of unknown type. (attached to this letter you will find an illustration depicting the crash locations and types)
3. Section 1 had a crash ranking of 548 and Section 2 had a crash ranking of 224. Section 2 had its crash score increased because the volume/AADT relationship was above the minimum standard line (MSL).
4. Two of the crashes in Section 2 were injury crashes.

Tedford Lane is 16 to 17 feet wide in most segments based on our field measurements.





Ms. Cindy Pionke, PE  
July 25, 2018

Page 2

Our assessment of Tedford Lane included an inventory of the signs and markings that exist now and recommendations for safety enhancements. The attached illustration depicts existing conditions and proposed improvements to Tedford Lane. The assessment focused on Section 2, from Neely Lane to Tooles Bend.

The following is a list of recommendations proposed to improvement safety on Tedford Lane:

1. Replace the Deer sign (W11-3) on the east end and add one on the west end.
2. Replace all existing guardrail in kind. However, on the western-most existing run of guardrail, it should be extended as shown.
3. Add Intersection Warning (W2-3) signs on each side of Kelsey Lane.
4. We concur with the Reverse Turn (W1-3) signs and 15 mph advisory speed plaques.
5. We concur with the Narrow Road and 20 mph speed plaques.
6. Add Arrow signs as shown. (3 new signs).
7. Repave the road and consider adding a centerline in segments that are 17-feet or wider. This recommendation is contrary to Knox County's policy of having a centerline on roads that are 18 feet or wider.
8. Add 2 new runs of guardrail as shown. One would be on the north side of Tedford Lane in the reverse turn area and the other would be near Neely Lane on the south side of the road.

These recommendations will improve safety on Tedford Lane, though the crash history suggest it is a relatively safe road compared to other similar roads in Knox County. CDM Smith believes that safety improvements to Tedford Lane are worthwhile, but most of the roadway improvement investment should be reserved for Tooles Bend Road.

Sincerely,

A handwritten signature in black ink that reads "W. Hollis Loveday". The signature is written in a cursive, flowing style.

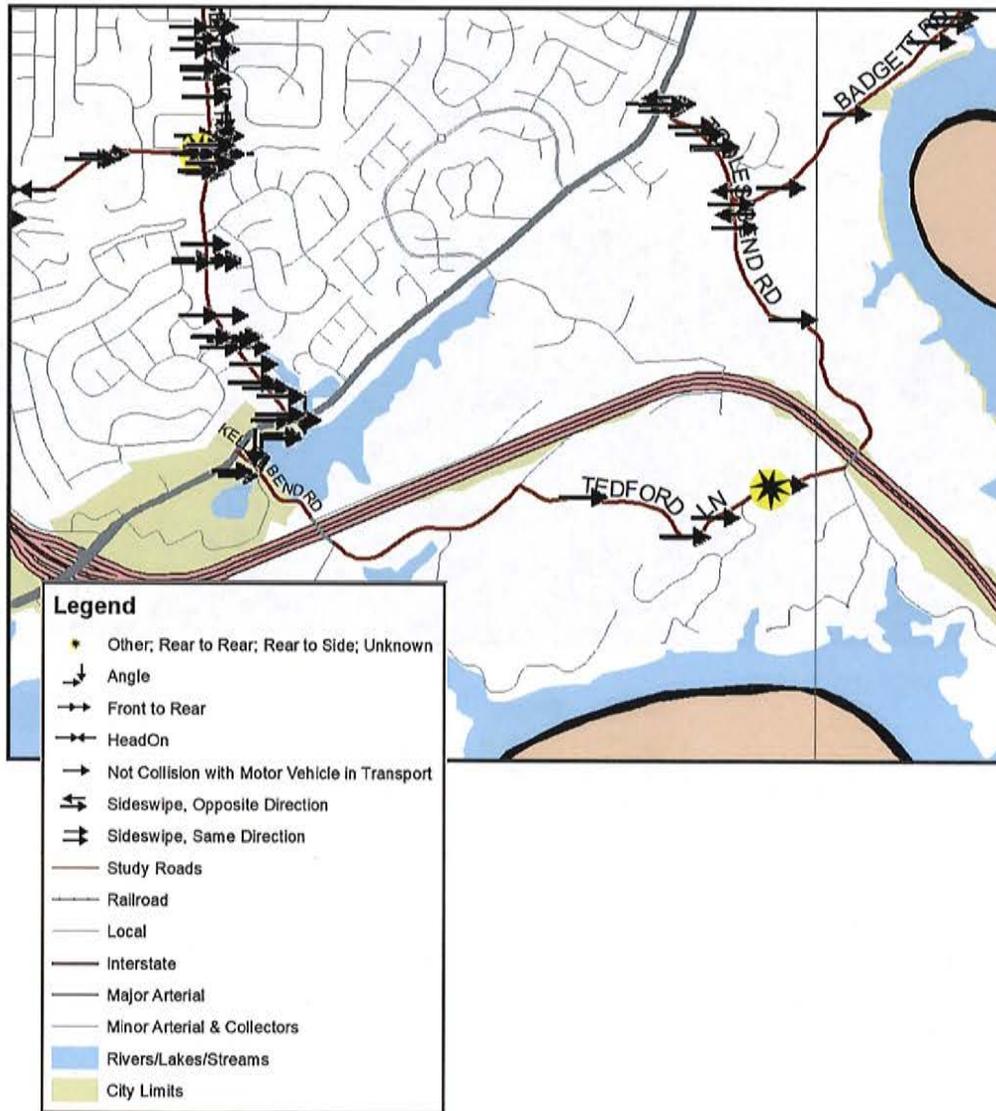
W. Hollis Loveday, PE  
Principal  
CDM Smith, Inc.

Ms. Cindy Pionke, PE  
July 25, 2018

Page 3

Cc: Chris Ooten

Crash Type and Location- Tedford Lane





ADD GUARDRAIL

Sheet 1 of 3  
EXISTING AND PROPOSED  
SAFETY IMPROVEMENTS TO  
TEDFORD LANE



EXISTING W1-3  
  
 15 W13-P

EXISTING W1-3  
  
 15 W13-P

REPLACE  
 GUARDRAIL

W1-6L  
  
 NEW

W1-6R  
  
 EXISTING

EXTEND  
 GUARDRAIL

ADD  
 GUARDRAIL

Sheet 2 of 3  
 EXISTING AND PROPOSED  
 SAFETY IMPROVEMENTS TO  
 TEDFORD LANE



Sheet 3 of 3  
 EXISTING AND PROPOSED  
 SAFETY IMPROVEMENTS TO  
 TEDFORD LANE

# POST OAK BEND SUBDIVISION

KNOXVILLE, TENNESSEE

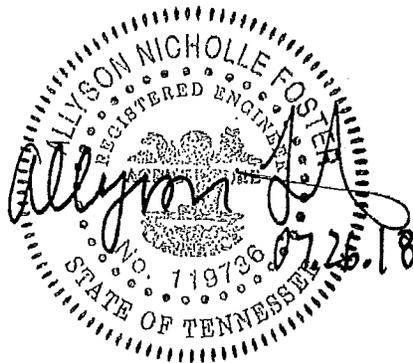
## TRAFFIC IMPACT STUDY

8-SA-18-C

8-A-18-UR

Submitted to:

**Safe Harbor Development**



**June 2018**

**Revised July 2018**

Submitted by:

**CDM Smith, Inc.  
1100 Marion Street, Suite 300  
Knoxville, Tennessee 37921**

# Chapter 4- Summary and Recommendations

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Post Oak Bend Subdivision would be constructed over an approximate 10-year period and ultimately contain 670 total residential units at buildout. A 48-lot single family component is included but would be separated from the main development. Two access roads that intersect Tooles Bend Road are proposed for the primary tract of land. Access to this smaller tract would be on Tooles Bend Road, just south of Tedford Lane. The remainder of this chapter describes the recommendations developed based on the traffic analysis, and **Table 3** details a summary of the capacity and LOS analyses conducted for the study.

## South Northshore Drive at Tooles Bend Road

The proposed Post Oak Bend Subdivision will generate enough traffic to justify improvements to the intersection of South Northshore Drive and Tooles Bend Road. A traffic signal and roundabout are both viable options. With both alternatives, Tooles Bend Road needs to be realigned to intersect South Northshore Drive at a 90-degree angle. More discussion on both alternatives is provided in the following paragraphs.

### Traffic Signal

Install a 100-foot southbound South Northshore Drive left turn lane with a 320-foot approach taper and 110-foot bay taper. There is a northbound left turn lane on South Northshore Drive at Bickerstaff Boulevard that has a taper ending 220 feet east of Tooles Bend Road. That taper will have to be modified to construct a new left turn lane on South Northshore Drive for Tooles Bend Road. Alternatively, it will be more effective to construct a continuous left turn lane between Bickerstaff Boulevard and Tooles Bend Road.

Install a 150-foot northbound right turn lane on South Northshore Drive at Tooles Bend Road with a 300-foot approach taper.

Widen Tooles Bend Road at South Northshore Drive to allow for two 175-foot turn lanes, one left and one right. This would require a 180-foot approach taper, assuming the taper is directed to the right.

When warranted, in approximately 2022, install a traffic signal.

Improvements to this intersection should come in two phases, with phase one to include building the turn lanes and phase two installing the traffic signal. Phase one construction can include as much of the traffic signal equipment as feasible.

### Roundabout

A single lane roundabout is a viable option but would need to include a northbound South Northshore Drive right turn bypass lane. The design details have not been developed for this report. Unlike a traffic signal that should be constructed when warranted, a roundabout could be constructed at any time because it is not tied to warrants.

## Traffic Signal and Roundabout Comparison

It is CDM Smith's belief that a roundabout at this intersection will function at an acceptable LOS. In the PM peak hour, the HCS 2010 results project an overall LOS D. By comparison, a traffic signal will operate at LOS B. As drivers get better acquainted with roundabouts, the LOS will likely improve.

In considering whether to select a traffic signal or a roundabout, the following factors will be extremely important:

- Maintenance of traffic
- Drainage impacts
- ROW needs
- Environmental impacts
- Disruptions to driveways
- Cost
- Community acceptance
- Commuter acceptance
- Service life
- Schedule and improvement phasing

In fact, these factors will determine which improvement to select (signal versus roundabout) instead of which provides the better LOS and minimizes delays.

## Badgett Road at Toodles Bend Road

Looking right from Badgett Road the intersection sight distance is 220 feet, thus falling 80 feet short of the 300-foot minimum distance established by MPC for a 30 MPH road. The stopping sight distance for a 30 MPH road is 200 feet and is met. An intersection warning sign (W2-2L) should be installed on southbound Toodles Bend Road before the intersection with a 25 MPH Advisory Speed plaque (W13-1P). Improving the vertical curve would be extremely costly and may not be feasible given other transportation needs in Knox County. Additionally, no turn lanes are warranted or recommended from Toodles Bend Road to Badgett Road, and no turn lanes are recommended for the Badgett Road approach.

## North Access on Toodles Bend Road

A single approach lane to Toodles Bend Road is recommended; separate left and right turn lanes are not needed. Although it does not meet the Knox County criterion for a left turn lane, a 100-foot southbound left turn lane on Toodles Bend Road with a 150-foot approach taper and 50-foot bay taper is desired.

## South Access on Toodles Bend Road

A single approach lane to Toodles Bend Road is recommended; separate left and right turn lanes are not needed. Although it does not meet the Knox County criterion for a left turn lane, a 100-foot southbound left turn lane with a 150-foot approach taper and 50-foot bay taper is desired.

## Tedford Road at Tooles Bend Road

No turn lanes are warranted or recommended on Tooles Bend Road to Tedford Lane, and the approach to Tooles Bend Road does not need separate turn lanes.

## Tooles Bend Road

Tooles Bend Road is 20 feet wide without shoulders and there are some horizontal curves in the southern section between Badgett Road and the I-140 underpass. There were 10 crashes reported in the 4-year timespan between 2012 and 2015 with most occurring north of Badgett Road. The Knox County safety study ranked the road segment 318<sup>th</sup> in its crash evaluation, suggesting it is a safe road in comparison to others. Nevertheless, since it will be accommodating more traffic generated by Post Oak Bend Subdivision, certain improvements would enhance safety. In addition, Knox County has recently repaved and restriped the edge lines and center lines along Tooles Bend Road. The following is recommended:

- Replace the existing guardrail in the curved section south of Badgett Road where the guardrail is damaged or lower than 2.5 feet above the roadway. See **Figures 15 and 16** for illustrations of these locations.
- Add centerline raised pavement markings along the corridor.
- Add edge line rumble stripes along the corridor, except where guardrails are located.

## 48-Lot Off-Site Single Family Tract

This component of the development is not included in the current site plan submitted for Use on Review, but the following recommendations should be carried out when it is constructed:

One access to Tooles Bend Road should be provided. It does not need separate left and right turn lanes on its approach to Tooles Bend Road. A left turn lane from Tooles Bend Road into the development is not warranted according to Knox County criteria and is not recommended.

The intersection sight distance of 300 feet is achievable at almost every point where the access could be provided because this section of Tooles Bend Road is straight and level. The exceptions are potentially at the extreme north or south portions of the property.



# *Post Oak Bend*

A Lake-Front Community



It wasn't until 1983, that Bob Goodall, Jr., established Goodall Homes, using the homebuilding knowledge he learned from his father, set out to develop a unique style of homes and communities he hadn't seen being used yet in this area. While Goodall Homes began in 1983, we adapt to the times and different lifestyles around us. We have withstood the test of time and continue to grow!

We have become the second largest homebuilder in Middle Tennessee, and have been listed in the top 10 of Nashville Business Journal's "Fastest Growing Private Companies" and The Tennessean's "Top Places to Work" for five years in a row. Now, as a Berkshire Hathaway company, Goodall Homes continues to excel.

We continue to thrive by sticking to our 6 Core Values: Glorify God by doing the right thing, Treat others like we want to be treated, Be humble, Relentlessly pursue improvement, Teach every team member to be a business owner, and to build a positive team and family atmosphere. By living by these core values, we get to achieve our company's purpose every day; to create opportunities to improve the lives of our team members, business partners, and customers.

Throughout Nashville and Knoxville, Goodall Homes designs and builds single-family homes, townhomes, courtyard cottages, villas, and condominiums—because we realize that "home" has its own meaning to you. No matter what we build and where, every home that bears the Goodall name carries our pride in craftsmanship, meticulous attention to detail, and personal commitment to our homeowners.

# Master Plan

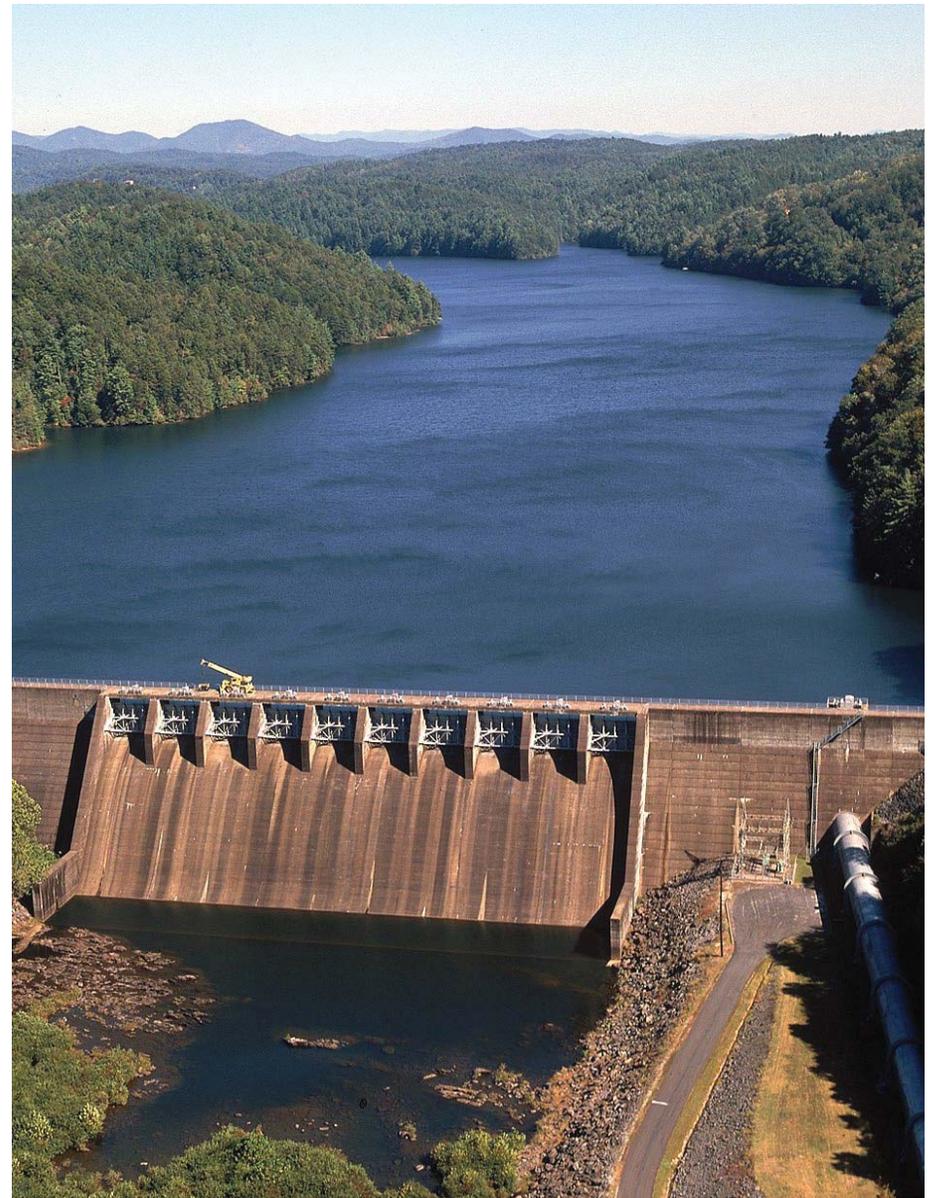
# Vicinity Map



# Zoning Map & Existing Land Use - Knox County, TN

## Knox County Zoning

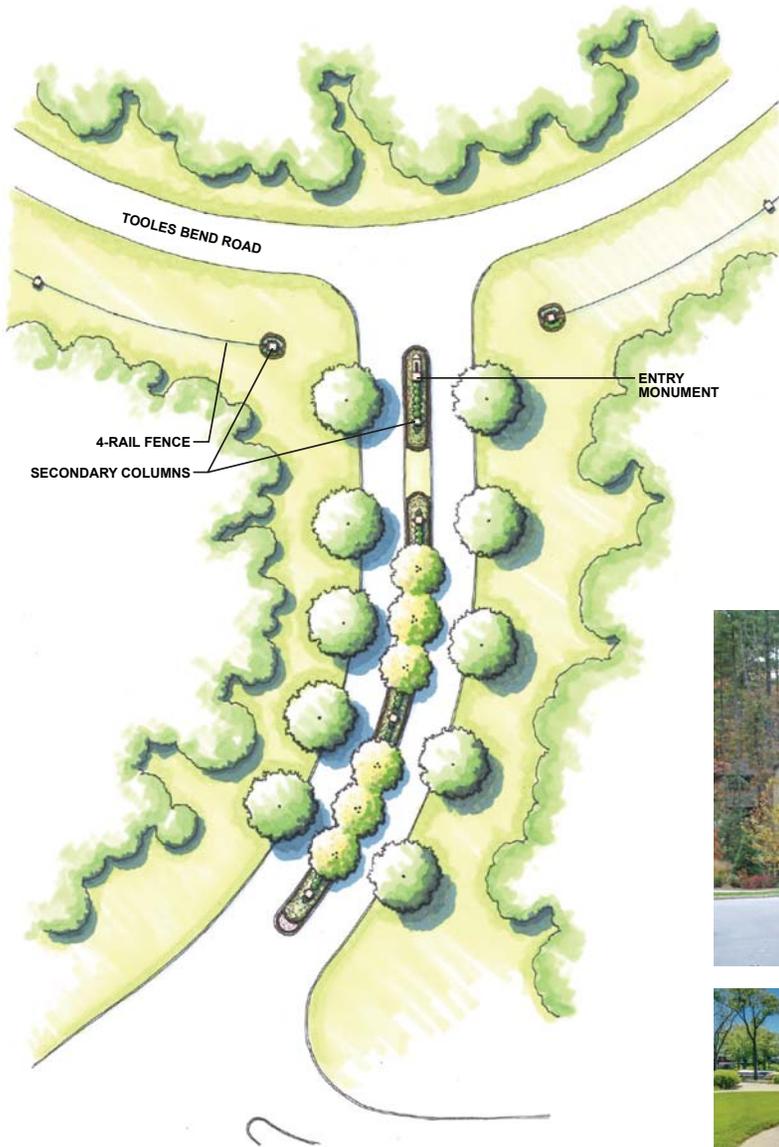
- Agricultural and Estate
- Business and Technology Park
- Neighborhood Commercial
- Central Business District
- Civic and Institutional
- Commercial
- Planned Commercial
- Historic Overlay
- Floodway
- Industrial
- Light Industrial
- Office
- Open Space
- Planned Residential
- Low Density Residential
- Multifamily Residential
- South Waterfront Form District
- Form District
- Traditional Neighborhood Development and Town Center



# Master Plan



# Entry Feature



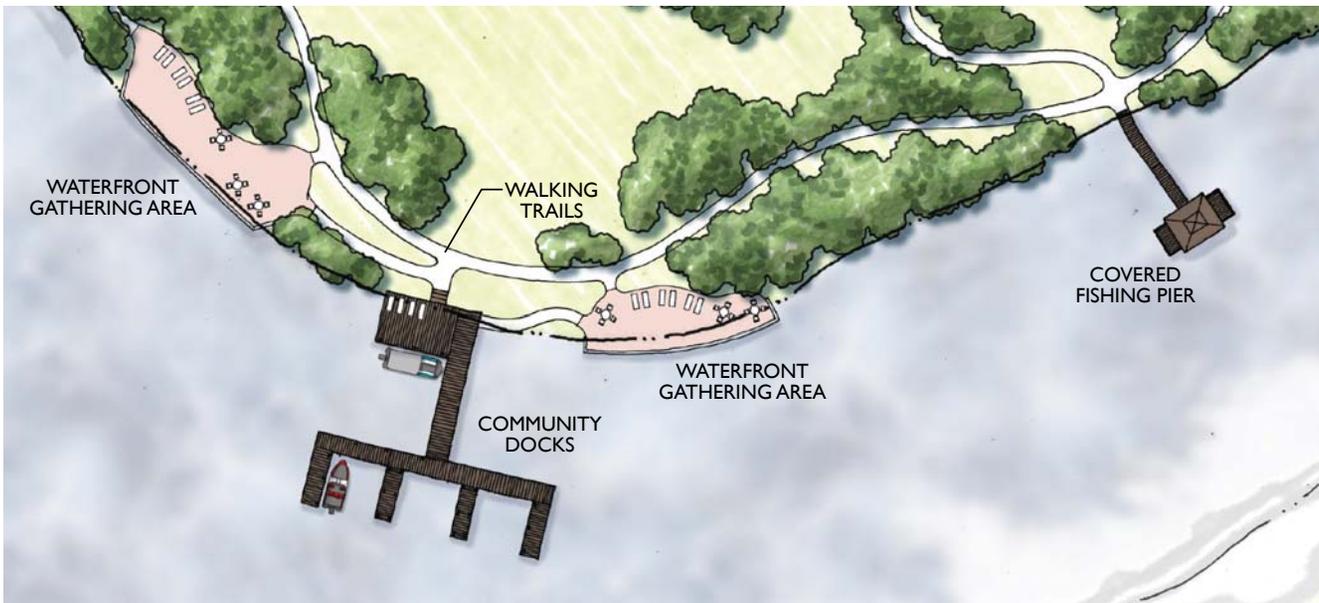
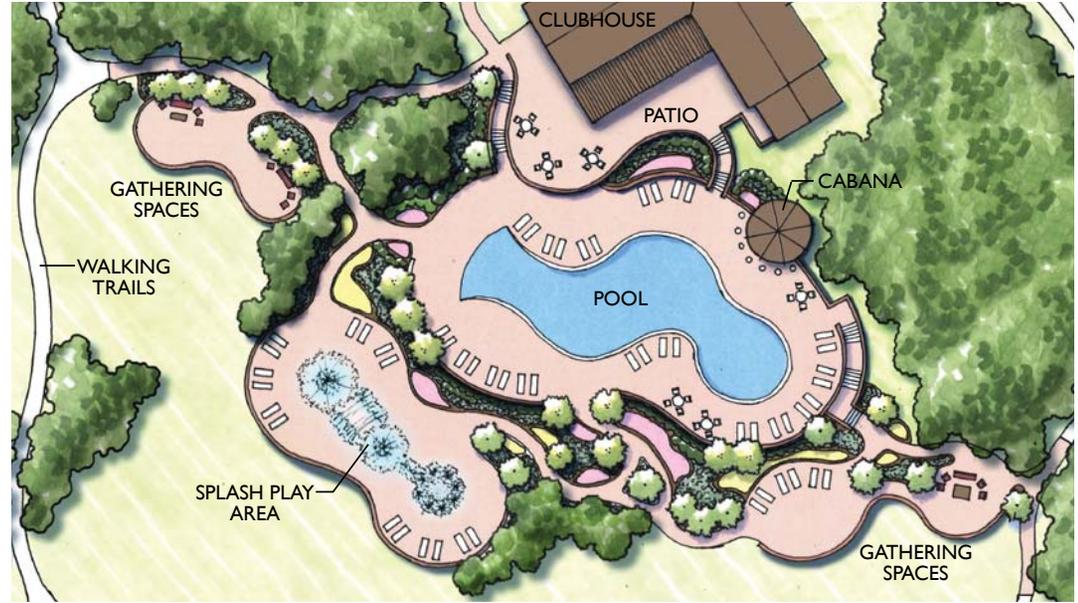
MAIN ENTRY DRIVE



ENTRY MONUMENT



# Amenity Area



The recreational hub of Post Oak Bend, the Amenity Center is located at the heart of the community and has something for everyone. The clubhouse sits at the top of the hill with a patio overlooking the pool area and the Lake. The beach entry pool and splash play area will keep the kids happy for hours, while the adults socialize at the cabana and relax in one of the many available gathering spaces.

Prefer being closer to the water? Take a walking trail down to the waterfront gathering areas and watch the boats come in to the community docks, or head over to the fishing pier to see if you can catch dinner!

# Amenity Area



# Pocket Parks

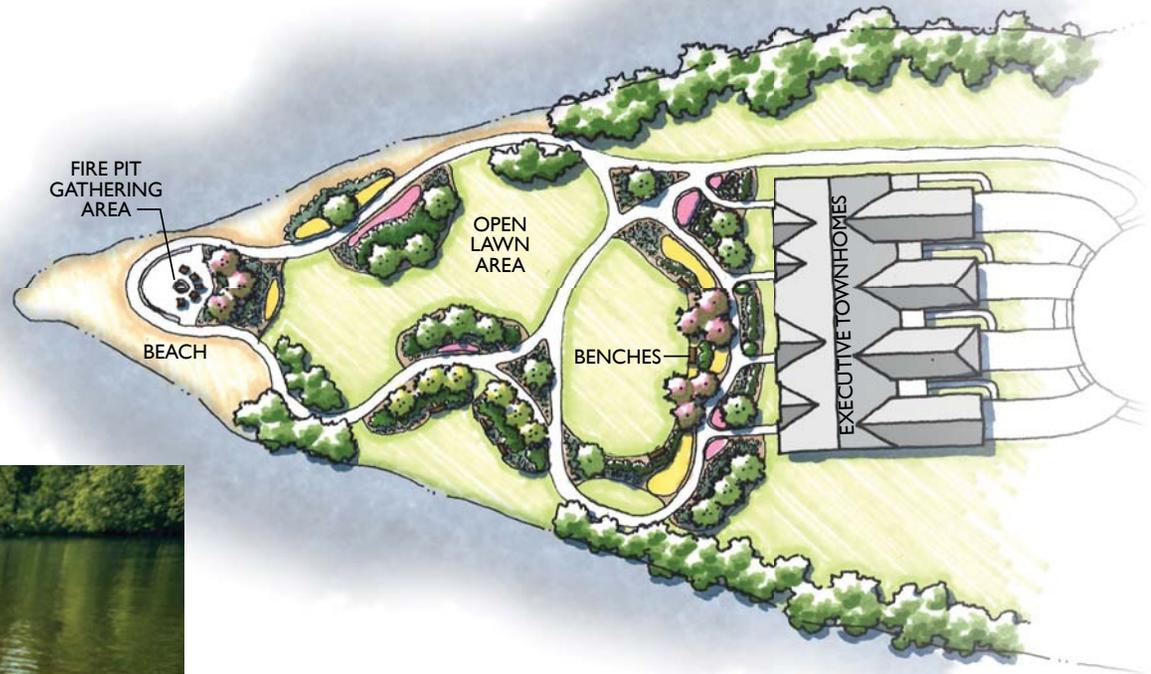


## HILLVIEW PARK

One of the many available green spaces in the Post Oak Bend Community, Hillview Park is a passive recreational space where the activity is up to you. Relax and read a book on a shaded bench, or enjoy an outdoor game with your family on the open lawn.



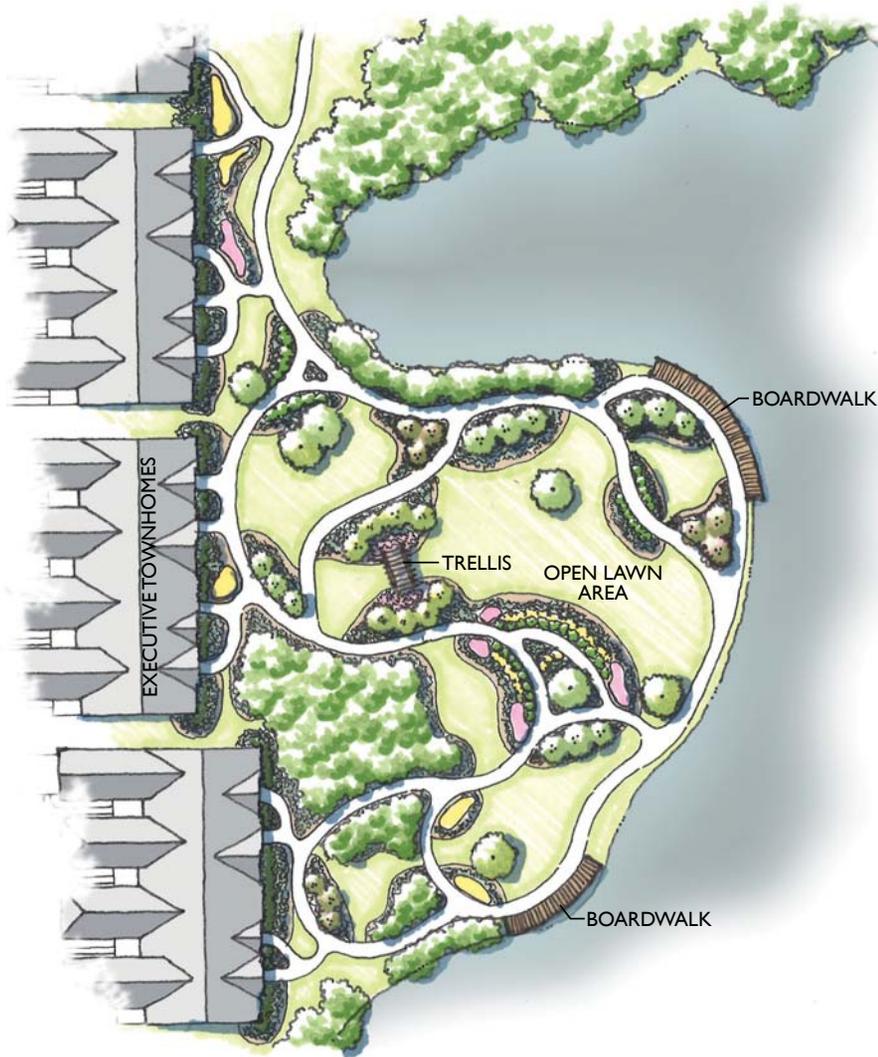
# Pocket Parks



## LAKE POINTE PARK

Sure to be a favorite amongst many community residents, Lake Pointe Park is home to Post Oak Bend's beach area. Spend the day soaking up the sun and splashing in the shallows of Fort Loudon Lake. Then, as the sun sets, share the stories of the day with neighbors while sitting around the fire pit and looking for shooting stars.

# Pocket Parks



## BOARDWALK PARK

As the name suggests, Boardwalk Park has two boardwalk areas perfect casting in a line, or for hopping on a boat for the day. Townhome residents will enjoy direct access, but the whole community will love exploring the space through a variety of trails and landscape areas.



# Pocket Parks

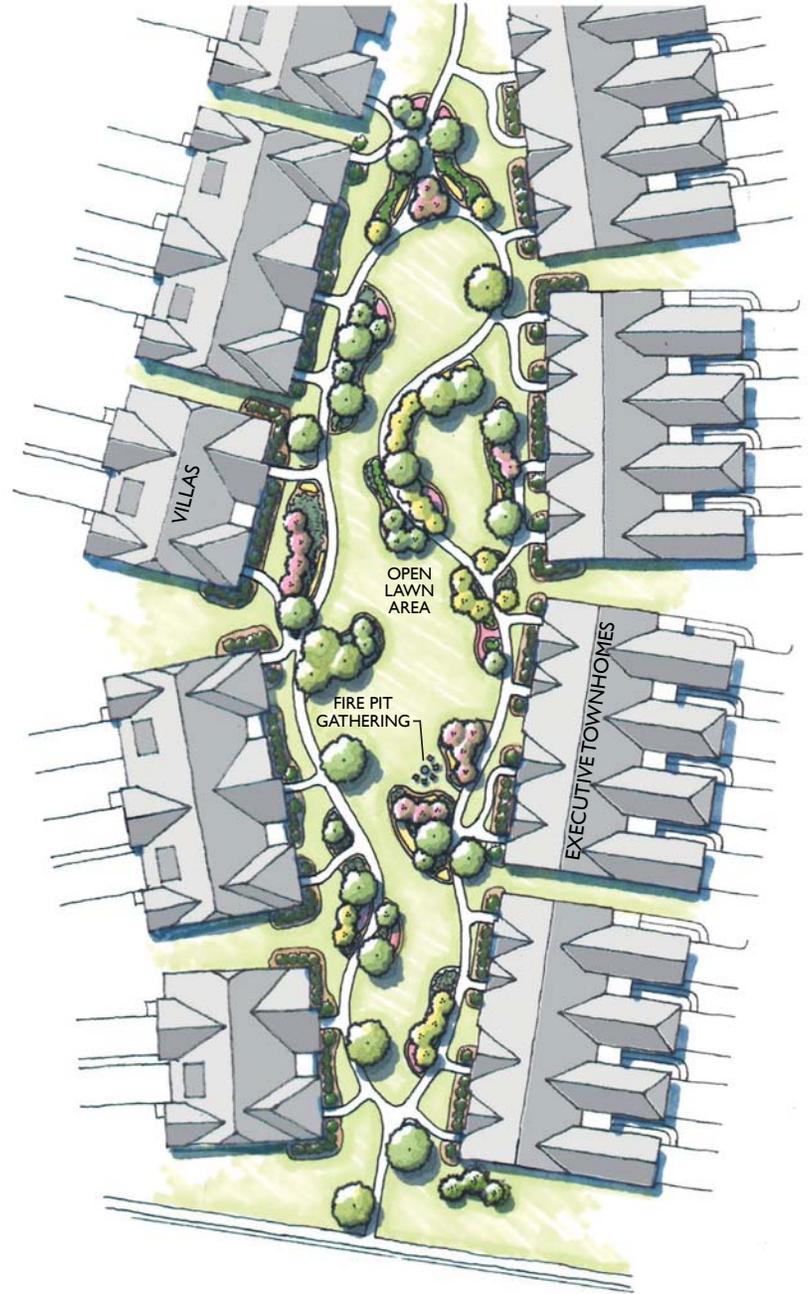


# Pocket Parks



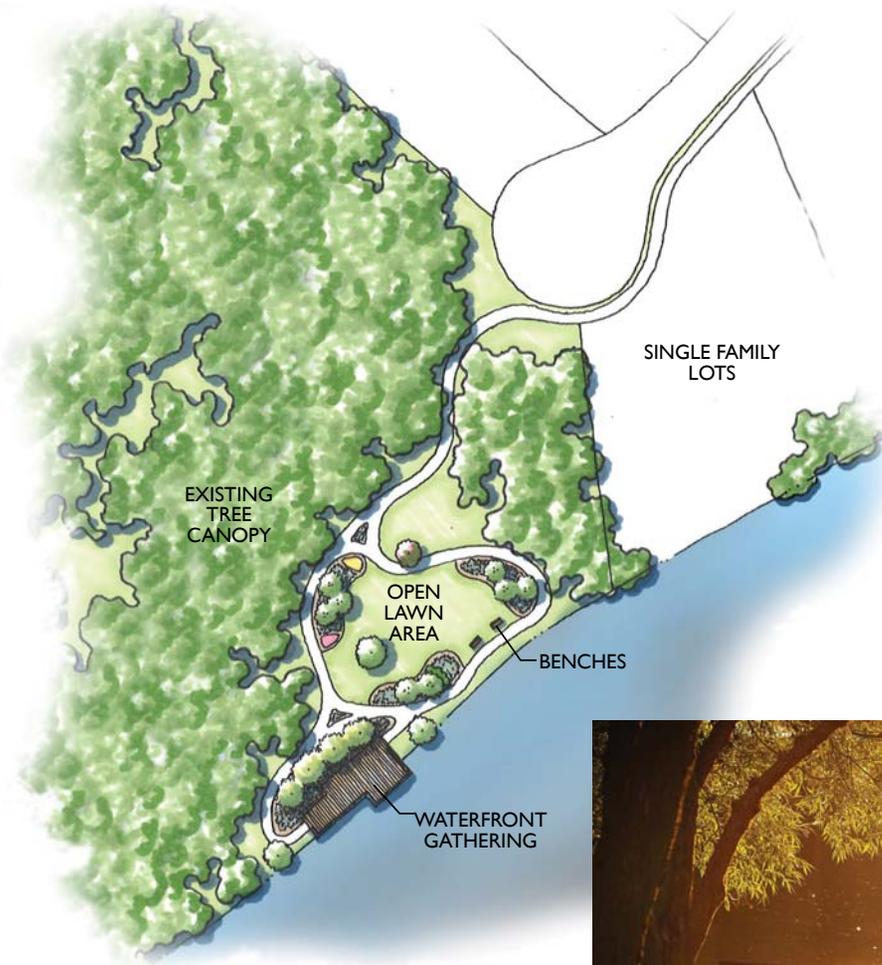
## THE GARDENS

Located at the northern end of the property, The Gardens will serve as a trail head to the overall trail system for many Post Oak Bend residents. From season to season, the walking loop will feel like a completely new experience depending on which plant species are in bloom.

