



Dori Caron <dori.caron@knoxplanning.org>

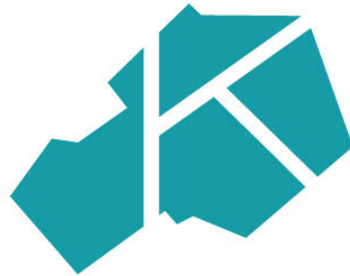
[Planning Commission Comment] Fwd: Planning Commission Meeting Information Comments

Josh Anderson <josh.anderson@knoxplanning.org>
Reply-To: josh.anderson@knoxplanning.org
To: Commission <commission@knoxplanning.org>

Thu, Jun 6, 2019 at 12:40 PM

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

From: **Public Input: Philip Royer** <contact@knoxplanning.org>
Date: Thu, Jun 6, 2019 at 11:21 AM
Subject: Planning Commission Meeting Information Comments
To: <webmaster@knoxplanning.org>



Planning

KNOXVILLE | KNOX COUNTY

Philip Royer has contacted you from the Planning Commission Meeting Information Page.

The information provided is listed below.

Project: Planning Commission Meeting Information
Name: Philip Royer
Email: philip.royer@asgarch.com
Zip Code: 37922

Message: 6-SE-19-C & 6-E-19-UR I encourage you to disapprove the Site Plan & Use on Review for Glenrothe by Maddox Co. Although the proposed civil engineering is sound, the development is contrary in nature and detrimental to the existing neighborhood. The real issues to discuss are density and traffic. Maddox has stated that "26 upscale single family homes is not out of sync for the area, especially backing up to office buildings on 2 sides and with great roads and access to a redlight," which is totally false. Glenrothe's density IS out of sync with the area, it only abuts offices on one side, there's only one road

(Triplett LN) and it certainly is not "great," and it DOES NOT have access to a red light. It is patently absurd to think that Triplett traffic will access a red light by winding more than 100 yards through the hazardous, privately-owned Franklin Square parking lot. Currently there are approximately 60 residences using Triplett Lane for access to Kingston Pike (most of Franklin Hill uses privately-owned Franklin Boulevard, not Triplett). Thus, Glenrothe's traffic poses a 43% increase in traffic on Triplett, which has no signal at Kingston Pike and where left turns must be made very carefully and only by leaping to the suicide lane. Triplett traffic also must pay close attention to interactions with pedestrians at the crossings at Franklin Hill shopping center, and that will become more dangerous if Glenrothe is approved. Two new driveways for Glenrothe will represent two new hazardous zones for those who travel Triplett. I agree with MPC that a traffic study is not needed; ANYONE can see that Glenrothe will have a very negative impact on safety and usability of Triplett. At 26 dwelling units on 5 acres (5.2 DU/acre), Glenrothe will stand in stark contrast to the existing residential community along Triplett. 50' x 75', 3,750 SF lots with 1,600 footprints means there will be very little yard and few trees, houses will be stacked very close together in order to maximize the developer's return. Even if one includes the whole of Franklin Hill, the current density of residential parcels along Triplett is 1 DU/2.04 acres! That means that Glenrothe will be more than 11 times as dense as it's neighborhood. That is the definition of incompatible! These requests should be disapproved.

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