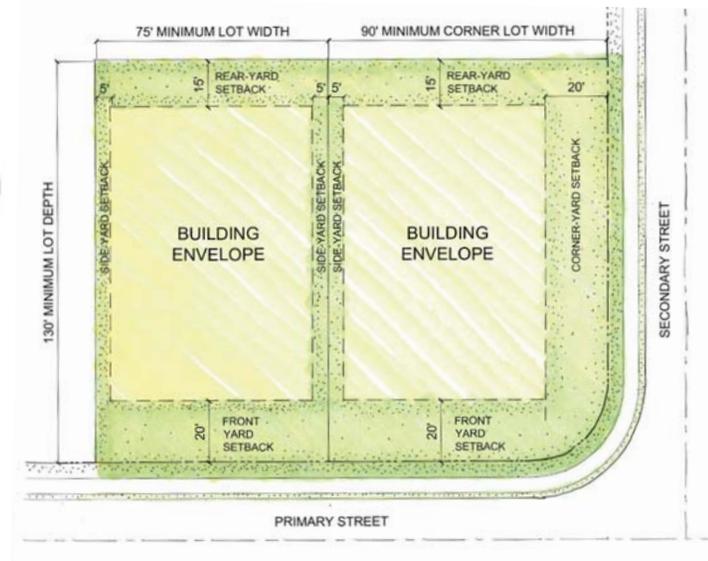
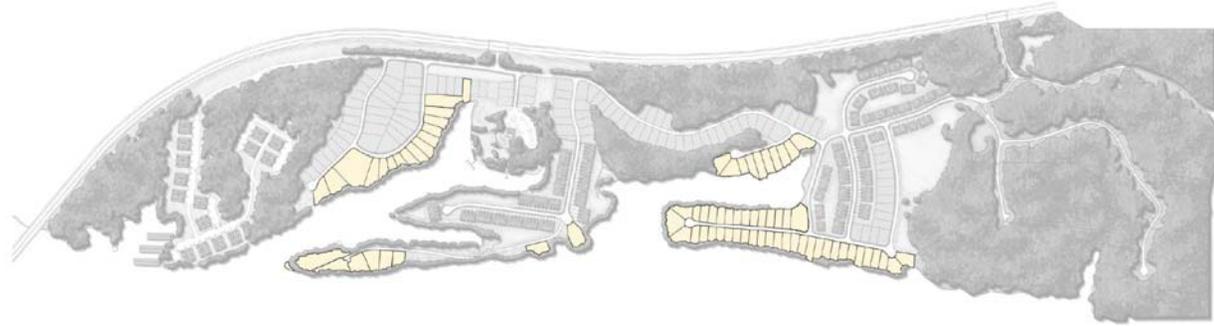


## FOREST PARK

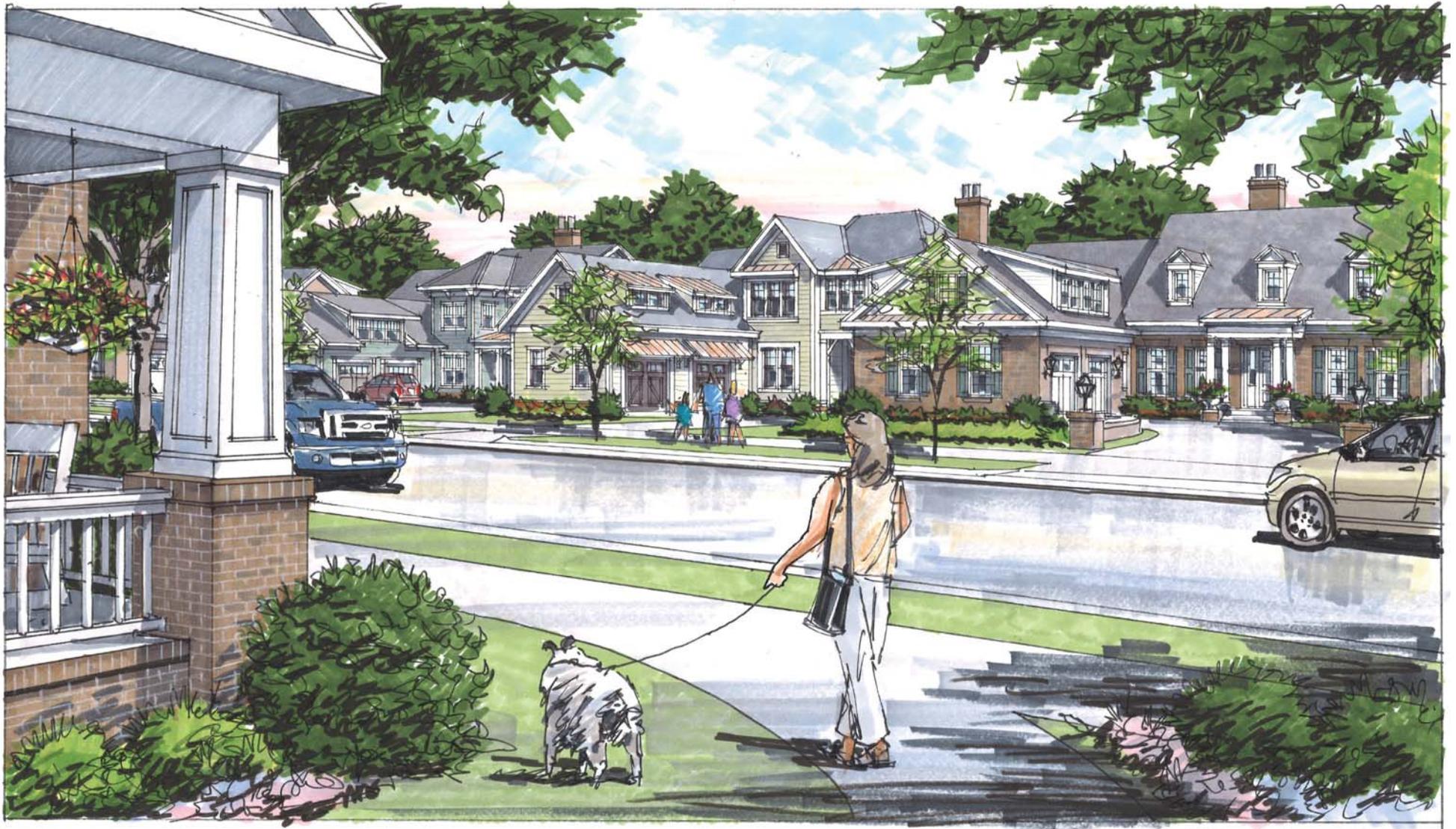
Take a walk to the lake and experience some of Post Oak Bend's naturally existing forested area along the way. Once at the waterfront, take a seat and clear your mind in this quiet and serene community treasure.



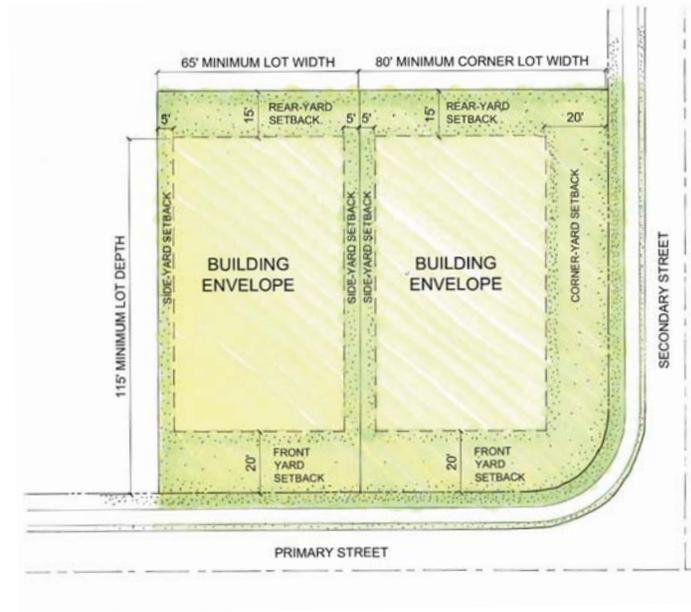
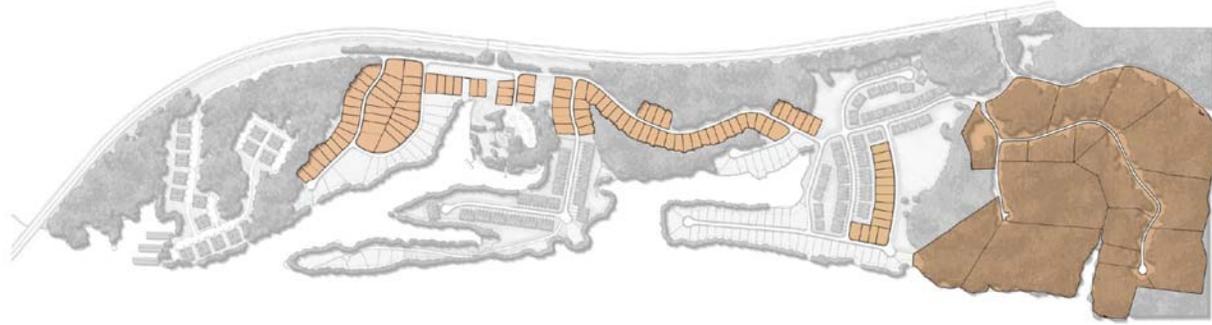
# Single-Family Lake-Front Lots



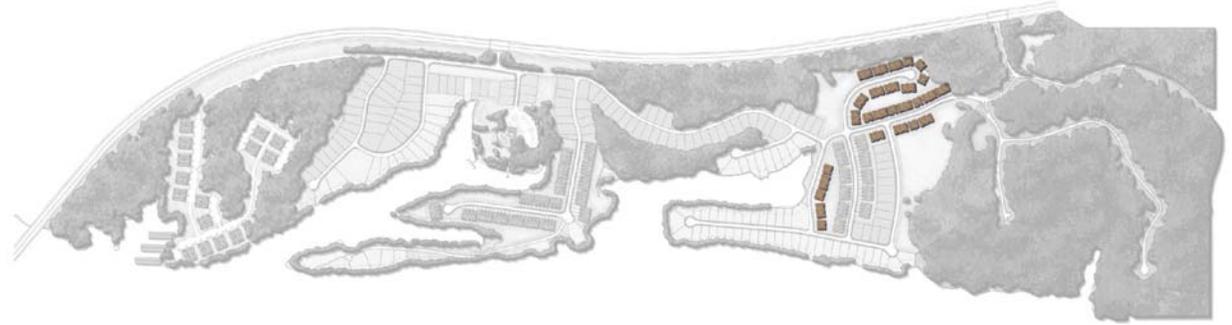
# Single-Family Lake-Front Lots



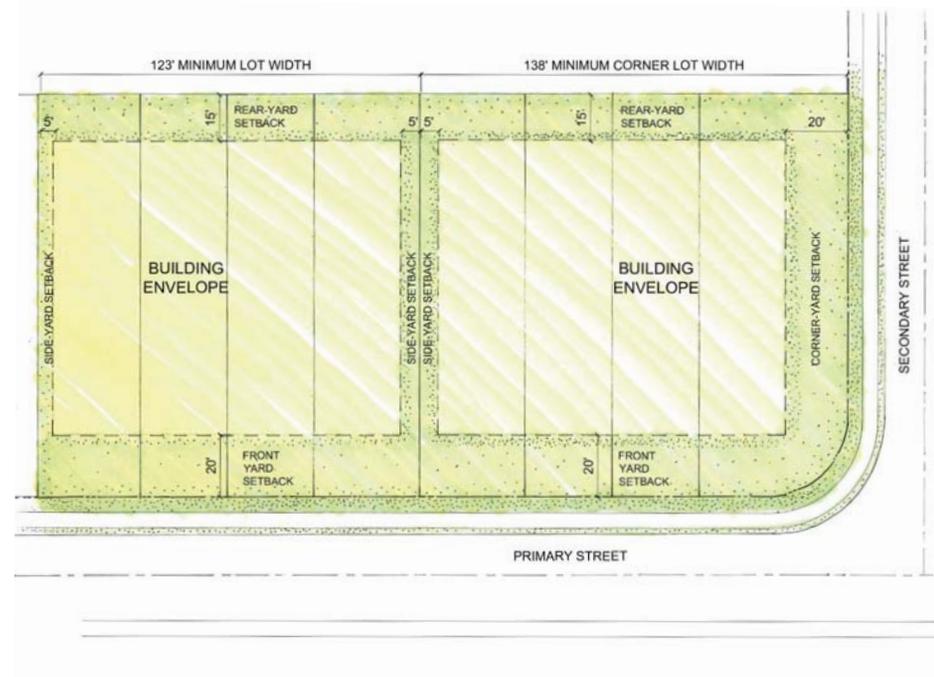
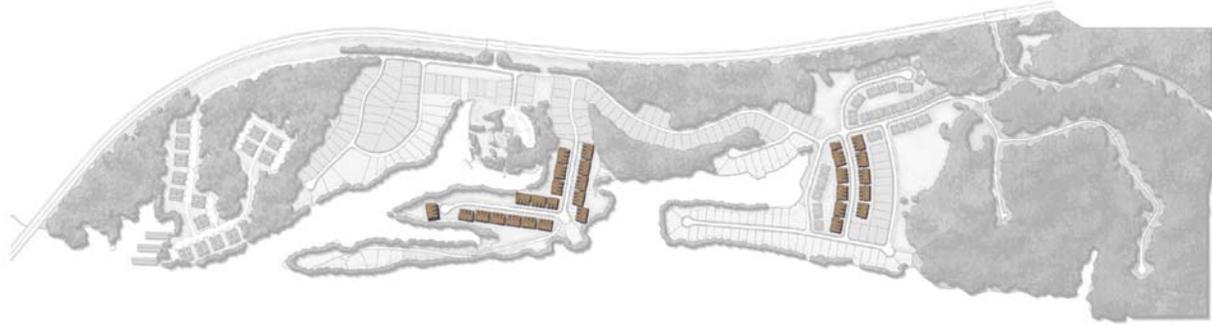
# Single-Family & Estate Lots



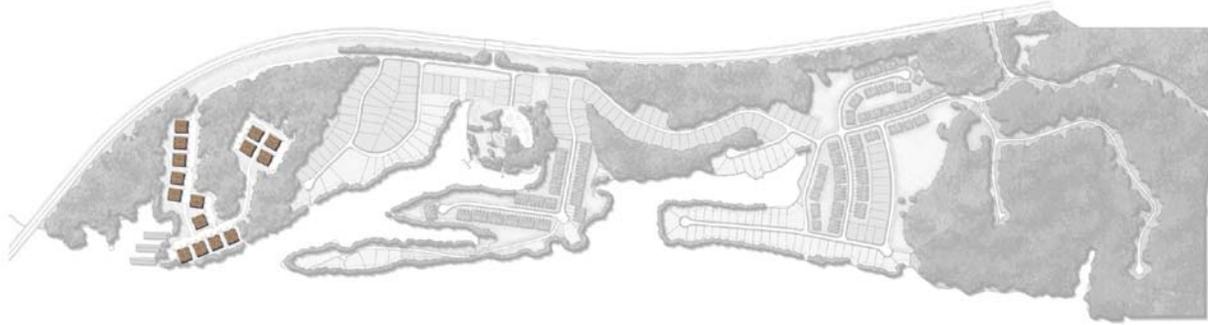
# Villa Lots



# Executive Townhome Lots



# Stacked Flats



## MATERIALS PROPORTION LEGEND

- 1 BOARD AND BATTEN
- 2 BRICK
- 3 SIDING
- 4 ASPHALT SHINGLES
- 5 STANDING SEAM METAL ROOF
- 6 BRICK SOLDIER COURSE
- 7 LOUVERED GRILL





*Where community comes first.*

8-SA-18-C / 8-A-18-UR

July 19, 2018

Tom Brechko – Principal Planner  
Knox County Metropolitan Planning Commission – Planning Services Department  
400 Main Street, Suite 403  
Knoxville, TN 37902

RE: Post Oak Bend Development  
MPC File #8-A-18-UR  
First Utility District of Knox Co. – Water & Sewer Service

Dear Mr. Brechko,

First Utility District of Knox County (FUD) met with the Post Oak Bend Development Team on July 18, 2018, to review the intended land use and utility needs for the subject project. The meeting focused on identifying the pertinent data needed to develop a plan for providing domestic water, fire protection, and sanitary sewer services. FUD will work with the Design Team to evaluate the existing distribution and collection systems, model impacts resulting from development, and develop alternatives for the required “offsite” utility improvements. FUD and the Design Team will collaboratively address the phased utility construction to be provided within the development. FUD has no objection to providing service to the Development.

Please call (865-218-3690) or email if we can be of assistance.

Best Regards,

A handwritten signature in black ink that reads "Edwin Deyton".

**Edwin Deyton, PE**  
[edeyton@fudknox.org](mailto:edeyton@fudknox.org)  
Staff Engineer  
**First UD of Knox County**

cc: FUD Staff  
Chris Ooten – Safe Harbor Development  
File



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

**[MPC Comment] 100 more people signed “Lowerl the Post Oak (the Bailey Farm) development density to avoid traffic safety issues”**

2 messages

mail@changemail.org <mail@changemail.org>  
Reply-To: mail@changemail.org  
To: commission@knoxmpc.org

Tue, Jul 31, 2018 at 8:15 PM

**change.org** New signatures

**Charles Lomax Jr** – This petition addressed to you on Change.org has new activity. See progress and respond to the campaign's supporters.

Lowerl the Post Oak (the Bailey Farm) development density to avoid traffic safety issues

Petition by Tooles Bend Area Association · 100 supporters

**100 more people signed  
in the last 4 days**

[View petition activity](#)

RECENT SUPPORTERS



**Lauren Hatcher**

Knoxville, TN · Jul 31, 2018

My grandmother as well as good friends of mine and our church is on this road, this road is NOT capable to handle this and with our elderly in our church it's not fair they could possibly but pushed off the road. There are many other locations they could build on, dont destroy the history!



**Seema Sharma**

Knoxville, TN · Jul 31, 2018

I am signing due to concerns of sewer drainage and traffic safety issues



**Jane Conley**

Knoxville, TN · Jul 31, 2018

The roads in this area are narrow and already carrying more far more traffic than they were designed to carry. They cannot support this development.



**Sarah Brice**

Knoxville, TN · Jul 28, 2018

I have young drivers, and traffic is already awful on Northshore. People drive so fast. I fear for the safety of my young drivers. We can't handle anymore traffic, and our schools are overflowing!!



**Amy Donohoe**

Oak Ridge, TN · Aug 01, 2018

[View all 100 supporters](#)

CHANGE.ORG FOR DECISION MAKERS

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Change.org · [548 Market St #29993, San Francisco, CA 94104-5401, USA](#)

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This message was directed to [commission@knoxmpc.org](mailto:commission@knoxmpc.org)

---

**Betty Jo Mahan** <[bettyjo.mahan@knoxmpc.org](mailto:bettyjo.mahan@knoxmpc.org)>  
To: Commission <[commission@knoxmpc.org](mailto:commission@knoxmpc.org)>

Wed, Aug 1, 2018 at 2:44 PM

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# Lower the Post Oak (the Bailey Farm) development density to avoid traffic safety issues

710 have signed. Let's get to 1,000!

---



**[Tooles Bend Area Association](#) started this petition to [MPC Chairperson Gayle Bustin](#) and 13 others**

Post Oak development represents a planned housing density that far exceeds the current capabilities of the roads (Tooles Bend and Tedford) that would be used by the residents. Safety hazards already exist at the intersection of these two roads and the width of both roads is less than 20 feet in many locations. A proposed traffic control mechanism at Northshore and Tooles Bend would only serve to create more traffic flow problems.

A recent traffic study estimates the volume of traffic would increase at least 300%. This doesn't take in consideration the considerable damage to Tooles Bend Rd during the 10-year construction phase. Nor does it estimate the amount of additional traffic from electricians, plumbers, landscape crews, sanitation crews, and pool maintenance personnel once homes become inhabited.

Tedford Rd is only 17 feet wide in many places and already has traffic density issues. The developer said in a June meeting that no plans exist to upgrade, improve, or enhance Tedford.

The current number of homes along Tooles Bend is less than 300. Adding an additional 650 homes in one development is out of keeping with the current density and an irresponsible use of the farm land.

### **Start a petition of your own**

This petition starter stood up and took action. Will you do the same?

[Start a petition](#)

[Start a petition of your own](#)

[This petition starter stood up and took action. Will you do the same?](#)

### **Updates**

1. 6 days ago  
500 supporters
2. 2 weeks ago  
Tooles Bend Area Association started this petition

### **Reasons for signing**



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

---

**[MPC Comment] Post Oak Subdivision**

1 message

---

Mary Beth Browder <meb12321@gmail.com>

Wed, Aug 1, 2018 at 12:11 PM

Reply-To: meb12321@gmail.com

To: county.mayor@knoxcounty.org, hugh.nystrom@knoxcounty.org, ed.brantley@knoxcounty.org, bob.thomas@knoxcounty.org, commission@knoxmpc.org

**Dear Mayor Burchett, Mr. Nystrom, Mr Brantley, Mr Thomas and members of the MPC,**

**I am writing to all of you regarding the proposed Post Oak subdivision on Toodles Bend Road.**

**I cannot believe anything of this nature is even being contemplated. This would affect anyone who now lives on or off of Toodles Bend Road, Keller Bend road, Tedford Road and Northshore Road. There would be five times the traffic that we now have on it. Have you ever driven on any of these roads? They are narrow, windy, and dangerous.**

**Increasing the traffic would cost many lives, particularly if we started having construction vehicles, lawn service vehicles, school buses and so many more residents driving on these small roads. It would also increase the traffic coming on to Northshore which is already dangerous due to so many subdivisions along it.**

**In addition, the density of housing is far outside community standards with neighboring properties averaging one acre, or more per home. Access for first responders and fire and rescue is already slow and this would make it even more perilous. How will MPC and Knox County assure residents that adequate infrastructure improvements will be made BEFORE any development is considered? What if the developer defaults? Is this a new problem for the taxpayers to inherit? Waste water is a concern, water pressure is already a problem, and enough water for fire prevention is already at capacity or over capacity. Please look at this seriously and keep the safety of your constituents in mind.**

**Thank you for your time.**

**Mary Elizabeth Browder  
(Kelsey Forest resident)**



**[Tooles Bend Area Association](#) started this petition to [MPC Chairperson Gayle Bustin](#) and 13 others**

Post Oak development represents a planned housing density that far exceeds the current capabilities of the roads (Tooles Bend and Tedford) that would be used by the residents. Safety hazards already exist at the intersection of these two roads and the width of both roads is less than 20 feet in many locations. A proposed traffic control mechanism at Northshore and Tooles Bend would only serve to create more traffic flow problems.

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The current number of homes along Tooles Bend is less than 300. Adding an additional 650 homes in one development is out of keeping with the current density and an irresponsible use of the farm land.

**Start a petition of your own**

This petition starter stood up and took action. Will you do the same?

[Start a petition](#)

[Start a petition of your own](#)

[This petition starter stood up and took action. Will you do the same?](#)

**Updates**

1. 8 hours ago  
10 supporters
2. 2 days ago  
Tooles Bend Area Association started this petition

**Reasons for signing**



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

---

## [MPC Comment] Concerns about massive development proposed for Toole's Bend

1 message

---

**T Kollie** <tgkollie@gmail.com>

Tue, Jul 31, 2018 at 8:31 AM

Reply-To: tgkollie@gmail.com

To: commission@knoxmpc.org

Dear Commissioners,

Northshore Drive, being both a main east/west artery and only a two lane road, has extremely dense traffic currently. If a huge development is allowed to proceed on Toole's Bend it will throttle the traffic and emergency escape routes. The drain on water and sewer will be bad too. Scale is too large. We hope you get enough feedback on this so you can form an opinion to represent the majority.

Thank you,

Tom Kollie

Cell - 865.385.3213

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This message was directed to [commission@knoxmpc.org](mailto:commission@knoxmpc.org)



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

---

## [MPC Comment] Development along Toole's Bend

1 message

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**Jeff Shawl** <jeffshawl@peakrestaurants.com>

Mon, Jul 30, 2018 at 9:19 AM

Reply-To: jeffshawl@peakrestaurants.com

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

Cc: "Missy Shawl (stocbond@hotmail.com)" <stocbond@hotmail.com>

MPC Commissioners,

I am writing today to let you know of my family's concerns over the proposed development along Toole's Bend Rd.

I understand that the property in question is very valuable and that it will be developed at some point. However, the proposed development, as I understand it, is completely irresponsible and will, inevitably, lead to the loss of lives. Both Toole's Bend and the associated "cut-through" road (Tedford Road) were not designed for the amount of traffic to be generated by this development. They are narrow (Toole's Bend) and extremely narrow (Tedford Rd) roads. I encourage you to drive them at any time of day. I am extremely confident that you will find them to be unsafe and inadequate for the traffic on them today – let alone when 500-700 more households are using them. There are places on Tedford where cars have to come to nearly a complete stop to ensure they don't collide with each other. This is not an exaggeration in any way – and we are going to a couple thousand more trips along the roads per day? The likelihood of an unacceptable increase in accidents and as well as fatalities is extremely high.

Both Tedford (to Keller Bend) and Toole's Bend will spill onto Northshore Drive. Getting onto Northshore and off of Northshore will impact traffic all along Northshore Rd, making that road more dangerous as well. This development decision is, therefore, not only about the dangerous traffic for the residents along Toole's Bend, Tedford Rd, and Keller's Bend but it is also about all the traffic along Northshore – another road that is dangerous and apt to significant accidents. As Planning Commissioners, I hope look at the traffic statistics to verify my observations from living along Northshore Drive for the past seven years.

Again, I am not against development in general or a development along Toole's Bend. It is the scope and the reckless disregard for its size and impact to safety that is frustrating. River Club is a 40 home housing development at the end of Toole's Bend. When developed, it was reduced from 80 homes to 40 homes because, in part, of traffic concerns. How can MPC and the City now be considering a development that is 10- 15 times the size of River Club. It doesn't make sense. I moved from Whittington Creek nearby and I think that development has around 300 homes. I cannot image a development nearly two times the size of that along these roads.

Without reservations, I can write that without significant changes to the development plan and immediate changes to the roads (in the case of ANY SIZE development), the proposed development will lead to the loss of lives.

Thank you for your time in reading my family's concerns.

Jeff



**Jeff Shawl**

**Owner**

M: 865-300-3476



**Peak Restaurants, McAlister's Deli**

Peakrestaurants.com | Mcalistersdeli.com    

**Arbico East, Arby's of the TriCities**

Arbys.com | Arbys.com/get-deals    

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This message was directed to [commission@knoxmpc.org](mailto:commission@knoxmpc.org)

July 24, 2018

Dear Commissioners:

On behalf of my family who owns the planned Post Oak Bend neighborhood property, I wanted to update you on a few matters prior to MPC considering our project on August 9. We have owned this property for 75 years, and for 25 years it has been properly zoned PR (1-3 units/acre). Since we've long recognized this beautiful waterfront property could become one of Knox County's great neighborhoods, we engaged a highly respected land planner (Greg Gamble), developer (Safe Harbor) and builder (Goodall Homes) to help us realize that vision.

Prior to filing the Concept/Use on Review application: **Item #15 8-SA-18-C**

1. On June 21, 2018, we held a community meeting at Northshore Elementary School to inform neighbors of our plans for the property and answer questions. We mailed 272 invitations and there were approximately 50 attendees.
2. At the meeting the entire development and land planning team presented our plans in detail, then had an hour of Q&A. We also invited attendees to contact us that wished to further discuss or have input on our plans. To date nobody has contacted us.
3. We engaged Knox County's traffic consultant CDM Smith to analyze the project and address the concerns of neighbors regarding the project's impact on traffic on Toodles Bend Road and Tedford Lane. CDM Smith has determined that the project will increase traffic on both roads, but the increase is well within the roads' capacity. Still, we have committed to making improvements.

We are committed to working with Knox County Engineering & Public Works to construct improvements at the intersection of Northshore Drive and Toodles Bend Road, as well as Toodles Bend Road itself, as per the recommendations of CDM Smith.

Some neighbors have claimed apartments are planned. All the housing units are free standing units and/or owner occupied condominium units, and no apartments are planned.

Regarding possible impact upon schools, much of the density is age targeted products for the 55 & older segment, with floorplans and marketing platforms that appeal to this demographic vs. young families. Only 0.76 dwelling units per acre are single-family, non-age targeted.

In closing, Post Oak Bend will also be an inherently inclusive community because it enables more affordable lake access. Such access is increasingly only available to only the highest priced bracket of the market in Knox County. This factor, along with the 80 acres of common area containing 4 miles of sidewalks and trails, and 11.75 acres of parks and amenities, will make Post Oak Bend a truly unique and special neighborhood in our community.

On behalf of my family, we sincerely appreciate your thoughtful consideration of our project.

Respectfully,  
Keith L. Bailey



**[Tooles Bend Area Association](#) started this petition to [MPC Chairperson Gayle Bustin](#) and 13 others**

Post Oak development represents a planned housing density that far exceeds the current capabilities of the roads (Tooles Bend and Tedford) that would be used by the residents. Safety hazards already exist at the intersection of these two roads and the width of both roads is less than 20 feet in many locations. A proposed traffic control mechanism at Northshore and Tooles Bend would only serve to create more traffic flow problems.

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Tedford Rd is only 17 feet wide in many places and already has traffic density issues. The developer said in a June meeting that no plans exist to upgrade, improve, or enhance Tedford.

The current number of homes along Tooles Bend is less than 300. Adding an additional 650 homes in one development is out of keeping with the current density and an irresponsible use of the farm land.

### **Start a petition of your own**

This petition starter stood up and took action. Will you do the same?

[Start a petition](#)

[Start a petition of your own](#)

[This petition starter stood up and took action. Will you do the same?](#)

### **Updates**

1. 8 hours ago  
50 supporters
2. 3 days ago  
Tooles Bend Area Association started this petition

### **Reasons for signing**

AUG 1 2018

July 27, 2018

By certified mail, hand delivery, email.

Mr. Darby Campbell  
Safe Harbor Marinas  
308 Letterman Road  
Knoxville, TN 37919

**8-SA-18-C / 8-A-18-UR**

Dear Mr. Campbell,

We recently learned of your proposal for a large, complex development along Tooles Bend Road in West Knox County.

As you may already know, there is rapidly-growing, community-wide interest in your proposal, yet many impacted neighborhoods, residents and concerned organizations have very little information and many questions. Postcards received by residents over the weekend from MPC have created a sudden onslaught of concerns and phone calls to us and our HOA board members.

We have been told by knowledgeable officials that as recently as the past couple of days a revised plan, as well as a revised traffic study, have been submitted to the MPC. In spite of efforts to obtain copies of these submittals, we have been unsuccessful to date. With your concept scheduled to be considered by the Metropolitan Planning Commission on August 9th, time is far too short for our neighborhoods and groups to obtain essential information about the proposed development and to fully and fairly consider it.

For this reason, we respectfully request that you postpone the scheduled hearing to allow adequate opportunity for the community to consider the impact of the proposed development. We would be appreciative if you would you kindly respond to our request within 48 hours so we can inform our members and plan next our next steps.

We appreciate your consideration of this request.

Northshore Corridor Association

On behalf of:

Amberleigh HOA, Cottington Court HOA, Cove Point HOA, Keller Bend HOA, Kensington HOA, Knoxville Boat Club, Lyons Crossing HOA, River Club HOA, Victoria's Inlet HOA, Wexford HOA, Whittington Creek HOA, et.al.

cc: Mr. Tyler Congleton  
Mr. Dylan Bailey  
Ms. Keith Bailey

Gerald Green, Director, MPC  
Honorable Tim Burchett, Mayor, Knox County  
Honorable Madeline Romero, Mayor, Knoxville



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

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## [MPC Comment] Tooles Bend Project

1 message

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**Renee Franklin** <d-rfranklin@comcast.net>

Thu, Aug 2, 2018 at 10:27 AM

Reply-To: d-rfranklin@comcast.net

To: commission@knoxmpc.org

Dear Sirs:

I would like to voice my concern over the new proposed project on Tooles Bend Road. We have lived in Cottington Court Subdivision off of South Northshore for nearly 10 years and have seen a steady and increasing flow of traffic ever since. The new houses and subdivisions in our area continues to grow, and when you consider that most houses have at least two cars or more per household, traffic is already a major concern. Even in low traffic times during the day, the volume of cars on Northshore and surrounding roads is always busy. The number of cars around Pellissippi causes such a delay and increased chances of accidents that it becomes nerve racking, to say the least. With the number of traffic lights on Northshore near Pellissippi, delays are long and tedious especially in rush hour -- it's at a standstill at those times.

Not only would more housing in our area (especially 650 plus houses) cause unbelievable traffic for such tiny roads and area, the negative impact it would cause for roadways to be closed for construction and utility service interruptions would be enormous. The access for first responders and fire and rescue in our area would be greatly affected as well, making our area a very dangerous place to live.

I'm asking the planning commission to please consider the negative results it would have to this area to add the proposed number of houses.

Thank you,

Renee Franklin

9129 British Station Lane

Knoxville, TN 37922

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This message was directed to [commission@knoxmpc.org](mailto:commission@knoxmpc.org)



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

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## [MPC Comment] Turkey Farm Development

1 message

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**HASSAN NADROUS** <nadrous@hotmail.com>

Thu, Aug 2, 2018 at 7:22 PM

Reply-To: nadrous@hotmail.com

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

Dear all,

I live in Kelsey Forest subdivision and drive on Tedford Rd every day. My concern is that the location of the proposed project indicates much traffic would likely flow onto the narrow, hilly and winding road. This with no doubt will increase the likelihood of deadly accident. Please take into consideration this very critical matter. I believe improving Tedford Rd to be able to handle any extra traffic is the least the developer should do.

Sincerely

**Hassan F. Nadrous, MD FCCP**

**Pulmonary and Sleep Consultants** [www.pscssi.net](http://www.pscssi.net)

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This message was directed to [commission@knoxmpc.org](mailto:commission@knoxmpc.org)

## [MPC Comment] 100 more people signed “Lowerl the Post Oak (the Bailey Farm) development density to avoid traffic safety issues”

1 message

mail@changemail.org <mail@changemail.org>  
Reply-To: mail@changemail.org  
To: commission@knoxmpc.org

Sun, Aug 5, 2018 at 10:07 PM

**change.org** New signatures

**Janice Tocher** – This petition addressed to you on Change.org has new activity. See progress and respond to the campaign's supporters.

Lowerl the Post Oak (the Bailey Farm) development density to avoid traffic safety issues

Petition by Toolles Bend Area Association · 100 supporters



**100 more people signed  
in the last 2 days**

[View petition activity](#)

### RECENT SUPPORTERS



**Stephanie Turner**

Louisville, TN · Aug 05, 2018

I want to help Joyce Cornett and the Toolles Bend area.



**Jody Washington**

Knoxville, TN · Aug 05, 2018

I'm signing because it's the right thing to do their is enough traffic as is !!!!!



**Betty Estes**

Knoxville, TN · Aug 05, 2018

Betty J. Estes

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**Shirley Anderson**

Knoxville,, TN · Aug 04, 2018

Shirley E. Anderson. It is ludicrous to put this much traffic in this small area to feed back into Nortshore that is already too crowded with traffic.

---



**Kathy Lewis**

Knoxville, TN · Aug 04, 2018

For my best friend.

[View all 100 supporters](#)

CHANGE.ORG FOR DECISION MAKERS

On Change.org, decision makers like you connect directly with people around the world to resolve issues. Respond to let the people petitioning you know you're listening, say whether you agree with their call to action, or ask them for more information. [Learn more.](#)

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This notification was sent to [commission@knoxmpc.org](mailto:commission@knoxmpc.org), the address listed as the decision maker contact by the petition starter. If this is incorrect, please [post a response](#) to let the petition starter know.

Change.org · 548 Market St #29993, San Francisco, CA 94104-5401, USA

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This message was directed to [commission@knoxmpc.org](mailto:commission@knoxmpc.org)



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

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**[MPC Comment] re: Turkey Farm Development - Toole's Bend Road**

1 message

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**Puckett, Andy** <pucketta@utk.edu>

Fri, Aug 3, 2018 at 1:29 PM

Reply-To: pucketta@utk.edu

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

MPC Commissioners,

I am writing to express my concern regarding the proposed Post Oak Development off of Tooles Bend Road. My primary concerns regard safety and road congestion. My understanding is that the proposed development of 650 new homes will not be accompanied by any changes (except perhaps a new stoplight) to the road infrastructure around Toole's Bend and Northshore Drive. As someone who has lived in that area for the last nine years, I have experienced a significant increase in traffic, traffic delays, and an increased concern for the safety of my family around that section of Northshore. Given that the planned development will increase the number of cars on Toole's Bend by 5 times, I think this is an untenable course of action for the MPC to take.

I have other concerns about schools, infrastructure, etc.....but I think the traffic problems and the health and safety of our city are enough. Unless there are immediate plans to structurally change Northshore Drive, I cannot see how the MPC can in good conscience approve this development.

Thank you,

Andy Puckett

Andy Puckett, PhD

Professor and Finance PhD Program Director

Paul and Beverly Castagna Professorship in Investments

Haslam College of Business

University of Tennessee

Phone: (865)974-3611

Email: [pucketta@utk.edu](mailto:pucketta@utk.edu)

<http://finance.bus.utk.edu/Faculty/APuckett.asp>

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This message was directed to [commission@knoxmpc.org](mailto:commission@knoxmpc.org)



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

**commission - knoxmpc.org admins: Message Pending**  
[{{llrkg\_LAhrfyYCoCeXcwBFG\_CweT5Tnb0}}

1 message

**Commission** <commission+msgappr@knoxmpc.org>

Fri, Aug 3, 2018 at 10:50 PM

A message has been sent to the [commission](#) group and is awaiting approval. We've included this message for your review.

The message requires moderation because the user does not have permission to post.

You can [approve](#) or [reject](#) this message or you can approve this message by replying to this email.



Start your own group, [visit](#) the help center, or [report](#) abuse.

----- Forwarded message -----

From: mail@changemail.org

To: commission@knoxmpc.org

Cc:

Bcc:

Date: Fri, 03 Aug 2018 20:50:45 -0600

Subject: 100 more people signed "Lowerl the Post Oak (the Bailey Farm) development density to avoid traffic safety issues"

**change.org** New signatures

**Richard Graf** – This petition addressed to you on Change.org has new activity. See progress and respond to the campaign's supporters.

Lowerl the Post Oak (the Bailey Farm) development density to avoid traffic safety issues

Petition by Tooles Bend Area Association · 100 supporters



**100 more people signed**  
**in the last 4 days**

[View petition activity](#)

RECENT SUPPORTERS



**Allison Jenkins**

Knoxville, TN · Aug 04, 2018

Northshore and tooles bend is a mess in that area as it is. Afternoon traffic through there is awful. This plan would make it much worse.

---



**Steven Wayne Wilkinson**

New Orleans, LA · Aug 03, 2018

Northshore is too busy already!!

---



**Misty Gouge**

Knoxville, TN · Aug 02, 2018

Our rural, residential neighborhood cannot accommodate this large influx of homes. The narrow, crooked roads that connect our neighborhoods to Northshore and beyond are unsafe as they are and will be made worse if several hundred large, new homes are build adding thousands of additional trips to these roads daily. Please sign this petition to help encourage the developer of this land as well as the MPC to reconsider the density of the develoment from 3 units per acre to 1-2.

---



**Jason Norton**

Knoxville, TN · Aug 01, 2018

I am concerned about the traffic on Tools Bend and Northshore

---



**Genet Weber**

Knoxville, TN · Aug 01, 2018

I am signing this petition because the safety of my neighbors and family is being placed at risk by tripling the population that will use these narrow, rural roads. Tedford and Toolles Bend roads are inadequate for the existing traffic that already exists. The most direct route to shopping and the interstate access, Tedford is not even wide enough to have a painted center line. It is not wide enough for school buses, yet we are having to back up around blind curves because large earth-moving equipment is taking up 3/4 of the road. There is no water supply in case of fire. This rural neighborhood does not have the infrastructure to support high density development.

[View all 100 supporters](#)

CHANGE.ORG FOR DECISION MAKERS

On Change.org, decision makers like you connect directly with people around the world to resolve issues. Respond to let the people petitioning you know you're listening, say whether you agree with their call to action, or ask them for more information. [Learn more.](#)

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This notification was sent to commission@knoxmpc.org, the address listed as the decision maker contact by the petition starter. If this is incorrect, please [post a response](#) to let the petition starter know.

**Change.org** · 548 Market St #29993, San Francisco, CA 94104-5401, USA



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

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## [MPC Comment] Say NO to "Turkey Farm Development" - Toolles Bend Road

1 message

---

**Glenn Trentham** <glenn.trentham46@gmail.com>  
Reply-To: glenn.trentham46@gmail.com  
To: "commission@knoxmpc.org" <commission@knoxmpc.org>

Mon, Aug 6, 2018 at 11:02 AM

8/6//2018

Dear Sir or Madame:

I'm a resident of Whittington Creek on S. Northshore. I'm very concerned about the proposed development referred to as "Turkey Farm Development - Toolles Bend Road."

My major concerns are about the density of housing and traffic that will result and the creation of a multitude of safety issues:

- 
1. The safety of the children in the area is paramount;
  2. Impact on the emergency egress routes for the residents;
  3. Access for first responders;
  4. Traffic flow and the resulting danger of ingress and egress on residents and others;

---

Please do not put the children and the others in this area in danger simply because it is convenient for a few developers.

Additionally, other concerns consist of; extensive utility upgrades, impact on existing roadways and schools, impact on waste water and other related infrastructure demands – to mention only a few.

Please do not allow this proposed development to proceed because of the negative impact it will have on those that currently live in the area as well as those who would relocate to the area. It is a lose – lose – lose proposal. It will hurt more people than it will help.

Thank you.

Glenn Trentham, [9105 Bolton Lane, Knoxville, Tennessee](#)

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Sent from [Mail](#) for Windows 10

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This message was directed to [commission@knoxmpc.org](mailto:commission@knoxmpc.org)

## [MPC Comment] 100 more people signed “Lowerl the Post Oak (the Bailey Farm) development density to avoid traffic safety issues”

1 message

mail@changemail.org <mail@changemail.org>  
Reply-To: mail@changemail.org  
To: commission@knoxmpc.org

Mon, Aug 6, 2018 at 2:52 PM

**change.org** New signatures

**Charles Thomas** – This petition addressed to you on Change.org has new activity. See progress and respond to the campaign's supporters.

Lowerl the Post Oak (the Bailey Farm) development density to avoid traffic safety issues

Petition by Toolles Bend Area Association · 100 supporters



**100 more people signed  
in the last day**

[View petition activity](#)

### RECENT SUPPORTERS



**Deborah Rice**

Oliver Springs, TN · Aug 06, 2018

Take care of traffic issues before building. Even one life is not worth any benefit



**Joyce Richman**

Belvidere, NC · Aug 06, 2018

Our current through roads, Toolles Bend & Northshore Dr can't support the extra traffic without expansion.



**Sharon Parks**

, · Aug 06, 2018

safety issues

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**Diane Neely**

Concord, TN · Aug 06, 2018

I am concerned about the increase in the traffic.

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**Sherri Ridenour**

Knoxville, TN · Aug 06, 2018

[\*\*View all 100 supporters\*\*](#)

CHANGE.ORG FOR DECISION MAKERS

On Change.org, decision makers like you connect directly with people around the world to resolve issues. Respond to let the people petitioning you know you're listening, say whether you agree with their call to action, or ask them for more information. [Learn more.](#)

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This notification was sent to [commission@knoxmpc.org](mailto:commission@knoxmpc.org), the address listed as the decision maker contact by the petition starter. If this is incorrect, please [post a response](#) to let the petition starter know.

Change.org · [548 Market St #29993, San Francisco, CA 94104-5401, USA](#)

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This message was directed to [commission@knoxmpc.org](mailto:commission@knoxmpc.org)



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

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**[MPC Comment] 8-SA -18 -C; 8-A-18 -U**

1 message

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'westman423@aol.com' via Commission <commission@knoxmpc.org>

Tue, Aug 7, 2018 at 7:35 PM

Reply-To: westman423@aol.com

To: commission@knoxmpc.org

Dear Knox County MPC,

This week as I traveled to and from work, I was able to appreciate nature at its best; a wooded street leading to my home with multiple deer along the road going in both directions. However, I have serious concerns about a development on Toole's Bend Road ruining our scenic and relaxing drive home. The deer will disappear. The road will become a congested and dangerous highway. What is the reason for this drastic destruction? The greed of a developer.

Toole's Bend Road is narrow, winding, and rather dangerous with the current number of homes that it services. There is a tree cutting business on the road that utilizes large vehicles which currently bring oncoming traffic to a stop when they approach. The addition of 700 homes will be disastrous. Voting to allow 700 homes to be added to this road, in my opinion, is negligently putting the lives of the residents at risk for the financial interests of a developer. I feel the concerns of the community need to be shared so that government leaders have full knowledge of the situation at hand and can make decisions that will prevent having a negative impact on the legal obligations on the county.

The developer has stated an alternate road is available, Tedford Road. This road is 17 feet wide in spots. It is not even two lanes all the way through. This road is not a viable option for traffic, especially emergency traffic. Toole's Bend is lined with trees that frequently fall taking out power lines and closing the road. It was closed for approximately three weeks when one part gave way during heavy rains. The community was forced to use the narrow Tedford Road. Traveling this road was a gamble to say the least and I was never so glad to see Tooles' Bend reopen after the county repaved the entire road. Repaving does nothing but add an additional layer of asphalt to the surface. The underlying road bed remains the same and has already proven it is not sturdy by its recent collapsing in one area. Again adding 700 additional homes and vehicles to this road is putting the lives of the community members at risk, simply because of greed.

In this political season, we heard multiple candidates say they wanted to preserve our "Tennessee way of life." I too want to preserve my own and my community's way of life by not being concerned of being in an accident or even killed due to allowing one developer become wealthier. The scenic and relaxing drive home, which is the reason we bought our home, will be destroyed and will turn into a congested and stressful battle of the roadway.

Please understand that I am not against development of this land. I would support development that keeps the overall number of housing units to a minimum. Every inch of the land can be developed, as far as I am concerned, with single family dwellings that include some acreage. My absolute concern is the number of residences being considered. It is a safety issue for me.

I ask that you make an informed and intelligent decision. The developer cares about money. It is business to him. I care about my neighborhood and my way of life as well as the safety of all our residents. I would like to continue to see our wooded road remain untouched and see the deer along the road, just as nature intended.

Thank you,

Michael Hughes  
8809 Cove Point Lane  
Knoxville, TN 37922

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This message was directed to [commission@knoxmpc.org](mailto:commission@knoxmpc.org)



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

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## [MPC Comment] Post Oak Bend proposal

1 message

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'Stephen Harris' via Commission <commission@knoxmpc.org>

Tue, Aug 7, 2018 at 3:26 PM

Reply-To: sgh3252@aol.com

To: commission@knoxmpc.org

Cc: county.mayor@knoxcounty.org

MPC Commissioners,

I realize that approving sensible property developments which result in more housing is one of the tasks to which you've been charged. I also expect that the safety and security of others living in the community affected by the development would also be a task you accept. I appreciate very much your service to Knox County.

I hope and assume that each of you has taken the time to drive the length of Tedford Dr and Tooles Bend Rd., the only two ways out of the Tooles Bend peninsula. If you are preparing to vote on this life changing proposal without doing so is both feckless and uninformed.

My children and grandchildren travel these roads several times a week, driving on roads that are only 17' wide in places. They are what they are: old, narrow, country farm roads. They are among the most perilous roads in Knox County in good weather; Tedford is often frozen in spots during the winter.

In March of this year a large tree fell across Tooles Bend, destroying the guard rails and blocking access to Northshore. It was closed for several days while County crews cleared the road and rebuilt the guard rails, leaving only Tedford as an exit/entrance to the community.

We're all for reasonable development, safe development, smart development. Proposing to go from less than 200 homes and roughly 400 vehicles to almost a thousand homes and as many as 2000 vehicles is neither reasonable, safe, or smart.

Thanks again for your service and for your fair consideration of the pleas from those in the Northshore Corridor community.

Sincerely,

Stephen Harris  
And my wife April  
Daughter Sommerville, granddaughter June Rosemary  
Son Bo, grandson George

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This message was directed to [commission@knoxmpc.org](mailto:commission@knoxmpc.org)

# KRAMER RAYSON LLP

ATTORNEYS AT LAW

JOHN T. JOHNSON, JR.  
WARREN L. GOOCH  
WAYNE R. KRAMER  
EDWARD G. PHILLIPS  
THOMAS M. HALE  
JACKSON G. KRAMER  
BEECHER A. BARTLETT, JR.  
JOHN C. BURGIN, JR.  
CHARLES M. FINN  
ROBERT A. CRAWFORD  
JOHN E. WINTERS  
ROBERT L. BOWMAN  
STEVEN E. KRAMER  
SHANNON COLEMAN EGLE  
KATE E. TUCKER  
BETSY J. BECK  
WILLIAM J. CARVER  
GEORGE R. ARRANTS, JR.  
ROBERT W. KNOLTON  
BRANDON L. MORROW  
CAMILLE H. SANDERS  
BRYCE E. FITZGERALD  
ERICA D. GREEN  
NATHANIEL D. MOORE

POST OFFICE BOX 629  
KNOXVILLE, TENNESSEE 37901-0629

FOUNDED 1948

[tomhale@kramer-rayson.com](mailto:tomhale@kramer-rayson.com)

SPECIAL COUNSEL  
LESLIE L. SHIELDS

OFFICES  
FIRST TENNESSEE PLAZA, SUITE 2500  
800 SOUTH GAY STREET  
KNOXVILLE, TENNESSEE 37929  
TELEPHONE 865 525-5134  
TELECOPIER 865 522-5723

105 DONNER DRIVE, SUITE A  
OAK RIDGE, TENNESSEE 37830  
TELEPHONE 865 220-5134  
TELECOPIER 865 220-5132

R.R. KRAMER (1888-1966)  
E.H. RAYSON (1923-2017)

August 8, 2018

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

RE: Concept 8-SA-18-C  
Development 8-A-18-UR  
Post Oak Bend LLC, Applicant

Dear Commissioners:

We are writing with respect to the above-referenced matter on behalf of the Northshore Corridor Association (the "NCA"). The NCA is an association of a number of homeowners' associations whose members will be impacted by the proposed subdivision, including the following:

Amberleigh  
Cove Pointe  
Kelsey Forest

Lyons Crossing  
River Club  
Victoria's Inlet

Keller Bend  
Whittington Creek  
Cobblestone

The NCA is neither opposed to development, nor is it opposed to the development of the property in question. In fact, the NCA is in favor of development. The NCA, however, is opposed to unthoughtful development that seeks to force the proverbial round peg, or should we say Post Oak, into a square hole imposing negative consequences, burdens and risks upon both new and longstanding citizens and residents.

Is the proposed subdivision, the concept and overall plan for which you are being asked to approve, such a round peg? Based upon the existing conditions and circumstances, and what one can reasonably project about the impact of the proposed development, the NCA contends that as currently proposed it would be such a round peg. The proposed plan creates a host of

infrastructure and safety issues, not only for those on the Tooles Bend peninsula, but for all residents of the Northshore corridor. Avoiding the harmful impacts that would likely result from the proposed development, requires one to first assess what makes this proposed development unique so it can be evaluated on its own merit and not simply viewed as a typical project that comes before you.

This is no garden variety project. The mere size of the area to be developed places it in a class by itself. Moreover, the density of the dwelling units proposed when applied to its large size makes the project different than any other subdivision on the Tooles Bend peninsula, as well as in the adjacent peninsulas of Keller Bend and Lyons Bend. Another factor making the proposed subdivision unique is the fact that the ways to access the area are simply not suitable for the type and level of traffic that will come from the development. This is not only because the roads into the Tooles Bend peninsula are narrow and winding, but also because they have no shoulders, no sidewalks, no bus or large vehicle turn-about areas and their hilly topography create poor lines of sight for travelers.

Finally, once travelers from the peninsula negotiate narrow, winding, hilly and shoulderless Tooles Bend, Tedford and Badgett Roads, they will join the thousands of citizens who regularly travel Northshore Drive as will be addressed in more detail below. The NCA respectfully asks – given the magnitude of the additional traffic that will be funneled from the proposed subdivision onto Northshore Drive, why shouldn't the traffic impact study be expanded to include Tedford Road, Badgett Road and Northshore Drive? In short, the traffic study cannot be conducted within a vacuum; the geography of the Tooles Bend peninsula dictates that all traffic must ultimately intersect with Northshore Drive. Thus, in order to have a complete understanding of the real impact of this project on the residents along the Northshore corridor it is imperative that any traffic study take Northshore into account. Regardless of whether consequences can be fully mitigated, it is respectfully suggested that as a governmental planning organization, gaining an understanding of what proposed projects will bring, especially where what they will bring is large, is MPC's responsibility before acting.

The NCA is very appreciative of the willingness to postpone the vote on the proposal and the opportunity to learn more of the details. While the learning process continues daily for the NCA, the following can be gleaned from the historical records, as well as from the information that has been submitted by the applicant.

### **History and the Knox County Zoning Ordinance**

The proposed concept and development plan states in the plat notes that "This property is zoned PR @ 3 du/acre." (Revised Plan, Note 5).

The historic record and the provisions of the Knox County zoning ordinance do not support this. Attached to this letter as **Exhibit 1** is the 1993 rezoning application for the Bailey Farm with related papers including the staff recommendation and the August 5, 1993 letter from

the attorney for the owners of the property at the time, Jane and David Bailey. The dwelling units per acre requested in the application was “1-3 du/ac.”

The text of the Knox County Zoning Ordinance in Section 5.13, the section that creates and defines the “PR planned residential zone,” makes clear that the planning commission retains substantial discretion in the formulation of the development plan in a PR zoning district. In section 5.13.01 it states:

Each planned unit development *shall* be compatible with the surrounding or adjacent zones. Such compatibility *shall* be determined by the planning commission by review of the development plans. (emphasis supplied).

The minutes of the August 12, 1993 meeting of the MPC, the meeting at which the application for rezoning was taken up, explicitly state (Ex. 1, p. 000290) that the rezoning request for “PR planned residential zone at 1-3 du/ac approved.”

With respect to the decision concerning “population density” in a PR zone, the Knox County Zoning Ordinance at Section 5.13.13 could not be clearer when it states that “The appropriate development density of each project shall be determined by the planning commission...” The MPC has considerable leeway in determining the appropriate density for each project. In this case, approving a plan submitted with a density on a lower scale (e.g., 1 du/ac as opposed to 3 du/ac) would mitigate many of the issues and safety concerns brought about by the additional traffic into the area, yet still allows for the owners to create a substantial development in keeping with the surrounding areas.

Finally, at Section 5.13.15.B.3, the Zoning Ordinance requires that “The Planning Commission shall review the conformity of the proposed development and shall recognize principles of good civil design, land use planning and landscape architecture.”

### **Size and Proposed Density of the Project**

Based on the application, the size of the tract is apparently 415.04 acres. The application also suggests that there would be 276.3 developable acres. However, the revised development plan states that 260.51 acres are situated above the 813-foot contour. Attached to this letter as **Exhibit 2** is the advertisement of a realtor representing the owners of the property which states that the Bailey farm contains 233.6 acres of developable land on the development.<sup>1</sup>

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<sup>1</sup> Due to the proximity of the land to the Tennessee River, there is some complexity involved in determining how much of the land is “developable” which the NCA has been trying to understand. TVA has stated that it possesses a flowage easement on all areas of land along the Fort Loudon Reservoir below the elevation of the 822-foot contour. Plat note 12 of the revised development plan submitted by the applicant provides that of the 623 total building units, Lots 26-65, 149-171, 233-240 and 248-309, or a total of 130 lots will require fill to raise the level of the land above the flowage easement at the 822 contour. Of course, this filling activity will require at least TVA approval. **Exhibit 3** to this letter is a copy of the development plan with the 822-foot contour shown in red. One can see more clearly from this illustration the areas that will require fill.

Depending upon the size of the developable areas of the land, the maximum density allowable based on the current zoning would be three times the number of developable acres. It is NCA's understanding that the site plan currently proposed contains 623 dwelling units. **Exhibit 4** attached to this letter contains calculations of the relative density of dwelling units currently in the three adjacent peninsulas of Keller Bend, Lyons Bend and Tooles Bend as compared to the density that would be in the proposed subdivision once it is completed. **Exhibit 4** puts the development into context vis-à-vis other riverfront areas adjacent to Northshore Drive.

In the estimated 1,166.2 acres in the Keller Bend area there are 179 dwelling units or .15 dwelling units per acre. In the estimated 2,346 acres in the Lyons Bend area there are 832 dwelling units or .35 dwelling units per acre. In the present day Tooles Bend area, there are estimated to be 1,635.7 acres containing 197 dwelling units or .12 dwelling units per acre. **Exhibit 4.**

As NCA understands it, the current development calls for 623 dwelling units on 260.51 acres of land above the 813 contour. This equates to approximately 2.39 dwelling units per acre. Thus, the proposed development is not compatible with the surrounding areas as it would contain substantially greater density than those areas.

#### **Traffic and the Traffic Impact Study**

One of these incompatible areas, namely existing Tooles Bend, would share with the proposed development the primary access road serving the peninsula, Tooles Bend Road. A traffic impact study (revised July 2018) has been prepared for the applicant that assesses the projected impact on traffic the proposed development would have only on Tooles Bend Road.

The traffic impact study only considers three intersections: (1) Tooles Bend at South Northshore, (2) Tooles Bend at Badgett, and (3) Tooles Bend at Tedford. However, due to the geography of the Tooles Bend peninsula, most all traffic on Tooles Bend Road ultimately ends up back on Northshore Drive – either at Tooles Bend near the Kensington subdivision or at Keller Bend. Thus, before the Commission can make an informed decision about the impact of this development, an expanded traffic impact study – that takes the entirety of the Northshore corridor into account – must be conducted. This is especially true in light of Northshore being one of Knox County's most highly travelled and well-populated areas.

Turning to the traffic impact study that was revised in July 2018, NCA has not had the opportunity to obtain expert advice concerning the study, and is frank to say that it does not understand some of the data contained in the study. However, NCA would observe that the study suggests an increase in daily trips by vehicles on Tooles Bend Road of 5,960, from 1,670 trips per day currently to 7,630 trips per day. This means there will likely be at least 4.56 times more traffic on roads that are admittedly very narrow, ranging in width from 17 to 20 feet.

As is evident from a trip down Tooles Bend Road, it is curvy, hilly, has no shoulders and requires extreme care to maneuver. Given current traffic levels there should be cause for concern for the safety of those traveling in and out of the peninsula. Moreover, commonsense dictates that 623 more dwelling units created by the proposed development will increase the number of school buses, emergency vehicles and large vehicles, in general, that by necessity will need to travel an already inadequate Tooles Bend Road. As a practical matter, it is unclear how these types of large vehicles, or construction equipment are currently able to safely traverse Tooles Bend Road.

Once these vehicles reach Northshore Drive, they will only exacerbate an already congested thoroughfare. Current estimations show that the traffic volume at Northshore Drive at Tooles Bend Road is 13,879 vehicles per day. The volume would increase to approximately 19,835 vehicles per day if the development proceeds in its full scope, about a 43% increase. In light of these projections, the development, as proposed, would exacerbate serious traffic issues that already exist on Northshore Drive. Moreover, the ability to turn onto or out of the Tooles Bend peninsula will be problematic unless significant alterations to the traffic flow (e.g., roundabouts, stop lights, etc.) are required. Traffic congestion cannot be chalked up to a mere inconvenience; it also amounts to a safety issue. The more congested a roadway, the more likely accidents will occur. Perhaps more importantly, with a heavily congested roadway, emergency response times will obviously increase.

How can it be prudent to allow such an exaggerated increase in density under all of these circumstances, when a very fine development could be proposed that would not carry the same degree of burdens and risks for the rest of the citizens in the impacted area.

### **Safety Questions Unaddressed**

Beyond the foregoing as it relates to safety, the NCA, while not wanting to be alarmist, notes the following that should be considered for any increases in density in the Tooles Bend area:

- There are no school bus turnarounds or pullover spots in existence on Tooles Bend, Tedford or Badgett Roads, nor are there sidewalks for students who disembark from school buses.
- At some places, due to inadequate width and sharp curves, school buses must be in the oncoming lane of travel in order to pass.
- Response times for emergency vehicles by necessity are slowed given the nature of the roads.
- Analysis of the water supply and pressure must be part of this review process. Past events suggest that these are inadequate for effective firefighting. With four

story apartment buildings, firefighting would require tactics that are not now needed.

- Given the challenging access to the area, how will it be possible to bring additional or upgraded utility lines to the property? How will the lives of residents be impacted during construction if there is a way to get lines to the property?
- Is it the best use of the land to approve a concept where to provide 20% of the building units will require the level of the land which is adjacent to the Tennessee River to be filled with the resulting impact on the shoreline areas?

### **Conclusion**

The NCA acknowledges that many of these noted factors currently impact Toole Bend residents in ways that similar circumstances also impact the residents in the other two peninsulas. The existing infrastructure challenges are not the issue. The issue is that logic, reason, good judgment, as well as good land use planning, require that when you have a problem, you don't make decisions that make the problem worse when there is a rational alternative.

Thank you for the time you have taken to review this, and for your public service that is essential to our community. We know it is usually not easy to make these difficult decisions.

Yours truly,



Thomas M. Hale

TMH/pm  
cc (via e-mail):

Northshore Corridor Association  
Mr. Tom Brechko  
Mr. Gerald Green  
Arthur G. Seymour, Jr., Esq.  
Culver R. Schmid, Esq.  
Brandon L. Morrow, Esq.

KNOXVILLE-KNOX COUNTY  
**M P C**  
 METROPOLITAN  
 PLANNING  
 COMMISSION  
 H E N N E S S E E

JUN 21 1993  
 METROPOLITAN PLANNING COMMISSION  
 Date Filed: 9/2/93

**DOUBLE REZONING**

For 7/8/93 mtg

Councilmatic District \_\_\_\_\_ County 5 Commission District \_\_\_\_\_  
 Fee Paid: 750.00 File Number: 7-11-93-RZ

Suite 403 - City County Building  
 400 Main Avenue  
 Knoxville, Tennessee 37902  
 615-521-2500

Map Number: 155 Zoning District: A5  City  County Sector: Southwest  
 Name of Applicant: Riverside Ventures

**PROPERTY INFORMATION:**

Address: (Street Name) \_\_\_\_\_ (Street Number) \_\_\_\_\_  
 General Location: NE/S Pellissippi Pkwy SW/S Ft. Loudoun Lk.  
S NE/S Teales Bend Rd  
 Description: Parcel(s) 77 82.02, 84 84.27 City Block(s) \_\_\_\_\_  
 Other Fronting approx 1950' SE/S Teales Bend Rd., Fronting approx  
8200 NE/S Pellissippi Pkwy. Fronting approx 900'  
SW/S Ft Loudoun Lake To Floodway Canal  
 \_\_\_\_\_ 260 acres above 413' contour  
 Size of Tract: 260 Acres \_\_\_\_\_ Square Feet

**CHANGE REQUESTED:**

I (we) request that the MPC, after appropriate study, recommend an amendment to the official zoning map to change the zoning of the property described above.  
 FROM: AGRICULTURE  
 TO: PR  
 Previous Zoning Requests: None noted

**APPLICANT'S PROPOSED USE OF PROPERTY:**

(Be Specific) Residential Development  
 Density Proposed: \_\_\_\_\_ Dwelling Units per Acre 1-3 du/ac  
 Existing Land Use: Residential / Agriculture

**ALL CORRESPONDENCE RELATING TO THIS APPLICATION SHOULD BE MAILED TO:**

John K. King P.O. Box 2425 Knoxville, TN. 37901 <sup>615</sup> 546-4646  
 Name: (Print) Address City State Zip Telephone

**AUTHORIZATION OF APPLICATION:**

I hereby certify that I am the authorized applicant, representing ALL property owners involved in this request or holders of option on same, as listed on the back of this form.  
 Signature: [Signature]  
John K. King P.O. Box 2425 Knoxville, TN. 37901 546-4646  
 Name: (Print) Address City State Zip Telephone

**APPLICATION ACCEPTED BY:**

**EXHIBIT 1**



**KNOXVILLE/KNOX COUNTY METROPOLITAN PLANNING COMMISSION**

**REZONING REPORT**

MEETING DATE: 8/12/93                      ▶ FILE NO. 7-U-93-RZ  
PP from 7/8/93

APPLICANT: RIVERSIDE VENTURES

JURISDICTION: City\_\_ Council District\_\_ County X Commission District 5

▶ LOCATION: Northeast side Pellissippi Pkwy., southwest side Ft. Loudoun Lake,  
southeast side Tooles Bend Rd.

▶ APPX. SIZE OF TRACT: 260 acres

CLT MAP & PARCEL NO.: 155 & 156/parcels 77, 82.02, 84 & 84.27

SECTOR PLAN: Southwest County

ACCESSIBILITY: Access is via Tooles Bend Rd., a local street with a 18' pavement width  
within a 40' ROW.

UTILITIES: Water Source: First Utility District                      6"  
Sewer Source: First Utility District                                      N/A

▶ PRESENT ZONING: A Agricultural Zone

▶ ZONING REQUESTED: PR Planned Residential Zone

EXISTING LAND USE: Residential/agricultural

▶ PROPOSED USE: Residential development

EXTENSION OF ZONE: No

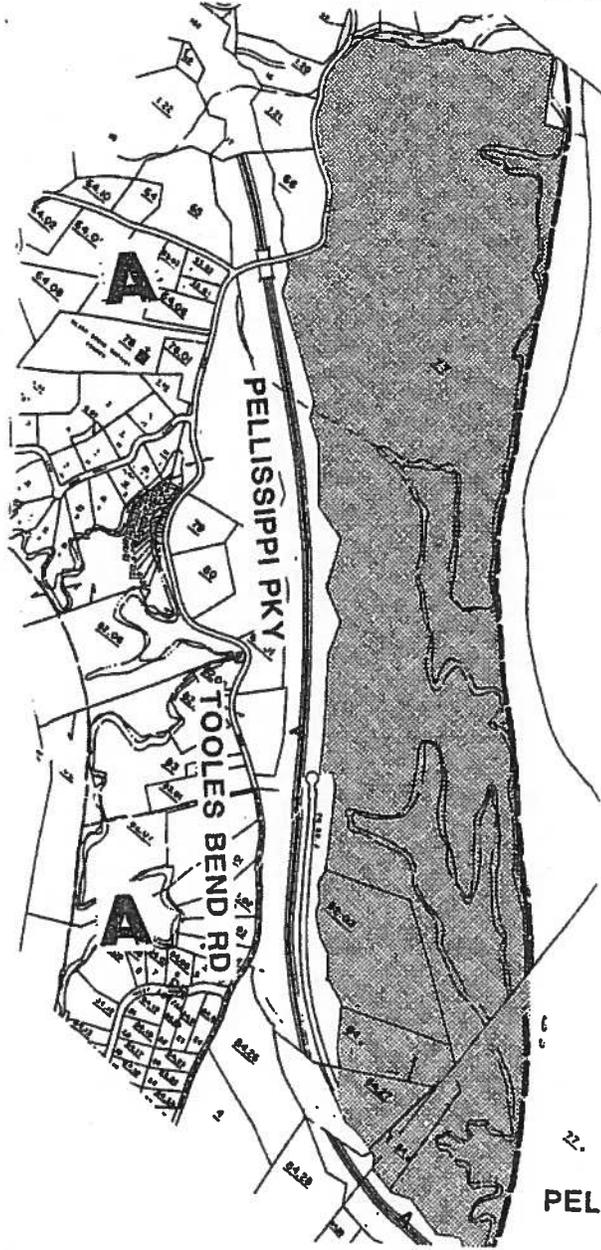
HISTORY OF ZONING: None noted

SURROUNDING LAND USE & ZONING: This gently rolling, open site is surrounded by property zoned A  
Agricultural, F-1 Floodway, OS Open Space and PR Planned Residential.  
Development consists of single-family residences on individual lots.

COMMENTS: This is predominantly a rural residential area with a large amount of open  
space noted.

▶ STAFF RECOMMENDATION: APPROVE PR Planned Residential because this zoning is consistent with  
surrounding zoning and development.

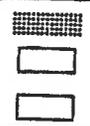
APPROVE a density of 1 to 3 du/ac, which is consistent with the  
adopted Southwest Sector Plan for rural and low density residential  
areas. No development plans for densities greater than 1 du/ac should  
be approved unless public sanitary sewers are provided.



PELLISSIPPI PKY  
BRIDGE

**REZONING**

*PROPOSED USE*



FROM A AGRICULTURAL ZONE TO PR PLANNED  
RESIDENTIAL ZONE

JURISDICTION

COUNTY X

PETITIONER: RIVERSIDE VENTURES  
FILE NO: 7-U-93-RZ  
CLT NO: 155 & 156



**PUBLIC NOTICE**

The following amendments to the Knox County Zoning Resolution will be considered by the Board of County Commissioners on September 27, 1993 at 1:30 p.m. in the Main

Assembly Room of the City-County Building, Main Avenue, Knoxville, Tennessee. Data pertinent to these amendments may be seen in the office of the Metropolitan Planning Commission, Fourth Floor, of the City-County Building, Main Avenue, Knoxville, Tennessee. Knox County does not discriminate on the basis of disability in its provision of services, programs, activities or benefits. If you need assistance or accommodations for a disability, please contact the ADA office at 252-2716 & we will be glad to work with you to conduct any reasonable request.

**REZONINGS**

**BETTY T. RILE** - SOUTH-EAST SIDE E EMORY RD. SOUTHWEST OF BEELEN RD. - Rezoning from A Agricultural Zone to PR Planned Residential Zone. Parcel 114, CLT Map 28, 8th Commission District, Northeast County Sector Plan. MPC recommendation: Approve PR Planned Residential Zone of 1 - 3 du/ac.

**JOE TOUCHTON** - NORTH-EAST SIDE HALLERTOWN PK. NORTHWEST OF OLD HALLERTOWN PK. - Rezoning from A Agricultural Zone to PR Planned Residential Zone. Parcel 4, CLT Map 24, 8th Commission District, Northeast County Sector Plan. MPC recommendation: Approve PR Planned Residential Zone of 1 - 4 du/ac.

**KATHERINE ROGERS MAY-FIELD** - SOUTHEAST SIDE RUDDER LN. SOUTH OF NORTHEAST DR. - Rezoning from A Agricultural Zone to PR Planned Residential Zone. Parcel 74, CLT Map 14, 4th Commission District, Southwest County Sector Plan. MPC recommendation: Approve PR Planned Residential Zone of up to 1 du/ac.

**ALVIN UNDERWOOD** - SOUTHEAST SIDE ANDERSONVILLE PK. NORTHWEST OF HERRIS LN. - Rezoning from A Agricultural Zone to Industrial Zone. Parcel 92.01, part of parcel 107, CLT Map 27, 8th Commission District, North County Sector Plan. MPC recommendation: Approve for amended area.

**RIVERSIDE VENTURES** - NORTHEAST SIDE PELLICCIOTTI PK. SOUTHWEST SIDE FT. LINDOUM LAKE. SOUTHEAST SIDE TOOLEE BEND RD. - Rezoning from A Agricultural Zone to PR Planned Residential Zone. Parcels 77, 82.02, 84 & 84.02, CLT Maps 15 & 15a, 8th Commission District, Southwest County Sector Plan. MPC recommendation: Approve PR Planned Residential Zone of 1 - 3 du/ac.

**ROBERT BETHWELL** - NORTHEAST SIDE WAKE-FIELD RD. SOUTHWEST SIDE W. NORTHEAST SIDE COGOLI RD. SOUTHEAST SIDE I-40/75 - Rezoning from CD Business & Manufacturing, PC Planned Commercial & A Agricultural Zones to CA General Business Zone. Parcels 2, 31 & 107, 8th Commission District, Southwest County Sector Plan. MPC recommendation: Approve PC Planned Commercial Zone.

**THE METROPOLITAN PLANNING COMMISSION**  
**MINUTES FOR AUGUST 12, 1993**  
**IN THE MAIN ASSEMBLY ROOM, CITY/COUNTY BUILDING**

The Metropolitan Planning Commission met in regular session on August 12, 1993 at 1:30 p.m. in the Main Assembly Room, City/County Building, Main Street, Knoxville, Tennessee. Members present were:

Mr. Bob Bowers  
Mrs. Joan Allen  
Mr. Dick Graf  
Mr. John Tindell  
Ms. Imogene King

Mr. Charles Busler  
Dr. Jack Reese  
Mr. Jeff Wilkins  
Mr. Mark Margetts  
Mrs. Cathy Rogers, Chair

7-U-93-RZ -

**RIVERSIDE VENTURES - NORTHEAST SIDE S. PELLISSIPPI PKWY., SOUTHWEST SIDE FT. LOUDOUN LAKE, SOUTHEAST SIDE TOOLES BEND RD. - Rezoning from A Agricultural Zone to PR Planned Residential Zone. Parcels 77, 82.02, 84 & 84.27, CLT Maps 155 & 156, 5th Commission District, Southwest County Sector Plan.**

**STAFF RECOMMENDATION:**

**APPROVE PR Planned Residential because this zoning is consistent with surrounding zoning and development.**

**APPROVE a density of 1 to 3 du/ac, which is consistent with the adopted Southwest Sector Plan for rural and low density residential areas. No development plans for densities greater than 1 du/ac should be approved unless public sanitary sewers are provided.**

Mr. John King:

Attorney representing the petitioner.  
The developer plans to do a quality development. Mr. King has met with area representatives and had numerous telephone calls to discuss the plans. The neighborhood has been given the plans. The developer is willing to do what they can about the road and feel there can be some improvements on Tooles Bend Road. It is unlikely the road will be greatly widened. Some people expressed concerns about widening the road that more development might come to the area or traffic go faster.

Mr. King submitted a packet of materials (this packet becomes a part of these minutes).

Mr. King requested approval of the staff recommendation.

Mr. Ed Luedeka: 8820 Cove Point Ln.  
He opposed on ground of the density.

Mr. Luedeka submitted a packet of materials outlining their opposition (this packet becomes a part of these minutes).

Approximately 15 people stood in the audience in opposition to this request.

Mr. Luedeka stated most of the surrounding property owners have 1 acre lots and some have up to 15 acres. He expressed a concern about the traffic. Tooles Bend Rd. has very sharp curves. The visibility is poor. This will add to already existing difficulties with the road.

Rocky Hill and Bearden are the designated schools. This would cause a burden on the schools and busing expenses. They believe 1 du/ac is best, but would be willing to compromise at 1.25 du/ac.

Ms. Virginia Bailey: Area resident.  
She opposed and asked the density to be 1.25 du/ac.

Mr. Whitaker: The density is about the same as that allowed in RA. PR would ensure that nothing could be built until MPC approved the plan.

Mr. Roger Dailey: Tooles Bend Rd.  
He stated a difficulty with the number of children in the schools and on the buses. He would like to give the petitioner the opportunity to build, but limit the density.

Mr. Whitaker: With RA or RAE, the maximum density would be 3 to 4 du/ac.

Mr. King: What is being rezoned PR is everything above the Floodway. This is approximately 208 acres and the density would be determined on that number. RA would allow higher density than PR. During 1991, 1992 and year-to-date 1993, there have been 6 accidents on that road according to the Knox County Emergency personnel. Mr. King stated he will keep a dialogue going with the neighborhood but he is unwilling to state the density as they request.

Mr. Whitaker: Approximately 155 acres would be restricted by the Floodway designation. Only the land out of the Floodway would be usable.

Mr. Graf: Mr. Graf stated that most PR does not build out at the maximum density. However, the set density gives the developer the ability to look at the property and see what is best. If a developer can play with the density, he can play with open space and such things as a club house.

Mr. Pruitt: There is no plan for sewer in the immediate future unless this developer facilitates it.

Mr. King: First Utility District is willing to supply sewers if the developer is willing to pay for it.

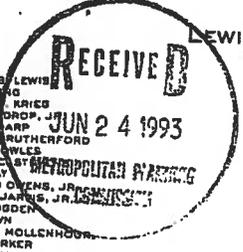
MPC Minutes, August 12, 1993

Page 3

MOTION (WILKINS) AND SECOND (ALLEN) WERE MADE TO APPROVE PR PLANNED RESIDENTIAL ZONE. MOTION CARRIED 10-0. PR PLANNED RESIDENTIAL ZONE APPROVED.

MOTION (WILKINS) AND SECOND (REESE) WERE MADE TO APPROVE PR PLANNED RESIDENTIAL ZONE AT 1 - 3 DU/AC. MOTION CARRIED 10-0. PR PLANNED RESIDENTIAL ZONE AT 1 - 3 DU/AC APPROVED.

FILE 7-U-93RZ



**LEWIS, KING, KRIEG & WALDROP, P.C.**

A PROFESSIONAL CORPORATION  
ATTORNEYS AND COUNSELLORS AT LAW  
ONE CENTRE SQUARE, FIFTH FLOOR  
620 MARKET STREET  
POST OFFICE BOX 2425  
KNOXVILLE, TENNESSEE 37901

(615) 546-6848  
FAX (615) 523-6829

NASHVILLE  
THIRD NATIONAL FINANCIAL CENTER, NINTH FLOOR  
424 CHURCH STREET  
POST OFFICE BOX 198815  
NASHVILLE, TENNESSEE 37219  
(615) 259-1386  
FAX (615) 259-1389

KELLY S. ATHINS  
EDWIN H. BATTB, III  
JUDITH A. DEFRISCO  
RODNEY A. FIELDS  
JOSEPH R. FORD  
DAVID N. GAREY  
ROCKFORD D. KING  
MARGIE LYNN LOESER\*  
R. NEAL HYNATT  
J. BRENT NOLAN  
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JOHN R. TARPLEY  
DAVID W. TIPTON  
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\* ALSO LICENSED IN KENTUCKY  
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R. LOY WALDROP, JR.  
ELLIS A. SHARP  
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HARRY P. OSDEN  
REBA BROWN  
MICHAEL J. MOLLENHOOR  
ALAN M. PARKER  
MARY JO HANN  
MICHAEL S. PEMBERTON  
DAVID L. BECK

SPECIAL COUNSEL:  
AARON WYCKOFF

OF COUNSEL:  
MARY M. FARNER

June 23, 1993

Commissioner Ronald Davis, Sr.  
1109 S. Chilhowee Drive  
Knoxville, TN 37914

RE: Riverside Ventures Tooles Bend Property Rezoning  
MPC File # 7-U-93-RZ

Dear Commissioner Davis:

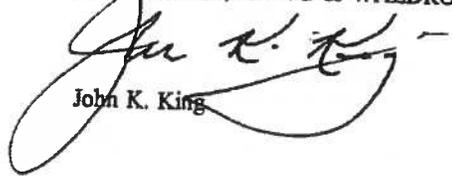
On behalf of Riverside Ventures, property owner and developer, we are pleased to present to you this package of information in support of a rezoning request which will be on the July 8, 1993, MPC agenda. The zoning change is necessary to allow for the development of a high quality planned residential community off Tooles Bend Road. The 260 acre Ft. Loudon lakefront property is currently zoned Agriculture. Our client is requesting that the zoning be changed to low density (1-3 units per acre) Planned Residential. This package includes information about the property and the proposed development which hopefully will answer many of your questions concerning the rezoning request.

Because utility services will be extended to the property, the requested change in zoning is in conformance with the Pellissippi Parkway Extension Corridor Study. Discussions with MPC staff indicate that our proposed single family residential development is the preferred type of development. Following the approval of PR zoning, we would look forward to working closely with the community residents and the MPC staff in the development of an environmentally sensitive, creative land use concept plan for the development.

In order to gain input from the community, we are meeting with community representatives to explain the need for the re-zoning. It is our intent to continue to work with them throughout the process. We would ask that if you receive any telephone calls or correspondence from individuals expressing concern with this project that you please contact me so that we may contact them to resolve any unknown, potential conflicts which may arise. Likewise, if you have any personal concerns or questions, do not hesitate to give me a call. I can be reached at 546-4646. Thank you in advance for your consideration and support of this rezoning request.

Very truly yours,

LEWIS, KING, KRIEG & WALDROP, P.C.

A handwritten signature in black ink, appearing to read "John K. King", written over a printed name.

John K. King

bcc: Dan Kelly

RIVERSIDE VENTURES  
TOOLES BEND ROAD PROPERTY

PROPERTY DESCRIPTION

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**PROPERTY OWNERS:** Riverside Ventures, a company owned by three daughters and six grandchildren of David and Jane Bailey.

**HISTORY:** Riverside Farm was acquired in 1943 by John Kreis, Jane Bailey's grandfather, from the State of Tennessee. The acquisition of the property was part of a settlement from the condemnation of his original 1,000 acre farm in East Knoxville at the Forks of the River which is presently the state farm. This came about as a result of the TVA flooding a large portion of the property and reducing the amount of acreage available. This farm was the largest in Knoxville with a dairy operation larger but similar to the one they operated on Riverside Farm.

In 1891, Mr. Kreis, at age 18, began assembling the adjoining property around the Forks of the River farm and originated the largest hatchery in the South and largest dairy in the Knoxville vicinity. The condemnation of a large portion of the farm by TVA caused a severe hardship on the family. Because of such a reduction in available acreage and facilities, the hatchery had to be moved into town, the dairy had to be disbanded, and 18 families that lived and worked on the farm had to be relocated and find other jobs.

At this death in 1945 at age 72, he left the farm to his granddaughter, Jane Bailey, with the provision that his daughter, Hazel Oliver, be given a life estate. Mrs. Oliver took over the management of Riverside Farm and organized a large operation of hatching and raising turkeys. Hence people remember and refer to the property as the "turkey farm". Later it was no longer feasible to raise turkeys, then she raised cattle. Both farms were always known as Riverside, as the property is today.

Jane Bailey's mother died in 1988 and since then, David and Jane Bailey have managed the farm for their three daughters and grandchildren, because the property is now under their ownership. With this background, it can be understood the amount of love and hard work it has taken through the years to keep this property intact until the right time to develop. Because this and the long history of land ownership in Knox County, the Bailey's feel an

**RIVERSIDE VENTURES  
TOOLES BEND ROAD PROPERTY**

**PROPERTY DESCRIPTION**

---

obligation to the past and future generations to do this development with the appropriate care and planning for a high quality residential development.

- CURRENT ZONING:** Agriculture (A)
- CURRENT USE:** Residential and Agriculture
- PROPOSED ZONING:** Planned Residential (PR)
- PROPERTY SIZE:**
- |  |               |
|--|---------------|
| Area above the 822 contour:  | 208.10 Acres  |
| Area Between the 822 and the 813 contour<br>(normal summer pool of Ft. Loudon Lake): | 51.03 Acres   |
| Area between the 813 contour and the<br>original water mark of the Tennessee River   | <u>153.76</u> |
| Total Acreage:   | 412.89 Acres  |
| Total Acreage above the summer pool:   | 269.13 Acres  |
- CURRENT DENSITY:** The current Agricultural zoning would allow for a maximum of 1 DU per acre; minimum lot size of acre.
- PROPOSED DENSITY:** Low Density Residential (1-3 DU per acre gross); equates to 208-624 units total. The unit numbers are based upon the acreage above the 822 contour; providing for over 50 acres of open space.
- SECTOR PLAN:** The Pellissippi Parkway Extension Corridor Study (adopted by County Commission on September 19, 1988), which amended the Southwest Knox County Sector Plan (adopted by County Commission on May 19, 1986), recommends that this area remain in agricultural zoning which allows one (1) dwelling unit per acre until and unless urban services such as sewer, water, etc. are provided. With the provision of such services, the study recommends this area develop as Low Density Residential. The proposed development would include the extension of sewer and water service to the site, therefore the proposed low density residential zoning conforms with the sector plan.
- SCHOOL DISTRICTS:** Rocky Hill Elementary, Farragut Middle, Farragut High

**LEWIS, KING, KRIEG & WALDROP, P.C.**

A PROFESSIONAL CORPORATION  
ATTORNEYS AND COUNSELLORS AT LAW

ONE CENTRE SQUARE, FIFTH FLOOR  
620 MARKET STREET  
POST OFFICE BOX 2425  
KNOXVILLE, TENNESSEE 37901

(615) 546-6648  
FAX (615) 523-8529

NASHVILLE

THIRD NATIONAL FINANCIAL CENTER, NINTH FLOOR  
424 CHURCH STREET  
POST OFFICE BOX 198615  
NASHVILLE, TENNESSEE 37219  
(615) 259-1386  
FAX (615) 259-1389

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\* ALSO LICENSED IN MISSOURI  
\*\* ALSO LICENSED IN CALIFORNIA

August 5, 1993

Commissioner Jeff Wilkins  
McCarty Holsaple McCarty  
Suite 300, Nations Bank  
5500 Main Avenue  
Knoxville, TN 37902

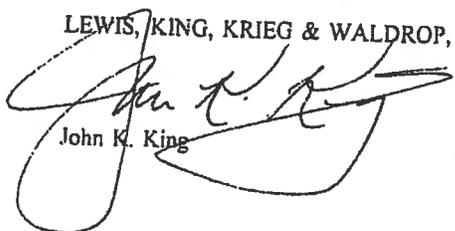
RE: Riverside Ventures Tooles Bend Property Rezoning  
MPC File #7-U-93-RZ

Dear Commissioner Wilkins:

In response to requests, the enclosed information has been supplied to neighborhood representatives of the Cove Pointe - Tooles Bend area. The enclosed, in general, is a comparison of the permitted development in a PR zone as opposed to an RA zone. It further describes reasons for the requested rezoning to PR. As you are aware, this matter is on your agenda for August 12, 1993.

Very truly yours,

LEWIS, KING, KRIEG & WALDROP, P.C.

  
John K. King

Enclosure

cc: Norman Whittaker  
Commissioner Frank Leuthold  
Commissioner Mike Ragsdale

**Riverside Ventures Tooles Bend Road Property  
Benefits of Planned Residential Zoning**

At the request of the Tooles Bend Road community, the following is a description of the basis for requesting Planned Residential (PR) zoning instead of Residential A (RA). A comparison of the provisions of the two with respect to the surrounding uses, the natural environment and configuration of the site lead to the conclusion that PR zoning is the most appropriate classification. This conclusion is based upon the following major points:

1. The plans review and approval process for PR is more in depth and qualitative in nature, whereas the RA review process is almost exclusively quantitative in nature. The Planning Commission is required to evaluate the PR development plan based upon principles of good civic design, land use planning, and landscape architecture. The review of the RA concept plan and final plat is done on a technical basis only. There is a greater opportunity for public input in the land use planning and design process in the PR zone.
2. The RA zone allows for a higher effective density (3.25 to 3.7 DU/Acre Approx.) than the 1-3 DU/Acre requested and recommended in our PR application. The community has no input into the establishment of the density for the RA zone, they do in the PR zone.
3. PR requires a periphery setback, and provides that 15% of the gross area of the site be dedicated to open space. RA has no such provisions.
4. The ability to have varying lot sizes in PR will allow for the location of lots adjacent to surrounding properties to be in character with those properties.
5. PR zoning allows the preservation and enhancement of the natural environment through clustering of development on land which is most able to sustain development with minimum disruption to the physical and visual landscape. RA has no such provisions.
6. PR encourages land use planning solutions which are in harmony with the environment and the surroundings, providing a development which has an opportunity for high visual quality. RA encourages traditional "tract-like" subdivision development through rigid lot size and setback provisions with no provisions for open space and preservation of the environment.
7. In addition to all other requirements for submission of concept/development plans, PR zoned property also requires submission of a Use on Review application with benefits hereafter described. Such Use on Review application has to be approved by MPC and includes an appellate remedy to the Board of Zoning Appeals, consisting of 9 members of County Commission.
8. While PR allows commercial uses, Riverside Ventures has stated, and will state publicly and in writing, that no commercial uses are contemplated. The provisions of the PR zone and the Procedure for Authorizing Uses Permitted on Review state that the development

be integrated properly with other uses located in the district and that the development should not have an adverse impact on the character of the neighborhood. It is clear that commercial uses are not compatible with the surrounding neighborhood. It is clear that there is no basis for including commercial uses because such uses would not be financially feasible.

9. PR zoning provides for more effective involvement of both MPC, and the County Commission as well as members of the general public.

#### ADDITIONAL DEVELOPMENT FACTORS SUPPORTING PR REQUEST

1. Key to PR zone is flexibility - permits better planning opportunity where, as here, there is some property that is rocky, some steep, some in floodway, etc.
2. Can't develop a community boat dock/marina facility in RA zone.
3. Can't develop cluster housing concept in RA zone.
4. Can't develop zero lot line housing concept in RA zone.
5. Can't develop standard condominium housing concept in RA zone.
6. Overall densities and better land use development can be achieved where development plan submitted as to whole property for Use on Review Analysis by both developer and professional MPC staff.

Upon consideration of the above factors, applicants seek PR zone so as to permit the flexibility necessary for development. The development process required under such zoning affords protection for the interests of the surrounding neighborhood.

Comparison of the Provisions of the Residential A and Planned Residential Zoning Classifications

PROVISION	RA ZONE	PLANNED RESIDENTIAL
Uses Permitted	Single family, churches, libraries, mobile homes, country clubs, fire stations	Single family attached, semi-attached, detached, duplex, multiple-family, recreation facilities, commercial, education and community facilities
Uses Permitted on Review	Garage apartments, two family dwellings	None
Open Space Requirements	None	15% of the gross area (40 acres)
Effective Density	3.25 Dwelling Units Per Acre (676 Units)	1-3 Dwelling Units Per Acre (208-624 Units)
Setbacks	Periphery: None stated	Periphery: 35'
	Front Yard: 35'	Front Yard: 20'(detached), 15'(other)
	Side Yard: 8'	Side Yard: Not greater than 15'
	Rear Yard: 25'	Rear Yard: Not greater than 35'
Minimum Lot Width	75'	N/A
Maximum Building Coverage	30%	50% (but note open space requirement)
Administrative Approval Procedure	Concept Plan, final plat	Development plan, Use on Review Approval, final plat

FOR FURTHER EXPLANATION, SEE FOLLOWING PAGE.

**Comparison of the Provisions of the Residential A and Planned Residential Zoning Classifications, continued.**

1. In the RA Zone, if the concept plan and final plat meets the requirements of the zone (setbacks, etc.) and the provisions of the Knox County Minimum Subdivision Regulations (road geometry, drainage, etc.), the plan must be approved by MPC.
2. After rezoning to PR, and before a final plat is submitted, a development plan must be submitted for approval. The development plan must illustrate the location of roads, open space, lots, buildings, landscape development, etc. The MPC reviews the plan for conformance to the provisions of the zoning ordinance, minimum subdivision regulations. In addition, the MPC shall "recognize the principles of good civic design, land use planning, and landscape architecture. The Planning Commission and County Board of Commissioners may impose conditions regarding layout, circulation, and performance of the proposed development." These additional qualitative review standards are not a part of the approval process for development in a RA zone.
3. Under a PR zone, one acre of commercial use may be permitted for each one hundred units in the project provided that 25% of the total number of units proposed shall be ready for occupancy prior to any commercial building permit being issued. Applicants do not propose any commercial development.

**USE ON REVIEW PROCESS**

In addition to having to meet the development plan requirements of the PR zone, the plan must meet the requirements of the Procedure for Authorizing Uses Permitted on Review (Section 6.5). This review and approval process "is intended (1) to provide for uses which are beneficial to the Community...; and (2) to integrate properly the uses permitted on review with other uses located in the area."

The Planning Commission may approve a development plan under a Use on Review where it can be shown that "the proposed plan or use is in harmony with the general purpose and intent of the zoning ordinance and with the General Plan and is reasonably necessary for the convenience and welfare of the community.

The Planning Commission may deny a development plan under a Use on Review where the above stated provisions "cannot be shown or where it can be shown that approval would have an adverse impact on the character of the neighborhood in which the site is located."

bailey.A



# THE BAILEY FARM

KNOXVILLE, TENNESSEE

Marcus & Millichap has been selected to exclusively market for sale the Bailey Farm, a 412.89-acre site located in southwest Knox County, Tennessee.

The Bailey Farm is located along Ft. Loudoun Lake, on the east side of Tooles Bend Road, and features approximately 3.8 miles of lake frontage. Approximately 153.76 acres are subject to a TVA flowage easement, yielding 258.5 acres of usable land above the 813' summer pool elevation contour, and 233.6 acres of developable land above the 822' elevation TVA flowage easement. The property is accessed via Tooles Bend Road in the Pellissippi/Northshore section of Knoxville and is characterized as an exclusive suburban residential area. The area is less densely developed than many other areas of west Knoxville, which has enhanced the overall desirability of the area for estate development.

**EXHIBIT 2**

INVESTMENT HIGHLIGHTS



### Upscale Neighborhood

One of Knoxville's most sought after upper-bracket neighborhoods for the past several decades



### Lake Frontage

3.8 miles of Ft. Loudoun Lake frontage, suitable for development of upper bracket estate homes



### Scenic Views

Scenic views of Great Smoky Mountains and Ft. Loudoun Lake; boat docks permissible by TVA



### Central to Area Amenities

Just off I-140 (Pellissippi Parkway); within 10-15 minutes of downtown, university, airport, major retail

## EXCLUSIVELY LISTED BY

### PAUL BLACKBURN *Senior Associate*

NASHVILLE OFFICE

Tel: (615) 997-2857

Fax: (615) 997-2910

paul.blackburn@marcusmillichap.com

License: TN 309944

### CHAD MAY *Senior Associate*

KNOXVILLE OFFICE

Tel: (865) 299-6272

Fax: (865) 299-6310

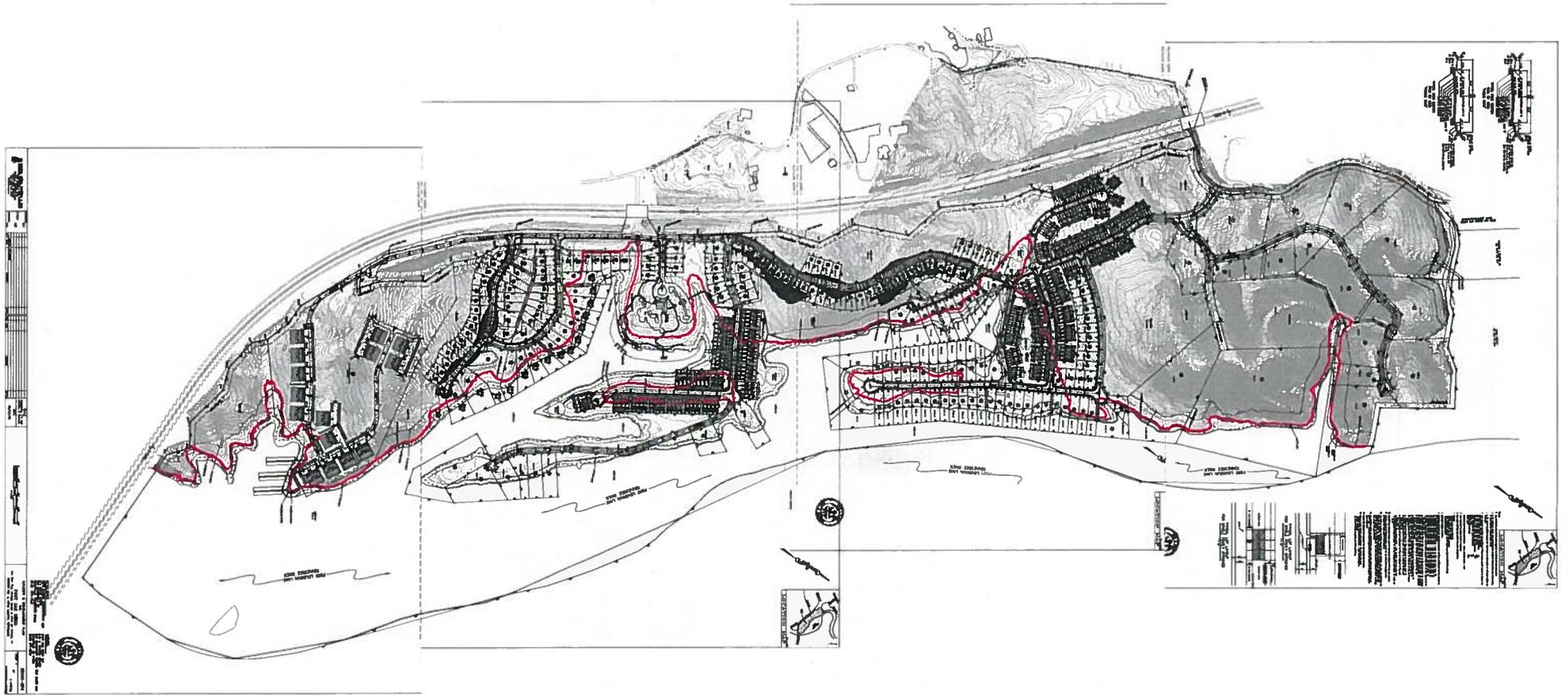
chad.may@marcusmillichap.com

License: TN 299622



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# 822 Line Superimposed on Topographical Site Map Post Oak Bend Development



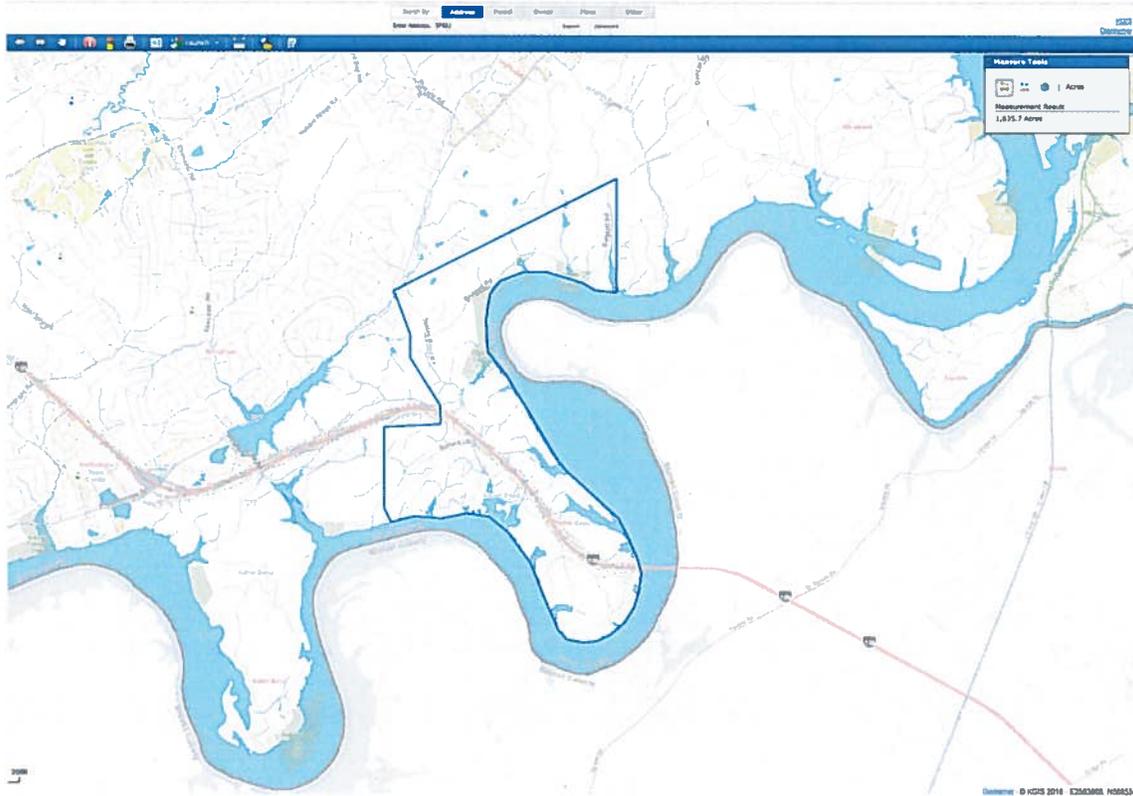
**EXHIBIT 3**

**COMPARING  
SURROUNDING  
COMMUNITY  
DENSITY WITH  
*POST OAK BEND***

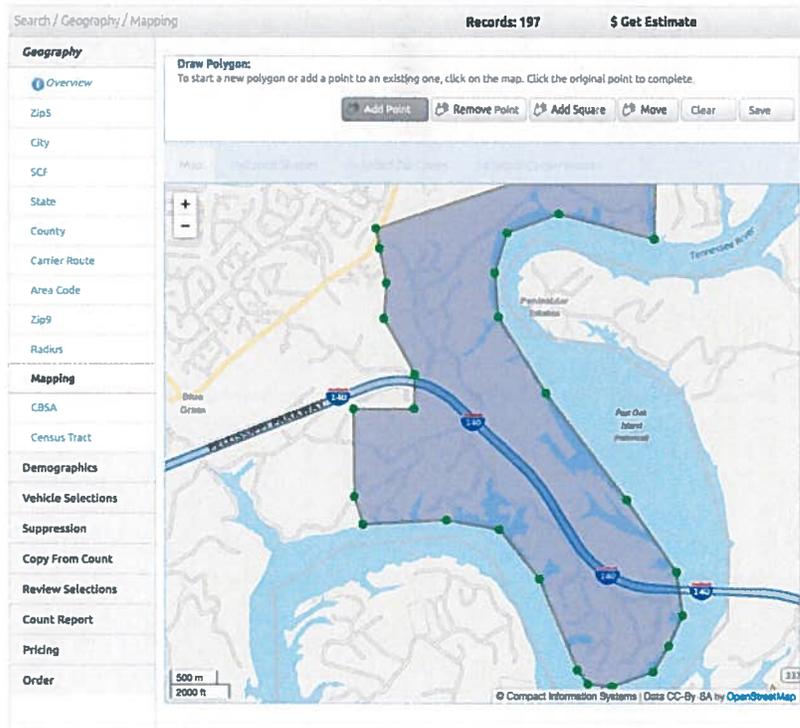
**EXHIBIT 4**

August 2018

# TOOLES BEND



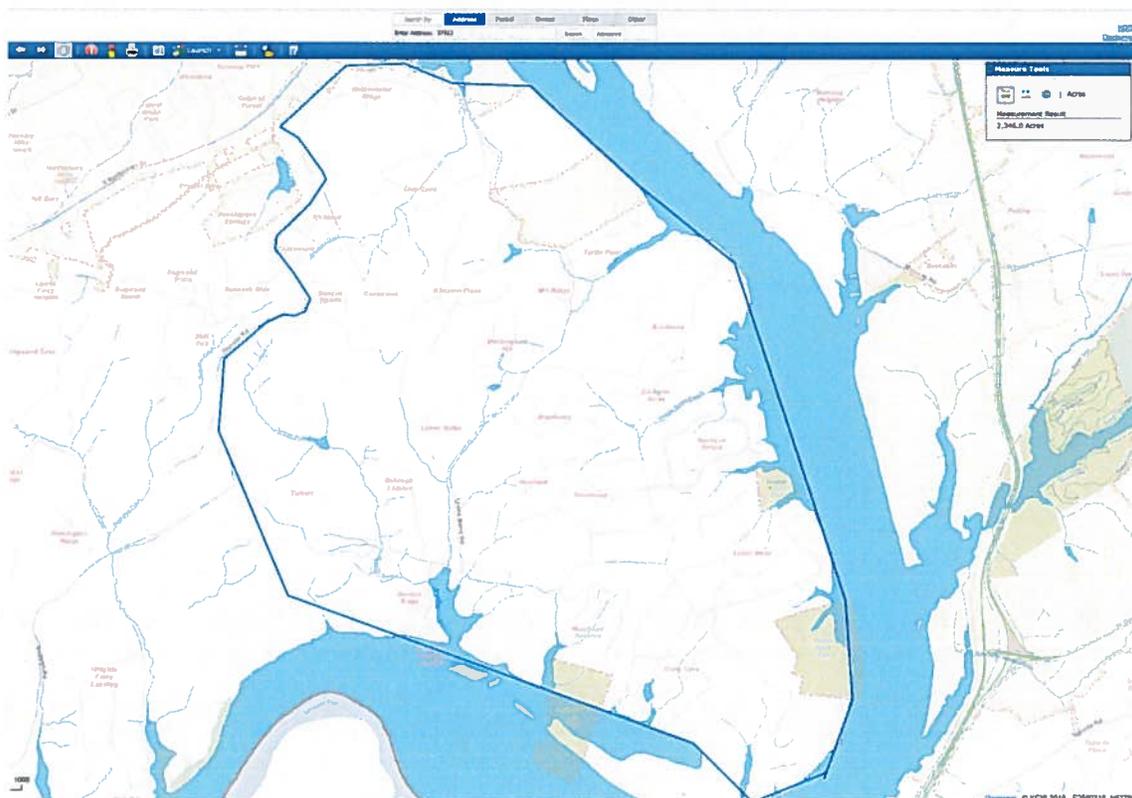
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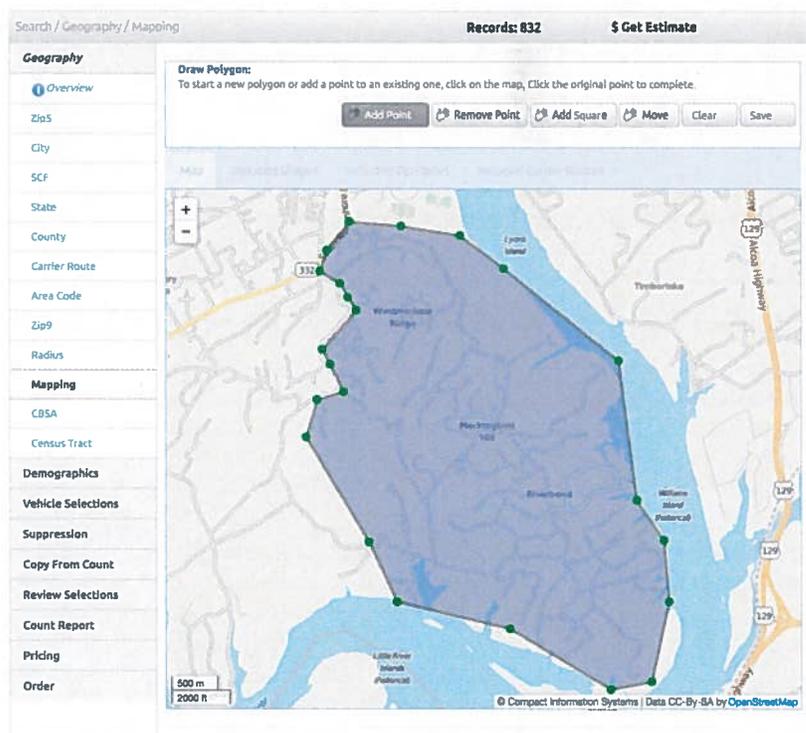
**DENSITY**  
0.12 HOMES  
PER ACRE

197 HOMES

# LYON'S BEND



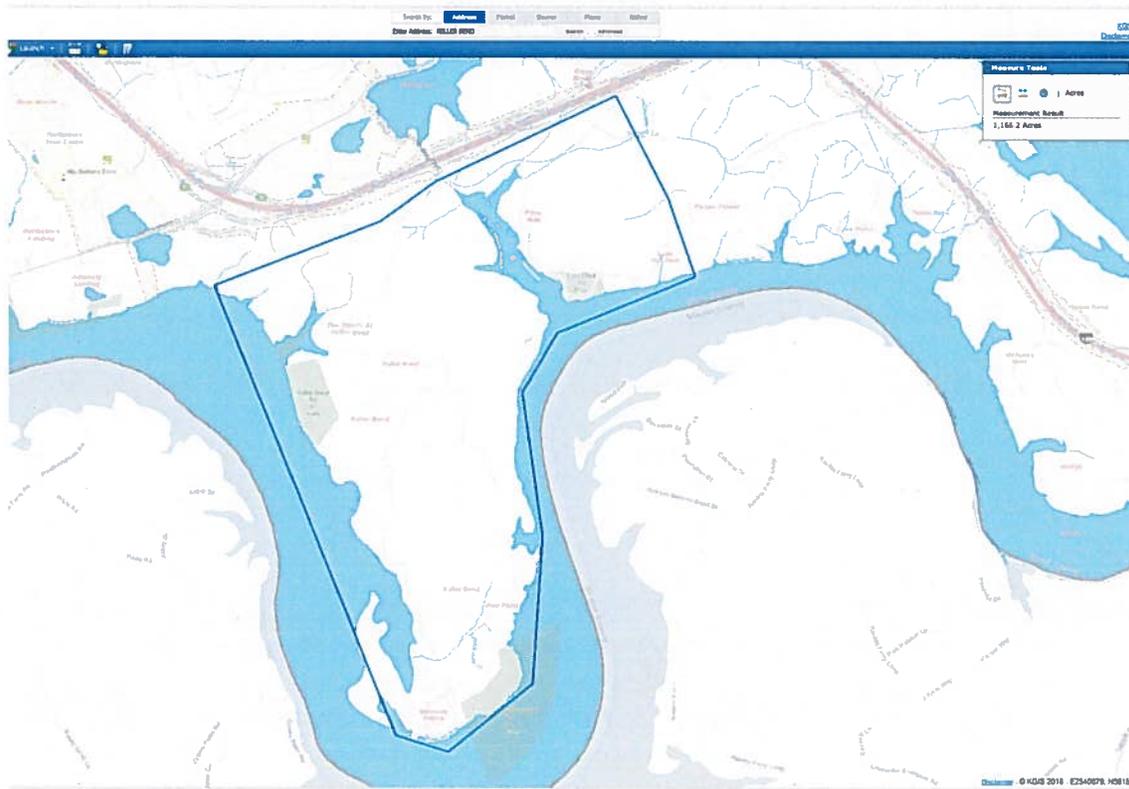
2,346 ACRES



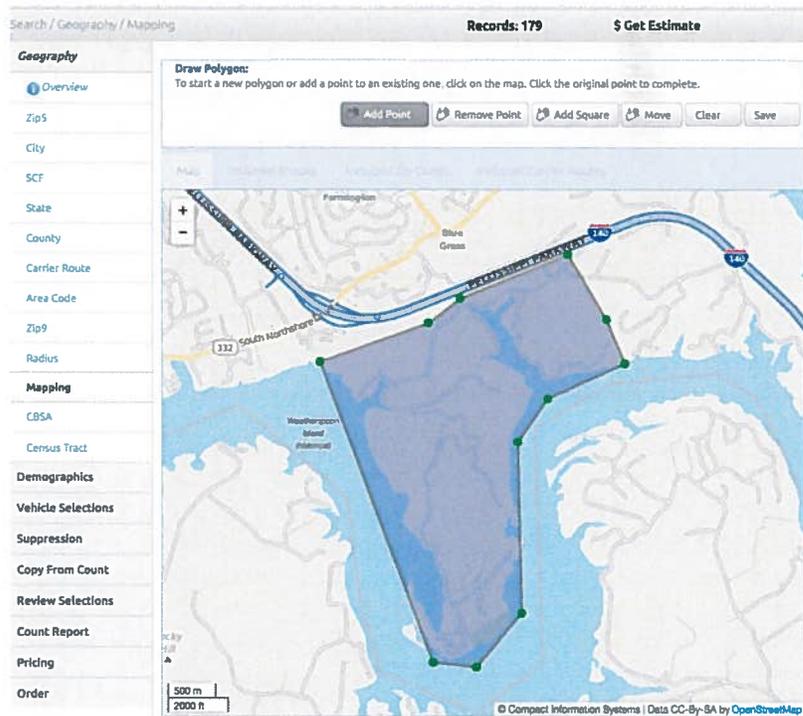
**DENSITY**  
0.35 HOMES  
PER ACRE

832 HOMES

# KELLER BEND



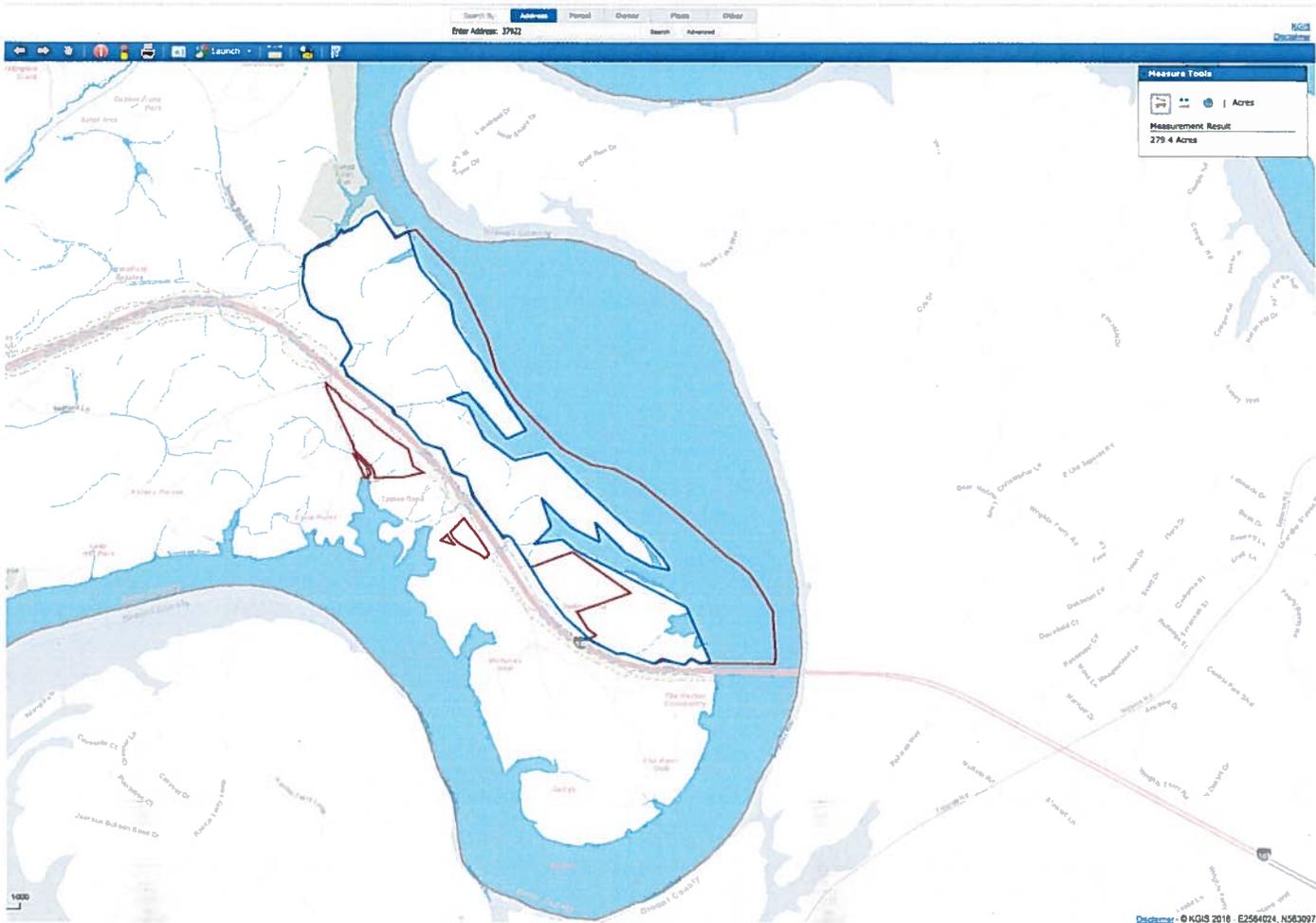
1,166.2 ACRES



**DENSITY**  
0.15 HOMES  
PER ACRE

179 HOMES

# POST OAK BEND



260.51 ACRES\*

**DENSITY**  
 2.39 HOMES  
 PER ACRE

623 HOMES

## Surrounding Community Density Comparison

This is 19.9x current density of **Tooles Bend**

This is 6.8x current density of **Lyon's Bend**

This is 15.9x current density of **Keller Bend**

\*Acres above 813 summer pool

August 23, 2018

Mr. Gerald Green, Director  
Knox County Metropolitan Planning Commission  
400 Main Street  
Knoxville, TN 37902

AUG 27 2018

Dear Mr. Green:

One of the main reasons the Northshore Corridor Association asked for a postponement of the vote on whether or not to approve the feasibility of the Post Oak Development on Tooles Bend Road, was to do a further traffic study, regarding the impact of a great multiple in traffic volume on safety.

Our preliminary studies have exposed several things which we feel warrant a Level III Traffic Impact Study, to include all the affected roads, from Rocky Hill to I-140.

1. Architectural and development plans, at this time, are not detailed enough in demographics to estimate the commuting, shopping, school, commercial traffic, attraction of outside traffic to the walking trails, parks, and proposed marina - so all any traffic engineers can use are the number of the single family and multi-family dwelling units.
2. The CDM Smith Level II TIS submitted in July estimates an additional Trip Generation of 5,956 new trips per day. 6,000 trips per day is the ITE and MPC threshold for requiring a Level III study. The margin of error makes this close enough to push the total new trips beyond 6,000 per day.
3. Studies of the ITE Trip Generation factors by Texas A&M, Florida DOT, VaDOT, CalDOT and others have found the ITE estimates for Single Family and Multi-family Dwelling Units to have an 11% margin of error. Factoring in this known 11% error raises the estimated trips per day to 6,611 – well beyond the threshold requiring a Level III TIS. Even half that – a +5.5% error – raises the new traffic to 6,284. CDM Smith used the accepted ITE factors in their 9<sup>th</sup> edition of the ITE's Trip Generation Handbook. ITE has acknowledged these errors and revised their factors in the new 10<sup>th</sup> edition, which was just released.
4. MPC has used higher Trip Generation factors for similar multi-family complexes with a density of 3 Dwelling Units per Acre. For example, the Primos Land Company project on Pedigo Road used a factor of 9.3 trips per unit at 5 DU/acre, and 9.65 trips per unit at 3 DU/acre.

Applying that same 9.65 Trips/DU to the revised plan of 240 multi-family units raises the Trips to 2,316, and the total to 6,176.

The original 336 proposed apartments at 9.65 would increase the total to 6,985 Trips/Day.

5. CDM Smith includes the 48 Single Family Units in the small parcel across Tooles Bend Road from the main development, but does not include the much larger parcel, which could be as high as 100 houses at a density of 1 per acre. No other expected growth was considered.
6. Level of Service for Northshore Drive at the intersection of Tooles Bend Road is degraded to F, even at the lower Trip Estimations of CDM Smith. Likewise, the LOS for Tooles Bend, Badgett

and Tedford are reduced to Level F. Northshore can be remedied through a major addition of turn lanes and traffic signal: Tooles Bend, Badgett, and Tedford cannot.

#### 7. Lines of Sight

The CDM Smith TIS, on page 4-1, states,

*“Looking right from Badgett Road the intersection sight distance is 220 feet, thus falling 80 feet short of the 300-foot mark established by MPC for a 30 MPH road. The stopping sight distance for a 30 MPH road is 200 feet and is met. An intersection warning sign (W2-2L) should be installed on southbound Tooles Bend Road with a 25 MPH Advisory Speed plaque (W13-1P).”* Tooles Bend Road is not 30 MPH, but already signed 25, 20, and 15 MPH for half of its length.

There are many more Lines of Sight shorter than 200 feet and 300 feet along Tooles Bend Road. Traveling from Northshore Drive, there are at least 16 stretches less than 300 feet, 7 less than 200 feet.

Traveling from River Club, there are 18 LOS less than 300 feet, 9 less than 200 feet.

8. Because of the curves, hills, narrow lanes, and lack of shoulders, MPC has rated Tooles Bend Road at 1,000 to 4,000 vehicles per day. Yet this Post Oak Development would raise the traffic to between 7,626 and 8,655 trips per day.
9. The CDM Smith estimates are only for residential traffic up Tooles Bend Road to Northshore Drive, or turning off onto Tedford and Keller Bend to Northshore, or turning off to Badgett and Wrights Ferry Road to Northshore Drive.

Our 24-hour surveys of Tooles Bend Road, Badgett Road, and Tedford Lane found about 20% more vehicles per day than the CDM Smith counts, and these were commercial vehicles: US Mail, Fedex, UPS, lawn services, dump trucks, heavy construction, farm equipment, horse trailers, fertilizer trucks, moving vans and school buses.

For all the factors stated above, the Northshore Corridor Association feels a deeper and more detailed study of the traffic and roads out to Rocky and I-140 is required. The developer should also be performing a deeper analysis of utilities, in order that the estimated loads on water, sewer and power can be compared with traffic estimates over the normal 25 years ( the standard horizon of First Utility District and TVA).

We will continue to do our own research, but we believe the developer should have CDM Smith expand and revise their Level II TIS to a Level III Traffic Impact Study as quickly as possible.

Because the postponement period is running, and any new traffic studies require 45 to 60 days, we ask that the MPC answer this request as soon as possible.

Additionally, we would like to invite you, and for you to also invite the MPC commissioners, and the developer to meet with our Steering Committee on Tuesday, August 28, at 6:30 PM in the River Club clubhouse, at the end of Tooles Bend Road, for the discussion of these and other questions.

Thank you.

Bryan Spears



**[MPC Comment] POST OAK DEVELOPMENT**

1 message

Linda Houser <lhouser959@gmail.com>  
Reply-To: lhouser959@gmail.com  
To: Gerald Green <gerald.green@knoxmpc.org>, tom.brechko@knoxmpc.org, commission@knoxmpc.org

Wed, Sep 5, 2018 at 5:1

Mr. Green, Mr. Brechko and Commissioners,

The various communities along Tooles Bend Rd. and Tedford Rd. would like clarification of the proposed density requested by the developers of POST OAK BEND. At the August MPC meeting, Mr Brechko said the density of the development is based on 261 acres, the property located above the 813 contours. The zoning density was set in 1993. The transcript of that 1993 MPC zoning meeting as it relates to density is attached. At that time, the property owner's legal counsel was MR. JOHN KING. Is it not evident by the attached transcript below that the implied rezoned density is to be based on 208 acres? If so, the Post Oak Bend developer is actually intending to use the maximum density allowed under the zoning regulations PR 1-3.

Wouldn't 622 Units on 208 acres actually be a density of 2.99 units per acre?  
Please clarify.

Sincerely,

Linda Houser  
lhouser959@gmail.com  
865-599-8133

Mr. Ed Luedeka: 8820 Cove Point Ln.  
He opposed on ground of the density.

Mr. Luedeka submitted a packet of materials outlining their opposition (this packet becomes a part of these minutes).

Approximately 15 people stood in the audience in opposition to this request.

Mr. Luedeka stated most of the surrounding property owners have 1 acre lots and some have up to 15 acres. He expressed a concern about the traffic. Tooles Bend Rd. has very sharp curves. The visibility is poor. This will add to already existing difficulties with the road.

Rocky Hill and Bearden are the designated schools. This would cause a burden on the schools and busing expenses. They believe 1 du/acre

is best, but would be willing to compromise at 1.25 du/ac.

Ms. Virginia Bailey:

Area resident.

She opposed and asked the density to be 1.25 du/ac.

Mr. Whitaker:

The density is about the same as that allowed in RA. PR would ensure that nothing could be built until MPC approved the plan.

Mr. Roger Dailey:

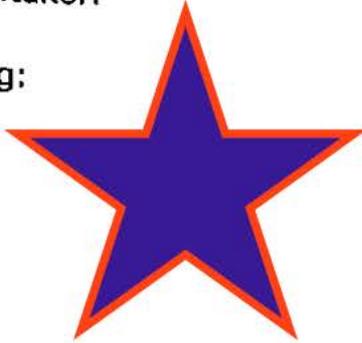
Tooles Bend Rd.

He stated a difficulty with the number of children in the schools and on the buses. He would like to give the petitioner the opportunity to build, but limit the density.

Mr. Whitaker:

With RA or RAE, the maximum density would be 3 to 4 du/ac.

Mr. King:



What is being rezoned PR is everything above the Floodway. This is approximately 208 acres and the density would be determined on that number. RA would allow higher density than PF. During 1991, 1992 and year-to-date 1993, there have been 6 accidents on that road according to the Knox County Emergency personnel. Mr. King stated he will keep a dialogue going with the neighborhood but he is unwilling to state the density as they request.

Mr. Whitaker:

Approximately 155 acres would be restricted by the Floodway designation. Only the land out of the Floodway would be usable.

Mr. Graf:

Mr. Graf stated that most PR does not build out at the maximum density. However, the set density gives the developer the ability to look at the property and see what is best. If a developer can play with the density, he can play with open space and such things as a club house.

Mr. Pruitt:

There is no plan for sewer in the immediate future unless this developer facilitates it.

Mr. King:

First Utility District is willing to supply sewers if the developer is willing to pay for it.

RIVERSIDE VENTURES  
TOOLES BEND ROAD PROPERTY

PROPERTY DESCRIPTION

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obligation to the past and future generations to do this development with the appropriate care and planning for a high quality residential development.

CURRENT ZONING: Agriculture (A)

CURRENT USE: Residential and Agriculture

PROPOSED ZONING: Planned Residential (PR)

PROPERTY SIZE: Area above the 822 contour: 208.10 Acres  
Area Between the 822 and the 813 contour  
(normal summer pool of Ft. Loudon Lake): 51.03 Acres  
Area between the 813 contour and the  
original water mark of the Tennessee River 153.76

Total Acreage: 412.89 Acres  
Total Acreage above the summer pool: 269.13 Acres

CURRENT DENSITY: The current Agricultural zoning would allow for a maximum of 1 DU per acre; minimum lot size of acre.

PROPOSED DENSITY:  Low Density Residential (1-3 DU per acre gross); equates to 208-624 units total. The unit numbers are based upon the acreage above the 822 contour, providing for over 50 acres of open space.

SECTOR PLAN: The Pellissippi Parkway Extension Corridor Study (adopted by County Commission on September 19, 1988), which amended the Southwest Knox County Sector Plan (adopted by County Commission on May 19, 1986), recommends that this area remain in agricultural zoning which allows one (1) dwelling unit per acre until and unless urban services such as sewer, water, etc. are provided. With the provision of such services, the study recommends this area develop as Low Density Residential. The proposed development would include the extension of sewer and water service to the site, therefore the proposed low density residential zoning conforms with the sector plan.

SCHOOL DISTRICTS: Rocky Hill Elementary, Farragut Middle, Farragut High

Comparison of the Provisions of the Residential A and Planned Residential Zoning Classifications

PROVISION	RA ZONE	PLANNED RESIDENTIAL
Uses Permitted	Single family, churches, libraries, mobile homes, country clubs, fire stations	Single family attached, semi-attached, detached, duplex, multiple-family, recreation facilities, commercial, education and community facilities
Uses Permitted on Review	Garage apartments, two family dwellings	None
Open Space Requirements	None	15% of the gross area (40 acres)
Effective Density	3.25 Dwelling Units Per Acre (676 Units)	1-3 Dwelling Units Per Acre (208-624 Units)
Setbacks	Periphery: None stated	Periphery: 35'
	Front Yard: 35'	Front Yard: 20'(detached), 15'(other)
	Side Yard: 8'	Side Yard: Not greater than 15'
	Rear Yard: 25'	Rear Yard: Not greater than 35'
Minimum Lot Width	75'	N/A
Maximum Building Coverage	30%	50% (but note open space requirement)
Administrative Approval Procedure	Concept Plan, final plat	Development plan, Use on Review Approval, final plat

FOR FURTHER EXPLANATION, SEE FOLLOWING PAGE.

**THE METROPOLITAN PLANNING COMMISSION**  
**MINUTES FOR AUGUST 12, 1993**  
**IN THE MAIN ASSEMBLY ROOM, CITY/COUNTY BUILDING**

The Metropolitan Planning Commission met in regular session on August 12, 1993 at 1:30 p.m. in the Main Assembly Room, City/County Building, Main Street, Knoxville, Tennessee. Members present were:

Mr. Bob Bowers  
Mrs. Joan Allen  
Mr. Dick Graf  
Mr. John Tindell  
Ms. Imogene King

Mr. Charles Busler  
Dr. Jack Reese  
Mr. Jeff Wilkins  
Mr. Mark Margetts  
Mrs. Cathy Rogers, Chair

7-U-93-RZ -

RIVERSIDE VENTURES - NORTHEAST SIDE S. PELLISSIPPI PKWY., SOUTHWEST SIDE FT. LOUDOUN LAKE, SOUTHEAST SIDE TOOLES BEND RD. - Rezoning from A Agricultural Zone to PR Planned Residential Zone. Parcels 77, 82.02, 84 & 84.27, CLT Maps 155 & 156, 5th Commission District, Southwest County Sector Plan.

**STAFF RECOMMENDATION:**

APPROVE PR Planned Residential because this zoning is consistent with surrounding zoning and development.

APPROVE a density of 1 to 3 du/ac, which is consistent with the adopted Southwest Sector Plan for rural and low density residential areas. No development plans for densities greater than 1 du/ac should be approved unless public sanitary sewers are provided.

Mr. John King:

Attorney representing the petitioner.

The developer plans to do a quality development. Mr. King has met with area representatives and had numerous telephone calls to discuss the plans. The neighborhood has been given the plans. The developer is willing to do what they can about the road and feel there can be some improvements on Tooles Bend Road. It is unlikely the road will be greatly widened. Some people expressed concerns about widening the road that more development might come to the area or traffic go faster.

Mr. King submitted a packet of materials (this packet becomes a part of these minutes).

Mr. King requested approval of the staff recommendation.

2613 Tooles Bend Road,  
Knoxville, TN 37922

September 4, 2018

Knoxville-Knox County MPC  
Suite 403, City County Building  
400 Main Street  
Knoxville, TN 37902

Members of the Commission:

My great-grandmother, Sallie Davis Green, was born in 1878 and lived near the proposed second entrance to the Post Oak development. Her son and daughter-in-law, Calvin and Violet Green, built two houses on this hill where I now live. My father, John Green, and his brothers were born and grew up here, attended the church in the distance, and kept the house and the hill for me and my sons, Johnathan and David.

My grandmother Violet described a visit by Callen Sherrill and his daughter Betty, who climbed the hill to visit in a brand-new, horse-drawn surry! Then, finally, time and progress brought some cars and real estate development: Cove Point neighbors who built good houses on large lots and others who built on 'estate lots' - many who became dear friends and enriched our neighborhood.

Until the late 1980's waking up on the hill meant that one could enjoy an astounding sunrise and a deep QUIET. But progress brought the Pellissippi Parkway and the continuous 24-hour roar of traffic. (The sunrise is still soul-enriching, however.)

And naturally, thirty more years has brought more change, and more development, and more people, many who have remained strangers. The traffic on the Pellissippi is something we have learned to rise and live above.

But the traffic on Tooles Bend now, BEFORE any additional development, is a daily trial. I come down my driveway, roll to the edge of the intersection, check both ways, and FLOOR IT. Often when I then glance in the rear-view mirror, a car is 'on my tail', slowing down to accommodate me. The main thing I have learned about most of the 'strangers' south of me on Tooles Bend is that they like to drive fast, even on the blind curves of the road. If they could only understand that I am very fond of the rear end and right side of my car!

And THAT is the problem I have with Post Oak development as it now stands: the main entrance will be on the rock-cut curve in front of my driveway and will mean so very many more daily chances to lose my car, and even my life. The road is, and will be, TOO DANGEROUS.

With utmost sincerity,

Joyce Green Cornett



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

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## [MPC Comment] Post Oak Subdivision

1 message

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'P Jill Krohn' via Commission <commission@knoxmpc.org>

Fri, Sep 7, 2018 at 10:43 AM

Reply-To: mumuv6@aol.com

To: commission@knoxmpc.org

September 7, 2018

To the Commissioners,

Thank you for taking your time to work as a commissioner to help Knox County be one of the best places to live in East TN. We have lived here for 33 years and admire the beauty every day. We lived on Partridge Run for 17 years and then built a house off Tooles Bend and have lived here (3017) since 2002.

Over the years we have had a relatively easy and safe drive along Lyons Bend, Northshore, Badgett and Tooles Bend. Our children rode the school bus that ran up Houser Road for years with no problems. But as we have watched the community grow things have changed and these roads are no longer easy to use nor safe for School Buses. Now that we live on Tooles Bend we use Tedford quite a bit to get to Northshore and the Pellissippi. Twice now I have encountered near misses with school buses. Just a week ago I was riding with my brother along Tedford and at the hill where it intersects with Kelsey a school bus came up over the hill. We had to swerve quickly to the right (Kelsey) to keep from having a head on with the school bus. There is no way to see what is coming at you. There are several bends (3 that I have personally witnessed) where the buses cannot make the curves without crossing the yellow lines. These roads were not built to carry such traffic but praise God we haven't had any accidents involving buses that I know of.

However, by adding an unsafe number of extra vehicles to these roads it will make people trying to get to work or school play a guessing game as to how long it will take. There are already lines of cars that become almost like parking lots along Northshore/Tooles Bend and Northshore/Lyons Bend. Not to mention the Rocky Hill intersection. And when people hit a line of traffic and have to be somewhere (God forbid an emergency vehicle) we either wait or get impatient and try to turn around and find another way out. Which, as you can imagine what a car trying to turn around on one of the mentioned roads would look like. It would be an accident waiting to happen. Also, going the Tooles Bend/Tedford Road/Keller Bend Rd to get to Ebenezer at many times during the day when the light turns green people trying to get from Tedford/Keller Bend onto Northshore can't even make the turn because traffic will be backed up from Ebenezer to the Dunkin' Donuts area.

We all wish we could travel roads that are safe, quick, easy and beautiful but we are also realists that know as the population grows so does traffic. But adding the number of cars, lawn crew trucks, dump trucks, construction trucks, and other maintenance vehicles that would be added by the current number of planned dwellings in the Post Oak Subdivision would be extremely dangerous. By developing the area more reasonably it would still add to the existing problems but not as much as the thousand plus vehicles this developing area would add. Another major problem is the fact that there are trees that fall across the wires and block the roads a number of times each season either from a heavy rain storm or snow. We all either try to turn around, which as mentioned above, is extremely dangerous, or we wait it out. Now, when the road crews come to remove the fallen tree and safely move the wires they have to wait for cars in the midst of trying to turn around delaying the process even longer. Can you possibly imagine if an ambulance or fire truck was trying to get through to someone suffering a life-threatening health issue? More than likely in that situation, they would not survive. I know that is extreme, but it is also something that needs to be taken in to account.

When a developer has nothing to lose and presents a beautifully drawn picture of homes, parks, trails, docks it's easy to say, "Wow". But once the developer builds all the multi family structures and gets the money he/she is looking for, there is absolutely nothing keeping said developer from 'throwing in the towel' and giving up on the single-family homes, parks and trails that look so nice on the pretty painting. But you can bet if said developer had the money in a fund that would be used to guarantee the plan is finished in a timely manner as shown in the painting he/she would be more likely to make reasonable and responsible changes. Again, nobody that we have encountered out here is against developing that property, but to keep the roads and area safe it needs to be developed in a way that the present homes are built. As we learned from the fire at the Mencer's Tree dump off Tedford Rd. that had many fire trucks out there for weeks, and the tearing up of Tooles Bend while extra lines were put in, it was a disaster. One can only imagine what it would be like if

Tooles Bend had to be torn up to add sewer, power, water, etc. lines. It certainly wouldn't be a mere inconvenience for a short time, it would be a disaster zone for a long time.

We do hope and pray that the commissioners will look at this more carefully from a realistic view vs. a pretty drawing that anyone can dream up. Please keep our streets safe and get a binding agreement that even if the developer was to go through with the present plan that it would not be left as an unsightly, unfinished development that would serve no purpose other than to add danger and misery to the road situation out here and just line the pocket of a developer that has nothing to lose by walking away part way through this disastrous development as it is presently designed.

Thank you for taking the time to read this and to take these things in to consideration as the present plan tries to move along.

Jill Krohn

3017 Tooles Bend Rd

Knoxville, TN 37922

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This message was directed to [commission@knoxmpc.org](mailto:commission@knoxmpc.org)



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

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## [MPC Comment] Bailey Farm Development

1 message

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**Tom Coulter** <tcoulter@trustmeridian.com>

Sun, Sep 9, 2018 at 7:17 PM

Reply-To: tcoulter@trustmeridian.com

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

Cc: "hugh.nystrom@knoxcounty.org" <hugh.nystrom@knoxcounty.org>, "ed.brantley@knoxcounty.org" <ed.brantley@knoxcounty.org>, "bob.thomas@knoxcounty.org" <bob.thomas@knoxcounty.org>

Dear Commissioners,

I have lived at 8728 Inlet Drive off Toolles Bend Road for 28 years. I have seen quite a bit of development in this area over the years and I welcome new development.

The proposed high-density development of the Bailey Farm is borderline ridiculous. There is no way our roads can support the increase in traffic. I lived in the area twenty years ago when the Bailey Farm was rezoned and we were promised by the Bailey family and MPC that there would be no multi-family housing and that the overall density would be comparable to the adjoining neighborhoods.

You need to get in your car before you vote. Take a drive down Toolles Bend and then Tedford Lane and Badgett Road. You will see that these roads are 17 feet wide in many sections. You will understand the limited visibility. You will observe guard rails that are bent and worn from many incidents. The intersection at Toolles Bend and Northshore is a hazard. The proposed subdivision main entrance is on a steep hill with very dangerous visibility. Notice that one vehicle must stop on Tedford Lane to let another vehicle pass as you approach Toolles Bend.

Drive out to see for yourself and I am sure that you will understand why a comprehensive level 3 traffic study must be commissioned to detail the road issues. Then the necessary road improvements can be made to support the increase in traffic.

Thanks for listening.

Respectfully Submitted,

Tom Coulter

Tom W Coulter

President

Meridian Trust & Investment Company

[109 S. Northshore Drive](#)

STE 400

Knoxville, TN 37919

865.342.4440

[Click here](#) to upload files via a secure link

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This message was directed to [commission@knoxmpc.org](mailto:commission@knoxmpc.org)

# Memo

To: MPC Commissioners  
From: Tedford Lane concerned citizen  
Date: 9/7/18  
Re: Tedford Lane Issue - **INEXPENSIVE** Solution

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I'd like to make a suggestion which could be very easy and inexpensive to implement which addresses one of the major issues being raised. What has come to light is that the Tedford Road - Tooles Bend Road area residents are concerned and saying - **TEDFORD ROAD IS DANGEROUS.**

## **So I have a proposal:**

At the corner of Tedford Road and Tooles Bend Road place a "no right turn" sign (coming from Tedford) and a "no left turn" sign on Tooles Bend Road (Coming north on Tooles Bend from River Club). This will end the "cut through" traffic and allow traffic on Tedford Lane to be for Tedford Lane homeowners only. It would prevent the use of Tedford Road as a short cut for. It only saves .9 miles (2-3 minutes of travel time) to take this "short cut" to the Northshore and Keller Bend intersection - on a road that is not wide enough and dangerous in parts!

With random enforcement of these no turn signs at the corner of Tedford Road and Tooles Bend Road the word would quickly get out not to use the "Tedford Road shortcut" or suffer a fine. Also signs "No Thru Street" signs could easily be added at either end of Tedford Road

We hope you will place this on your agenda for discussion at your next meeting as an interim solution to the danger that has come to light recently about the Tedford Road "shortcut". If it is appropriate it could be a recommendation from your commission to the appropriate county department to implement such a change.

Thanks for your time and attention to this matter.

# KRAMER RAYSON LLP

ATTORNEYS AT LAW

JOHN T. JOHNSON, JR.  
WARREN L. GOOCH  
WAYNE R. KRAMER  
EDWARD G. PHILLIPS  
THOMAS M. HALE  
JACKSON G. KRAMER  
BEECHER A. BARTLETT, JR.  
JOHN C. BURGIN, JR.  
CHARLES M. FINN  
ROBERT A. CRAWFORD  
JOHN E. WINTERS  
ROBERT L. BOWMAN  
STEVEN E. KRAMER  
SHANNON COLEMAN EGLE  
KATE E. TUCKER  
BETSY J. BECK  
WILLIAM J. CARVER  
GEORGE R. ARRANTS, JR.  
ROBERT W. KNOLTON  
BRANDON L. MORROW  
CAMILLE H. SANDERS  
BRYCE E. FITZGERALD  
ERICA D. GREEN  
NATHANIEL D. MOORE

POST OFFICE BOX 629  
KNOXVILLE, TENNESSEE 37901-0629

FOUNDED 1948

[tomhale@kramer-rayson.com](mailto:tomhale@kramer-rayson.com)

SPECIAL COUNSEL  
LESLIE L. SHIELDS

OFFICES  
FIRST TENNESSEE PLAZA, SUITE 2500  
800 SOUTH GAY STREET  
KNOXVILLE, TENNESSEE 37929  
TELEPHONE 865 525-5134  
TELECOPIER 865 522-5723

105 DONNER DRIVE, SUITE A  
OAK RIDGE, TENNESSEE 37830  
TELEPHONE 865 220-5134  
TELECOPIER 865 220-5132

R.R. KRAMER (1888-1966)  
E.H. RAYSON (1923-2017)

September 7, 2018

Via E-mail

Mr. Gerald Green, Executive Director  
Knoxville-Knox County Metropolitan Planning Commission  
City-County Building  
400 Main Street, Suite 403  
Knoxville, TN 37902

RE: Concept 8-SA-18-C  
Development 8-A-18-UR  
Post Oak Bend LLC, Applicant

Dear Mr. Green:

Thank you for your letter of September 5, 2018 responding to Bryan Spears' letter received by MPC on August 27, 2018 that he submitted on behalf of the Northshore Corridor Association.

The purpose of this letter is not to further debate the dramatic increase in traffic on Tooles Bend Road, Tedford Road, Badgett Road, and ultimately onto Northshore Drive, that everyone acknowledges will result from the proposed development if it comes to fruition. Regardless of how one characterizes it within the sterile pages of a traffic impact study, an increase of traffic on Tooles Bend from 1,670 vehicles per day to over 7,500, and on Northshore Drive from 13,879 vehicles per day to over 19,000, will impact the lives of the many citizens and residents who now live and who will, in the future, live in the area adjacent to Northshore Drive.

My purpose in writing is to get an additional clarification of the MPC's understanding of CDM Smith's Revised TIS. Obviously, from a review of your letter the "trip generation rates" employed in assessing the level of traffic study required are critical. At one point in your letter you note that "The CDM Smith Study used the ITE Trip Generation Manual 9<sup>th</sup> Edition, to determine trip rates." Your letter then recreates the chart from the CDM Smith Report that

summarizes the overall trip generation calculation, with the new column MPC itself added with calculations based on the inapplicable ITE 10<sup>th</sup> Edition trip generation rates which are apparently, in some cases, lower than the trip generation rates in the 9<sup>th</sup> Edition.

The CDM Smith TIS specifically states at page 3-1 that it was basing its trip generation rates for the 240 apartments upon the MPC's trip generation rates. The Appendix to the revised study actually contains the page from the MPC trip generation data, a copy of which we attach to this letter, that lists the average trips per day for apartments as 9.03. Multiplying 9.03 trips per day times 240 apartments results in 2,167 trips per day rather than the 2,096 trips per day reported by CDM Smith. That difference doesn't appear to be all that significant ( $2,167 - 2,096 = 71$ ) until one plugs the correct number into the overall calculations of trips per day. Doing so takes the total average trips per day from 5,956 as reported in the CDM Smith Report to 6,027 trips per day. This number exceeds the 6,000 trips per day that the Knox County Subdivision Regulations set as the trigger for a Level III Traffic Study.

Upon discovering what appeared to be a math error, we looked at the other residential types, all of which used the trip generation rates from the ITE 9<sup>th</sup> Edition. Dividing the proposed number of units of each residential type into the total trips per day attributed to those residential types, does not equal the average trips per day on the associated page of the Appendix from the ITE 9<sup>th</sup> Edition.

On the one hand, if the average trips per day for each apartment dwelling is 9.03, one would think that the average trips per day for the entire apartment complex would be derived by simply multiplying 9.03 times the number of apartments. On the other hand, the appropriate traffic engineer's methodology for the impact on the total trips per day may not be a matter of math. We would be appreciative of an explanation of why, based on the data relied upon, that increased trips per day does not exceed 6,000 as it appears it should.

The Northshore Corridor Association continues to believe that this is not just another development which will have a marginal impact on the area. It further believes that because of the unique problems its size, density and location will create, that this is an opportunity to require the expanded traffic study that the Association has requested. Such a study properly done would be a real resource tool for the MPC, Knox County, the City of Knoxville and its citizens, not only in considering the Post Oak development, but in planning for the future of West Knox County in general.

We recognize that the owners of the property do not want to have such a study done. Indeed, we speculate that the original TIS submitted to MPC that was based on a plan of 712 units was modified to its current version which is based on 622 units, so that a Level III study would not be required. That is not a valid reason for not requesting it in considering a planned residential development possessing the characteristics presented by Post Oak and the surrounding areas. To understand the true consequences of the MPC's decision on this matter, as well as to have more information to make better planning decisions in light of those consequences, are the reasons such studies are required by our adopted laws and regulations.

Mr. Gerald Green, Executive Director  
September 7, 2018  
Page 3

Thank you for your consideration of these important issues.

Yours truly,

A handwritten signature in black ink, appearing to read "Thomas M. Hale". The signature is fluid and cursive, with a long horizontal stroke at the beginning.

Thomas M. Hale

TMH/pm

cc (via e-mail):

MPC Commissioners

Cindy Pionke, P.E., Knox County EPW

Tom Brechko, MPC

Tarren Barrett, MPC

# Local Apartment Trip Generation Study

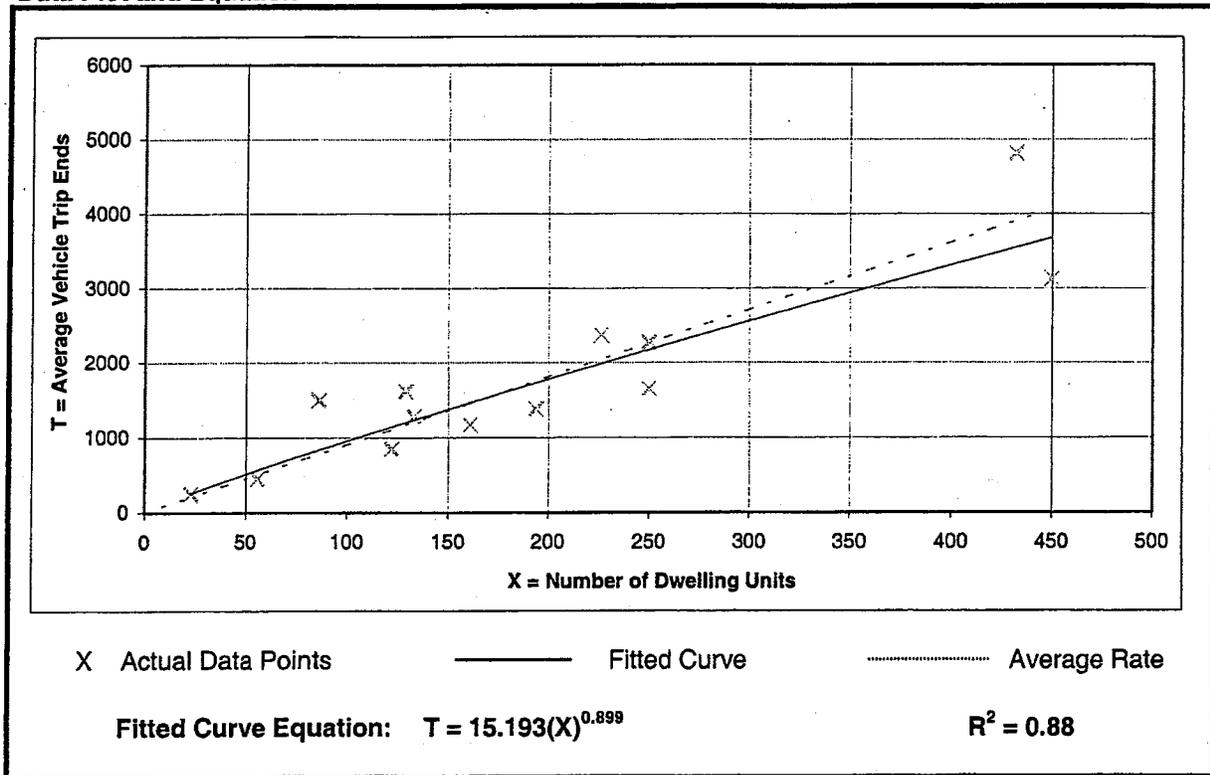
Average Vehicle Trip Ends vs: Dwelling Units  
On a: Weekday

Number of Studies: 13  
Average Number of Dwelling Units: 193  
Directional Distribution: 50% entering, 50% exiting

## Trip Generation Per Dwelling Unit

Average Rate	Ranges of Rates	Standard Deviation
9.03	6.59 - 17.41	2.47

## Data Plot and Equation





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

---

## [MPC Comment] Tooles Bend Rd - new subdivision

1 message

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Lori <lori@heubachcorp.com>  
Reply-To: lori@heubachcorp.com  
To: Commission@knoxmpc.org

Fri, Sep 7, 2018 at 4:51 PM

Please consider the impact of adding more cars to Tooles Bend Rd and Tedford Rd. Both roads are very narrow were you have to stop and pull over as close as you can to the edge of the road to let a car pass. Could be very dangerous with a lot of traffic on the roads.

Concerned Citizen,  
Lori Eltz

Sent from my iPhone

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This message was directed to [commission@knoxmpc.org](mailto:commission@knoxmpc.org)



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

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**[MPC Comment] subdivision Toodles Bend**

1 message

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Mary Beth Browder <meb12321@gmail.com>

Sun, Sep 9, 2018 at 1:01 PM

Reply-To: meb12321@gmail.com

To: Commission@knoxmpc.org

**Dear Members of the Knoxville MPC,**

**I am writing regarding Darby Campbells's proposal for the post Oak subdivision on Toodles Bend Road.**

**The amount of traffic that would be on Toodles Bend Road would be so dangerous for both every day neighbors as well as any emergency vehicles. It would also make it almost impossible to get onto Northshore which is already too crowded with traffic. In additon there is not enough sewer or water for a fire emergency. The water pressure is already weak and would be so much worse. We need the city or the developer to do a level 3 traffic survey. In addition school buses, older people trying to navigate those roads and young people just learning to drive would be in great danger. I do not think we need to wait for fatal accidents before a decision is made. The developer is there to make millions of dollars with no consideration towards the average Knoxville citizen**

**We also have quite a few doctors that live out in this aea and when they are on call, they need to get to the hospital quickly. This would not be possible with such a large amount of new people driving on these narrow roads.**

**Please put the average citizen's safety first before greed and money.**

**Thank you for your consideration.**

**Joe and Mary Elizabeth Browder**

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This message was directed to [commission@knoxmpc.org](mailto:commission@knoxmpc.org)

August 26, 2018

Dear Commissioners,

I have serious concern about the impact that the proposed high-density development of the Bailey Farm would have on the Tooles Bend Road network. The projected five-fold increase in traffic cannot be supported by the existing road and would create serious safety issues and unacceptable congestion. I have lived off of Tooles Bend Road at 8733 Inlet Drive for over twenty years, and I am very familiar with the existing hazards on Tooles Bend and Tedford Roads and the dysfunctional intersection of Tooles Bend Road and Northshore Drive.

Let me first emphasize that I support the development of the Baily Farm property. It is zoned PR with 3 du/acre, and the owners have every right to develop it in any way they choose, provided they comply with the many county, state and federal statutes that govern such a waterfront development. The key deficiency in the project's "Use on Review" application is how it addresses the transportation infrastructure on Tooles Bend Road, Tedford Road, Badgett Road and the Tooles Bend/Northshore Drive intersection.

I have studied the Level II Traffic Impact Study (TIS), "Tooles Bend Riverside Development", completed by CDM Smith. It is too narrowly scoped for a high-density project of this magnitude, for which Tooles Bend Road provides the only access. Here is the first of two major flaws:

The CDM Smith TIS (page 3-4) states: ***"In Knox County's Strategic Safety Plan, a Minimum Standard Line (MSL) concept was introduced to help evaluate road segments for operation and safety.....For a 17-20 foot wide road like Toole's Bend Road, the MSL ADT value ranges from 1,000 to 4,000 VPD. From a planning level capacity standpoint, it is the opinion of CDM Smith that Tooles Bend Road can accommodate more than 4,000 VPD, with perhaps 9,000 VPD being a good approximation of the operating threshold."*** (The bold italics are mine)

The CDM Smith TIS is a 35-page report with a 135-page appendix containing a wealth of graphs, charts and data. Yet nowhere in the report or the appendix is there any supporting data for the 9,000 VPD number – it was pulled out of thin air. In the next sentence, the report states: ***"The exact value is hard to quantify because little research has been conducted on the capacity of facilities like Tooles Bend Road."*** Really? These words cast great doubt upon the credibility of the CDM Smith TIS. While Tooles Bend Road can certainly carry additional traffic, it is imperative that we conduct a credible engineering study that objectively calculates the true (and safe) VPD capacity for Tooles Bend Road.

The MSL ADT of 1,000 to 4,000 VPD from the Knox County Strategic Safety plan is for 17-20 foot two-lane roads with speed limits of 30 MPH. Tooles Bend Road is barely 17 feet wide in many places with no shoulders, numerous sharp curves with minimal line of sight, deep ditches and guardrails. There are several sections where one must slow to 20 MPH to negotiate the blind curves, and there are two places where one must come to a complete stop to allow a bus or large truck to proceed. Yet the proposed development would raise the traffic to between 7,626 and 8,655 vehicles per day, a greater than five-fold increase over current volume. This number is over half of the 13,789 VPD carried by 4-lane Northshore Drive in 2016! (Ref. the CDM Smith TIS Appendix, page 7, containing TDOT's 2016 Traffic History for Northshore Drive at Tooles Bend). Clearly, no

credible analysis has been done to determine the VPD that can be safely carried on Tooles Bend Road.

The CDM Smith Level II TIS was restricted to Tooles Bend Road and ***does not address the increased vehicle movements that a Level III TIS would address on Northshore Drive, Tedford Road and Badgett Road.***

The CDM Smith survey is only for traffic up Tooles Bend Road to Northshore Drive, or turning onto or off of Tedford Road. We all use Tedford Road when traveling west to intersect Northshore Drive (Tedford to Keller Bend, which has a stoplight intersection at Northshore) to avoid making a dangerous left turn onto Northshore from Tooles Bend Road. This practice will increase exponentially after the development is complete, which further justifies a Level III TIS to address the vastly increased vehicle trips onto Tedford Road the project would create.

Traveling west on Northshore and turning left onto Tooles Bend Road already causes occasional traffic backups on Northshore during peak periods. The proposed development would add several thousand more vehicle movements per day on Northshore at this intersection, again further justifying a full Level III survey that encompasses the section of Northshore between Rocky Hill and I-140.

For the purpose of the CDM Smith TIS, the developer appears to have dialed back the originally planned density to keep the projected traffic increase to just under the 6,000 vehicle per day threshold that would trigger a Level III TIS. Not only would this project create a five-fold increase in vehicle movements on an already sub-par road, the CDM Smith TIS does not consider any future growth. Additionally, the project would significantly increase traffic on all intersecting roads (Northshore Drive, Tedford Road and Badgett Road). Due to the magnitude of the proposed development and its staggering impact on the capacity and safety of the existing road infrastructure, it is essential that a professional Level III survey be completed before the development receives further MPC review.

To reiterate, I support development of the Baily property. We live in a wonderful, growing community and should welcome future quality development, but such major developments as the proposed project must be compatible with existing infrastructure, or be contingent upon the necessary infrastructure improvements required for safety and capacity.

I served as an MPC Commissioner from 2008-2014, and I fully appreciate the personal time and effort that each of you generously give to our community as a Commissioner. I also understand and respect how seriously each of you approach your responsibilities. Thank you for your consideration of this matter and for your service on MPC.

Best personal regards,

Wes Stowers  
8733 Inlet Drive  
Knoxville, TN 37922



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

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## [MPC Comment] Fwd: Post Oak Bend

1 message

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**Tim Kuhn** <tim.kuhn@knoxmpc.org>  
Reply-To: tim.kuhn@knoxmpc.org  
To: Commission <commission@knoxmpc.org>

Sun, Sep 9, 2018 at 9:43 AM

----- Forwarded message -----

From: [westman423@aol.com](mailto:westman423@aol.com) <[westman423@aol.com](mailto:westman423@aol.com)>  
Date: Sat, Sep 8, 2018, 11:47 AM  
Subject: Post Oak Bend  
To: <[contact@knoxmpc.org](mailto:contact@knoxmpc.org)>

Hello,

I was reading an article on Northshore Corridor Association webpage and found that a previous commissioner has concerns about this horrible development plan. Wes Stowers is quoted as saying "The projected five-fold increase in traffic cannot be supported by the existing road and would create serious safety issues and unacceptable congestion." I agree with him 100%. I think allowing this development is putting the lives of many residents in danger. I ask the the commission make a **responsible** decision and not a decision for which you will be held responsible if you vote in favor of greed.

Michael Hughes,  
[8809 Cove Point Lane](mailto:8809CovePointLane@knoxmpc.org)  
Knoxville, TN 37922

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This message was directed to [commission@knoxmpc.org](mailto:commission@knoxmpc.org)



September 5, 2018

Bryan Spears  
Northshore Corridor Association  
P.O. Box 34071  
Knoxville, TN 37930

**SUBJECT: MPC Comment Response to Bryan Spears letter regarding proposed Post Oak Bend Development on Toolles Bend Road (8-SA-18-C / 8-A-18-UR)**

Dear Mr. Spears:

The Northshore Corridor Association letter received by mail on August 27, 2018 was submitted for the above referenced development, and has been reviewed by MPC staff. Our responses to your letter are in [blue](#).

1. Architectural and development plans, at this time, are not detailed enough in demographics to estimate the commuting, shopping, school, commercial traffic, attraction of outside traffic to the walking trails, parks, and proposed marina – so all any traffic engineers can use are the number of single family and multi-family dwelling units.

[MPC Response: Traffic Access and Impact Studies are analyzed based on nationally accepted trip generation rates for the proposed uses, not on assumed demographics. The ITE \(Institute of Transportation Engineers\) Trip Generation Handbook 3<sup>rd</sup> edition states that “if additional trips are made to or from that dwelling unit by visitors, by delivery vehicles, or other service personnel, these trips would also be considered trips generated by the residence.” Therefore, the associated trips for the residential land uses with this development are already accounted for in the trip rates used in the ITE Trip Generation Manual.](#)

2. The CDM Smith Level II TIS submitted in July estimates an additional Trip Generation of 5,956 new trips per day. 6,000 trips per day is the ITE and MPC threshold for requiring a Level III study. The margin of error makes this close enough to push the total new trips beyond 6,000 per day.

[MPC Response: The following staff response will address the related comments from both item #s 2 and 3.](#)

Per MPC Subdivision Regulations, a Level II study “requires analysis of each access that the development has to an existing roadway and to the first control point beyond those access points. A control point is an intersection controlled by a traffic signal or stop sign on the existing roadway onto which the development has access.” A Level III study requires analysis of “each access point, the first control point beyond each access point, and the nearest collector/collector intersection or street of higher classification as determined by MPC staff.”

The intersections analyzed for this study included all access points to the existing roadway of Tooles Bend Road (2), Tedford Lane at Tooles Bend Road, Badgett Road at Tooles Bend Road, and Tooles Bend Road at S Northshore Drive. The first control point along the existing roadway of Tooles Bend Road is Tedford Lane from one access and Badgett Road from the other access. Therefore, CDM Smith completed a traffic study that would equate to a Level III study since they included another intersection not required per a Level II traffic study.

The Planning Commission’s Administrative Rules and Procedures, Appendix B (Also Appendix B of the Subdivision Regulations), establishes the guidelines and procedures for the preparation and submission of Traffic Access and Impact Studies. The required study is based on trip generation rates as identified in the ITE Trip Generation Manual, 9<sup>th</sup> Edition. While Section 3 of the guidelines and procedures allows the Executive Director of the Planning Commission staff to reduce the level of study or waive the requirement, it does not allow the Director to require a higher level study. There is also no provision for adding a margin of error in order to require a higher level study.

The CDM Smith Study used the ITE Trip Generation Manual 9<sup>th</sup> edition, to determine trip rates. The table below provides a summary of the trip rates based on the 9<sup>th</sup> edition. In response to the indication in item #3 below that the 10<sup>th</sup> edition of the ITE Trip Generation Manual should be used, we have added a column to the table for the 10<sup>th</sup> edition for comparison.

<u>LUC</u>	<u>Type</u>	<u>Description</u>	<u>Units</u>	<u>ITE 9<sup>th</sup> ed (trips)</u>	<u>ITE 10<sup>th</sup> ed (trips)</u>
MPC	Apartment	Stacked Flats	240	2,096	2,096
210	Single Family	Single Family Lots	269	2,610	2,584
230	Condo/Townhouse	Townhomes	113	715	429*
<b>Total</b>			<b>622</b>	<b>5,422</b>	<b>5,109</b>
	Single Family	Single Family Lots	48**	534	529
<b>Total</b>			<b>670**</b>	<b>5,956</b>	<b>5,638</b>

\*This Land Use Code (LUC) for Condo/Townhouse is not available in the ITE Trip Generation Manual 10<sup>th</sup> edition, so Senior Adult Attached LUC was used instead. This LUC was the closest to what was used previously.

\*\*The 48 proposed single family lots that are located on the west side of I-140 are included in the Study but are not included in the concept plan/use on review application that is before the Planning Commission. This area of approximately 21.5 acres which is zoned A (Agricultural) would require a rezoning and development approval in order to be developed at the proposed density.

Summary:

- a) Estimated trips for the proposed development that is before the Planning Commission are 5,422 (9<sup>th</sup> edition) and 5,109 (10<sup>th</sup> edition) which are 578 and 891 trips below the 6,000 ADT requirement for a Level III study.
- b) With the addition of the proposed 48 single family lots on the west side of I-140 (which will require a rezoning and separate development approval), the estimated trips are 5,956 (9<sup>th</sup> edition) and 5,638 (10<sup>th</sup> edition) which are 44 and 362 trips below the 6,000 ADT requirement for a Level III study.
- c) It should be noted that the 240 multi-dwelling units were evaluated using the MPC trip rate for apartments which is a higher trip rate than that found in the ITE Trip Generation Manual. If the ITE trip rate was used, the estimated trips would be lowered by an additional 518 trips from the 9<sup>th</sup> edition or 322 trips from the 10<sup>th</sup> edition.

Trip Generation Manual	Apartments (trips)
<b>MPC</b>	<b>2,096</b>
9 <sup>th</sup> edition	1,578
10 <sup>th</sup> edition (current)	1,774

- 3. Studies of the ITE Trip Generation factors by Texas A&M, Florida DOT, VaDOT, CalDOT and others have found the ITE estimates for Single Family and Multi-family Dwelling Units to have an 11% margin of error. Factoring in this known 11% error raises the estimated trips per day to 6,611 – well beyond the threshold requiring a Level III TIS. Even half that – a +5.5% error – raises the new traffic to 6,284. CDM Smith used the accepted ITE factors in their 9<sup>th</sup> edition of the ITE’s Trip Generation Handbook. ITE has acknowledged these errors and revised their factors in the new 10<sup>th</sup> edition, which was just released.

MPC Response: See response for item #2 above

- 4. MPC has used higher Trip Generation factors for similar multi-family complexes with a density of 3 Dwelling Units per Acre. For example, the Primos Land Company project on Pedigo Road used a factor of 9.3 trips per unit at 5 DU/acre, and 9.65 trips per unit at 3 DU/acre

Applying that same 9.65 Trips/DU to the revised plan of 240 multi-family units raises the Trips to 2,316, and the total to 6,176.

The original 336 proposed apartments at 9.65 would increase the total to 6,985 Trips/Day.

MPC Response: The Pedigo Road Subdivision was a Single Family Housing subdivision, not multi-family development.

The concept plan/use on review application that is before the Planning Commission does not include a proposal for 336 apartments, but is for 240 apartments.

- CDM Smith includes the 48 Single Family Units in the small parcel across Tooles Bend Road from the main development, but does not include the much larger parcel, which could be as high as 100 houses at a density of 1 per acre. No other expected growth was considered.

**MPC Response:**

The 48 proposed single family lots would be located on the west side of I-140 on property that has an area of approximately 21.5 acres which is zoned A (Agricultural). Staff is not aware of any other large parcel (100 acres?) that would allow 100 houses at a density of 1 dwelling unit per acre.

- Level of Service for Northshore Drive at the intersection of Tooles Bend Road is degraded to F, even at the lower Trip Estimations of CDM Smith. Likewise, the LOS for Tooles Bend, Badgett and Tedford are reduced to Level F. Northshore can be remedied through a major addition of turn lanes and traffic signal: Tooles Bend, Badgett, and Tedford cannot.

**MPC Response:**

The Level of Service (LOS) of Tooles Bend Road at S Northshore Drive is downgraded to a LOS F in the AM & PM for the left-turn from Tooles Bend Road and the left-turn from S Northshore Drive in the 2028 projected traffic (with development and no improvements to the intersection). If the intersection is reconstructed with a traffic signal and exclusive left turn lanes those LOS's would be upgraded to LOS B in the AM and LOS C in the PM.

As can be noted from the table from the CDM study below, the LOS of Tooles Bend Road, Badgett Road, and Tedford Lane never go below a LOS B.

Table 3: Capacity and Level of Service Summary

INTERSECTION	TRAFFIC CONTROL	PEAK PERIOD	2018 EXISTING TRAFFIC			2028 BACKGROUND TRAFFIC			2028 PROJECTED TRAFFIC		
			V/C	DELAY	LOS	V/C	DELAY	LOS	V/C	DELAY	LOS
Tooles Bend Rd at Northshore Dr	STOP	AM	0.41 / 0.03	32.2 / 0.7	D / A	0.40 / 0.03	38.9 / 0.8	E / A	2.70 / 0.08	>500.0 / 2.0	F / A
	NWL/SBL	PM	0.39 / 0.04	34.5 / 1.1	D / A	0.49 / 0.06	53.7 / 1.5	F / A	4.11 / 0.28	>500.0 / 7.7	F / A
	Mitigation	STOP	AM						2.15 / 0.39	>500.0 / 20.0	F / C
	Add Exclusive Turn Lanes	NWL/NWR	PM						3.00 / 0.32	>500.0 / 20.2	F / C
	Mitigation	SIGNAL	AM						0.80	18.0	B
	Add Exclusive Turn Lanes & Provide Signalization		PM						0.63	20.3	C
Tooles Bend Rd at Badgett Rd	STOP	AM	0.03 / 0.01	9.0 / 2.8	A / A	0.03 / 0.01	8.7 / 2.9	A / A	0.05 / 0.01	11.0 / 1.1	B / A
	WBL/SBL	PM	0.04 / 0.02	8.6 / 4.8	A / A	0.03 / 0.02	8.6 / 4.8	A / A	0.08 / 0.03	11.8 / 1.0	B / A
Tooles Bend Rd at Tedford Ln	STOP	AM	0.01 / 0.03	8.7 / 3.9	A / A	0.01 / 0.02	8.5 / 3.9	A / A	0.02 / 0.03	9.3 / 1.5	A / A
	EBL/NBL	PM	0.04 / 0.01	8.6 / 3.0	A / A	0.04 / 0.01	8.5 / 3.0	A / A	0.08 / 0.02	10.2 / 1.0	B / A
Tooles Bend Rd at North Site Access	STOP	AM							0.14 / 0.02	10.5 / 2.5	B / A
	WBL/SBL	PM							0.08 / 0.08	9.8 / 2.9	A / A
Tooles Bend Rd at Apartment Access	STOP	AM							0.05 / 0.01	10.0 / 1.1	B / A
	WBL/SBL	PM							0.03 / 0.03	9.3 / 1.2	A / A
Tooles Bend Rd at South Site Access	STOP	AM							0.21 / 0.04	9.6 / 6.1	A / A
	WBL/SBL	PM							0.14 / 0.14	9.1 / 6.4	A / A

Note: Average vehicle delay estimated in seconds. STOP control analyses presented by minor approach. Roundabout analyses reports HCM 2010 results.

7. Lines of Sight

The CDM Smith TIS, on page 4-1, states,

*“Looking right from Badgett Road the intersection sight distance is 220 feet, thus falling 80 feet short of the 300 foot mark established by MPC for a 30 MPH road. The stopping sight distance for a 30 MPH road is 200 feet and is met. An intersection warning sign (W2-2L) should be installed on southbound Tooles Bend Road with a 25 MPH Advisory Speed plaque (W13-1P).”* Tooles Bend Road is not 30 MPH, but already signed 25, 20, and 15 MPH for half of its length.

There are many more Lines of Sight shorter than 200 feet and 300 feet along Tooles Bend Road. Traveling from Northshore Drive, there are at least 16 stretches less than 300 feet, 7 less than 200 feet. Traveling from River Club, there are 18 LOS less than 300ft, 9 less than 200 ft.

MPC Response:

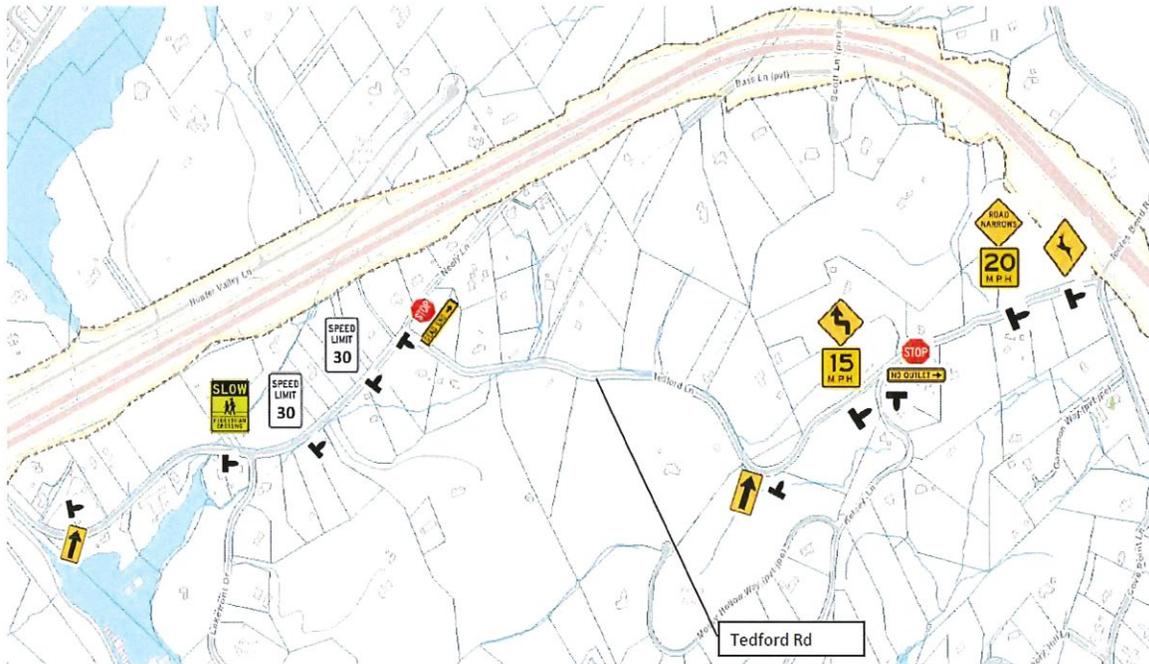
This is located on page 4-2, not 4-1. Badgett Road intersection sight distance is currently an existing issue not due to the addition of the development. Knox County has identified the improvement needed for this intersection, and is working with the developer on purchasing a flashing warning beacon, in which Knox County will install.

Tooles Bend Road is currently signed as 30 mph (refer to first figure below), but there are areas where reduced speeds are posted for added safety through vertical and horizontal curves. The figure provides an existing inventory of the signage currently along Tooles Bend Road. CDM Smith’s review of safety issues along Tooles Bend Road resulted in recommendations that include providing rumble stripes, guardrail, & centerline improvements. Knox County Engineering is evaluating additional areas for safety improvements, including shoulders and signage.

Another evaluation of signs was completed by CDM Smith for Tedford Road (refer to second figure below). Separate portions of Tedford Lane are posted for 30 mph and 20 mph with areas of reduced speed through curves as a safety measure.



## Tedford Rd (Signs)



8. Because of the curves, hills, narrow lanes, and lack of shoulders, MPC has rated Tooles Bend Road at 1,000 to 4,000 vehicles per day. Yet this Post Oak Development would raise the traffic to between 7,626 and 8,655 trips per day.

MPC Response: On page 3-4 of the CDM Smith TIS, the statement that “for a 17-20 foot wide road like Tooles Bend Road, the MSL (Minimum Standard Line) ADT (Average Daily Traffic) value ranges from 1,000 to 4,000 VPD (vehicles per day)” was pulled from the Knox County Strategic Transportation Plan. It is not an MPC statement, plan or ranking. The MSL ADT’s were developed as a small component used to calculate a roads safety score. Using the MSL in the way suggested would be taking it out of context. In the Knox County Strategic Transportation Plan, a safety/crash score was calculated based on traffic volume, number of crashes, and severity of crashes. If the road met other criteria, the MSL was considered. These ADT numbers are not to be considered as maximum traffic volumes for the given roadway of Tooles Bend Road.

Roadway width (ft)	MSL ADT (veh/day)
17	1,000
18	2,000
19	3,000
20	4,000

On the same page of the CDM Smith TIS, the study identifies a projected total of 7,460 vehicles per day for Tooles Bend Road, not 7,626 and 8,655 vehicles per day.

9. The CDM Smith estimates are only for residential traffic up Tooles Bend Road to Northshore Drive, or turning off onto Tedford and Keller Bend to Northshore, or turning off to Badgett and Wrights Ferry Road to Northshore Drive.

Our 24-hour surveys of Tooles Bend Road, Badgett Road, and Tedford Lane found about 20% more vehicles per day than the CDM Smith counts, and these were commercial vehicles: US Mail, FedEx, UPS, lawn services, dump trucks, heavy construction, farm equipment, horse trailers, fertilizer trucks, moving vans and school buses.

MPC Response: All of these existing commercial and residential vehicles within the area of study are accounted for in the existing traffic count (as an average count) that the engineer gathers from the field prior to beginning of the traffic study. The increase of commercial vehicles due to the future development are accounted for through the trip generation of the development. The Trip Generation Manual estimated counts for the development includes all variations of vehicle types and trips.

Sincerely,



Gerald Green, AICP  
MPC Executive Director

C: Tom Brechko, AICP, MPC  
Tarren Barrett, EIT, MPC  
MPC Commissioners  
Cindy Pionke, P.E., Knox County EPW



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

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## [MPC Comment] TrafficCommentsToolesBendPostOakDevelopment

1 message

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**Brenda Hubbell** <honeybry@bellsouth.net>

Fri, Sep 7, 2018 at 8:08 PM

Reply-To: honeybry@bellsouth.net

To: Commission@knoxmpc.org, bob.thomas@knoxcounty.org, ed.brantley@knoxcounty.org, hugh.nystrom@knoxcounty.org

Cc: sealantro@yahoo.com

2012 Tooles Bend Road  
Knoxville, Tn 37922

September 5, 2018

Knoxville-Knox County MPC  
Suite 403, City County Building  
400 Main Street  
Knoxville, TN 37902

Dear Sir or Madam:

My family (Smiths/Scotts/Greens/Camps) have been in the Tooles Bend area since their first land purchase by Wiley Scott and his sons in 1806, according to our Warranty Deed records. My aunt, Hazel Smith Bell, from family stories, had the first automobile on the road, so we may be directly connected to contributing to the traffic problem.

What I remember about my childhood in the 1950's was waiting for the 'rolling store' on Thursday, sitting beside a gravel road watching for that blue school bus-store. Maybe one car would pass. What I still remember about those years, and the years since, have been the automobile accidents at the intersection: a black woman dying when her friend's convertible landed upside down over the bridge into the creek; my mother, a nurse's aide, leaning into wrecked cars holding compresses on injured drivers; a pickup truck burning in the middle of the night with the driver still inside the wreck, and the distress our neighbor Harry displayed, holding his useless water hose. The wreck we 'lost' in the woods, the robber who jumped out in the night and disappeared, the thief who ran to hide in the mud under our bridge; the people who came to our house to call friends and family for help, and so on.

So I was surprised and dismayed to hear at the August MPC meeting the dismissive statement from TDOT that the accidents (only 10?) had occurred north of Badgett. The statement does not reflect the number of accidents on the road caused by failure to yield when turning left onto Tooles Bend from Northshore, and the danger presented by Tooles Bend residents speed and failure to stop when turning right from Tooles Bend onto Northshore, nor the number of accidents not reported to the police.

Nor does it dwell on the stress caused by the apparent disregard of our 'neighbors' for our safety and peace of mind when they reach the relatively straight stretch of the road approaching the intersection. I have seen cars hit 60 mph in front of my house. My sister, at the mail box, was 'flipped off' by a bank president!

Now we are asked to accept at least an additional 724 cars passing by once or twice a day. There is a theory called 'land memory' dealing with the our connection to the land where we live. Well, the land is saying to me, "After 212 years, forget your family memories and the LAND: save your peace of mind and your animals and maybe, just maybe, your car and your life." I hope the rest of the people in the Northshore Corridor Association manage to avoid this dilemma.

I am still grateful for living here. The land has been good to us. Wiley Scott couldn't read nor write: the first Warranty deed is signed by an X (his mark). My son is a tenure-track rhetoric professor at the University of Alabama Huntsville.

For the record, we are opposed to the number of units proposed, and think the developers and their future customers should bear the burden of road improvements, which, I understand, they can be forced to do.

Sincerely,

Brenda Hubbell

8842 Cove Point Lane  
Knoxville, TN 37922  
September 10, 2018

MPC Commissioners  
Knoxville - Knox County  
Metropolitan Planning  
Commission  
City-County Bldg.  
400 Main Street, Suite 403  
Knoxville, TN 37902

RE: Concept: 8-SA-18-C  
Development: 8-SA-18-UR  
Post Oak Bend, Applicant

RE: Tedford Road "Functional Width"  
With 9 Pictures

Dear MPC Commissioners:

My name is John Gulley and I reside at 8842 Cove Point Lane, about a quarter mile from the proposed Post Oak/Bailey Farm development. I have seen and heard a great deal of discussion about Tedford Lane, some of it from the neighbors and other from the CDM Smith traffic engineering firm or its employees.

Tedford Lane is an alternate preferred route that provides about 100 homes from the Cove Point, River Club, Victoria Inlet subdivisions a shortcut to South Northshore exiting on a traffic light between Ebenezer Road the Pellissippi Parkway. It would also provide a route for residents leaving both entrances to the proposed Post Oak Development to reach S Northshore. There is also local traffic coming from the Wright's Ferry Road area, across Badgett Road to Toolles Bend and then to Tedford

The thesis from the traffic engineers seems to be that:

1. There is very little traffic on Tedford
2. The road is of little importance
3. It is a safe road because it is 17 Ft or more wide In it's worst area (the portion lying between Neely Lane and Toolles Bend Road) and police records show very few accidents there
4. The applicable Subdivision rules only require that the Applicant provide a Level II traffic study for Toolles Bend, the first road reached upon exiting Post Oak.

There are two main reasons why Tedford Lane is a popular choice for local residents:

1. S. Northshore, which is supposed to be a major artery, has become like a congested parking lot from Rocky Hill all the way to Pellissippi Parkway and beyond during the rush hours each day.
2. Compared to traveling Tooles Bend to S. Northshore to Pellissippi Parkway (or Ebenezer), Tedford Lane offers
  - a) a shorter distance,
  - b) a much less congested route and
  - c) exits onto Northshore at a traffic light allowing vehicles to turn either left to Pellissippi or right to Ebenezer.

**If the proposed 620 unit Post Oak were constructed as proposed, it would be necessary for the developer or the County to make major improvements to Tedford Lane to facilitate its safe use.** It currently has several safety issues on the segment between Neely Lane and Tooles bend. Along that stretch there are many vertical hard objects (trees, guard rails, stone mail boxes) and steep 100 ft. drop offs as close as 5 inches from the edge of the asphalt (see pictures). If you are driving at 25 mph, it is reasonable to try to keep a 3-4 foot clearance between the side of your car and such dangers. The sides of modern cars extend a couple of more inches more beyond the side of their tires, thus increasing the width of unusable pavement. The rounded corners of modern cars make it difficult to judge precisely what the clearance will be between your car and a vertical hazard. Washboard roads can quickly pitch your vehicle sideways toward a hazard.

For all of these reasons, drivers passing vertical hazards on this segment of Tedford Lane must drive 3 or 4 ft. closer to the center of the road than they might drive on a similar road not having these vertical hazards.

**You do not require an engineering degree to discern this problem. I invite you to simply apply common sense and your own life experiences to the situation.**

**Tedford may be 17 ft. wide, BUT FUNCTIONALLY, IT IS 14 ft. WIDE in many places.** If you happen to pass a car coming from the opposite direction, you may have to slow to a crawl, depending on what hazards are faced by the car/truck meeting you.

Thus drivers often sacrifice their mirrors as they avoid scraping the right sides of their cars. Just as in New York city, where taxi drivers often scrape the sides of their cars together keep driving, local drivers often bang their mirrors together

and pause only briefly. Drivers involved in these minor wrecks face several urgent questions:

1. On a functionally 14 ft. wide road with no centerline, how do you determine fault when both drivers are hugging the center of the road.
2. How long might it take for an accident investigator to reach the scene of the accident
3. Who wants to stop their car, wait and risk having some car or 4 ton vehicle & trailer top a blind hill or curve and crash into you and your stopped vehicles.

**In spite of its faults, there is another reason we are thankful for Tedford Lane – SAFETY.** It provides a second emergency access road for the homes at the end of Toolles Bend for the times when trees fall across Toolles Bend and Tedford. **Prior to this summer’s mowing and log removal efforts, the shoulders and steep slopes along Toolles (especially the narrow, crooked, roughly 1.2 mile stretch of Toolles between Badgett Road and Tedford) have always been littered with sawed up pieces of fallen trees pushed aside by LCUB and Knox County.** The dented guardrails still witness to damage from years of fallen trees. Two or three times per year, a tree falls causing us to loose electricity and passage through Toolles for 3 to 10 hours. But we almost always have one road or the other open for emergency services and passage. There has never been a major forced exodus but, should one occur from an event such as a hazardous spill on the Pellissippi Parkway or a massive wildfire like the one that took so many lives in Gatlinburg, we can probably escape. If the proposed 620 additional homes from Post Oak were added I doubt that we could all escape.

For the safety of the long-term residents of the area, their children and their property, it is essential that the developer fix Tedford’s many problems before adding as many as 1,200 more cars plus construction vehicles to Tedford and South Northshore.

If you happen to be one of those MPC Commissioners who has not yet driven out Tedford and Toolles Bend or traveled on S. Northshore from Rocky Hill to Pellissippi Parkway and on beyond during morning or evening rush hour, I would invite you to give it a try and let me know what you think.

Attachment: Nine Pictures

Sincerely Yours,

John Gulley





















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

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## Post Oak Development

1 message

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**Sandy Gammon** <stgammon@bellsouth.net>  
To: bettyjo.mahan@knoxmpc.org

Tue, Sep 11, 2018 at 9:34 AM

Betty - In accordance with our phone conversation, below is the email that I sent to Commissioners that you said had not yet come through. Thank you.

Greetings MPC Commissioners. I am writing to voice my concern about the planned density of Post Oak Development on Tooles Bend Rd. Having been a resident on Tooles Bend for nearly two decades, I have seen and experienced my share of safety concerns on both Tooles Bend Road and Tedford Road. Tedford Road hasn't been discussed very much in this issue, but residents use Tedford as much as Tooles Bend when traveling to drop children at school, to shop Kroger, Walgreens, CVS, Publix, Target, to access I-140 (Pellissippi), to access restaurants, or to travel further out Northshore to parks, the YMCA, and perhaps to Farragut. To travel Tooles Bend to access these locations takes at least 10-15 minutes longer. Should a traffic circle or traffic light be installed at Northshore and Tooles Bend, residents will naturally take Tedford to avoid the wait and the traffic back-up at Tooles Bend and Northshore. That will increase traffic on Tedford which is equally or even more dangerous than Tooles Bend. (For the same reasons, a light or circle at Tooles Bend and Northshore will also increase traffic on Badgett Rd and Wrights Ferry when traveling east on Northshore or back toward Kingston Pike).

As you already know, Tedford Road is too narrow in places to warrant having painted lines. It has a steep grade in two places and has dangerous curves. I have had many near-misses on Tedford as well as Tooles Bend. In a more recent incident, I was traveling Tedford from Keller Bend to Tooles Bend. When I topped the ridge and started down, I was met by a sedan backing up in my lane (well, really the only lane in that narrow stretch). I quickly realized that the reason the vehicle was backing up was because there was a large truck carrying an earth moving piece of equipment coming up a steep, narrow, winding portion of Tedford. The road was too narrow for both to traverse. After I came to a sudden stop, I sat there and watched in amazement and prayed that a car wouldn't come flying over the hill behind me and crash into me.

As for Tooles Bend Rd, you have probably heard by now that large vehicles, including the school bus, cannot navigate the road without crossing the center line. I have also been behind the school bus and watched it navigate rock outcroppings and it couldn't without do so without crossing the center line. I was recently met in the curves of Tooles Bend by a school bus and had to break suddenly because there was no where for me to go. The bus was in my lane and there was a rock wall and no shoulder for me to gravitate to.

Another concern is that GPS systems navigate lawn service personnel, moving vans, utility trucks and other large vehicles over Tedford. Meeting such vehicles at best requires an almost dead-stop slow down and sometimes a dead-stop on a hilly, curvy road which is very unsafe.

So, these are serious safety considerations. Everyone who lives out here and drives these roads daily knows the dangers, and I urge you, MPC Commissioners, to do your due diligence and drive out here prior to voting on this issue. There is a video that has circulated of someone driving Tooles Bend which does not, for some reason, give an accurate depiction of the dangerous curves in the road and the narrowness of it in places. At the very least, we need a Level 3 traffic study. A development with the density of its proposed size will affect all major and minor arteries in the area due to avoidance of traffic risks and delays including Badgett Road, Wrights Ferry Road, all of Northshore Drive out to Pellissippi (I-140); Tedford Road; Keller Bend Road; and the interchange at I-140 and Pellissippi. And, of course, there is no public transportation available to decrease vehicle density.

Also, as a Realtor, I can tell you that even though Post Oak will target residents ages 55 and over, this development will have single family residences in the \$200,000 - \$300,000. Given the schools and other amenities of this area, these homes will likely be purchased by young professionals who will begin raising families, so we are looking at the very real possibility of 4 vehicles per household. I'm not sure if traffic studies take that into consideration.

Thank you for your time. I would be very appreciative to know that you have received and read this email, and I look forward to seeing you all at the MPC meeting on Thursday.

Sandy Gammon

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**Sandy Gammon, Realtor®, ABR®, GRI®**

**Keller Williams Realty**

11400 Parkside Drive, Ste 120

Knoxville, TN 37934

(865) 771-9429 Cell

(865) 966-5005 Office

**Multi-Million Dollar Producer**

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

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## [MPC Comment] The history of Post Oak Bend

1 message

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**Bart Carey** <bartcarey@comcast.net>

Wed, Sep 12, 2018 at 3:19 PM

Reply-To: bartcarey@comcast.net

To: commission@knoxmpc.org

MPC commissioners and staff,

We hope this historical account of Post Oak Bend can provide some background and perspective on the family timeline as stewards of this property.

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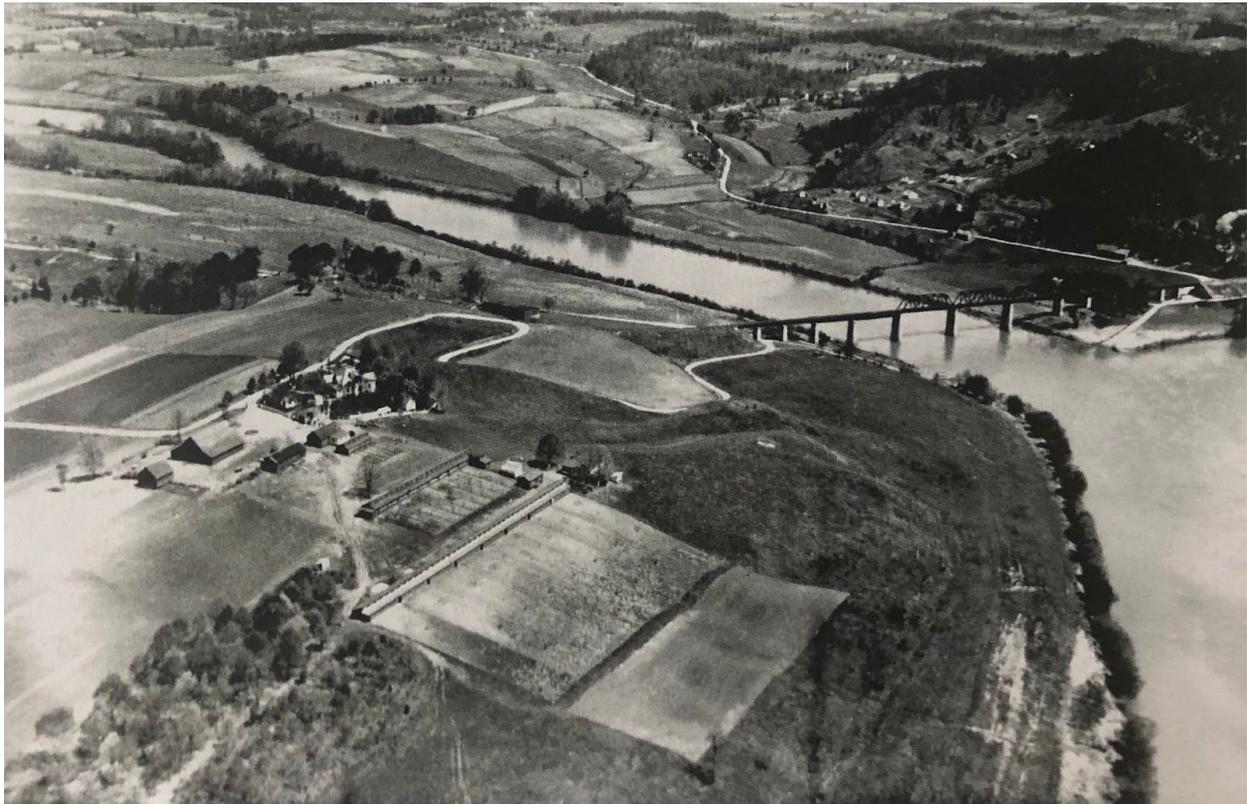
This message was directed to [commission@knoxmpc.org](mailto:commission@knoxmpc.org)

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 **MPC.pdf**  
1458K

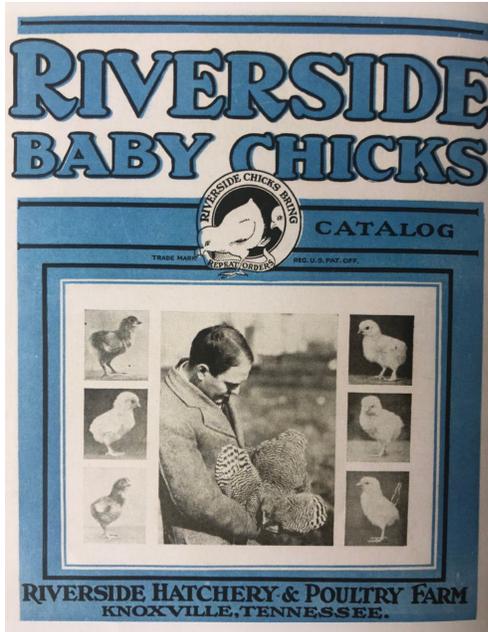
# RIVERSIDE FARM

John Abby Kreis was born in 1873 in a dirt-floored log cabin just west of what is now Forks of the River Industrial Park. Through hard work, he advanced quickly in life from those humble beginnings to become a prominent dairy farmer and hatcherman. In the early 1900s he established Riverside Farm at the head of the Tennessee River at the confluence of the Holston and French Broad Rivers.



**Riverside Dairy Farm in 1925**

He milked 225 registered Holsteins and operated the Riverside Dairy milk bottling operation delivering milk door-to-door in Knoxville and the surrounding area. His Riverside Hatchery reached a capacity of 300,000 eggs per month and grew to be one of the largest in the nation.



**Catalog cover for Riverside Hatchery and Poultry Farm**



**Riverside Dairy milk truck in front of courthouse with a young Pete Kreis at the wheel.**

## POST OAK BEND

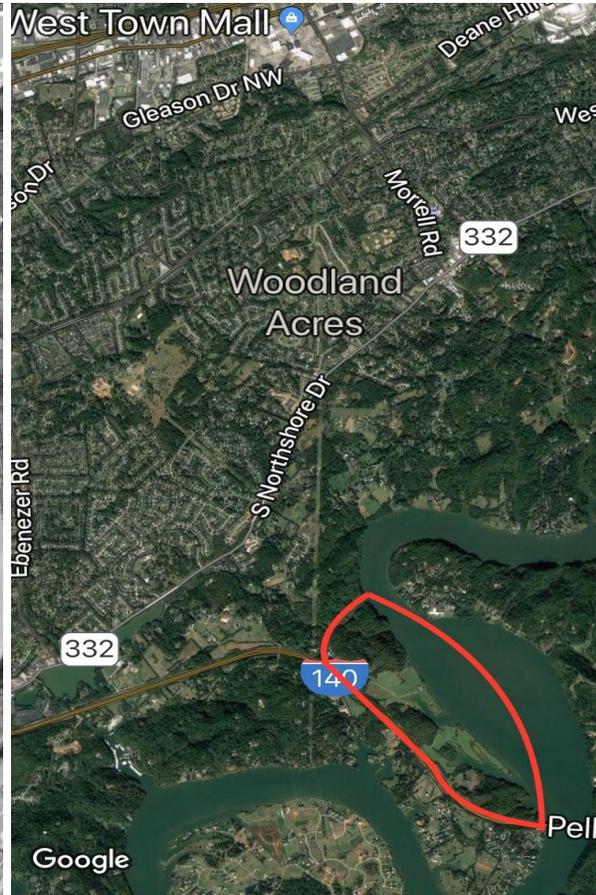
In the late 1930s The state of Tennessee advised John Kreis that his Riverside Farm was being taken by eminent domain and and would be used as the new campus for the Eastern State Psychiatric Hospital and that he would be compensated in a swap for a farm far down stream on the Tennessee River that was originally known as the Toole farm. In 1788 the Continental Congress awarded John Toole a 600 acre land grant on the Tennessee River in lieu of monetary payment for his military service. The Toole farm changed hands over the years and was eventually owned by the hospital with inmates raising crops and livestock to be shipped up river to the larger inmate facilities. John Kreis had no choice but to pack up and move and rebuild his Riverside Farm at the new site surrounding Post Oak Island.

The bumpy ride on the narrow Lowes Ferry Pike (now known as Northshore Drive) was not a practical place to operate the dairy operation and John Kreis focused on building one of the largest turkey hatcheries in the country. In 1945 at the age of 72 Mr. Kreis was inspecting a large barn loft on his "Old Post Oak Farm" when he fell through a feed

trap-door and fell to the concrete floor below where he met a very untimely death. His daughter Hazel Kreis Oliver took charge of the farm and for the next 43 years continued the prosperous operation of what came to be known as "the turkey farm."



**1959 aerial view of Post Oak Bend**



**Present day aerial of Post Oak Bend  
(outlined in red is property boundary)**

The state of Tennessee came knocking again in 1988 with an eminent domain decree that took a large swath of the farm in a right-of-way acquisition for the Pellissippi Parkway. It also bisected a large section of prime riverfront property from the rest of the farm. For the second time in her life Hazel Kreis Oliver had been uprooted by the state and the realization that her life's work was being split up by a four-lane interstate highway was too much to bear. Her health went into decline and she died in June of 1988.

In 1989 Mrs. Oliver's heirs were approached by a prominent Knoxville magazine publisher that wanted to purchase the prime 56 acre bisected riverfront section that had been cut off from the rest of the farm. He wanted to build a family estate on the acreage.

The heirs liked the idea of keeping this beautiful part of the farm as a single-family tract and agreed to the sale. The buyers business suffered a serious downturn and the property was subsequently sold to a developer and is today a gated lakefront subdivision.

The original 600 acre Toole farm has been reduced to 415 acres and Post Oak Bend is now a concept plan for use on review. The proposed communities primary entrance is 1.1 miles from Northshore Drive and is located east of West town Mall and feels more like an infill parcel when viewing an aerial map of the North Shore corridor from Rocky Hill to Loudoun County. With over 200,000 new residents expected to move into Knox County in the next 25 years it is important to identify large community sized tracts that have infrastructure, schools and retail services already in place. This slope sensitive land plan sets aside 90 acres or 31% of the buildable acreage to be used in open space, parkland, marinas and walking trails while enhancing road improvements, fire protection and utility upgrades for the greater Tooles Bend community.

John Kreis and his heirs have productively farmed Knox county riverfront property for the last 115 years but the days of making a living as a farmer in Knox county are dwindling. Hazel Kreis's three granddaughters have no interest in continuing the farm operation and feel fortunate to associate with a group of qualified land developers, land planners and residential builders capable of creating an exceptional riverside community.



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

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## [MPC Comment] Request for a Level III TIS for Post Oak development

1 message

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**Boyce Muller** <engineer7x@gmail.com>

Wed, Sep 12, 2018 at 2:28 PM

Reply-To: engineer7x@gmail.com

To: commission@knoxmpc.org

These letters have been sent to Gerald Green, Director of MPC, because we want to be sure everyone is aware of what the residents perceive as a serious safety issue which needs to be addressed before any approvals of even the project concept.

We are asking every MPC traffic engineer to read them and respond, as the increase in traffic is much higher than the regulations allow, and well over the threshold for requiring a Level III TIS.

Since TDOT is going to require a Level III study for Post Oak, why not perform it now?  
The developers admit they don't know what the impact will be.

CDM Smith, in their Level II TIS, say they don't know what the impact will be.

MPC has just agreed to perform a seven month study of Hardin Valley traffic increasing 108% in 10 years, in an effort to alleviate some of the congestion and safety problems. So why does Post Oak, with its proposed 400% increase in traffic, not require such a comprehensive study now, before it creates congestion and safety issues, which will then be much more difficult to fix?

Lee Muller  
Consulting Engineer  
automation of traffic control for  
APM Terminals North America  
Port of Long Beach  
Port Authority of New York and NJ DOT  
JaxPort  
Dubai Ports World  
SC DOT and Transit Police

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This message was directed to [commission@knoxmpc.org](mailto:commission@knoxmpc.org)

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### 2 attachments



**Tooles Bend Level III TIS Meeting Request 29th.pdf**

73K



**Wes\_Stowers\_letter\_for\_L3\_TIS.pdf**

82K

August 26, 2018

Dear Commissioners,

I have serious concern about the impact that the proposed high-density development of the Bailey Farm would have on the Tooles Bend Road network. The projected five-fold increase in traffic cannot be supported by the existing road and would create serious safety issues and unacceptable congestion. I have lived off of Tooles Bend Road at 8733 Inlet Drive for over twenty years, and I am very familiar with the existing hazards on Tooles Bend and Tedford Roads and the dysfunctional intersection of Tooles Bend Road and Northshore Drive.

Let me first emphasize that I support the development of the Baily Farm property. It is zoned PR with 3 du/acre, and the owners have every right to develop it in any way they choose, provided they comply with the many county, state and federal statutes that govern such a waterfront development. The key deficiency in the project's "Use on Review" application is how it addresses the transportation infrastructure on Tooles Bend Road, Tedford Road, Badgett Road and the Tooles Bend/Northshore Drive intersection.

I have studied the Level II Traffic Impact Study (TIS), "Tooles Bend Riverside Development", completed by CDM Smith. It is too narrowly scoped for a high-density project of this magnitude, for which Tooles Bend Road provides the only access. Here is the first of two major flaws:

The CDM Smith TIS (page 3-4) states: ***"In Knox County's Strategic Safety Plan, a Minimum Standard Line (MSL) concept was introduced to help evaluate road segments for operation and safety.....For a 17-20 foot wide road like Toole's Bend Road, the MSL ADT value ranges from 1,000 to 4,000 VPD. From a planning level capacity standpoint, it is the opinion of CDM Smith that Tooles Bend Road can accommodate more than 4,000 VPD, with perhaps 9,000 VPD being a good approximation of the operating threshold."*** (The bold italics are mine)

The CDM Smith TIS is a 35-page report with a 135-page appendix containing a wealth of graphs, charts and data. Yet nowhere in the report or the appendix is there any supporting data for the 9,000 VPD number – it was pulled out of thin air. In the next sentence, the report states: ***"The exact value is hard to quantify because little research has been conducted on the capacity of facilities like Tooles Bend Road."*** Really? These words cast great doubt upon the credibility of the CDM Smith TIS. While Tooles Bend Road can certainly carry additional traffic, it is imperative that we conduct a credible engineering study that objectively calculates the true (and safe) VPD capacity for Tooles Bend Road.

The MSL ADT of 1,000 to 4,000 VPD from the Knox County Strategic Safety plan is for 17-20 foot two-lane roads with speed limits of 30 MPH. Tooles Bend Road is barely 17 feet wide in many places with no shoulders, numerous sharp curves with minimal line of sight, deep ditches and guardrails. There are several sections where one must slow to 20 MPH to negotiate the blind curves, and there are two places where one must come to a complete stop to allow a bus or large truck to proceed. Yet the proposed development would raise the traffic to between 7,626 and 8,655 vehicles per day, a greater than five-fold increase over current volume. This number is over half of the 13,789 VPD carried by 4-lane Northshore Drive in 2016! (Ref. the CDM Smith TIS Appendix, page 7, containing TDOT's 2016 Traffic History for Northshore Drive at Tooles Bend). Clearly, no

credible analysis has been done to determine the VPD that can be safely carried on Tooles Bend Road.

The CDM Smith Level II TIS was restricted to Tooles Bend Road and ***does not address the increased vehicle movements that a Level III TIS would address on Northshore Drive, Tedford Road and Badgett Road.***

The CDM Smith survey is only for traffic up Tooles Bend Road to Northshore Drive, or turning onto or off of Tedford Road. We all use Tedford Road when traveling west to intersect Northshore Drive (Tedford to Keller Bend, which has a stoplight intersection at Northshore) to avoid making a dangerous left turn onto Northshore from Tooles Bend Road. This practice will increase exponentially after the development is complete, which further justifies a Level III TIS to address the vastly increased vehicle trips onto Tedford Road the project would create.

Traveling west on Northshore and turning left onto Tooles Bend Road already causes occasional traffic backups on Northshore during peak periods. The proposed development would add several thousand more vehicle movements per day on Northshore at this intersection, again further justifying a full Level III survey that encompasses the section of Northshore between Rocky Hill and I-140.

For the purpose of the CDM Smith TIS, the developer appears to have dialed back the originally planned density to keep the projected traffic increase to just under the 6,000 vehicle per day threshold that would trigger a Level III TIS. Not only would this project create a five-fold increase in vehicle movements on an already sub-par road, the CDM Smith TIS does not consider any future growth. Additionally, the project would significantly increase traffic on all intersecting roads (Northshore Drive, Tedford Road and Badgett Road). Due to the magnitude of the proposed development and its staggering impact on the capacity and safety of the existing road infrastructure, it is essential that a professional Level III survey be completed before the development receives further MPC review.

To reiterate, I support development of the Baily property. We live in a wonderful, growing community and should welcome future quality development, but such major developments as the proposed project must be compatible with existing infrastructure, or be contingent upon the necessary infrastructure improvements required for safety and capacity.

I served as an MPC Commissioner from 2008-2014, and I fully appreciate the personal time and effort that each of you generously give to our community as a Commissioner. I also understand and respect how seriously each of you approach your responsibilities. Thank you for your consideration of this matter and for your service on MPC.

Best personal regards,

Wes Stowers  
8733 Inlet Drive  
Knoxville, TN 37922

August 23, 2018

Mr. Gerald Green, Director  
Knox County Metropolitan Planning Commission  
400 Main Street  
Knoxville, TN 37902

Dear Mr. Green:

One of the main reasons the Northshore Corridor Association asked for a postponement of the vote on whether or not to approve the feasibility of the Post Oak Development on Tooles Bend Road, was to do a further traffic study, regarding the impact of a great multiple in traffic volume on safety.

Our preliminary studies have exposed several things which we feel warrant a Level III Traffic Impact Study, to include all the affected roads, from Rocky Hill to I-140.

1. Architectural and development plans, at this time, are not detailed enough in demographics to estimate the commuting, shopping, school, commercial traffic, attraction of outside traffic to the walking trails, parks, and proposed marina - so all any traffic engineers can use are the number of the single family and multi-family dwelling units.
2. The CDM Smith Level II TIS submitted in July estimates an additional Trip Generation of 5,956 new trips per day. 6,000 trips per day is the ITE and MPC threshold for requiring a Level III study. The margin of error makes this close enough to push the total new trips beyond 6,000 per day.
3. Studies of the ITE Trip Generation factors by Texas A&M, Florida DOT, VaDOT, CalDOT and others have found the ITE estimates for Single Family and Multi-family Dwelling Units to have an 11% margin of error. Factoring in this known 11% error raises the estimated trips per day to 6,611 – well beyond the threshold requiring a Level III TIS. Even half that – a +5.5% error – raises the new traffic to 6,284. CDM Smith used the accepted ITE factors in their 9<sup>th</sup> edition of the ITE's Trip Generation Handbook. ITE has acknowledged these errors and revised their factors in the new 10<sup>th</sup> edition, which was just released.
4. MPC has used higher Trip Generation factors for similar multi-family complexes with a density of 3 Dwelling Units per Acre. For example, the Primos Land Company project on Pedigo Road used a factor of 9.3 trips per unit at 5 DU/acre, and 9.65 trips per unit at 3 DU/acre.

Applying that same 9.65 Trips/DU to the revised plan of 240 multi-family units raises the Trips to 2,316, and the total to 6,176.

The original 336 proposed apartments at 9.65 would increase the total to 6,985 Trips/Day.

5. CDM Smith includes the 48 Single Family Units in the small parcel across Tooles Bend Road from the main development, but does not include the much larger parcel, which could be as high as 100 houses at a density of 1 per acre. No other expected growth was considered.
6. Level of Service for Northshore Drive at the intersection of Tooles Bend Road is degraded to F, even at the lower Trip Estimations of CDM Smith. Likewise, the LOS for Tooles Bend, Badgett

and Tedford are reduced to Level F. Northshore can be remedied through a major addition of turn lanes and traffic signal: Tooles Bend, Badgett, and Tedford cannot.

7. Lines of Sight

The CDM Smith TIS, on page 4-1, states,

*“Looking right from Badgett Road the intersection sight distance is 220 feet, thus falling 80 feet short of the 300-foot mark established by MPC for a 30 MPH road. The stopping sight distance for a 30 MPH road is 200 feet and is met. An intersection warning sign (W2-2L) should be installed on southbound Tooles Bend Road with a 25 MPH Advisory Speed plaque (W13-1P).”* Tooles Bend Road is not 30 MPH, but already signed 25, 20, and 15 MPH for half of its length.

There are many more Lines of Sight shorter than 200 feet and 300 feet along Tooles Bend Road. Traveling from Northshore Drive, there are at least 16 stretches less than 300 feet, 7 less than 200 feet.

Traveling from River Club, there are 18 LOS less than 300 feet, 9 less than 200 feet.

8. Because of the curves, hills, narrow lanes, and lack of shoulders, MPC has rated Tooles Bend Road at 1,000 to 4,000 vehicles per day. Yet this Post Oak Development would raise the traffic to between 7,626 and 8,655 trips per day.
9. The CDM Smith estimates are only for residential traffic up Tooles Bend Road to Northshore Drive, or turning off onto Tedford and Keller Bend to Northshore, or turning off to Badgett and Wrights Ferry Road to Northshore Drive.

Our 24-hour surveys of Tooles Bend Road, Badgett Road, and Tedford Lane found about 20% more vehicles per day than the CDM Smith counts, and these were commercial vehicles: US Mail, Fedex, UPS, lawn services, dump trucks, heavy construction, farm equipment, horse trailers, fertilizer trucks, moving vans and school buses.

For all the factors stated above, the Northshore Corridor Association feels a deeper and more detailed study of the traffic and roads out to Rocky and I-140 is required. The developer should also be performing a deeper analysis of utilities, in order that the estimated loads on water, sewer and power can be compared with traffic estimates over the normal 25 years ( the standard horizon of First Utility District and TVA).

We will continue to do our own research, but we believe the developer should have CDM Smith expand and revise their Level II TIS to a Level III Traffic Impact Study as quickly as possible.

Because the postponement period is running, and any new traffic studies require 45 to 60 days, we ask that the MPC answer this request as soon as possible.

Additionally, we would like to invite you, and for you to also invite the MPC commissioners, and the developer to meet with our Steering Committee on Wednesday, August 29, at 6:30 PM in the River Club clubhouse, at the end of Tooles Bend Road, for the discussion of these and other questions.

Thank you.

Bryan Spears



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

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## [MPC Comment] Post Oak Development

1 message

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**David Kerr** <dkerr@stowerscat.com>

Wed, Sep 12, 2018 at 8:23 PM

Reply-To: dkerr@stowerscat.com

To: commission@knoxmpc.org

I am sure you are fully aware of the traffic concerns, we the residents in the area of Tooles Bend, Tedford, and Northshore Drive. Those concerns have not only been adequately expressed but can certainly become apparent if you could take the time the time to travel these roads particularly when school buses and truck traffic are traversing these roads.

Two real concerns that might not have been brought to your attention are:

1. Snow and ice creates very dangerous and serious problems with our current population that frequently leave vehicles partially blocking Tooles Bend and Tedford with their treacherous grades and curves.
2. Tooles Bend and Tedford draw a large number of cyclists which creates sudden problems with the auto and truck traffic with our current traffic.

Please evaluate all true facts that impact the safety and status of our roads before endorsing such a huge number of residents being added without significant infrastructure upgrades.

Regards David Kerr 8708 Inlet Drive.

Sent from my iPad

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This message was directed to [commission@knoxmpc.org](mailto:commission@knoxmpc.org)



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

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## [MPC Comment] Tooles Bend Project

1 message

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Lori Eltz <lori@heubachcorp.com>

Wed, Sep 12, 2018 at 7:18 PM

Reply-To: lori@heubachcorp.com

To: commission@knoxmpc.org

Please consider the safety of our young drivers that are learning to drive on Tooles Bend Rd, Tedford and Northshore. They are not experienced drivers and will have to deal with lots of traffic on the narrow, curvey roads. Already my 17 year old daughter has smashed mirrors, fallen off the road due to a large lawn maintenance truck passing her on the narrow roads. It will just get worse with more traffic.

Thank you,

Lori Eltz

**Heubach Corporation**

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This message was directed to [commission@knoxmpc.org](mailto:commission@knoxmpc.org)



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

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## [MPC Comment] post oak development

1 message

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Tim Bobo <JTB@ridenourlaw.com>

Wed, Sep 12, 2018 at 5:09 PM

Reply-To: jtb@ridenourlaw.com

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

Dear Commissioners:

I have grave concerns about the proposed development due to traffic and the dangerous roads. If the roads were able to be modified to make them straighter and wider, I would not be writing this email. However, Tedford Rd and Tooles Bend Rd are extremely narrow, curvy, and hilly. In their current condition, the existing traffic makes them an extreme danger. A decision that would add traffic without major road widening and straightening would be "reckless" (a conscious disregard of a known risk).

I know commissioners are busy. However, with the proposed development and the substantial opposition, my plea is for all commissioners to take the time to travel Tooles Bend and Tedford during the morning or evening rush hours. Words cannot express the dangers each commissioner will appreciate if this is done.

Thank you for your time.

Tim Bobo  
8922 Hickory Hill Lane

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This message was directed to [commission@knoxmpc.org](mailto:commission@knoxmpc.org)



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

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## [MPC Comment] Post Oak Development

1 message

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**Diane Montgomery** <dianetmontgomery@gmail.com>

Wed, Sep 12, 2018 at 5:19 PM

Reply-To: dianetmontgomery@gmail.com

To: commission@knoxmpc.org

Dear Commissioners,

Thank you for your volunteer service to our community. Your work is critical to continued healthy growth and protection of the excellent quality of life we enjoy in Knoxville and Knox County.

I am a long-term Knoxvilleian, very proud of Knoxville's growth and progress. I am also a grandmother living off Northshore Drive, and serving as president of the Amberleigh neighborhood association and more recently a spokesperson for The Northshore Corridor Association.

In just four years at this location I have noticed, with my neighbors a rapid build-up of traffic along Northshore Drive as more and more neighborhoods, homes and apartment communities are built, sold or leased out. More are proposed or already under construction.

It is an increasing challenge to safely leave our neighborhood and commute to the grocery, bank or elsewhere. In Amberleigh we worry for our students meeting the school buses daily at Tooles Bend Road and Amberleigh Drive.

Now you are faced with assessing the feasibility and compatibility of one of the largest developments in Knox County - proposed for the Tooles Bend peninsula. You are certainly aware of the very serious limitations of the old, poorly banked roads which serve that community and also carry traffic from adjoining neighborhoods (i.e. Riverbend, Wright's Ferry) whose residents seek to avoid Northshore Drive congestion as they work their way to shopping, medical offices, banks and the Pellissippi Parkway.

The roads are quite narrow in many places, largely without shoulders, bordered by steep drop-offs and streams and by large rock outcroppings, very like those of mountain communities. In rain storms and high wind, trees tumble from overhangs and unstable creek banks to block the only exit off the peninsula. To say sight lines and turning radiuses are inadequate and unsafe is a generous understatement. I recently observed a firetruck disabled, sitting on its frame with wheels in ditches on either side of the road as it tried to turn from Tooles Bend onto Badgett Rd. These issues will be very costly, in some cases perhaps impossible, to adequately improve in an economically responsible manner.

Adding hundreds (thousands?!) of additional automobiles and service vehicles to an already dangerous situation while requiring only minimal changes to the roads is hard to characterize as responsible planning for safety even if the changes were cost feasible. (As I write to you today the radio is reporting traffic accidents at Kensington and also at Wright's Ferry Road. )

The parcel of land proposed for development has serious limitations which have prevented its development through the years as numerous developers considered and rejected its appropriateness for more than a lower number of homes on larger lots.

We hope you will look harder at these realities and ask essential questions. Parcel limitations include a freeway bisecting the site, but with no access, steep, rocky slopes, very low areas which require filling, a shallow waterfront requiring extensive dredging and adjoining a TVA controlled navigable barge channel - where the developer proposes a marina. Segments of the community believe the waterfront portion has historic and archaeological significance that may lead to challenges as the question of public interest on publicly controlled property clashes with private property rights.

It is very difficult to imagine the numerous state and federal agencies charged with protecting the public's interest approving a waterfront development at that location. (Yet we are told, it is possible, perhaps likely other regulatory bodies may defer to a decision by Knox County, relying on the integrity of the county's processes.)

We are puzzled by the developer's apparent confidence on this point of permitting where other developers, also experienced and well financed, insist the project's size/scope is not feasible. Isn't now as you and we consider the concept's actual feasibility, the right time to assess these concerns?

Are there some concerns so important to public interest that even unlimited financial resources cannot - or should not - overcome them?

We also wonder what consideration is given for other property owners who may wish to develop their properties after all community capacity (and beyond?) has been absorbed.

What happens to the community if, in spite of assurances and bonds, the developer first builds the less community-compatible aspects and is then unable (as with Northshore Town Center) or unwilling, to build the more compatible aspects? Would subsequent developers, based on the precedent then established, be entitled to approvals to follow-on with only housing out-of-character with surrounding homes and farm/rural estate type properties?

Knox County appears poised to give its approval without the thorough due diligence the community is requesting and over the objections of thousands of citizens galvanized by their deep concern for safety and daily quality of life. Why? Why is there a rush to approve a complex project without a fuller assessment of ALL of its impacts?

I urge you, in your capacity as the average citizen's voice, to take a much harder look. Even with proposed amendments the plans appear very much out of character with the surrounding community and likely to significantly damage the quality of community life. Worse, this development promises to leave Knox County citizen/taxpayers facing very costly consequences later.

My sincerest thanks for your service,  
Diane T. Montgomery  
President Amberleigh Homeowners Association  
Spokesperson Northshore Corridor Association

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This message was directed to [commission@knoxmpc.org](mailto:commission@knoxmpc.org)



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

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## [MPC Comment] Fwd: Post Oak

1 message

L <lsmyers29@gmail.com>

Wed, Sep 12, 2018 at 4:38 PM

Reply-To: lsmyers29@gmail.com

To: commission@knoxmpc.org, Gerald Green <GERALD.GREEN@knoxmpc.org>, Tom.breschko@knoxmpc.org

Commissioners-

As a Tooles Bend resident, I have attended your public meetings in an effort to gather as much information as I can about the proposed Post Oak development. Please understand my position as not only a resident but a mother of three busy teenagers with a large, local family that visits often. Not that one life is more important than the other but I consider the safety of my kids and friends first and foremost on Tooles Bend Rd. I have no choice but to send them out to school every day on that road. We have no other outlet. Though I feel it is a challenging road today, with the density being proposed, I am convinced it will be a treacherous, hazardous road. That being said, I am attending the meetings in hopes of hearing something that at the very least will ease my mind about the proposed traffic. I simply can not fathom that the greatest hope that I have is that my children will be out of the house and in college in 10 years, before the roads get too bad. That's incredibly unsettling to me. As I mentioned, in an effort to understand how staff could suggest that the proposed traffic is acceptable, I have researched tirelessly trying to defend what seems so obvious to the people that drive these roads on a daily basis. Please allow me to respond to some of the valid questions, concerns and comments some of you had at the last public meeting. Staff, I understand that you will check my facts and refute as you see appropriate. I am not trying to provide false statements but I feel the commissioners need more information than the information I have witnessed staff provide.

### Tooles Bend vs Lyons Bend Rd

Comparing the two roads is difficult because while Lyons Bend services various neighborhoods throughout the peninsula there are actually several inlet and outlet roads to those neighborhoods on the peninsula. The traffic load is dispersed between, Lyons Bend Rd, Duncan Rd. Whitower, Wrights Ferry and Badgett. Tooles Bend is the only two lane servicing the peninsula. Some traffic is diverted through Tedford to Kellar Bend but Tedford is extremely limited, maybe just my opinion, but try driving Tedford and you will understand.

### Traffic counts

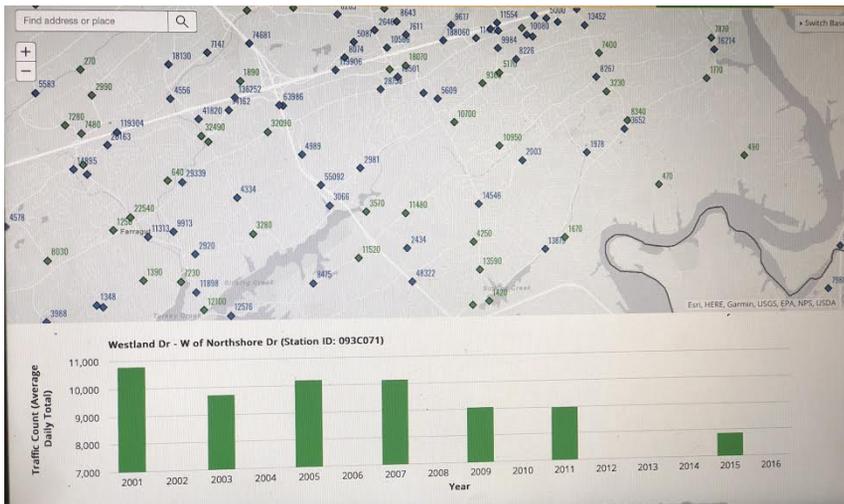
In an effort to see what the proposed traffic count would be on Tooles Bend, I looked at the TPO traffic counts. The proposed traffic on Tooles Bend from phase 1 and 2 of Post Oak as stated in CDM's report is 7,310 VPD. This would be similar to the traffic counts of Westland Dr W of Northshore. I've attached a picture of that map.

#### Tooles Bend Road Segment Assessment

CDM Smith's 24-hour count on Tooles Bend Road, south of Badgett Road, recorded 1,500 VPD on January 24, 2018. At 20-percent growth, the daily traffic should increase to approximately 1,800 VPD by year 2028. Riverside Development will generate approximately 5,510 trips per day on Tooles Bend Road at buildout, so the total daily traffic on Tooles Bend Road should reach 7,310 VPD. A summary of projected daily traffic on Tooles Bend Road is as follows:

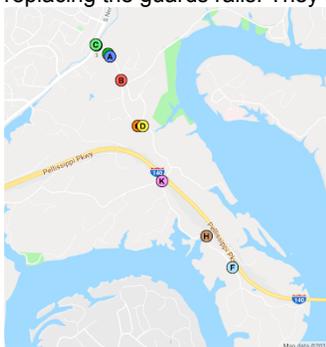
- Existing: 1,500 VPD
- Background traffic growth: 300 VPD
- Riverside Development traffic: 5,510 VPD
- Total: 7,310 VPD

In Knox County's Strategic Safety Plan, a Minimum Standard Line (MSL) concept was introduced to help evaluate road segments for operation and safety. The MSL is not a LOS or capacity concept, but rather a road segment scoring component associated with the idea that heavily traveled roads should ideally be wider. The line is primarily linear and is a relationship between road width and daily traffic. In the studies for the Safety Plan, two points were added to the overall score of segments when the segment's ADT was above the listed value for its width and the initial crash score was equal to or greater than 1.5. For a 20-foot wide road like Tooles Bend Road, the MSL ADT value is 4,000 VPD.



## Crash data-

The crash data from the Sherriff's department between 2014-2018 reported 11 accidents. Many of the accidents involved 2 vehicles, due to lane departures, swerving to miss oncoming traffic on the wrong side of the road. CDM Smith's written report stated they only gathered crash data from 1.25 miles of Tooles Bend but the distance to the proposed second entrance of Post Oak is approx. 2 miles in. Rumble strips will have little to no effect on concrete trucks, landscaping trucks, etc. Long wheel based trucks have difficulty making the turns even if they feel the vibration from a rumble strip. I personally have been run off the road this year, one of which was a FedEx truck while I was on my way to the public MPC meeting regarding Post Oak. These many incidents are not indicated on a crash report. To the point, staff is recommending replacing the guards rails. They are needed because they are hit so often. I've attached the crash reports I mentioned above.



12/15/2014 10:44:00 AM

**TOOLES BEND RD**  
 Not in a City, TN Knox  
 Master Record Number: 10670153  
 Agency Tracking Number: 1422151193  
 Contributing Factor: Vehicle #1 was traveling south on Tooles Bend Road. The vehicle was side swiped by vehicle #2. Vehicle #2 then left the scene after the crash.  
 Vehicles Involved: 2  
 Number Injured: 0  
 Number Dead: 0  
 Distance From Reference: 0  
 Intersection Road Name: BADGETT RD  
 Mile Marker: 0  
 Intersection Indicator: Y  
 Intersect Type: T-Intersection  
 Interchange Related Indicator: N  
 Relation To Junction: Intersection  
 Work Zone Type: None  
 Officer First Name: Scott  
 Officer Last Name: DeKromd

12/26/2015 8:16:00 PM

**TOOLES BEND RD**  
 Not in a City, TN Knox  
 Master Record Number: 101967230  
 Agency Tracking Number: 1012321396  
 Contributing Factor: Vehicle 1 stated traveling east on Northshore Dr. when vehicle 2 came into his lane from the opposite direction, causing the collision. Vehicle 2 stated driving west on Northshore Dr. when vehicle 1 came into his lane causing the collision.  
 Vehicles Involved: 2  
 Number Injured: 0  
 Number Dead: 0  
 Distance From Reference: 0  
 Intersection Road Name: S NORTHSHORE DR  
 Mile Marker: 0  
 Intersection Indicator: Y  
 Intersect Type: T-Intersection  
 Interchange Related Indicator: N  
 Relation To Junction: Non-Junction  
 Work Zone Type: None  
 Officer First Name: Scott  
 Officer Last Name: Gibert

6/26/2016 3:12:00 PM

**TOOLES BEND RD**  
 Not in a City, TN Knox  
 Master Record Number: 101273427  
 Agency Tracking Number: 160626104  
 Contributing Factor: Negotiating A Curve V2 crossed the double yellow line into the northbound lane and crashed V1  
 Vehicles Involved: 2  
 Number Injured: 0  
 Number Dead: 0  
 Distance From Reference: 1662  
 Mile Feet Indicator: Feet  
 Direction from Reference: East  
 Intersection Road Name: COVE POINT LN  
 Mile Marker: 0  
 Intersection Indicator: N  
 Intersect Type: Not at Intersection  
 Interchange Related Indicator: N  
 Relation To Junction: Non-Junction  
 Work Zone Type: None  
 Officer First Name: Curtis  
 Officer Last Name: Harvest

6/26/2015 2:29:00 PM

**TOOLES BEND RD**  
 Not in a City, TN Knox  
 Master Record Number: 106878876  
 Agency Tracking Number: 119202975  
 Contributing Factor: Both vehicles were traveling west on South Northshore Drive. Driver 2 stopped to make a left turn to access Tooles Bend Road. Vehicle 1 was not able to stop in time and crashed into the rear of vehicle 2  
 Vehicles Involved: 2  
 Number Injured: 0  
 Number Dead: 0  
 Distance From Reference: 0  
 Intersection Road Name: S NORTHSHORE DR  
 Mile Marker: 0  
 Intersection Indicator: Y  
 Intersect Type: T-Intersection  
 Interchange Related Indicator: N  
 Relation To Junction: Intersection-Related  
 Work Zone Type: None  
 Officer First Name: Michael  
 Officer Last Name: Hensel

1/27/2016 12:54:00 PM

**TOOLES BEND RD**  
 Not in a City, TN Knox  
 Master Record Number: 101980917  
 Agency Tracking Number: 1601271466  
 Contributing Factor: Vehicle #1 was turning left from 3617 Tooles Bend Road. Vehicle #2 was traveling south on Tooles Bend Road. The driver of vehicle #1 had a tree blocking her view when she pulled onto the roadway. Vehicle #1 was struck by vehicle #2.  
 Vehicles Involved: 2  
 Number Injured: 0  
 Number Dead: 0  
 Distance From Reference: 700  
 Mile Feet Indicator: Feet  
 Direction from Reference: North  
 Intersection Road Name: RIVER CLUB WAY  
 Mile Marker: 0  
 Intersection Indicator: N  
 Intersect Type: Not at Intersection  
 Interchange Related Indicator: N  
 Relation To Junction: Driveway, Alley Access, etc  
 Work Zone Type: None  
 Officer First Name: Scott  
 Officer Last Name: DeArmond

7/5/2018 5:06:00 AM

**TOOLES BEND RD**  
 Not in a City, TN Knox  
 Master Record Number: 102068015  
 Agency Tracking Number: 1807950309  
 Contributing Factor: Juvending Deer in road  
 Vehicles Involved: 1  
 Number Injured: 0  
 Number Dead: 0  
 Distance From Reference: 61  
 Mile Feet Indicator: Feet  
 Direction from Reference: North  
 Intersection Road Name: TEDFORD LN  
 Mile Marker: 0  
 Intersection Indicator: N  
 Intersect Type: Not at Intersection  
 Interchange Related Indicator: N  
 Relation To Junction: Non-Junction  
 Work Zone Type: None  
 Officer First Name: Wayne  
 Officer Last Name: Dostler

7/20/2016 8:40:00 AM  
 TOOLES BEND RD  
 Not in a City, TN Knox  
 Master Record Number: 101301572  
 Agency Tracking Number: 181201349  
 Contributing Factor: Lost Control went down earth embankment  
 Vehicles Involved: 1  
 Number Injured: 0  
 Number Dead: 0  
 Distance From Reference: 700  
 Miss-Foot Indicator: Feet  
 Direction from Reference: East  
 Intersection Road Name: S NORTHSHORE DR  
 Mile Marker: 0  
 Intersection Indicator: N  
 Intersect Type: Not at Intersection  
 Interchange Related Indicator: N  
 Relation To Junction: Non-Junction  
 Work Zone Type: None  
 Officer First Name: Scott  
 Officer Last Name: DeAmmond

2/10/2014 5:08:00 PM  
 TOOLES BEND RD  
 Not in a City, TN Knox  
 Master Record Number: 100441285  
 Agency Tracking Number: 140210074  
 Contributing Factor: V1 was traveling northbound on Tooles Bend Road negotiating a curve. The driver of V1 ran off the road to the right and struck utility pole. V1 continued down an embankment before coming to a stop.  
 Vehicles Involved: 1  
 Number Injured: 0  
 Number Dead: 0  
 Distance From Reference: 719  
 Miss-Foot Indicator: Feet  
 Direction from Reference: West  
 Intersection Road Name: S NORTHSHORE DR  
 Mile Marker: 0  
 Intersection Indicator: N  
 Intersect Type: Not at Intersection  
 Interchange Related Indicator: N  
 Relation To Junction: Non-Junction  
 Work Zone Type: None  
 Officer First Name: Joffus  
 Officer Last Name: Glenns

3/20/2016 3:12:00 PM  
 TOOLES BEND  
 Knoxville, TN Knox  
 Master Record Number: 101149233  
 Agency Tracking Number: 1603201291  
 Contributing Factor: driving southbound his rear wheels locked up and he was unable to steer the vehicle. started drifting off the roadway to the right and hit a guard rail and utility pole and went into a ditch hitting trees.  
 Vehicles Involved: 1  
 Number Injured: 0  
 Number Dead: 0  
 Roadway Suffix: RD  
 Distance From Reference: 0.01  
 Miss-Foot Indicator: Feet  
 Direction from Reference: South  
 Intersection Road Name: TOOLES BEND  
 Intersection Road Name Suffix: RD  
 Intersection Local ID: 2307  
 Mile Marker: 0  
 Intersection Indicator: N  
 Intersect Type: Not at Intersection  
 Interchange Related Indicator: N  
 Relation To Junction: Non-Junction  
 Work Zone Type: None  
 Officer First Name: Alan  
 Officer Last Name: Holland

11/29/2015 10:32:00 AM  
 TOOLES BEND RD  
 Not in a City, TN Knox  
 Master Record Number: 101028718  
 Agency Tracking Number: 151129197  
 Contributing Factor: Vehicle 1 southbound on Tooles Bend Rd swerved to avoid a vehicle traveling northbound that crossed into her lane of travel. Vehicle #1 crossed center line striking an embankment then crossing back over and went over a guard rail, striking a utility pole  
 Vehicles Involved: 1  
 Number Injured: 1  
 Number Dead: 0  
 Distance From Reference: 1392  
 Miss-Foot Indicator: Feet  
 Direction from Reference: East  
 Intersection Road Name: SCOTT LN  
 Mile Marker: 0  
 Intersection Indicator: N  
 Intersect Type: Not at Intersection  
 Interchange Related Indicator: N  
 Relation To Junction: Non-Junction  
 Work Zone Type: None  
 Officer First Name: Donald  
 Officer Last Name: Fennel

TOOLES BEND RD  
 Not in a City, TN Knox  
 Master Record Number: 101702815  
 Agency Tracking Number: 117028296  
 Contributing Factor: Lost Control hit guard rail  
 Vehicles Involved: 1  
 Number Injured: 0  
 Number Dead: 0  
 Distance From Reference: 27  
 Miss-Foot Indicator: Feet  
 Direction from Reference: East  
 Intersection Road Name: S NORTHSHORE DR  
 Mile Marker: 0  
 Intersection Indicator: N  
 Intersect Type: Not at Intersection  
 Interchange Related Indicator: N  
 Relation To Junction: Non-Junction  
 Work Zone Type: None  
 Officer First Name: Michael



## Density

It has been mentioned in the request that the developer is requesting a density of 2.33 units per acre. Looking at the official rezoning in 1993, the density should be calculated as represented at the time of rezoning. Therefore, the actual density being proposed is 2.99. While this is within their "right" to propose under the current zoning, it is important for the commissioners to know the density they are actually approving or denying. If they approve a density of 2.4 then the actual units should be 484. If they approve 621 units then they are approving a maximum density. The rezoning document stamped document had 208 acres and was referred to often by legal council in the 1993 minutes. The handwritten change does not appear official.

*Form 7/6/93 only*

**MPC** METROPOLITAN PLANNING COMMISSION  
 JUN 21 1993  
 REZONING  
 Fee Paid: 250.00 File Number: 7-11-93-02  
 Name of Applicant: *Riverside Ventures*

Address: *245 S. Tooles Bend Rd, Knoxville, TN 37901*  
 Description: *2.2, 2.2, 2.2, 2.2 City Blocks*  
 Size of Tract: *208* Acres

CHANGE REQUESTED:  APPLICANT'S PROPOSED USE OF PROPERTY:  
*Residential Development*

FROM: *Michael*  
 TO: *FR*

ALL CORRESPONDENCE RELATING TO THIS APPLICATION SHOULD BE MAILED TO:  
 Name: *John R. King* Address: *245 S. Tooles Bend Rd* City: *Knoxville* State: *TN* Zip: *37901* Telephone: *598-4646*

I hereby certify that I am the authorized applicant, representing ALL property owners involved in this request or holders of option on same, as listed on the back of this form.  
 Signature: *John R. King* Address: *245 S. Tooles Bend Rd* City: *Knoxville* State: *TN* Zip: *37901* Telephone: *598-4646*

# Rezoning-Density-208 acres

Comparison of the Provisions of the Residential A and Planned Residential Zoning Classifications

PROVISION	RA ZONE	PLANNED RESIDENTIAL
Uses Permitted	Single family, churches, libraries, mobile homes, country clubs, fire stations	Single family attached, semi-attached, detached, duplex, multiple-family, recreation facilities, commercial, education and community facilities
Uses Permitted on Review	Garage apartments, two family dwellings	None
Open Space Requirements	None	15% of the gross area (40 acres)
Effective Density	3.25 Dwelling Units Per Acre (676 Units)	1-3 Dwelling Units Per Acre (208-624 Units)
Setbacks	Periphery: None stated	Periphery: 35'
	Front Yard: 35'	Front Yard: 20'(detached), 15'(other)
	Side Yard: 5'	Side Yard: Not greater than 15'
	Rear Yard: 25'	Rear Yard: Not greater than 35'
Minimum Lot Width	75'	N/A
Maximum Building Coverage	30% (not note open space requirement)	
Administrative Approval Procedure	Concept Plan, final plat	Development plan, Use on Review Approval, final plat

FOR FURTHER EXPLANATION, SEE FOLLOWING PAGE.

**RIVERSIDE VENTURES  
TOOLEY BEND ROAD PROPERTY**

**PROPERTY DESCRIPTION**

obligation to the past and future generations to do this development with the appropriate care and planning for a high quality residential development.

**CURRENT ZONING:** Agriculture (A)

**CURRENT USE:** Residential and Agriculture

**PROPOSED ZONING:** Planned Residential (PR)

**PROPERTY SIZE:**  
 Acre above the R22 center: 208.18 Acres  
 Acre between the R22 and the R13 center (current summer part of Ft. Loudon Lake): 51.89 Acres  
 Acre between the R13 center and the original water mark of the Tennessee River: 133.75

**Total Acreage:** 412.82 Acres  
**Total Acreage above the summer pool:** 208.13 Acres

**CURRENT DENSITY:** The current Agricultural zoning would allow for a maximum of 1 DU per acre, minimum lot size of acre.

**PROPOSED DENSITY:** Low Density Residential (1-3 DU per acre, average density 208-624 units total. The unit numbers are based upon the acreage above the R22 center, providing for 208-250 units of open space.

- Mr. King: What is being rezoned PR is everything above the Floodway. This is approximately 208 acres and the density would be determined on that number. RA would allow higher density than PR. During 1991, 1992 and year-to-date 1993, there have been 6 accidents on that road according to the Knox County Emergency personnel. Mr. King stated he will keep a dialogue going with the neighborhood but he is unwilling to state the density as they request.
- Mr. Whitaker: Approximately 155 acres would be restricted by the Floodway designation. Only the land out of the Floodway would be usable.
- Mr. Graf: Mr. Graf stated that most PR does not build out at the maximum density. However, the set density gives the developer the ability to look at the property and see what is best. If a developer can play with the density, he can play with open space on things such as a club house.
- Mr. Pruitt: There is no plan for sewer in the immediate future unless this developer facilitates it.

The Pedestrian Pathway Extension Corridor Study adopted by County Commission on September 18, 1989, which amended the Southwest Knox County Rural Plan adopted by County Commission on May 18, 1989, recommends that this area remain in agricultural zoning which allows one (1) dwelling unit per acre and certain other services such as access, water, etc. are provided. With the provision of such services, the study recommends this area develop as Low Density Residential. The proposed development would include the extension of sewer and water service to the site, therefore the proposed low density residential zoning conforms with the sector plan.

1. Ruckey Hill Elementary, Fanager Middle, Fanager High

In conclusion, Commissioner Phillips brought up a very important point at the public meeting Tuesday. As commissioners, you do not control the building of our roads. What you do control is the density. You review and decide what is best for the surrounding neighborhoods and community. PR 1-3 simply "allows" for a proposal with a maximum of 3 units per acre but it is not their "right" to automatically get 3 units per acre. It is your responsibility to create a density that will not create a unsafe, hazardous situation for the surrounding community. If you approve this proposed plan you are allowing a 500% increase on a Minor Collector Road. If a 500% increase in traffic is not "significant" than why listen to any traffic complaints in the future? You will be setting a precedent for all other future proposed developments. As a community we understand that this is a very important vote tomorrow and may be difficult for some. We urge you to consider the guidelines as listed in the Municipal Code as well as the Quick Facts reference sheet provided by MPC. Please consider the covenants

that were made at the time the property was rezoned in 1993. The community was promised the protection of an exhaustive review of any proposed plan. This density will absolutely increase traffic exponentially into our neighborhoods. Please deny this rendition of the developer's proposed plan of Post Oak. This is not denying the owner or the developer the right to develop this property but your responsibility to consider the safety of our community in it's entirety. We welcome a development and density that is compatible to our surrounding area.

**mc** Knox County, TN

Search

Select Language

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Knox County, Tennessee... / APPENDIX A - ZONING / ARTICLE 4 - SUPPLEM... / 4.10. - Supplementary...

Development Standards for Uses Permitted on Review

In order to accomplish the general purpose of this ordinance, it is necessary to give special consideration to certain uses because they are unique in nature, require large land areas, are potentially incompatible with existing development, or because the effects of such uses cannot definitely be foreseen. The uses listed under the various zones herein as "uses permitted on review" are so classified because they more intensely dominate the area in which they are located than do other uses permitted in the zone; however, the nature of such use makes it desirable that they be permitted to locate therein. Therefore, these uses must be specially placed into the development pattern which exists at the time of their arrival.

The following uses shall be subject to compliance with the regulations in this article and as set forth in [article 6](#), "Administration, enforcement and interpretation," section [5.50](#), "Procedure for authorizing uses permitted on review":

The planning commission, in the exercise of its administrative judgment, shall be guided by adopted plans and policies, including the general plan and the following general standards:

- 4.10.14. The use is consistent with adopted plans and policies, including the general plan and the sector plans.
- 4.10.15. The use is in harmony with the general purpose and intent of these zoning regulations.
- 4.10.16. The use is compatible with the character of the neighborhood where it is proposed, and with the size and locations of buildings in the vicinity.
- 4.10.17. The use will not significantly injure the value of adjacent property by noise, lights, fumes, odors, vibration, traffic congestion or other impacts which may detract from the immediate environment.
- 4.10.18. The use is not of a nature or so located as to draw substantial additional traffic through residential streets.

## Use On Review

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The Metropolitan Planning Commission also reviews and makes recommendations regarding planned commercial, planned residential, and shopping center district development plans through the Use on Review procedure.

When an application for Use on Review approval is submitted to the Planning Commission, the public is notified and a public hearing is held. The Planning Commission may impose conditions regarding the location, character or features of the proposed use or buildings consistent with the intent of the zoning ordinance. Proposals may be denied. When proposals are granted, the building permit is subject to the conditions and requirements stipulated by the Planning Commission. Decisions of the Planning Commission may be appealed to the local legislative body, either the City Council, or Knox County Board of Zoning Appeals.

The Use on Review procedure provides a method to consider uses that benefit the community, but may involve a potential development hazard unless appropriate provisions are made for their impact. The Use on Review procedure is also intended to integrate the proposed use with other uses in the district.

Use On Review allows applicants to request specific uses of property as outlined within each zoning district. A use can only be established and maintained with the approval of the Metropolitan Planning Commission.

### Use On Review requests should:

- Be compatible with the character of the neighborhood including the size and location of buildings in the vicinity
- Be consistent with the General Plan, the One Year Plan, Sector Plans, and other adopted plans
- Not significantly injure the value of adjacent properties
- Not substantially increase the level of traffic into the neighborhood when the project is complete

thank you for your time-

Leslie Myers

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This message was directed to [commission@knoxmpc.org](mailto:commission@knoxmpc.org)



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

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## [MPC Comment] Danger on Tedford Lane

1 message

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**Wanda Bourgeois** <wandahb4@gmail.com>

Thu, Sep 13, 2018 at 1:11 PM

Reply-To: wandahb4@gmail.com

To: commission@knoxmpc.org

There is a sinkhole on the north side of Tedford at the lowest elevation, as well as caves. I am willing to show traffic studies erosion ten feet wide and eight feet deep on the south side. All hikers are welcome to come with me, as all this soil is GONE. Where did it go? Down a cave to the Tennessee River. I own the springs on the north side that flow strong. This water goes into the sinkhole into the caves never to be seen. We need to study what is out of sight and under our car tires.

Wanda Bourgeois  
[8812 Tedford Lane](#)  
[37922](#)  
[865-690-8250](#)

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This message was directed to [commission@knoxmpc.org](mailto:commission@knoxmpc.org)



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

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**[MPC Comment] Atten: All commisioners. Level 3 Traffic Study**

1 message

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**woknroll1@comcast.net** <woknroll1@comcast.net>

Thu, Sep 13, 2018 at 9:36 AM

Reply-To: woknroll1@comcast.net

To: commission@knoxmpc.org, Bryan Spears <sealantro@yahoo.com>

Study must include Tedford Ln

Please Please Please!

Living on the corner of Tedford and Toolles Bend with small children for 15 years. I personally pick up an average of 2 to 3 rear view mirrors yearly out of ditch by my mailbox. From the stop sign at toolles bend to the stop sign at Neely Ln. would have to rank as the scariest stretch of road in Knox county. The Majority of new residents will indeed egress their neighborhood via Tedford rd. Gas, food shopping, pellissippi parkway, fast food and turkey creek shopping is all quicker via Tedford.. of course until they lose a rear view mirror or two. Thank you for Real consideration of SMART development.

Doug n Lu Miller  
8708 Tedford Rd

Sent from my iPhone

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This message was directed to [commission@knoxmpc.org](mailto:commission@knoxmpc.org)

Suite 403 • City County Building  
 400 Main Street  
 Knoxville, Tennessee 37902  
 865 • 215 • 2500  
 F A X • 215 • 2068  
 www.knoxmpc.org

# SUBDIVISION - CONCEPT

Name of Applicant: Post Oak Bend LLC  
 Date Filed: 6/25/18 Meeting Date: 8/9/18  
 Application Accepted by: Bussseau  
 Fee Amount: \$11,930<sup>00</sup> File Number: Subdivision - Concept 8-ASA-18-C  
 Fee Amount: \_\_\_\_\_ Related File Number: Development Plan 8-A-18-UR

**PROPERTY INFORMATION**

Subdivision Name: Post oak Bend  
 Unit/Phase Number: \_\_\_\_\_  
 General Location: East side of Tooles Bend Rd  
South of Northshore Drive  
 Tract Size: 415.04 acres No. of Lots: 381  
 Zoning District: PR 276.3ac  
 Existing Land Use: Vacant  
 Planning Sector: Southwest County  
 Growth Policy Plan Designation: Rural Area

Census Tract: 57.01  
 Traffic Zone: 16Z  
 Parcel ID Number(s): Map 155 / Parts of Parcel 77  
Map 155 Parcel 82.02  
 Jurisdiction:  City Council \_\_\_\_\_ District  
 County Commission 4th District

**AVAILABILITY OF UTILITIES**

List utility districts proposed to serve this subdivision:  
 Sewer First Utility District  
 Water First Utility District  
 Electricity Lenoir City Utility Board  
 Gas Knoxville Utilities Board  
 Telephone AT&T Southeast

**TRAFFIC IMPACT STUDY REQUIRED**

No  Yes

**USE ON REVIEW**  No  Yes

Approval Requested:  
 Development Plans in Planned District or Zone  
 Other (be specific): \_\_\_\_\_

**VARIANCE(S) REQUESTED**

No  Yes (If Yes, see reverse side of this form)

**PROPERTY OWNER/OPTION HOLDER**

PLEASE PRINT  
 Name: R. Colver Schmid  
 Company: Post oak Bend, LLC  
 Address: 265 Brookview Center Way Suite 600  
 City: Knoxville State: TN Zip: 37919  
 Telephone: 971-5103  
 Fax: 329-5103  
 E-mail: CSchmid@bakerdonaIdson.com

**PROJECT SURVEYOR/ENGINEER**

PLEASE PRINT  
 Name: David Harbin  
 Company: Barton Himes Norvell & Poe  
 Address: 4334 Papermill Drive  
 City: Knoxville State: TN Zip: 37909  
 Telephone: 588-6472  
 Fax: 588-6473  
 E-mail: harbin@bhn-p.com

**APPLICATION CORRESPONDENCE**

All correspondence relating to this application (including plat corrections) should be directed to:

PLEASE PRINT  
 Name: David Harbin  
 Company: Barton Himes Norvell & Poe  
 Address: 4334 Papermill Drive  
 City: Knoxville State: TN Zip: 37909  
 Telephone: 588-6472  
 Fax: 588-6473  
 E-mail: harbin@bhn-p.com

**VARIANCES REQUESTED**

1. \* See Attached sheet for Variances \*  
Justify variance by indicating hardship: \_\_\_\_\_

2. \_\_\_\_\_  
Justify variance by indicating hardship: \_\_\_\_\_

3. \_\_\_\_\_  
Justify variance by indicating hardship: \_\_\_\_\_

4. \_\_\_\_\_  
Justify variance by indicating hardship: \_\_\_\_\_

5. \_\_\_\_\_  
Justify variance by indicating hardship: \_\_\_\_\_

6. \_\_\_\_\_  
Justify variance by indicating hardship: \_\_\_\_\_

7. \_\_\_\_\_  
Justify variance by indicating hardship: \_\_\_\_\_

**APPLICATION AUTHORIZATION**

I hereby certify that I am the authorized applicant, representing ALL property owners involved in this request or holders of option on same, as listed on this form. I further certify that any and all variances needed to meet regulations are requested above, or are attached. I understand and agree that no additional variances can be acted upon by the legislative body upon appeal and none will be requested. I hereby waive the requirement for approval or disapproval of the plat within sixty (60) days after its submission, in accordance with the provisions of Tennessee Code Annotated 13-3-404.

PLEASE PRINT

Name: David Harbin

Address: 4334 Papermill Dr.

City: Knoxville State: TN Zip: 37909

Telephone: 588-6472

Fax: 588-6473

Signature: David Harbin

Date: 6/25/18

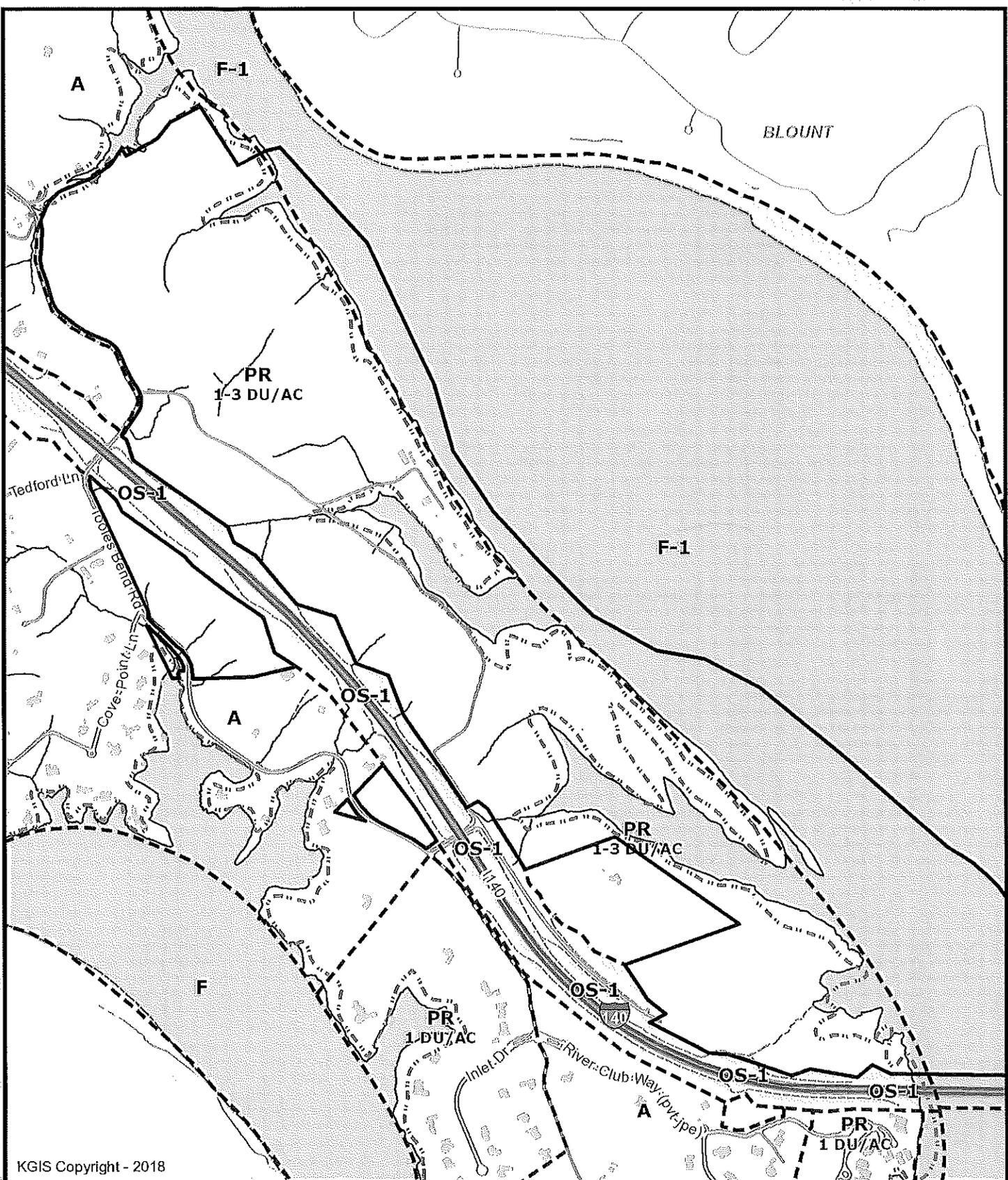
E-mail: harbin@bhn-p.com

85A-18-C

8-A-18-UR

**POST OAK BEND  
REQUESTED VARIANCES**

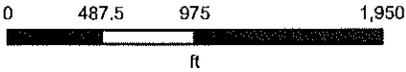
- a) HORIZONTAL CURVE RADIUS FROM - 250' TO 125', STA 7+75, ROAD "B"
- b) HORIZONTAL CURVE RADIUS FROM - 250' TO 100', STA 16+25, ROAD "C"
- c) HORIZONTAL CURVE RADIUS FROM - 250' TO 200', STA 40+00, ROAD "F"
- d) HORIZONTAL CURVE RADIUS FROM - 250' TO 200', STA 45+50, ROAD "F"
- e) HORIZONTAL CURVE RADIUS FROM - 250' TO 150', STA 5+25, ROAD "J"
- f) TANGENT LENGTH BETWEEN BROKEN BACK CURVES FROM 150' TO 131' STA 5+74 TO STA 7+05, ROAD "J".
- g) ROADWAY GRADE FROM 12% TO 18%, STA 22+00 TO STA 29+66 ROAD "B" (PRIVATE)
- h) ROADWAY GRADE FROM 12% TO 15%, STA 10+75 TO STA 18+00 ROAD "C" (PRIVATE)
- i) ROADWAY GRADE FROM 12% TO 15%, STA 18+00 TO STA 21+59 ROAD "C" (PRIVATE)
- j) VERTICAL CURVE LENGTH FROM 750' TO 450' (K FROM 25 TO 15), STA 18+00, ROAD "C" (PRIVATE)
- k) ROADWAY GRADE FROM 12% TO 12.83%, STA 2+25 TO STA 13+25, ROAD "F"
- l) ROADWAY GRADE FROM 12% TO 15%, STA 13+25 TO STA 21+45 ROAD "F"
- m) VERTICAL CURVE LENGTH FROM 675' TO 425' (K FROM 25 TO 15), STA 13+25, ROAD "F".
- n) ROADWAY GRADE FROM 12% TO 15%, STA 3+25 TO STA 8+00 ROAD "L"
- o) VERTICAL CURVE LENGTH FROM 325' TO 195' (K FROM 25 TO 15), STA 3+25, ROAD "L"
- p) VERTICAL CURVE LENGTH FROM 250' TO 150' (K FROM 25 TO 15), STA 8+00, ROAD "L"
- q) HORIZONTAL CURVE RADIUS FROM - 250' TO 125', STA 1+50, ROAD "O"



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Knoxville - Knox County - KUB Geographic Information System

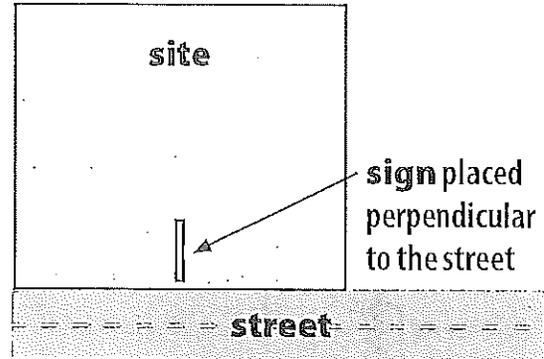
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## REQUIRED SIGN POSTING AGREEMENT FORM

For all rezoning, plan amendment, concept plan, use on review, BZA variance, right-of-way closure, and street name change applications, a sign must be posted on the subject property, consistent with the adopted MPC/BZA Administrative Rules and Procedures. MPC staff will provide a sign to post on the property at the time of application.

### LOCATION AND VISIBILITY

The sign must be posted in a location that is clearly visible from vehicles traveling in either direction on the nearest adjacent/frontage street. If the property has more than one street frontage, then the sign should be placed along the street that carries more traffic. MPC staff may recommend a preferred location for the sign to be posted at the time of application.



### TIMING

The sign must be posted no later than *two weeks prior* to the scheduled MPC or BZA hearing and must remain in place until after the meeting. In the case of a postponement, the sign can either remain in place or be removed and reposted no later than two weeks prior to the next MPC or BZA meeting.

MPC staff will provide the first sign(s) for no additional charge as part of the application fees. If the sign(s) go missing for any reason and need to be replaced, then the applicant will be responsible for picking up a new sign(s) from the MPC offices. The applicant will be charged a fee of \$10 for each replacement sign.

I hereby agree to post the sign provided on the subject property on or before

July 25, 2018

consistent with the guidelines provided above; and to *remove the sign within one week after* the MPC or BZA decision.

Signature: \_\_\_\_\_

Rebecca Riggins

Printed Name: \_\_\_\_\_

REBECCA RIGGINS

Date: \_\_\_\_\_

6/25/18

MPC or BZA File Number: \_\_\_\_\_

8-SA-18-C/8-A-18-UR